

16.0 POPULATION AND HUMAN ENVIRONMENT

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16.1 Introduction

This chapter of the ES seeks to provide an overview of the proposed development in the context of local populations, settlement and the general human environment within the locale. Information is also presented in relation to demography of the local area and the wider region.

The proposed development (as detailed in Chapter 2 of the ES) seeks to replace the existing single lane linkspan with a modern linkspan, in the same location. The proposed works comprise the design, manufacture, installation, testing and commissioning of the new linkspan including all associated civil and marine works and infrastructure for the linkspan.

Matters relating to the proposed development in relation to the human environment, in terms of traffic and transportation, noise and air quality and landscape and visual, are considered in related chapters within this ES, that is: Chapter 9 Transportation, Chapter 10 Noise and Vibration, Chapter 11 Air Quality and Climate and Chapter 14 Landscape and Visual. Related impacts from are addressed in detail in these chapters of the ES.

16.2 Settlement and Landuse Overview

16.2.1 Settlement

Fishguard harbour is located in Fishguard Bay on the northern coast of Pembrokeshire County, south-west Wales. The harbour lies just north of the *twin towns* of Goodwick and Fishguard which are under a joint Town Council. The administrative Council boundary is made up of three electoral wards of Goodwick, Fishguard North West and Fishguard North East.



Figure 16.1 Fishguard Location

16.2.2 Settlement and Harbour History

Fishguard and Goodwick were established during the late 10th Century, a period in which the coasts of Wales were subject to Viking raids, establishing trading posts and settlements. The settlement of Fishguard was called "Fiscard" until the turn of the 19th century when the name was "Anglicised". The town is divided into two parts, the main town of Fishguard and Lower Fishguard. Lower Fishguard

(locally known as 'Lower Town') is believed to be the site of the original hamlet from which modern Fishguard originated.

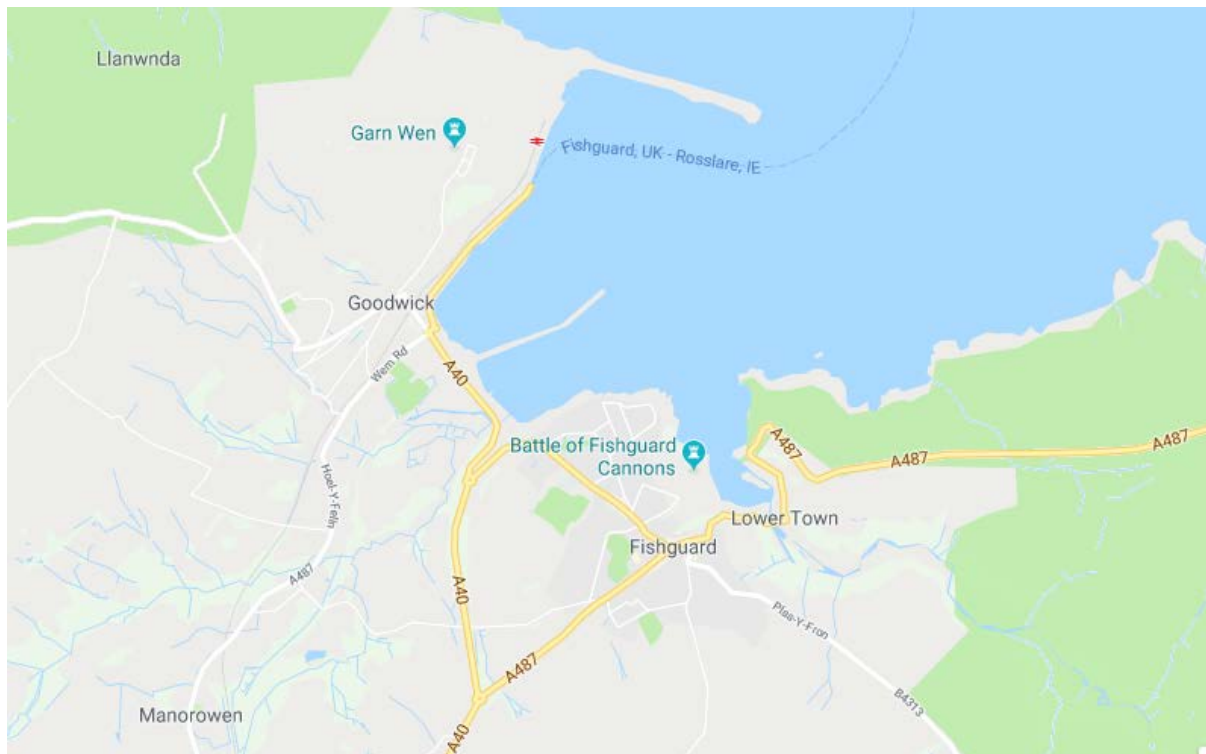


Figure 16.2 Fishguard and Goodwick

Lower Fishguard developed as a herring fishery and port, trading with Ireland, Bristol and Liverpool. Goodwick was a small fishing village in the parish of Llanwnda, but in 1887 work commenced on a railway connection and harbour, and the village grew rapidly to service this.

Construction of the harbour breakwater was completed in 1906; during construction of the harbour a small estate was built directly above the harbour to house its workers, known as "Harbour Village". A smaller, inner breakwater was constructed in advance of the visit of the RMS Mauretania in 1909.

Coastline dominates the geography of the wider locale with much of the coastline made up of substantial cliffs with intermittent wide beaches; agricultural grasslands surround the villages with areas of forestry also present to the south west. The River Gwaun at Lower Town harbour flows from the wooded valley of Cwm Gwaun.

16.2.3 Current Harbour Operations

Stena Line operates ferry crossings to Rosslare, County Wexford, Ireland with two daily crossings throughout the year; the journey time is 3 hours and 15 minutes. The current operating vessel is the MS Stena Europe which has a capacity of 1,400 passengers, 452 berths and 456 cars.



Figure 16.3 Existing Linkspan Location

Access to the ferry is currently via a single lane linkspan (installed in the early 1970's) with the proposed development, seeking to remove and replace the existing linkspan with a modern linkspan but retaining the same provision of service, upon completion.

The RNLI, from Fishguard Lifeboat Station operates two lifeboats from within the harbour.

Outline planning permission was granted in 2011 for a 450 berth marina and 250 apartments in Fishguard & Goodwick Marina. A first phase of the development to include 8.28 hectare development platform, breakwaters, 345 floating marina berths and a dredged marina basin, obtained full approval in early 2017.

16.2 Population and Employment

16.2.1 Key Statistics

The population of Wales in 2011 was 3.06 million the largest the population had ever been. Since 2001 the population of Wales had increased by 153,300 (5.3%) on the estimate of 2.9 million residents, and increased by 643,000 residents (27%) on the 1911 Census estimate of 2.4 million. For every 4 residents in Wales in 1911, there were 5 in 2011.

In 2011 Pembrokeshire County had a population of 122,439 which was an 8.2% rise since 2001. Overall this is approximately 4% of Wales's total population; of the total Pembrokeshire population 59,823 (48.9%) were male and 62,616 (51.1%) were female.

Changes in population are due both to differences between the numbers of births but also taking account of migration. Data on births and deaths show that between 2001 and 2011 there were 332,700 births and 320,900 deaths in Wales, leading to an increase of around 11,900 residents. This

accounts for 8% of the total population increase, and reflects a steady increase in fertility rates in Wales since 2001, with the remainder of the population growth due to migration.

In the 2011 census, Fishguard recorded a population of 3,419 whilst Goodwick electoral ward had a population of 1,988; at total of 5,407 in 2011, an increase from 5,403 in 2001.

With regards to economic activity for the local authority of Pembrokeshire there were 52,601 persons recorded in employment at the time of the 2011 census. In 2013 the employment rate in Pembrokeshire was 69.5 per cent. This was the eleventh lowest amongst the 22 Welsh local authorities. The rate rose both over the year and overall since 2001 (up 0.1 and 5.0 percentage points respectively). The employment rate was above the Welsh average between 2006 and 2009, it then moved below the average in 2010 and rose back above it in 2011 where it has remained since.

16.3 Local Development Plan Context

16.3.1 Pembrokeshire County Council Local Development Plan

The Pembrokeshire County Council Local Development Plan (LDP) was adopted on 28th February 2013. It provides the framework for decisions to be made up until 2021 on how land is used and developed. The Plan's vision based development strategy and policies are used to guide the development and use of land in Pembrokeshire from adoption to 2021.

The Plan provides the policy context for guiding development to appropriate locations, conserving the natural, built and historic environment and providing a basis for rational and consistent decision-making on planning applications.

The Plan Vision is as follows: "To ensure that Pembrokeshire is prosperous and that it remains vibrant and special by creating....maritime access to the Milford Haven Waterway and Fishguard Harbour and internationally important energy and tourism opportunities."

The Plan outlines Strategic Policies, relating to a range of land-uses and topics which contribute to achieving positive change and development within Pembrokeshire. These policies relate to topics identified under the objectives of this Plan and should contribute towards achieving these objectives.

The proposed development falls within the Port and Energy Related Development zoning, SP-2, which states the following:

Strategic Policy SP-2: Port and Energy Related Development - Development at the Ports of Milford Haven and Fishguard will be permitted for port related facilities and infrastructure, including energy related development.

The Plan further states, "At Fishguard Harbour (Goodwick) and Milford Haven Port improvements to facilities and infrastructure will benefit the local and national economy and will confer benefits on other countries, particularly the Republic of Ireland."

The development area is outside of the designated settlement boundaries and does not lie within any further plan zonings.



Settlement Boundary - Hub Town, Rural Town, Service Centre, Service Village (Policy SP 13)	Fin Aneddad - Tref Ffocws, Tref Wledig, Canolfan Gwasanaethau, Pentref Gwasanaethau (Polisi SP 13)	Settlement Boundary - Large Local Village, Small Local Village (Policy SP 13)	Fin Aneddad - Pentref Lleol Mawr, Pentref Lleol Bach (Polisi SP 13)	Housing Allocation (Policy GN. 27)	Dyranïad Tai (Polisi GN. 27)	Gypsy Site Allocation (Policy GN. 31)	Dyranïad Safle Sipsi (Polisi GN. 31)	Strategic Employment Allocation (Policy SP 3)	Dyranïad Cyfogaeth Strategol (Polisi SP 3)	Employment Allocation (Policy GN. 5)	Dyranïad Cyfogaeth (Polisi GN. 5)	Mixed Use Allocation (Policy GN. 7)	Dyranïad Defnydd Cymysg (Polisi GN. 7)	Marina Allocation (Policy GN. 21)	Dyranïad Marina (Polisi GN. 21)	Port and Energy Related Development (Policy SP 2)	Port a Datblygu Cysylltiedig (Polisi SP 2)	Transport Safeguarding (Policy GN. 39)	Diogelu Trafnidiaeth (Polisi GN. 39)	Town Centre Boundary (Policy GN. 12)	Fin Canol Trefi (Polisi GN. 12)	Primary Retail Frontage (Policy GN. 12)	Blaen Adwerthu Cynradd (Polisi GN. 12)	Secondary Retail Frontage (Policy GN. 12)	Blaen Adwerthu Eiradd (Polisi GN. 12)	Retail Allocation (Policy GN. 13)	Dyranïad Adwerthu (Polisi GN. 13)	Community Facility (Policy GN. 33)	Cyfeuster Cymunedol (Polisi GN. 33)	Specialist and Supported Accommodation (Policy GN. 30)	Lleoli Arbennigol a Lleoli a Chymorth (Polisi GN. 30)	Recreational Open Space (Policy GN. 34)	Man Agored Hamddenol (Polisi GN. 34)	Amenity Open Space (Policy GN. 35)	Man Agored Mwynder (Polisi GN. 35)	Green Wedge (Policy GN. 36)	Llesem Las (Polisi GN. 36)	Historic Parks and Gardens (Policy GN. 38)	Parciau a Gerddi Hanesyddol (Polisi GN. 38)	Conservation Area (Policy GN. 38)	Ardal Gadwraeth (Polisi GN. 38)	Scheduled Ancient Monument (Policy GN. 38)	Herebion Rhestrddig (Polisi GN. 38)	Sites Protected by Designations (Policy GN. 37)	Safleoedd a Warchodwyd trwy Ddymodolau (Polisi GN. 37)	Heritage Coast (Policy GN. 1)	Arfordir Treflodaeth (Polisi GN. 1)	New Waste Management Facility (Policy GN. 40)	Cyfeuster Rheoli Gwastraff Newydd (Polisi GN. 40)	Existing Mineral and Quarry Site (Policy GN. 23)	Safle Mwynau a Chwareli Presennol (Polisi GN. 23)	Mineral and Quarry Sites Buffer (Policy GN. 25)	Clustogfa Safleoedd Mwynau a Chwareli (Polisi GN. 25)	Sand and Gravel Resource (Policy GN. 22)	Adnodd Tywod a Graean (Polisi GN. 22)	Hard Rock Resource (Policy GN. 22)	Adnodd Craig Galed (Polisi GN. 22)	Coal Resource (Policy GN. 22)	Adnodd Gŵ (Polisi GN. 22)	Adjoining Local Planning Authority Area	Ardal Awdurdod Cynllunio Lleol Cyffwrddol
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Figure 16.4 Extract of Pembrokeshire County Council Local Development Plan

16.4 Impacts of the Proposed Development

16.4.1 Construction Phase

The proposed development has the potential to generate impacts during the construction phase; as stated previously, consideration of the proposals in terms of traffic and transportation, noise and air quality and landscape and visual, are considered in related chapters within this ES.

During the construction phase, it can be accepted that there will be fluctuations in the level and nature of construction activities however it is realistic to consider the programme as a continual phase. The construction of the project has potential for direct positive socio-economic impacts, largely relating to the requirement for labour, plant and machinery provision and construction materials, generating the potential for direct positive impacts upon the construction industry and associated sectors.

In May 2012 the UK Contractors Group published a study on the economic benefits of investment in infrastructure; the study indicated that 'every £1 invested in construction generates £2.84 in total economic activity' (Construction in the UK Economy, UKCG, 2012). This economic activity comprised of direct impacts (wages and corporate profit), indirect impacts (relating to construction supply chain sectors such as manufacturing, business services mining and quarrying), and induced impacts through provision of increases in household income and follow on expenditure in the overall economy.

Overall, the construction phase will be minor beneficial in terms of population and human environment.

16.4.2 Operational Phase

The proposed development seeks to replace the existing linkspan with a modern version, in the same location, within the existing port lands which have a limited numbers of receptors such as residential properties or other sensitive such land uses. Furthermore, the operational phase will have no discernible difference to the existing operations with the same levels of traffic, ferry service, and plant and machinery in operation.

The replacement linkspan will maintain and strengthen the provision of Stena Line within Fishguard harbour. The ongoing provision of the Stena Line service will sustain any associated positive benefits to the local economy (such as labour and services provision). The proposal is in line with the Strategic Plan policy which states 'improvements to facilities and infrastructure will benefit the local and national economy and will confer benefits on other countries, particularly the Republic of Ireland.' Overall, the operational phase will be minor beneficial in terms of population and human environment.