## Port of Mostyn

# Mostyn Energy Park Extension

## Environmental Statement

## Chapter 4: Legislative and Consenting Framework

**December 2022**





Innovative Thinking - Sustainable Solutions

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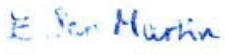
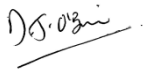
|  |  |  |

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# 4 Legislative and Consenting Framework

## 4.1 Introduction

The Mostyn Energy Park Extension (MEPE) Project will require a range of consents and approvals under different enabling and authorising legislative provisions, supported by comprehensive technical and environmental investigations to inform the necessary environmental assessment work. The principal consents/approvals and studies that are likely to be required are summarised in the following sections.

The UK is no longer a member of the European Union. EU legislation as it applied to the UK on 31 December 2020 is now a part of UK domestic legislation, under the control of the UK's Parliaments and Assemblies, and is published on legislation.gov.uk.

Some types of EU legislation such as Regulations and Decisions, are directly applicable as law in an EU Member State. This means that, as a Member State, these types of legislation applied automatically in the UK, under Section 2(1) of the European Communities Act 1972 (c.68), without any further action required by the UK. These types of legislation are published by the Publications Office of the European Union on the EUR-Lex website. This legislation is now published on legislation.gov.uk as 'legislation originating from the EU'.

Other types of EU legislation, such as Directives, are indirectly applicable, which means they require a Member State to make domestic implementing legislation before becoming law in that State. In the UK this was often achieved by making Statutory Instruments rather than passing primary legislation. This implementing legislation has always been published on https://www.legislation.gov.uk.

EU legislation which applied directly or indirectly to the UK before 31 December 2020 has been retained in UK law as a form of domestic legislation known as 'retained EU legislation'. This is set out in Sections 2 and 3 of the European Union (Withdrawal) Act 2018 (c. 16). Section 4 of the 2018 Act ensures that any remaining EU rights and obligations, including directly effective rights within EU treaties, continue to be recognised and available in domestic law after exit.

References to applicable EU Directives as well as relevant UK legislation are provided in each of the EIA topic chapters of this ES.

## 4.2 Seabed owner consent

The Port of Mostyn lies within two jurisdictions: its Statutory Harbour Authority (SHA) area which is immediately around the harbour itself and extends over 52 ha; and a more extensive area in the Port's freehold ownership extending outwards from the Mean High Water (MHW) mark around the harbour over about 1,425 ha of mainly intertidal estuary (Figure 4.1). NRW as the SHA for the Dee Conservancy own the surrounding riverbed and foreshore.

The majority of the area of seabed covered by the MEPE Project is owned by the Port of Mostyn. The new quay wall and berth is within the SHA and wholly owned by the Port. The outer part of the maintenance dredge area overlaps the Mostyn Operational Area and incorporates Dee Conservancy riverbed. A management system exists for the survey and dredge of the channel in the Mostyn Operational Area, with over sight from the Dee Conservancy Harbour Master.

The Port of Mostyn has engaged with the Dee Conservancy Harbour Master to ensure that the proposed development is acceptable.

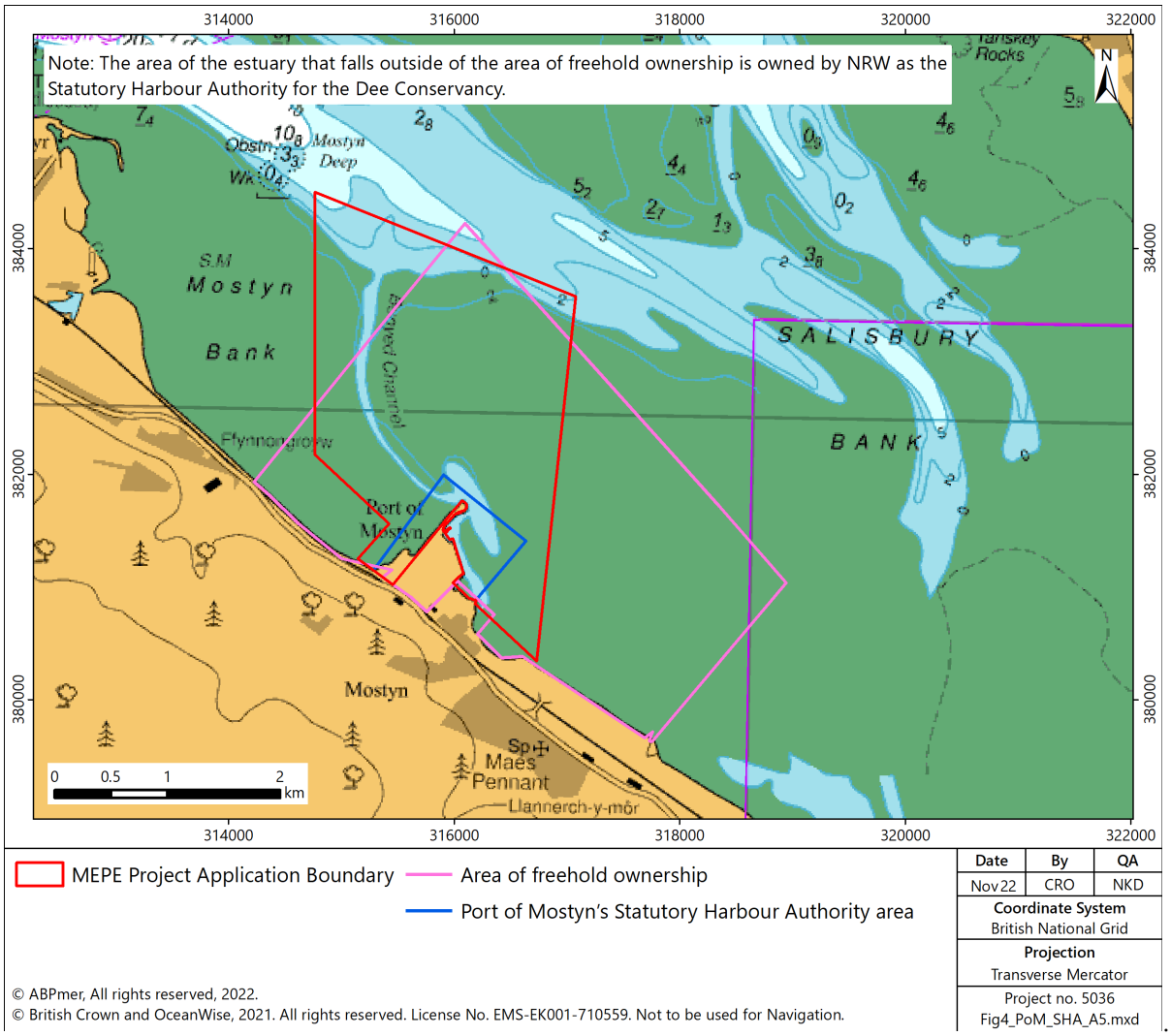


**Figure 4.1. Port of Mostyn's freehold ownership and Statutory Harbour Authority area**

## 4.3 Local Act approval

The proposed development is located within the Port of Mostyn's SHA area which covers the immediate approach areas to the port and the berths by virtue of the Mostyn Docks Harbour Empowerment Order (1988) (Figure 4.1). The Port of Mostyn is also the Competent Harbour Authority (CHA) for Pilotage in the Dee Estuary as defined by The Mostyn Docks (Pilotage) Harbour Revision Order 1989. The Dee Conservancy is the SHA and local lighthouse authority for the River Dee and the remainder of the estuarine area (Section 4.9.12).

## 4.4 Marine licence

The current process of marine licensing under the Marine and Coastal Access Act 2009 came into force on 6 April 2011 and covers the area from Mean High Water Springs (MHWS) out to 12 nautical miles (NM). This process requires anybody wishing to undertake works below MHWS to obtain a marine licence from NRW. The proposed development, therefore, requires a marine licence. The licence will

cover those works that impact upon the marine environment, namely the proposed new quay wall and reclamation, the proposed new dolphins (piles), the capital dredge and maintenance dredge activities, and the disposal of any dredge material at the existing marine disposal sites.

There is an existing marine licence for the MEP development which is valid until 2025 (CML 1343v3). In order to understand how the new marine licence application for the MEPE Project relates to this previous and existing licence, Figure 4.2 shows the spatial development areas that are included in the existing licence in relation to the construction elements of the licence application for the MEPE Project, specifically the reclamation and capital dredge of the new berth. The figure also shows the elements of the existing licence that have been completed.

It has been agreed with the NRW Marine Licensing Team (MLT) that the new marine licence application will replace the existing licence to build a new quay and extend the MEP (CML 1343v3) and also subsume the previous marine licences for the ongoing maintenance dredge and disposal activities in the harbour and its approaches (DML1542v2 and DML2001).

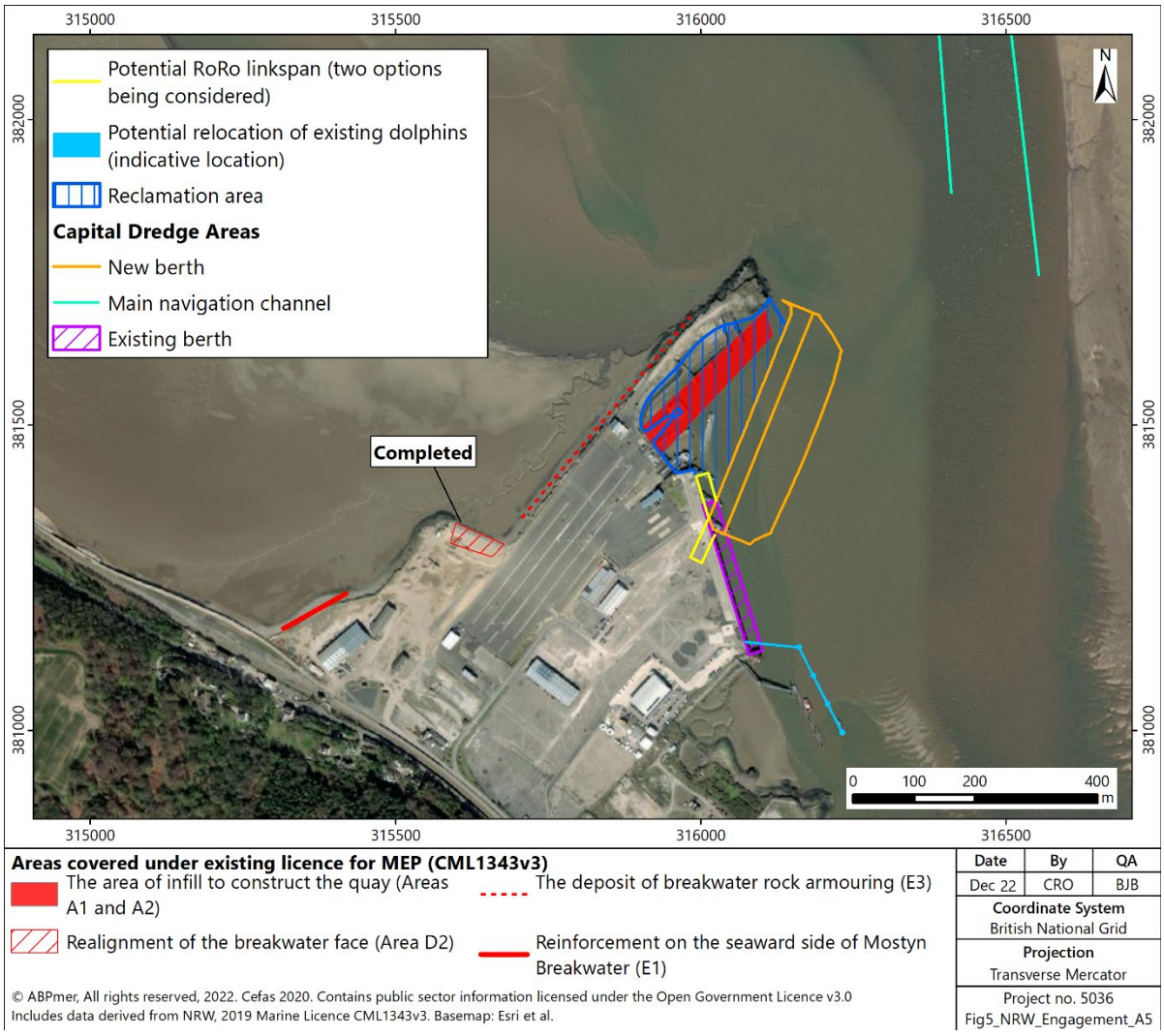


**Figure 4.2. Spatial areas covered under the existing and new marine licence at MEPE**

## 4.5 Permitted development for landside works

The landside works associated with the MEPE Project will involve an infill behind the newly created quay wall and the provision of an area of hardstanding for storage/laydown and possible workshops and office space if required. As a Statutory Undertaker and under the Harbours Act 1964, the Port of Mostyn has permitted development rights which allows it to undertake development associated with the movement of goods and passengers. The Port of Mostyn considers that the proposed landside works are covered by the permitted development rights.

## 4.6 Flood risk activity permit

Flood risk activities are regulated through environmental permits (previously flood defence consents) under the Environmental Permitting (England and Wales) Regulations 2016. Flood risk activity permits are required for works in, over, under or near a main river or flood defence, or within a flood plain. This is to ensure activities do not cause a risk of flooding, make existing flood risk worse or interfere with flood risk management assets. The new quay wall will be constructed at 12 m above CD. Further details are provided in the Flood Risk and Drainage ES Chapter (Chapter 11).

Exclusions for a flood risk activity permit include circumstances when an application has been made for a marine licence. The exclusion must be agreed in writing by the regulator (in this case NRW) and the requirements of an environmental permit for a flood risk activity must be fulfilled by the marine licence.

Provided the marine licence to be granted by NRW incorporates the requirements of a flood risk activity permit, it is anticipated that the regulator will confirm that this proposed development is excluded from requiring a flood risk activity permit.

## 4.7 Protected species licence

Various species of marine animal are protected from being killed, injured or disturbed under provisions in the Conservation of Habitats and Species Regulations 2017 (as amended) (commonly referred to as the Habitats Regulations)[1] and Section 9(4) and Schedule 5 of the Wildlife and Countryside Act 1981 (as amended). In particular, Regulation 43 of the Habitats Regulations makes it an offence deliberately to disturb wild animals of any such species that are subject to European protection in such a way as to be of likely:

- To impair their ability:
  - To survive, to breed or reproduce, or to rear or nurture their young; or
  - In the case of animals of a hibernating or migratory species, to hibernate or migrate; or
- To affect significantly the local distribution or abundance of the species to which they belong.

Section 9(4) of the Wildlife and Countryside Act 1981 (as amended) makes it an offence intentionally or recklessly to disturb dolphins, whales or basking sharks subject to a defence that the act was the incidental result of a lawful operation and could not reasonably have been avoided.

The Scoping Opinion from NRW advised that "*A protected species licence may be required depending upon the outcome of the EIA*" (paragraph 3.4 of NRW's Scoping Opinion dated 6 January 2022). The ES has considered whether protected species are likely to be affected and, if so, whether appropriate

[1] These have been modified by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. Available at: https://www.legislation.gov.uk/uksi/2019/579/contents/made (accessed January 2021).

avoidance, mitigation, avoidance or compensation measures need to be put in place. This information is included in the Nature Conservation and Marine Ecology Chapter (Chapter 8).

## 4.8 Assessment requirements

As part of the various approval processes, NRW will take account of, and give consideration to, the need for additional environmental and project information. The following sections summarise the various assessments and documentation that are considered to be required, alongside supporting plans and figures, to support the marine licence application for the MEPE Project.

### 4.8.1 Environmental Impact Assessment

The Environmental Impact Assessment (EIA) Directive (2011/92/EU) requires plans, programmes or projects likely to have significant effects on the environment to undergo an environmental assessment, prior to their approval or authorisation. As noted in Section 4.1, EU legislation which applied directly or indirectly to the UK before 31 December 2020 has been retained in UK law as a form of domestic legislation known as 'retained EU legislation'. The implementing legislation which transposes the EIA Directive into UK law is a series of EIA regulations. The EIA regulations which apply to the MEPE Project are the Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended) (hereafter referred to as the Marine Works EIA Regulations).

The Marine Works EIA Regulations set out the procedure that must be followed before approval is granted for a range of plans and projects. In the Marine Works EIA Regulations, these are defined in Schedules A1 and A2. Schedule A1 identifies those activities for which EIA is mandatory. The proposed development is considered to comprise a Schedule A1 project ("*14. Trading ports, piers for loading and unloading connected to land and outside ports (excluding ferry piers) which can take vessels of over 1,350 tonnes*").

A Scoping Report was prepared to support the formal request for a screening and scoping opinion from NRW (ABPmer, 2021). This report set out the proposed approach to and scope of the information required to inform the preparation of an EIA required to support the marine licence application. The Screening and Scoping Opinion was received from NRW on 6 January 2022. The Screening Opinion advised that the MEPE Project has the potential to have a significant effect on the environment and, therefore, a statutory EIA is required. The Scoping Opinion set out the information that NRW considered necessary to be included and/or assessed in the ES.

Following receipt of the Scoping Opinion, the final scope of any survey requirements, supporting assessments and consultation was confirmed (Section 5.2 in Impact Assessment Approach Chapter 5). In some cases, the detailed approach to the EIA was discussed and agreed directly in liaison with relevant stakeholders. The consultation that has been undertaken for each EIA topic is detailed in each of the individual topic chapters of this ES.

The ES documents all the relevant EIA information in accordance with the requirements detailed in Schedule 3 of the Marine Works EIA Regulations as set out in Table 4.1. This table also signposts where the information can be found in this ES. Consideration of the potential risks to human health, the potential impacts on climate and the vulnerability of the proposed development to climate change, as well as to risks of major accidents and/or disasters have been considered within each individual EIA topic.

**Table 4.1. ES requirements according to the Marine Works (EIA) Regulations (Schedule 3)**

| Schedule Reference | Requirements for ES | Chapter or Section of ES |
|---|---|---|
| 1 | A description of the project, including in particular: | |
| | a) A description of the location of the development. | 2.4 |
| | b) A description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases. | 3.1, 3.2 |
| | c) A description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity). | 3.2 |
| | d) An estimate, by type and quantity, of expected residues and emissions such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases. | 6.7, 7.7, 8.7, 10.7, 11.7 |
| 2 | A description of the reasonable alternatives (for example in terms of development design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects. | 2.3 |
| 3 | A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without implementation of the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge. | 6.6, 7.6, 8.6, 9.6, 10.6, 11.6, 12.6, 13.6 |
| 4 | a) A description of the factors specified in regulation 21A(2)(a) to (e) likely to be significantly affected by the development: | 6.6, 7.6, 8.6, 9.6, 10.6, 11.6, 12.6, 13.6 |
| | b) Population, human health; | 9.6, 10.6, 11.6 |
| | c) Biodiversity (for example fauna and flora); | 8.6 |
| | d) Land (for example land take), soil (for example organic matter, erosion, compaction, sealing); | 6.6 |
| | e) Water (for example hydromorphological changes, quantity and quality); | 7.6 |
| | f) Air, climate (for example greenhouse gas emissions, impacts relevant to adaptation); | 5.2.3 |
| | g) Material assets; | 10.6, 11.6 |
| | h) Cultural heritage, including architectural and archaeological aspects; and | 12.6 |
| | i) Landscape. | 5.2.3 |
| 5 | A description of the likely significant effects of the development on the environment resulting from, inter alia: | |
| | a) The construction and existence of the development, including, where relevant, demolition works; | 6.7, 7.7, 8.7, 9.7, 10.7, 11.7, 12.7, 13.7 |

| Schedule Reference | Requirements for ES | Chapter or Section of ES |
|---|---|---|
| | b) The use of natural resources, in particular land, soil, water and biodiversity, considering as far as possible the sustainable availability of these resources; | 6.7, 7.7, 8.7 |
| | c) The emission of pollutants, noise, vibration, light, heat and radiation, the creation of nuisances, and the disposal and recovery of waste; | 6.7, 7.7, 8.7, 10.7, 11.7 |
| | d) The risks to human health, cultural heritage or the environment (for example due to accidents or disasters); | 6.7, 7.7, 8.7, 9.7, 10.7, 11.7, 12.7 |
| | e) The cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources; | 13.7 |
| | f) The impact of the project on climate (for example the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change; | 6.7, 7.7, 8.7, 9.7, 10.7, 11.7, 12.7 |
| | g) The technologies and the substances used. | 6.7, 7.7, 8.7, 9.7, 10.7, 11.7, 12.7 |
| 6 | The description of the likely significant effects should cover the direct effects and any indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the development. | 6.7, 7.7, 8.7, 9.7, 10.7, 11.7, 12.7, 13.7 |
| 7 | A description of the forecasting methods or evidence, used to identify and assess the significant effects on the environment, including details of difficulties (for example technical deficiencies or lack of knowledge) encountered compiling the required information and the main uncertainties involved. | 6.3, 7.3, 8.3, 9.3, 10.3, 11.3, 12.3 |
| 8 | A description of the measures envisaged to avoid, prevent, reduce or, if possible, offset any identified significant adverse effects on the environment and, where appropriate, of any proposed monitoring arrangements (for example the preparation of a post-project analysis). That description should explain the extent, to which significant adverse effects on the environment are avoided, prevented, reduced or offset, and should cover both the construction and operational phases. | 6.8, 7.8, 8.8, 9.8, 10.8, 11.8, 12.8 |
| 9 | A description of the expected significant adverse effects of the development on the environment deriving from the vulnerability of the development to risks of major accidents and/or disasters which are relevant to the project concerned. | 6.7, 7.7, 8.7, 9.7, 10.7, 11.7, 12.7 |
| 10 | A non-technical summary of the information provided under paragraphs 1 to 9. | Standalone NTS |
| 11 | A reference list detailing the sources used for the descriptions and assessments included in the environmental statement. | At the end of each ES chapter |

### 4.8.2 Marine Plan Conformance Assessment

In considering an application for a marine licence, NRW will take into account Government policy statements and guidance, including the Marine Policy Statement (MPS) and Welsh National Marine Plan (WNMP) (Section 4.9.3). In addition, consideration will be given to the principles of sustainable development, as well as the National Policy Statement for Ports (NPSfP) (DfT, 2012), which recognises that sustainable port development plays an important role in long term economic growth and prosperity.

A marine plan conformance assessment has, therefore, been prepared to support the marine licence application for the MEPE Project. This document is provided in Appendix 4.1. This assessment provides a review of the proposed development against the policies of the WNMP. This marine plan conformance assessment has been informed by the outcomes of the EIA and information provided in the ES. In taking a proportionate approach to applying policies, consideration has also been given to the scale, complexity and impact of the proposed development.

### 4.8.3 Habitats Regulations Assessment

Where a development project is located close to, or within, an area designated or proposed under the Birds[2] and Habitats Directives[3] (European Sites), the requirements of Part 6 of the Conservation of Habitats and Species Regulations 2017 (as amended) apply (hereafter referred to as the Habitats Regulations)[4]. This requires the competent authority, in this case NRW, to determine whether the proposed development has the potential for a likely significant effect (LSE) on a European/Ramsar Site and, if so, to undertake an Appropriate Assessment (AA) of the implications of the proposals in light of the site's conservation objectives. The AA takes account of the in-combination effects of the proposal on the protected areas in association with other relevant projects and plans.

The MEPE Project is located within the Dee Estuary SAC, SPA and Ramsar site (Chapter 8). It is also around 2 km from Liverpool Bay SPA. The Mersey Narrows and North Wirral Foreshore SPA and Ramsar site is located approximately 8 km away and the River Dee and Bala Lake/ Afon Dyfrdwy a Llyn Tegid SAC approximately 18 km away from the proposed development.

Given the proposed development overlaps and/or is in close proximity to internationally designated sites, the proposed development triggers the requirement for a Habitats Regulations Assessment (HRA).

The process that needs to be followed for an HRA is clearly laid out by NRW in their marine licensing advice (NRW, 2021). In simple terms, it involves two key stages. The first stage (Stage 1: Screening and Test of Likely Significant Effect (LSE)) determines if the proposed development has the potential to result in an LSE on a European/Ramsar site and if there is a need to progress to the next stage of the HRA. Stage 2 (Appropriate Assessment), if required, provides the evidence required to confirm whether the proposed development has the potential to result in an adverse effect on integrity (AEOI) on any European/Ramsar site either alone or in-combination with other plans and projects. Unless the conclusion is that there will be no adverse impact, the applicant will have to consider measures to mitigate any adverse effects. If appropriate and adequate mitigation measures are not possible, the project may only be consented if there is no alternative approach, there are reasons of overriding public interest for it to proceed, and after a suitable compensation package has been agreed. The information contained in the HRA in Appendix 8.5 will enable the competent authority to undertake an AA, assessing the effects of the proposed development on the features for which the sites are designated.

[2] Council Directive 79/409/EEC on the conservation of wild birds.

[3] Council Directive 92/43/EEC on the conservation of natural habitats and wild fauna.

[4] These have been modified by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. Available at: https://www.legislation.gov.uk/uksi/2019/579/contents/made (accessed August 2021).

### 4.8.4 Water Framework Directive Assessment

The Water Framework Directive (WFD) (2000/60/EC) establishes a framework for the management and protection of Europe's water resources. It is implemented in England and Wales through the Water Environment (WFD) (England and Wales) Regulations 2017, known as the Water Framework Regulations[5].

The overall objectives of the WFD as implemented by the Water Framework Regulations is to achieve "good ecological and good chemical status" in all inland and coastal waters by 2021 unless alternative objectives are set or there are grounds for time limited derogation. For example, where pressures preclude the achievement of good status (e.g. navigation, coastal defence) in heavily modified water bodies (HMWBs), the WFD provides that an alternative objective of "good ecological potential" is set. Groundwater waterbodies are included in the WFD and are assessed on quantitative and chemical status. There is also a general "no deterioration" provision to prevent decline in status.

To support the marine licence application, a WFD compliance assessment has been undertaken to determine whether the proposed development complies with the objectives of the WFD. This has been undertaken in two stages; an initial screening/scoping stage to review the potential for the proposed development to cause a 'deterioration' or failure of the water body to meet its WFD objectives, followed by a full assessment. The full WFD assessment has considered the potential implications of the proposed development on the achievement of 'good' status within adjacent WFD water bodies. This assessment follows the format specified in the latest Environment Agency 'Clearing the Waters for All' guidance and is provided in Appendix 7.1.

### 4.8.5 Waste Hierarchy Assessment

Waste policy and, consequently, the Waste Hierarchy Assessment (WHA) are strongly governed by the waste hierarchy set out in Article 4 of the Waste Framework Directive (2008/98/EC). This Directive is transposed in England and Wales through the Waste (England and Wales) Regulations 2011[6]. The waste hierarchy ranks waste management options according to what is best for the environment and comprises the following in order of most to least favoured (top to bottom):

- Prevention;
- Re-use;
- Recycle;
- Other recovery; and
- Disposal.

The waste hierarchy places emphasis on waste prevention or minimisation of waste, followed where possible by re-use of the material.

For any dredging project, the *in situ* characteristics of the material (physical and chemical), the method and frequency of dredging (and any subsequent processing), determines its characteristics for consent through the waste hierarchy. This understanding is central for consideration of management options for dealing with dredged material with respect to the WHA. Existing Ro-Ro pontoon and linkspan, work

[5] Following the UK leaving the EU, the main provisions of the WFD have been retained through the Floods and Water (Amendment etc.) (EU Exit) Regulations 2019. Available at: https://www.legislation.gov.uk/uksi/2019/558/contents/made (accessed August 2021).

[6] Following the departure of the UK from the EU, the main provisions of the Waste Framework Directive have been retained through the Waste and Environmental Permitting etc. (Legislative Functions and Amendment etc.) (EU Exit) Regulations 2020. Available at: https://www.legislation.gov.uk/uksi/2020/1540/contents/made (accessed January 2021).

boat access pontoon, work boat recessed berth and mooring structures within the footprint of the reclamation will be demolished and all material will be reused within the port estate.

A Waste Hierarchy Assessment (WHA) has been prepared to determine the Best Practical Environmental Option (BPEO) for dealing with the dredge arisings. This assessment involved an evaluation of the dredge and disposal methods with a discussion based on the Waste Hierarchy Framework to provide evidence of the practical, cost effective methods of dealing with the dredged material. The WHA is included in Appendix 6.1.

### 4.8.6 Navigational Risk Assessment

A Navigational Risk Assessment (NRA) has been undertaken by the Port of Mostyn to support the marine licence application for the MEPE Project. This is provided in Chapter 10. Navigational risk requires consideration by the Harbour Authority in its role as the SHA. To carry out this assessment, a specific NRA is required in support of the proposed development. The Port of Mostyn as SHA will inform Trinity House if any changes to navigation aids are required. The NRA has established how the phases of the project are managed to a point where risk is reduced and considered to be 'as low as reasonably practicable' (ALARP). This is a requirement of the Port Marine Safety Code, which is the UK standard for port marine safety.

### 4.8.7 Flood Consequence Assessment

A site and development specific flood consequence assessment (FCA) has been prepared to accompany the marine licence application for the MEPE Project. This assessment has considered the flood risk to the development being proposed as well as the implications of the development on flooding elsewhere. The assessment has demonstrated that the MEPE Project is acceptable in flood risk terms (including satisfactorily addressing the relevant aspects of the sequential test and exception test) before both the marine licence and prior approval will be granted. The FCA is provided in Appendix 11.1. The outputs of the FCA have informed the flood risk and drainage ES chapter (Chapter 11).

## 4.9 Policy context

In considering an application for a marine licence, NRW will take into account UK and Welsh Government legislation, planning policies and guidance. The following sections provide an overview of the key policy context applicable to the MEPE Project and identifies some of the main considerations that will be material to the decision-making process.

### 4.9.1 National Policy Statement for Ports (DfT, 2012)

National ports policy is contained within the National Policy Statement for Ports (NPSfP) (DfT, 2012). Although forming part of the planning system established under the Planning Act 2008 to deal with nationally significant infrastructure projects (NSIP), the NPSfP is also a relevant consideration for those bodies that make decisions on other non NSIP port developments such as the MEPE Project.

The NPSfP highlights the essential role of ports in the UK economy, specifically identifying that "*Ports have a vital role….in the construction and servicing of offshore energy installations*" (paragraph 3.1.5). The NPSfP goes onto say that ports will need to be responsive to changes in different types of energy supply needed and highlights the need for facilities to support the development and maintenance of offshore renewable sites (paragraph 3.1.5).

In summary, within its policy for ports, the UK Government seeks to:

- "*Encourage sustainable port development to cater for long-term forecast growth in volumes of imports and exports by sea with a competitive and efficient port industry capable of meeting the needs of importers and exporters cost effectively and in a timely manner, thus contributing to long-term economic growth and prosperity;*
- *Allow judgments about when and where new developments might be proposed to be made on the basis of commercial factors by the port industry or port developers operating within a free market environment; and*
- *Ensure all proposed developments satisfy the relevant legal, environmental and social constraints and objectives, including those in the relevant European Directives and corresponding national regulations*." (paragraph 3.3.1).

In order to help meet the requirements of the UK Government's policies on sustainable development, new port infrastructure should also:

- "*contribute to local employment, regeneration and development;*
- *ensure competition and security of supply;*
- *preserve, protect and where possible improve marine and terrestrial biodiversity;*
- *minimise emissions of greenhouse gases from port related development;*
- *be well designed, functionally and environmentally;*
- *be adapted to the impacts of climate change;*
- *minimise use of greenfield land;*
- *provide high standards of protection for the natural environment;*
- *ensure that access to and condition of heritage assets are maintained and improved where necessary; and*
- *enhance access to ports and the jobs, services and social networks they create, including for the most disadvantaged*." (paragraph 3.3.3).

The policy also highlights that the UK Government wishes to see port development, wherever possible, amongst other things, supporting sustainable development by providing additional capacity for the development of renewable energy (paragraph 3.3.5).

The UK Government's assessment of the need for new port infrastructure highlights that the total need for new port infrastructure is not only based on overall demand for port capacity but also on the need to retain the flexibility that ensures that port capacity is located where it is required, and on the need to ensure effective competition and resilience in port operations (paragraph 3.4.1).

As part of its detailed assessment of the demand for new infrastructure, the NPSfP recognises that the UK is the global leader for offshore wind and that the manufacturing and assembly of large-scale equipment to serve this sector within port sites is set to see significant increase in demand. Port capacity is also highlighted as being needed to provide installation, operation and maintenance facilities (paragraph 3.4.5).

In terms of the location of new port infrastructure, the policy highlights that capacity must be in the right place and that the market is the best mechanism for getting this right (paragraph 3.4.11 and 3.4.12). Paragraph 3.4.13 of the policy makes it clear that competition between ports is encouraged and that effective competition requires sufficient spare capacity to ensure real choices for port users. It also requires ports to operate at efficient levels. Further, the policy highlights that the "*Government believes that the port industry and port developers are best placed to assess their ability to obtain new business and the level of any new capacity that will be commercially viable, subject to developers satisfying decision-makers that the likely impacts of proposed development have been assessed and addressed*" (paragraph 3.4.13).

On the need for new port infrastructure, the policy concludes that the UK Government believes that there is a compelling case for substantial additional port capacity over the next 20 to 30 years (paragraph 3.4.16) and the NPSfP (in Section 3.5) provides specific guidance for decision-makers on assessing the need for additional capacity. Amongst other things, it specifies that decision makers should accept the need for future capacity to support the development of offshore sources of renewable energy (paragraph 3.5.1, bullet 2).

### 4.9.2 UK Marine Policy Statement (MPS)

The UK MPS (HM Government, 2011) contributes to the achievement of sustainable development in the UK marine area. Prepared under Section 44 of the Marine and Coastal Access Act 2009, it provides the framework for the preparation of Marine Plans and informing decisions affecting the marine environment.

The UK vision for the marine environment is identified as being "*clean, healthy, safe, productive and biologically diverse oceans and seas*" (paragraph 2.1.1). The delivery of the high level marine objectives provided within the MPS will contribute to the delivery of the vision. These objectives reflect the principles for sustainable development.

In terms of decision making, the MPS explains at a high level that the decision maker should make authorisation decisions in accordance with the relevant marine policy documents unless relevant considerations indicate otherwise (paragraph 2.3.2.1).

Chapter 3 of the MPS sets out the policy objectives for key activities that take place in the marine environment. Section 3.3 deals with the key activity of "*energy production and infrastructure development*", recognising at the outset the central importance of a secure, sustainable and affordable supply of energy to the economic and social wellbeing of the UK. It is recognised that the marine environment will make an increasing major contribution to the provision of the UK's energy supply and distribution. Contributing to the UK's energy objectives, while protecting the environment, will be a priority for marine planning (paragraph 3.3.1).

The MPS refers to rapid development of the renewable energy industry and that the UK is currently the leading county for the deployment of offshore renewables (paragraph 3.3.16).

Section 3.4 recognises that ports play an important role in the activities taking place within the marine environment and that they are an essential part of the UK economy (paragraph 3.4.1). Ports are also identified as essential to support emerging industries, including renewable energy development (paragraph 3.4.3).

Potential issues for port development are considered at paragraph 3.4.9. Positive impacts include job creation and wider benefits to national, regional or local economies. Adverse effects are identified as primarily resulting from the construction phase, although associated impacts such as increases in shipping traffic and maintenance dredging can cause impacts in the operational phase. The precise nature of impacts will depend on local conditions, ecosystems and other factors (paragraph 3.4.9).

### 4.9.3 Welsh National Marine Plan (WNMP)

The proposed development is located within the area covered by the WNMP published in November 2019 by the Welsh Government (Welsh Government, 2019). Policies are presented within an economic, social and environmental framework, helping to support the high-level objectives set out in the UK MPS, as well as sustainable development of the marine area.

The plan covers both the Welsh inshore region (from mean high water spring tides out to 12 nautical miles) and offshore region (beyond 12 nautical miles). Unless otherwise stated, policies in this plan apply to both regions. The plan area is adjacent to two English marine planning regions, the North West and South West marine plan areas. The plan also shares boundaries with Northern Ireland, the Isle of Man and Republic of Ireland (Welsh Government, 2019).

The management of activities in Welsh water is split between devolved functions, the responsibility of Welsh Ministers, and functions retained by the UK Government. The plan includes provision relating to the devolved and retained functions and has been adopted with the agreement of the UK Secretary State for Environment, Food and Rural Affairs (Welsh Government, 2019).

The role of Marine Plan is to set out how the MPS will be implemented in specific areas, providing detailed policy and spatial guidance and to help ensure that decisions within an area contribute to the delivery of UK, national and any area specific policy objectives.

The vision of the WNMP is:

*"Welsh Seas are clean, healthy, safe, productive and biologically diverse:*

- *Through an ecosystem approach, natural resources are sustainably managed, and our seas are healthy and resilient, supporting a sustainable and thriving economy;*
- *Through access to, understanding of and enjoyment of the marine environment and maritime cultural heritage, health and well-being are improving;*
- *Through Blue Growth more jobs and wealth are being created and are helping coastal communities become more resilient, prosperous and equitable with a vibrant culture; and*
- *Through the responsible deployment of low carbon technologies, the Welsh marine area is making a strong contribution to energy security and climate change emissions targets. "*

In order to deliver the marine plan vision and support sustainable development, 13 objectives have been defined. Objective 1 relates to sustainable economic activity, including port and harbour activities:

> *"Objective 1 - Support the sustainable development of the Welsh marine area by contributing across Wales' well-being goals, supporting the Sustainable Management of Natural Resources (SMNR) through decision making and by taking account of the cumulative effects of all uses of the marine environment."*

Under this objective, there are three particular marine plan policies of direct relevance to the MEPE Project:

- Policy D&D_01 recognises that proposals that maintain navigable channels and long-term access to open at-sea disposal sites for appropriate material will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.

- Policy P&S_01 a/b recognises that proposals for ports, harbours and shipping activities will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations. Relevant public authorities and the sector are encouraged, in liaison with other interested parties, to collaborate to understand opportunities to support the sustainable development of the ports and shipping sector through marine planning.

- Policy P&S_02 recognises that proposals that provide for the maintenance, repair, development and diversification of port and harbour facilities will be supported where they contribute to the objectives of this plan. Proposals should comply with the relevant general policies and sector safeguarding policies of this plan and any other relevant considerations.

In support of the above policies, the WNMP "*anticipates that ports will play an increasingly significant role in supporting the development of the marine renewables sector*" (paragraph 418) and that current trends indicate that ports offer "*opportunities to host value added processes such as manufacturing, e.g. supporting and servicing offshore renewable energy, particularly for ports in close proximity to developments*" (paragraph 421, bullet 3).

The Plan also notes that a number of Welsh ports, including the Port of Mostyn "*have all been identified as having the greatest competitive advantage in exploiting opportunities arising from low carbon and renewable energy generation*" (paragraph 425).

### 4.9.4 Well-being of Future Generations (Wales) Act

The Well-being of Future Generations (Wales) Act is concerned with improving the social, economic, environmental and cultural well-being of Wales. It requires public bodies to consider the long-term issues, work better with people and communities and each other, look to prevent problems and take a more joined-up approach. To help public bodies achieve the same vision, the Well-being of Future Generations (Wales) Act puts in place seven well-being goals:

- A prosperous Wales;
- A resilient Wales;
- A more equal Wales;
- A healthier Wales;
- A Wales of cohesive communities;
- A Wales of vibrant culture and thriving Welsh language; and
- A globally responsible Wales.

The proposed development is considered to be consistent with these goals, and provides a positive contribution to the following well-being goals:

- A prosperous Wales "*An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work*". The MEPE Project will enable the Port of Mostyn to support and service the current and anticipated future growth in the offshore wind industry within Liverpool Bay and in the Irish and Celtic Seas which will support local economies, a growth in low carbon and renewable energy generation, and encourage the development of a skilled population to support this new technology; and

- A Resilient Wales "*A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change*". The MEPE Project will avoid resulting in any significant adverse effects on the marine environment through a package of mitigation measures. In addition, the MEPE Project will provide additional marine ecological enhancements to support natural mudflat restoration and the colonisation of hard substrate structures (Section 3.1.7 in Project Methodology Chapter 3).

### 4.9.5 Environment (Wales) Act

Proposals in Wales also need to demonstrate consistency with policies of the Environment (Wales) Act (2016). The Environment (Wales) Act puts in place a legislative framework to promote the 'Sustainable Management of Natural Resources in Wales'. The Natural Resources Policy, developed under the Environment (Wales) Act, sets out that the WNMP will guide the way in which Welsh Government will take forward the delivery of Natural Resources Policy priorities in the marine environment as a part of its approach to the management of Wales' marine natural resources.

### 4.9.6 Climate Change Act 2008 (2050 Target Amendment) Order 2019

The Climate Change Act was enacted in 2008 and it includes the duty for the Secretary of State to ensure that net UK carbon is at least 80% lower than the 1990 baseline by 2050.

In June 2019, secondary legislation was passed through The Climate Change Act 2008 (2050 Target Amendment) Order 2019 which requires net UK carbon to be "*at least 100% lower than the 1990 baseline*".

The 2050 net zero target was recommended by the Committee on Climate Change – the UK's independent advisory body. The UK was the first major economy in the world to pass net zero emissions law.

### 4.9.7 The Clean Growth Strategy – Leading the way to a low carbon future (BEIS, 2017, amended in 2018)

The Clean Growth Strategy sets out the UK Government's proposals for decarbonising the UK economy through the 2020s. It includes the steps that the Government are taking to put clean growth, higher growth with lower carbon emissions, at the centre of the UK's modern Industrial Strategy and recognises that the UK is already a world leader in offshore wind.

The document refers to the falling costs in the offshore wind sector and identifies that costs of offshore wind projects have fallen by 50 % since 2015 (page 43). In the context of "*Growing Low Carbon Sources of Electricity*", it identifies the Government will work towards an ambitious Sector Deal for offshore wind (page 99).

### 4.9.8 Industrial Strategy: Offshore Wind Sector Deal (BEIS, 2019, Updated 2020)

This strategy identifies that the offshore wind sector is a UK success story and that this sector deal marks a deepening of the partnership between the UK Government and industry. It builds on the UK's leading global position in offshore wind and seeks to maximise the advantages for UK industry from the global shift to clean growth (page 4).

It also recognises that the UK has the largest installed capacity of offshore wind in the world (Foreword, page 2). Over the next decade there will be a huge expansion of offshore wind around the world and in the UK (page 4).

The sector will deliver cumulative infrastructure investment of over £40bn to 2030 to deliver a low cost, clean energy system (page 15). The sector will continue to reduce costs to the consumer in moving towards a subsidy free world.

Offshore wind is estimated to provide around 10 % of the UK's annual electricity generation and by 2023 there will be around 14 GW of installed capacity (page 27). The UK Government and sector will

accelerate investment which could support a credible and achievable pathway to up to 30 GW by 2030 (subsequently increased, which is explained in the sub-section on the Energy White Paper) generating clean electricity and contributing to the global efforts to tackle climate change (page 27).

In order to deliver increased generating capacity in a sustainable way, the UK Government will work collaboratively with the sector and stakeholders to address amongst other things cumulative environmental impacts both in the marine and onshore areas and impacts on other users of the sea space such as navigation, fishing and dredging (page 28).

The benefits of the offshore wind industry to many communities around the coast that are adapting to industrial change is recognised. Regional clusters have emerged that are generally close to the wind farms or with a strong, pre-existing manufacturing research & development bases.

As the sector grows, so will the demand for the components that are required to build, operate and maintain a windfarm, and for the highly skilled workforce to support it (page 36).

The Offshore Wind Sector Deal – one year on (BEIS, 2020a), reports on updates in the offshore wind industry. It refers to the formal net zero target enacted in 2019 and that the renewable energy sector, especially offshore wind, is expected to have a major role in helping the UK to achieve this target. In terms of regional clusters, which are a collaboration between developers and regional supply chain, public sector and education bodies, the ambition is to increase the industry's productivity, competitiveness and innovation, while helping to grow these coastal economies. In total, 8 regional offshore wind clusters are being developed, which includes North West & North Wales, and Celtic Sea Cluster (BEIS, 2020a).

### 4.9.9 The Ten Point Plan for a Green Industrial Revolution (BEIS, 2020b).

In November 2020, the UK Government released a policy paper – 'The Ten Point Plan for a Green Industrial Revolution' (BEIS, 2020b). The plan sets out how the Government sees the country "*building back better, supporting green jobs and accelerating the path to net zero*". Amongst other things, the plan reiterates that the UK is committed to tackling greenhouse gas emissions and that there is a need to switch to green technologies. Although this will need to be achieved alongside other countries, the plan sees Britain position itself as a leader in developing these green technologies.

Point 1: Advancing offshore wind, identifies that "*Offshore wind is a critical source of renewable energy for our growing economy, with the UK already leading the world*" (page 8). The UK already generates more electricity from offshore wind than any other country. It is highlighted that the UK Government's support for the offshore wind industry has seen the cost of offshore wind fall by two thirds in the last five years. The UK Government will continue to support the industry and reduce costs.

Within point 1 of the plan, the UK Government sets out an aim that the offshore wind sector should be producing 40 GW of energy by 2030, described as a quadrupling of current output (page 8). The plan suggests that this target could encourage £20 billion of private investment into the UK and could double the number of jobs in the sector.

### 4.9.10 Energy White Paper – Power our Net Zero Future (BEIS, 2020c)

The UK is the first major economy to set a net zero target and the white paper puts net zero and the effort to fight climate change at its core.

The Energy White Paper, which builds on the Ten Point Plan, recognises that energy is *"integral to everything we do, from work, to leisure, to just relaxing at home"* (The Strategic Context, page 20). The

Paper builds on the Government's commitment to 'Transform Energy' by building a *"cleaner, greener future for our country, our people and our planet"* (page 4). It sets out policy to put the country on course for net zero emissions and includes a strategy for the wider energy system (page 4).

The White Paper explains that to minimise the risk of dangerous climate change, the landmark Paris Agreement of 2015 aims to halt global warming at well below 2°C. However, the White Paper further indicates that, at a global scale, we are not presently on track to reach this temperature goal, and in order to do so, the world must collectively and rapidly reduce global emissions to net zero over the next 30 years (page 5).

Whilst recognising the steps that have been taken to decarbonise the UK's energy system, the Paper also makes clear that there is still much more to do. Decarbonising the energy system by 2050 will involve replacing, as far as it is possible to do so, fossil fuels with clean energy technologies such as renewables (which includes offshore wind), nuclear and hydrogen (page 9).

The White Paper includes a clear commitment to increase offshore wind capacity as part of this drive to transform the energy system and its shift to clean energy technologies. By 2030 the UK Government plans to quadruple offshore wind capacity. Backing new innovations to make the most of this proven technology and investing to bring new jobs and growth to our ports and coastal regions (page 12). The target is for 40 GW of offshore wind by 2030 – enough to power every home in the UK (page 3).

The UK Government is committed to ensuring that the transition to net zero is fair and affordable. Offshore wind prices in renewable Contracts for Difference auctions have fallen from £120/MWh in 2015 to around £40/MWh in the previous year's auction. Although the costs associated with the offshore wind industry have fallen, greater competition and more innovation will drive down the costs of energy systems even further (page 3).

To support the growth of the offshore wind industry, the Government indicate that, amongst other things, they will use the 'Offshore Wind Sector Deal' to ensure that domestic deployment creates jobs and raises skills levels across the country (page 55).

### 4.9.11 Maritime 2050 – Navigating the future (DfT, 2019)

Maritime 2050 strategy sets out a long term strategy and high-level vision for the future of the UK maritime sector through to 2050. Maritime 2050 (Section 1.1) provides a framework that will inform government policy development and industry decision making, as well as providing greater confidence to potential investors in the UK economy.

Section 2.1 of the strategy includes 10 strategic ambitions, which includes amongst other things, "*Support the continued multi-billion pound commercial investment in maritime infrastructure that makes the UK a globally attractive destination for all maritime business*."

Section 5.3 of the strategy highlights that marine clusters have emerged in the UK, creating a critical mass of expertise and skills. The short term (1 to 5 years) recommendation is to support, enhance and promote the strength of all regional clusters in the UK, and their importance to the economy.

Section 10.4 of the strategy relates to ports and harbour infrastructure and recognises that commercial UK ports operate in a competitive market, and reiterates the approach set out within the NPSfP, that decisions about the timing, location and type of new port infrastructure are taken by the private sector.

It is suggested that ports will see greater diversification into new activities, for example offshore activities including energy generation, which could lead to a greater concentration of specialised port

operations. Ports will maximise the use of their land banks to, amongst other things, support other non-maritime sectors such as energy technology.

It is recognised that new investments within ports need consent and that consenting procedures should provide timely, predictable and robust decisions for applications, in line with legal obligations and relevant policies. This will allow ports to put in place new physical infrastructure in a way that protects the environment and meets planning policy, but also helps to minimise costs and allows investment benefits to be realised.

Section 10.6 of the strategy relates to sectoral infrastructure covers a wide range of activities including renewable energy. The contribution ports have made to these activities is integral to their success. Ports have set up and adapted their business models to support the operations and maintenance for established wind farms.

In terms of the future, maritime infrastructure is recognised as providing a vital transport link to offshore assets. It is expected that *"UK ports will exploit the most significant opportunities to support the expected major increase in offshore wind generation…"* (Section 10.6 of Maritime 2050). The short term (1 to 5 year recommendation) is for the maritime sector, including ports, to actively engage in the energy sector to understand the primary (generation) and secondary (manufacturing, servicing and storage) market needs, promote collaboration and identify new market opportunities.

### 4.9.12 Dee Estuary Marine Safety Management System

Dee Conservancy is the formal name given to a defined harbour area for which NRW is the conservancy, harbour and local lighthouse authority. This harbour area includes the River Dee and its estuary, extending from Wilcox Point downstream of the weir at Chester, seawards to an imaginary line linking the Point of Ayr on the Welsh coast to Hilbre Point on the Wirral peninsular.

The Port Marine Safety Code published by the Department of Transport (DfT) requires harbour authorities to publish a safety plan for marine operations. The Dee Estuary Marine Safety Management System (SMS) has been jointly developed by the Port of Mostyn and the Dee Conservancy to meet this Code.

The Policy Statement of the Dee Conservancy states that NRW is committed to promoting good management of its available resources, so as to:

- Undertake and regulate marine operations in a way that safeguards the Dee Conservancy, its users, the public and the environment to achieve the standard of marine safety required by the Port Marine Safety Code; and
- Promote the use of the Dee Conservancy and ensure that its economic development considers and balances the views and needs of all stakeholders with regards to the use of natural resources and conservation of the environment.

### 4.9.13 Flintshire Local Development Plan (FLDP)

The draft Flintshire Local Development Plan (FLDP), together with relevant supporting documents and evidence, sets out the planning strategy for Flintshire up to 2030, along with the policy framework that will be used to guide how this strategy will be followed and achieved (Flintshire County Council, 2019).

This Plan fulfils a statutory duty to meet the requirement for a plan-led system in Wales whereby development plans are prepared by each local planning authority in order to provide for the economic, social and environmental needs of the county. It is also a response to the vulnerable position Flintshire's

communities are placed in by the current lack of an adopted development plan, and the pressure for speculative development.

Development plans contain a framework of policies and proposals which seek to regulate and control the development and use of land, and to provide the basis for consistent and transparent decision making on individual planning applications.

The FLDP will focus on delivering sustainable development in the County for a 15 year period 2015 to 2030 and will include:

- Policies which will guide decisions on planning applications;
- Proposals for the development of housing, retail, employment and other land uses; and
- Policies which seek the protection and enhancement of the natural and built environment.

The MEPE Project is located outside of the boundary of the FLDP. The Port of Mostyn is recognised as a Principal Employment Area (PE2.20) within the FLDP and a Possible Waste Management Site (EN21) has been identified within the southern part of the port estate. A Minerals safeguarding Area (PE8) is located around 400 m southeast of the MEPE Project application site and an Employment Allocation (PE1.8) is located approximately 300 m southwest.

The FLDP includes a Policy PC11: Mostyn Docks "*Development proposals which enhance the transport and employment role of the docks will be permitted provided that such proposals do not have a significant adverse effect on the ecological, landscape, historic, recreational integrity and water and air quality of the Dee Estuary*".

Policy PC11 recognises that "*The development of Mostyn Docks offers an opportunity to increase the volume of goods which are moved by sea and rail, thereby reducing the impacts of heavy lorries on the local community. Mostyn Docks is also an important source of existing and proposed employment as recognised by the Principal Employment Area designation and employment allocation. New development should therefore seek to enhance the transport and employment role of the docks whilst not harming the Dee Estuary which is important for its wildlife, landscape, historic and recreational interests*".

### 4.9.14 North West Marine Plan

The North West Marine Plan covers the north west inshore and north west offshore marine plan areas. The Plan introduces a strategic approach to planning within the English inshore and offshore waters between the Solway Firth border with Scotland and the River Dee border with Wales. It provides a clear, evidence-based approach to inform decision-making by marine users and regulators on where, when or how activities might take place within the north west inshore and north west offshore marine plan areas.

The Plan should enable activities to move more quickly from concept to consent by identifying sectors and, where possible, appropriate spatial areas suitable for investment, encouraging earlier and clearer communication between proponents and regulatory decision-makers, and by early identification of proposals that are inappropriate or unfeasible.

Implementation of the Plan's policies, through more informed decision-making, will help to ensure that the management of different and potentially competing activities contributes to the achievement of sustainable development and optimal use of the marine area's natural capital. Policies encourage enhancement and provide protection for vulnerable habitats and species, maintenance of natural defences against climate change and flooding, and will improve the well-being of coastal communities and support a strong marine economy.

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## 4.11 Abbreviations/Acronyms

| | |
|---|---|
| AA | Appropriate Assessment |
| AEOI | Adverse Effect on Integrity |
| ALARP | As Low As Reasonably Practicable |
| BEIS | Department for Business, Energy & Industrial Strategy |
| BPEO | Best Practical Environmental Option |
| CD | Chart Datum |
| CHA | Competent Harbour Authority |
| CML | Construction Marine Licence |
| EC | European Commission |

| | |
|---|---|
| EIA | Environmental Impact Assessment |
| ES | Environmental Statement |
| EU | European Union |
| EUR-Lex | European Union Law Website |
| FCA | Flood Consequence Assessment |
| FLDP | Flintshire Local Development Plan |
| GW | Gigawatt |
| HM | Her Majesty's |
| HMSO | Her Majesty's Stationary Office |
| HRA | Habitats Regulations Assessment |
| LSE | Likely Significant Effect |
| MEP | Mostyn Energy Park |
| MEPE | Mostyn Energy Park Extension |
| MHW | Mean High Water |
| MHWS | Mean High Water Springs |
| MLT | Marine Licensing Team |
| MPS | Marine Policy Statement |
| NM | Nautical Mile |
| NPSfP | National Policy Statement for Ports |
| NRA | Navigational Risk Assessment |
| NRW | Natural Resources Wales |
| NSIP | Nationally Significant Infrastructure Projects |
| SAC | Special Area Conservation |
| SHA | Statutory Harbour Authority |
| SMNR | Sustainable Management of Natural Resources |
| SMS | Safety Management System |
| SPA | Special Protection Area |
| UK | United Kingdom |
| WFD | Water Framework Directive |
| WHA | Waste Hierarchy Assessment |
| WNMP | Welsh National Marine Plan |

Cardinal points/directions are used unless otherwise stated.

SI units are used unless otherwise stated.

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