



# Marine Management Organisation

## Screening Opinion

**Marine Works (Environmental Impact Assessment) Regulations 2017 (as amended) (“the Regulations”)**

**Case Title:** Coastguard to Colonade

**Case Reference:** EIA/2020/00008

**Applicant:** Network Rail

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## 1. Proposal

### Colonnades to Coastguards

#### Project Background

This project forms part of a scheme designed to increase resilience of the railway from Parson's Tunnel to Teignmouth. This is being done under the South West Rail Resilience Programme (SWRRP). This element of the project, Colonnades to Coastguards (C2C), is a stretch of track between two breakwaters of the same names in Dawlish, Devon (Figure 1). This will involve the construction of a seawall with a raised platform which will create a high level promenade. It will also involve the use of a pre-cast concrete re-curve designed to lessen the impact of wave energy and protect passengers from high tides. The 415 metre (m) length of track has been divided into six sections, A-F (see Figure 2). This screening request is predicated on the data held for sections D-F, with the assumption that the works at A-C will involve the same type of intervention. A basin exists at point A which may in future require rock armour or revetment, but this is outside of the scope of this EIA screening opinion.

#### 2. Location

The works are located on the seafront in Dawlish, alongside Dawlish Station.



Figure 1: Map taken from SPIRIT showing the location of works, shown by the polygon in red.



Figure 2: Aerial image showing the scheme of works as defined by parts A-F.

### 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 Works (Environmental Impact Assessment) Regulations 2017 (as amended) (“the Regulations”) transpose the EIA Directive into UK law for marine licence applications.

The Marine Management Organisation (MMO) considers that the proposed works are capable of falling under Schedule A2 of the Regulations, specifically:

69. *‘Coastal work to combat erosion and maritime works capable of altering the coast through the construction of, for example, dykes, moles, jetties and other sea defence works, excluding the maintenance and reconstruction of such works.’*

In accordance with regulation 8 of The Regulations, the MMO must determine that an Environmental Impact Assessment 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 MMO has concluded that the size and scope of the proposed development will not result in significant effects on the environment. Whilst some moderate impacts may be felt locally during the construction and operational phases, the MMO do not consider that an Environmental Statement (ES) will be necessary.

The MMO is of the opinion that the risks anticipated from the construction element of this project would be temporary in nature and can be mitigated through conditions added to any permissions secured. Once operational the MMO are content that any impacts will be felt locally, particularly in relation to coastal processes, however these would be in the longer term. The MMO would expect to see robust assessments as part of any future applications made, including but not limited to:

- Physical loss (including erosion and sediment loss)
- Predicted patterns of wave reflection
- Mitigation of impacts to coastal processes
- Visual impacts

The MMO have sought scientific advice from Centre for Environment, Fisheries and Aquaculture Science (Cefas) due to the dimensions of the new structure, in particular it's 3m extension outwards. Based on the same Cefas advice, the MMO do not consider that the sea wall, and removal of the groynes, will cause a significant impact to coastal processes, and that any impacts will be felt locally once the scheme is in place.

The MMO understand from the information submitted in this EIA screening request that the works are likely to alter the visual amenity of the beach front, and the station. The MMO expect to see a robust assessment of this in any forthcoming marine licence application.

It is therefore the opinion of the MMO that the proposed activity as described is **screened out** of requiring an Environmental Impact Assessment under the Regulations section 69 as the replacement sea wall is not likely to be capable of significantly altering the coast beyond the immediate locale.

It must be noted however that the works, as described will also require a marine licence under Part 4 of the Marine and Coastal Access Act 2009 and sufficient regard must be given to the above points when submitting any application for a marine licence.



**30 April 2020**