



1 INTRODUCTION

Introduction

- 1.1 This Environmental Statement (ES) has been prepared by RPS on behalf of Milford Haven Port Authority (MHPA) (the Applicant). The ES reports on the findings of the Environmental Impact Assessment (EIA) process and accompanies the outline planning application and associated Listed Building Consent and Conservation Area Consent applications submitted to the local planning authority, Pembrokeshire County Council (PCC), in relation to the proposed development at Pembroke Port, known as Pembroke Dock Infrastructure, which forms part of the Pembroke Dock Marine project.
- 1.2 The ES will also accompany the associated Marine Licence application to the Natural Resources Wales Marine Licensing Team (NRW-MLT).
- 1.3 The Pembroke Dock Marine (PDM) project comprises four separate but interrelated elements that build on an emerging energy cluster around the Milford Haven Waterway:
 - Pembroke Dock Infrastructure (PDI);
 - Marine Energy Test Area (META);
 - Marine Energy Engineering Centre of Excellence (MEECE); and
 - Pembrokeshire Demonstration Zone (PDZ).
- 1.4 PDI is a key element of the PDM project. It will involve the redevelopment of the southeast cluster of the dockyard and the redevelopment of the Gate 4 site, which is the subject of this EIA. The output will be the creation of large open plan fabrication and laydown areas and land-to-sea transition space suited to the needs of the marine energy sector (with a primary focus on offshore wind and wave energy technologies). The project will create an operational base in excess of 5.5 ha, equating to 46,529 sqm of work area and will be delivered by MHPA, at a total cost of around £41.7 million.
- 1.5 Pembroke Port is located within the town of Pembroke Dock in Pembrokeshire. The town of Pembroke Dock is located in the south of Pembrokeshire on the southern side of the Milford Haven Waterway with Pembroke Port located at the north-western edge of the settlement (grid reference: SM958037, X [Easting]: 195835 and Y [Northing]: 203799).
- 1.6 Pembroke Port comprises a broadly rectangular area of approximately 33.25 ha (82.15 acres) ha enclosed on three sides by the Grade II listed dockyard walls. Since its construction in the 1820s the development within the dockyard has consistently evolved to meet the needs of the marine industry it serves.
- 1.7 The PDI site is located within the Port. It extends to 11.32 ha, is 'L-shaped' broadly, and forms the westernmost third of the Port. It contains several larger and smaller modern buildings in addition to six listed buildings (or structures). The site location is shown on **Figure 1.1**.

1.8 The intention of the proposed development is to create a flexible and efficient port-related office, industrial, warehousing and distribution, and ancillary area capable of meeting the needs of the modern blue economy (meaning the sustainable use of ocean resources for economic growth, improved livelihoods and jobs and ocean ecosystem health) that will provide a significant contribution to the £1.3 Bn Swansea Bay City Deal. The proposed development would comprise the following elements:

- The creation of a single large slipway by combining the two existing westernmost slipways and extending the slipway into the Milford Haven Waterway into deeper water;
- Provision of large areas of hardstanding in proximity to the quayside;
- Areas of flat land for use either as 'laydown' or capable of being developed to create buildings in response to time-sensitive business requirements, including three buildings for use for fabrication, repair and light assembly;
- Infilling the Graving Dock and the Timber Pond and the demolition of other buildings which are no longer fit for purpose;
- Retention of the listed former Foremen's Office;
- Provision of a modified widened highway access point.

1.9 The availability of flat land immediately adjacent to deep water in an established industrial area as proposed by PDI represents a unique opportunity in West Wales and this opportunity is further enhanced by the other elements of PDM.

Statutory Framework and Purpose of the Environmental Statement

Purpose of EIA

1.10 EIA is a means of identifying and collating information to inform an assessment of the likely significant environmental effects of a project. The findings of the EIA process are reported in an ES in order to inform the relevant planning authority and interested parties as part of the decision-making process.

The EIA Directive

1.11 The legislative framework for EIA is set by European Directive 2011/92/EU, as amended by Directive 2014/52/EU (collectively referred to as the EIA Directive). Directive 2014/52/EU came into force on 15 May 2014.

The EIA Regulations

1.12 The requirements of the EIA Directive have been transposed into UK legislation through the Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017. These regulations are referred to in this ES as 'the EIA Regulations'.

Need for EIA

1.13 Schedule 1 of the EIA Regulations identifies development types that always require EIA. Schedule 2 identifies development types that require EIA if they are likely to lead to significant effects on the environment by virtue of factors such as their nature, size or location. Schedule 2 development is defined within the EIA Regulations as development of a description mentioned in Column 1 of the table in Schedule 2 where:

'a) any part of that development is to be carried out in a sensitive area; or

b) any applicable threshold or criterion in the corresponding part of Column 2 of that table is respectively exceeded or met in relation to that development.'

1.14 The proposed development falls within categories 4(g) Shipyards, 10(a) Industrial estate development projects, 10(b) Urban development projects, 10(g) Construction of harbours and port installations including fishing harbours and 11(f) Other projects: test benches for engines, turbines or reactors, of Schedule 2.

1.15 The proposed development would exceed the relevant thresholds for each of these types of development within Schedule 2.

1.16 Schedule 2 developments require consideration against the criteria set out in Schedule 3 of the EIA Regulations to determine whether EIA is required. The criteria include the characteristics of the development, the location of the development and the characteristics of its potential impact.

1.17 Having regard to the criteria within Schedule 3, including the characteristics of the development with regard to its size and design and the environmental sensitivity of the geographical area likely to be affected by the proposed development and its potential impact, it was considered that the proposed development may have significant effects on the environment by virtue of factors including its size, nature and location. This view was also expressed, informally, by PCC, at a meeting on 20th February 2018 and in its subsequent pre-application advice letter dated 8th March 2018.

1.18 Consequently, a Screening Opinion was not sought and instead it was decided to proceed to seek a Scoping Opinion from both PCC and NRW-MLT. Further details in relation to this are provided in Chapter 4 (Environmental Assessment Methodology).

Content of the ES

1.19 This ES has been prepared in accordance with the EIA Regulations. Although there is no statutory provision as to the form of an ES, it must contain the information specified in Regulation 17 and Schedule 4 of the EIA Regulations. For the avoidance of doubt, the specified information within Regulation 17 and Schedule 4 is provided in **Appendix 1.1** of this ES.

1.20 This ES provides all information required under Regulation 17 and Schedule 4. The information supplied within this ES is considered to provide a clear understanding of the potential main and likely significant effects of the project upon the environment, the likely residual effects having regard to the mitigation proposed, taking account of the fact that effects will be both negative and positive.

Structure of the ES

- 1.21 The ES has been structured in order to allow relevant environmental information to be easily accessible. This volume of the ES (Volume 1) includes the main text of the ES and is accompanied by figures associated with the main text. A description of the project is provided in Chapter 2. Information relating to the main alternatives considered during the evolution of the project and the reasons for the choices made is found within Chapter 3. Chapter 4 outlines the approach and methodology adopted for the EIA. The remainder of Volume 1 contains topic by topic environmental information as shown in Table 1.1.
- 1.22 Appendices to accompany the text of the ES, including specialist reports providing relevant background and technical information are provided separately in Volume 2.
- 1.23 Volume 3 is a Non-Technical Summary (NTS) of the ES.

Table 1.1: Structure of the ES

Structure of ES	
Volume 1: Text and Figures	
	Glossary
Chapter 1	Introduction
Chapter 2	Project Description
Chapter 3	Need and Alternatives Considered
Chapter 4	Environmental Assessment Methodology
Chapter 5	Planning Policy Context
Chapter 6	Marine Ecology and Coastal Processes
Chapter 7	Shipping and Navigation
Chapter 8	Noise and Vibration
Chapter 9	Air Quality
Chapter 10	Historic Environment
Chapter 11	Transportation
Chapter 12	Socio-Economics
Chapter 13	Ground Conditions
Chapter 14	Landscape and Visual Impact
Chapter 15	Flooding and Hydrology
Chapter 16	Biodiversity
Including all figures and drawings to accompany the text for each chapter.	
Volume 2: Appendices	
Including specialist reports forming technical appendices to the main text for each chapter.	
Volume 3: Non-Technical Summary	
Summary of the ES using non-technical terminology	

The Applicant

- 1.24 The Applicant, MHPA, is the statutory harbour authority for the Port of Milford Haven, established by Act of Parliament. It is a Trust Port and operates on a commercial basis, charging port fees for providing conservancy and pilotage services to the vessels delivering or collecting products at the

principal terminals located on the Milford Haven Waterway. It also owns and operates a property portfolio at Milford Marina and Fish Docks and the port facilities at Pembroke Dock, including the cargo quays in Gate 1 and Pembroke Dock Ferry Terminal with the Irish Ferries service to Rosslare.

- 1.25 The Applicant has been actively involved in the EIA process, throughout which it has ensured that the proposed development has evolved via numerous changes to the scheme in response to comments received from consultees. The Applicant believes this positive interaction and willingness to make these changes is fundamental to achieving a workable scheme which deals, as far as is possible, with the legitimate concerns of consultees.

The Assessment Team

- 1.26 The EIA has been managed by RPS, taking into account information provided by the Applicant and design team. RPS is a registrant of the Institute of Environmental Management and Assessment (IEMA) Quality Mark. The authors of this ES are consultants employed by RPS unless otherwise specified in Table 1.2 below. A statement setting out how the authors have sufficient expertise to ensure the completeness and quality of the ES is provided in **Appendix 1.2**.

Table 1.2: Environmental Statement Authors and Project Team

ES Chapter	Main Author/Contributor
ES Chapters 1 - 10	RPS
ES Chapter 11	Lime Transport
ES Chapter 12	Hardisty Jones Associates
ES Chapters 13 - 16	RPS

Further Information

- 1.27 This ES has been submitted as part of an outline planning application and associated Listed Building Consent and Conservation Area Consent applications for the proposed PDI project. The application has been submitted to PCC. The ES also accompanies an application for a Marine Licence submitted to NRW-MLT.
- 1.28 The planning application and associated Listed Building and Conservation Area Consent applications, ES and NTS can be viewed at:
- Pembrokeshire County Council, County Hall, Haverfordwest, Pembrokeshire, SA61 1TP and copies of the ES and planning application documents can be viewed on the Council's website:
- <https://www.pembrokeshire.gov.uk/planning-and-building-control>
- 1.29 The Marine Licence application, ES and NTS can be viewed at:
- Cardiff Permitting Service, Natural Resources Wales, Cambria House, 29 Newport Rd, Cardiff CF24 0TP (or Pembrokeshire County Council, County Hall, Haverfordwest, Pembrokeshire, SA61 1TP) and can be viewed on the NRW's website:
- <https://naturalresources.wales/permits-and-permissions/marine-licensing/?lang=en>
- 1.30 Further copies of the ES can be obtained from RPS at the following address:

2 Callaghan Square, Cardiff, CF10 5AZ

- 1.31 A paper copy of the full ES can be obtained for a cost of £250 plus VAT or an electronic copy (CD Rom) for a cost of £10.
- 1.32 All comments on the ES (and planning, Listed Building and Conservation Area Consent applications) should be issued to PCC at the address stated in paragraph 1.28 above.
- 1.33 All comments on the ES (and Marine Licence application) should be issued to NRW-MLT at the address stated in paragraph 1.29 above.

References

Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the Assessment of the Effects of Certain Public and Private Projects in the Environment.

Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the Assessment of the Effects of Certain Public and Private Projects in the Environment (codification).

Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017 (2017 SI No. 576 (W.136)).