

# ENVIRONMENTAL CHECKLIST FOR SCREENING OPINION PROPOSED DEVELOPMENT IN RUPERT'S WHARF FOR CONTAINERS AND CARGO HANDLING OPERATIONS

This checklist is being used to assist with both the Screening and the Scoping Stages of the Environmental Impact Assessment. It is not a mandatory requirement, it is simply a tool to aid decision making.

It should be noted that this Checklist is not definitive and can be added to or further refined with use. Also not all questions will be applicable to the development being assessed.

The checklist should be completed to identify which environmental issues are of potential concern and which are not. This is simply to say: yes, no or uncertain. Once the issues of potential concern are identified a judgement can then be made on whether the effects are likely to be significantly adverse. This information will help answer two questions:

- For Screening – is an EIA required?
- For Scoping – what issues must be covered in the EIA?

**It should be noted that the construction, operation and, where relevant the decommissioning, phases should be considered when using this checklist.**

## Introduction and Background

In recent years, the Rupert's Valley area has seen considerable development with number of commercial, transport and infrastructure projects. The further development of the area with wharf related activities that includes proposal for intensification of the wharf related operation, with the shipping and cargo operations being relocated from James Bay to Rupert.

The draft Rupert's Development Plan that was subject to considerable public and stakeholder consultation in recent years provides an initial framework for the land use planning and future development of the area. The draft Plan identifies the area for which the Screening Opinion is sought as "Port Area for Port Facilities". The future development in this area would include port administrative functions (port control, customs, immigration and bio-security), container transit yard and boat lay-up. A small part of the area is also within the zone identified for BI storage and distribution uses along the existing uses of offices and other marine services that housed in the number buildings. The general area and the surrounding sites, adjoining the application area, is a mix of old buildings, vacant derelict land and more modern installation related to port activities, in particular petroleum storage and transportation. Some of these installation are very sensitive.

The area contain a mixture historic buildings and structures that require protection, preservation and could benefit from a programme of restoration, as well as modern buildings like the Sea Rescue (RNLI) and the warehouses. There are some very old derelict sheds that still provide valuable workshop space, storage/warehouse and open storage area and vehicle parking space. The proposed development is seeking to rationalise the uses to enable the future development of the area for the port facilities and administration to be better managed and programmed.

There is currently a programme of works for the rockfall mitigation to improve health and safety from rockfall and development permission has also been granted for Fibre Optic Cable Project that will deliver fibre optic cable along the seabed to the shoreline and through ducting to the Cable Landing Station Building within the area. This project is likely to commence in the very near future.

Given the considerable development in recent years and the nature of the area, there has potentially been considerable land disturbance and as a consequence there is unlikely to have much evidence in terms of archaeological remains and/or artefact of any significant value from the areas association with the historic events of the early settlers and the African Liberation Slave encampment in this part of Rupert's Valley. Further in land along Rupert's Valley there are areas of burial grounds associated with the earlier settlements and those areas are identified and protected.

Prior to the submission of the development application for the Fibre Optic Cable Project, Screening Opinion was prepared. The area of development was smaller and closer to the bay. The conclusion of the Screening Opinion on that development concluded that a full Environmental Impact Assessment (EIA) is not required. Although some concern was expressed by number of stakeholders on the conclusion reached and subsequent reports to Land Development Control Authority and the Governor-in-Council accepted the Chief Planning Officer and Chief Environment Officer advice and conclusion. Similarly Screening Opinion was also undertaken for the Rockfall Mitigation Project and conclusion on that occasion was also that a full EIA was not required.

In undertaking Screening Opinion for this proposed development, there is no presumption made on the likely outcome of this Screening Opinion based on the previous conclusion made as this request for the assessment will be made on the merit and potential impact of the development proposed.

Topic Area	Yes	No	Uncertain	Effect Likely to be Significant or Not Significant?	Comments
<b>General</b>					
Is the proposed development site within or close to a 'sensitive area' (i.e. Green Heartland, Coastal Zone, designated or proposed National Conservation Area (NCA))	Yes			Not significant	The general area of Rupert identified for development is within the Coastal Zone and is considered to be of environmental and heritage sensitivity due it closeness to the shoreline and the area's association with Liberated African Slaves.

Topic Area	Yes	No	Uncertain	Effect Likely to be Significant or Not Significant?	Comments
Would it affect a feature, habitat or species that is proposed, recognised or designated as being of international importance?	No				
Will the proposed development intensify existing uses?	Yes			significant	There will be intensification of port and cargo activities and operations in the area due to the continued proposed wharf development
Is the proposed development large scale?	Yes			Not significant	The proposed development is of significant mass in comparison with some of the built structures in the area
Does the proposed development have a number of components that may have been presented as separate planning applications?	Yes			No Significant	Not all proposed developments are within the area or vicinity
<b>Biodiversity</b>					
Would it affect the wirebird or its habitat?	No				
Would it affect protected endemic and native flora and fauna?	Uncertain				A small population of samphire ( <i>Suaeda fruticosa</i> ) was seen on the site, this plant is known to host a number of protected invertebrates. The plants can be relocated.
Would it interfere with other wildlife conservation objectives?	No				
Would it introduce or encourage the spread of invasive species?	No				
<b>Landscape and Visual Amenity</b>					
Will the development be visually prominent for example would the development sit on the skyline?	No				

Topic Area	Yes No Uncertain	Effect Likely to be Significant or Not Significant?	Comments
Would it affect a landscape of high quality?	No		
Would it affect the views on to, or the visual amenity of a landscape nearby, particularly a NCA, and/or Green Heartland or Coastal Zone?	No		The development is within the coastal zone, however as there are already number of buildings and structures that provide the backdrop to the landscape, the proposed development is not considered to affect the visual amenity.
Would it cause scarring or erosion of hillsides?	No		
<b>Cultural Heritage and Archaeology</b>			
Would it cause loss, disturbance to or damage to archaeology or heritage features?	No	Any disturbance would not be significant	<p>Much of the archaeology in the area may already be disturbed due to previous developments around this area.</p> <p>The development area is in close proximity to the Desalination Chimney, Ruperts Lines, Grade iii listed Hay Town House and the historic stone wall that encloses the number of land parcels that all have heritage significance. The Chimney could be affected by excessive vibration if the land assembly work include extensive excavation works.</p>
Would it affect the setting of a feature of heritage importance?	Yes	Not Significant	Part of the proposed development is likely to affect the Grade iii listed building and the historic boundary wall.
Would any demolition of features, structures, buildings or remains be required?	Yes	Not Significant	Number of structure and building may need to be cleared to assemble the site for new developments.

Topic Area	Yes	No	Uncertain	Effect Likely to be Significant or Not Significant?	Comments
<b>Water Environment</b>					
Could it result in flooding or affect drainage?	No				
Would it lead to a significant increase in demand for water resources either temporarily during construction or permanently during operation/occupation?	Yes			Significant	During construction there is likely to be an increase in demand for water. The future occupation and operational activities will also increase demand for water in the area as there will be some increase in the number of workers employed in the area and the increased number of users and the general increase in the economic activity in the area.
Could it lead to a deterioration in surface water flows, or groundwater availability, or quality of water?	No				
Would there be any direct or indirect discharges to watercourses or groundwater either temporarily during construction or permanently during operation/occupation?	No				
<b>Air Quality and Green House Gas Emissions</b>					
Would it result in emissions that would affect local air quality?	Yes			Not likely to be significant	During construction emissions will be generated from heavy plant and equipment. Post construction there may be increase in emission with increase in vehicular traffic and traffic movement.
Would it generate greenhouse gas emissions?	No				

Topic Area	Yes	No	Uncertain	Effect Likely to be Significant or Not Significant?	Comments
Would it generate dust?	Yes			Not significant	During the construction stage some dust would be generated.
Would it create odour?	No				
<b>Noise and Vibration</b>					
Would it affect nearby residents or other sensitive receptors including schools, hospital, known wildlife sites such as Wirebird habitat etc.?	No				Some noise and vibration during construction stage, but would not be significant. There are residential properties in proximity of the development, however any impact is considered to be negligible.
Would the development make use of potentially noisy activities during construction?	Yes			Not significant	The proposed assembly of the land may require some excavation work using heavy machinery.
Would the development lead to potentially noisy activities during operation/occupation including any equipment or plant which might be installed?	Yes			Not Significant	With the increase in level of economic activity with freight movement in the future when the port activities become fully operational there will be potential increase in noise in the area as a result of the use, operation and potential increase in traffic.
Would operating/opening hours be outside normal working hours?	Yes			Not significant	Some of the operational use of the building will be 24/7 and may require some work outside normal working hours but this is unlikely to cause any impact outside of the building.
Would the development increase traffic significantly?	Yes			Significant	Some increase in traffic during construction. The operation of port and freight use would see an increase in traffic with the transport of goods to and from the area.

Topic Area	Yes	No	Uncertain	Effect Likely to be Significant or Not Significant?	Comments
<b>Traffic and Access</b>					
Would the development lead to an increase in vehicle numbers, vehicle speeds or types of vehicles (e.g. heavier delivery vehicles) visiting the area during construction or operation/occupation?	Yes			significant	Any development and operational activity in the area is likely to lead to some increase in traffic movement, with the transporting of goods from wharf to stores and shops.
Would it obstruct or divert footpaths temporarily or permanently?	Yes			Not Significant	The proposed development will provide an opportunity to improve the visual legibility of footpath and would look to improve signage and accessibility.
Would the development require a new access? Is so include the details of the route?	No				
<b>Land use &amp; other Assets</b>					
Would it result in the loss of agricultural land or interfere with agricultural practices e.g. require temporary or permanent interruption of access to land?	No				
Would it result in erosion?	No				
Would it displace residents?	No				
Would it lead to permanent or temporary increase in population e.g. during construction?	No				
Would it displace or interfere with local businesses?	No				

Topic Area	Yes	No	Uncertain	Effect Likely to be Significant or Not Significant?	Comments
Would the development interfere with recreational or tourism uses – land-based and marine based activities?	Yes			Significant	The development of Rupert's Wharf for port activity will mean that whilst the ship is in port the beech area will not be available (5 – 10 days per month) to the public due to security.
Would the development generate waste?	Yes			Not significant	There will be some waste generated during the construction phase and during day to day operations. Also of note is the apparent waste currently on the site that will need to be removed prior to works commencing.
Would the development generate special wastes?	No				
Would the development disturb potentially contaminated land?	No				
Could the development exacerbate rockfall potential or undermine rock stability?	No				
<b>Marine and Coastal Environment</b>					
Would the development affect the marine environment?	No				
Would the development be visible from the coastal waters?	Yes			Not significant	Like other building on the Wharf, the proposed building would also be visible
Would the development interfere with navigation?	No				



Topic Area	Yes    No    Uncertain	Effect Likely to be Significant or Not Significant?	Comments
Would the development indirectly interfere with marine wildlife?	No		
Would the development lead to a change in coastal processes e.g. tidal flows, sediment movements and/or wave patterns?	No		
Would the development affect marine archaeology or geology e.g. the sites of wrecks or other underwater features?	No		
<b>Additional Issues</b>			
<b>Economic</b>			
Does the development have economic benefits to the residents, businesses and visitors on the Island	Yes	Significant	<p>The project will have significant benefits for the economic growth and prosperity of the Island with a speedier and more efficient transport of goods from the ship to the depots and may have major impact on number of commercial sectors, in particular tourism and leisure.</p> <p>The transfer of all port operations to Rupert's Wharf will enable the future development and regeneration of James Bay for more tourist, marine and leisure activities. The potential of that area for promotion and development of tourism and in particular marine related activities is considerable. It may be difficult to quantify the potential economic benefits related leisure and recreation for the local people.</p>

Topic Area	Yes No Uncertain	Effect Likely to be Significant or Not Significant?	Comments
			Similarly, with the increase in the commercial activities in Rupert there may be some adverse impact on economic activities and operation of the existing users who may unable to compete with the new uses with increase in land values
<b>Social</b>			
Does the development have social and inclusion benefits to the residents, businesses and visitors on the Island	Yes	Significant	The project will have some benefits for the social well-being and inclusion with future development and regeneration of James Bay for residents through recreation and leisure uses and activities that brings families and communities together and also provide of an improved link of leisure. Social and economic activities across Jamestown that can only happen with the relocation of all Wharf operation (shipping and freight away from James bay to Rupert. Similarly, there is a potential adverse impact on the social well-being of family and community activities with the some loss of the Rupert's Bay beach area to recreation and leisure that may be difficult to compensate.

### Summary and Conclusion

The proposed development of Rupert's Bay for port and freight operations accords with draft Rupert Development Plan. Given the significant built up nature of the area over number of years with the implementation and delivery of the transport and freight infrastructure, much of the natural environment land side of Rupert's Line is all on the fringes of the built up area. The historic environment and the heritage asset that includes the Rupert's line, the listed buildings and the stone wall will be affected by the proposed development, however this is considered to be minimal. With the level of development in the past and the extent of the change that has taken place in the area, the setting of the heritage assets must be assessed in the context of their current environment as

much of the new development in the area has now been well established. The proposed development would need to have regards the potential impact, however any opportunity through the development process to conserve, restore and reinstate any historic and/or heritage features should be carefully considered. This should include any historic association of events that can be acknowledged through commemorative plaques or heritage information boards. The further developed of the area for port and freight operation will escalate the changes in the local landscape and remaining natural and historic environment of the area with the increase level of economic activity, vehicular traffic and traffic movement.

Recognising this, whilst there is potentially some impact on the environment, economic and social well-being of the area and its community, however it should be noted that the trigger for requiring an EIA Report would be the potential for significant environmental impacts and none of the impacts identified in this Screening Opinion is considered to be significant.