

6 Inter-relationships

6.1 Introduction

This section of the EIS examines the elements most likely to produce interrelationships in terms of their potential impacts on the environment.

The primary inter-relationships between the various sections of this EIS are outlined below.

6.2 Human Beings / Coastal Processes

In terms of tide and wave patterns and impact on harbour users, the proposed scheme has been found to have no effect, or an effect limited both in terms of scale and the conditions under which it might occur, on sediment deposition, tidal flow and wave conditions.

6.3 Human Beings / Air and Climate

Some short-term negative impacts will occur during the construction and dredging period due to noise and dust. However, these will be localised, of limited duration, and can be mitigated through adherence to controls. A dust minimisation plan will be formulated for the construction phase of the project, to mitigate any impact.

During the operational phase, potential causes of disturbance are considered to be limited to engine and generator noise from ships as well as increased road traffic noise on the surrounding road network. However, any additional noise or vibration impact associated with the proposed development will be not significant.

6.4 Human Beings / Traffic

The construction phase will generate some additional traffic flows in the surrounding road network. However, controlled construction operations will mitigate against potential impacts to human beings.

In relation to the operational phase, given that a transport management plan will be implemented, the existing pedestrian facilities improved and an overflow car park provided; there will be no significant impact from the proposed development on traffic in the vicinity of the harbour.

6.5 Human Beings / Landscape and Visual Impact

The local community including harbour users will be aware of change from within and outside the harbour.

Negative visual impacts within the harbour during the construction phase, will be for a temporary, short-term duration.

Once constructed, the new berth structure will not be generally discernible from outside the harbour area. The proposed berthing facility is in keeping with the general nature of the harbour structures and therefore would not be considered to be inherently negative.

In relation to the berthed cruise ships, the experience of the general public from the public accessible areas is likely to be rather positive. The arrival of large cruise ships on a temporary 'visiting' basis is on balance assessed as a positive impact.

6.6 Soil & Geology / Climate

The construction activities may generate quantities of dust. A dust minimisation plan will be formulated for the construction phase of the project, to mitigate any impact.

6.7 Soil & Geology / Water

Good management practice and adherence to environmental codes and practices can mitigate the risk of water and sediment quality impacts associated with construction operations.