



Marine  
Management  
Organisation

## Screening Opinion

**Harbours Act 1964 (Schedule 3)**  
**Title: Fishguard Linkspan Replacement**

**Applicant: Stena Line Ports Limited**

**MMO Reference: DC10168**

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# 1. Proposal

The proposed works involves the replacement of the existing linkspan and associated infrastructure at Fishguard Port, Cardigan Bay, Wales.

The proposed development includes two main elements of work; firstly the removal of the existing jack up pontoon, linkspan and ramps, associated mechanical infrastructure and the demolition of the concrete approach and support structures to facilitate the installation of the new linkspan.

The second element of work includes all marine and civil works required to facilitate the installation of the proposed linkspan. This includes the construction of new dolphins and bankseat and the installation of the new linkspan. An area of land, immediately adjacent to the quay wall, will be reclaimed and faced with a rock armour revetment to replace the existing suspended approach deck. The provision, installation and commissioning of the linkspan ramps and associated mechanical infrastructure will complete the project.

Key elements of the project include:

- Design of a single tier linkspan; manufacture, installation, testing and commissioning of a new single tier linkspan and associated civil and marine engineering works. Removal of existing jack up pontoon and existing linkspan.
- Demolition of existing concrete bankseat and dolphins, open piled deck (600-800m<sup>3</sup>) of reinforced concrete to be removed to facilitate construction of the new works. The concrete to be removed is all above the Mean Water Level.
- Dolphin construction and piling, if required.
- Removal of the soft sediments around the base of the open piled deck foundations and in the area of reclamation prior to the fill being placed. Soft sediments may be removed off site. Soft sediments may be removed or reused within the reclamation.
- Revetment construction and reclamation including the return behind the bankseat. Up to 17,000m<sup>3</sup> of infill material to be placed on the seabed to construct the approach area, creating 1,200 m<sup>2</sup> of new pavement construction. The revetment will be approximately 100 m in length at the interface of the pavement.
- Bankseat construction and piling, if required
- Heavy duty pavement construction and white lining 1,200 m<sup>2</sup> of surfacing, including transition slabs connecting the new access to the existing internal roads of the Port.
- Construction of steel walkways between dolphins.

- Associated service connections and security.

## 1.1 Project Background

The Port is privately run and owned by Stena, who operate a twice daily Roll on - Roll off ferry service to Rosslare, Wexford. Access to the ferry is currently via a single lane linkspan, installed in the early 1970's supplemented by a temporary jack up pontoon structure. It is proposed to remove the existing linkspan which is approaching its end of life and replace it with a modern linkspan.

## 2. Location

The linkspan is located at Fishguard Port, Cardigan Bay, Wales (Figure 1).

**Figure 1: Fishguard Linkspan Replacement**



### 3. Environmental Impact Assessment (EIA)

Council Directive 2011/92/EU (as amended) on the assessment of the effects of certain public and private projects on the environment (“the EIA Directive”) aims to protect the environment and the quality of life by ensuring that projects which are likely to have significant environmental effects by virtue of their nature, size or location are subject to an EIA before permission is granted.

The Marine Management Organisation (MMO) considers that the proposed works are capable of falling under Annex II of the EIA Directive, specifically:

10 (e) ‘Construction of roads, harbours and port installations, including fishing harbours (projects not included in Annex I).’

In accordance with Schedule 3 of the Harbours Act 1964, the MMO must determine that an EIA is required in relation to the proposed works, if it is concluded that the project in question is likely because of its size, nature or location, to have significant effects on the environment. An assessment of the potential impacts is set out below:

#### EIA Screening Opinion

The proposed project is located within the West Wales Marine pSAC, which is being considered for designation as a Special Area of Conservation for the protection of harbour porpoise, *Phocoena phocoena*, which are susceptible to noise. Demolition and construction activities are likely to generate high levels of noise, as the works include the use of explosives for demolition, and piling.

The works also involve land reclamation of approximately 1200 square metres. This could potentially lead to loss of habitat for fish spawning and nursery within that area.

It is therefore the opinion of the MMO that the proposed activity as described will have significant effects on the environment and is thereby **screened into** requiring an EIA under the Harbours Act 1964. Regard to the above points must be given when producing the subsequent Environmental Statement.

Under the Harbours Act 1964 MMO is required to provide a scoping opinion regarding the proposed project. In order to do that, we therefore require further information to be provided by yourselves. We will consult identified stakeholders regarding the information provided, in order to provide a robust scoping opinion.

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Marine Case Officer



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