



gwerth mewn gwahaniaeth
delivering on distinction

Meeting Title:	Morlais & Canoe Wales / Snowdonia canoe Club Meeting		
Meeting Objective:	Opportunity to give a project update and discuss concerns and issues raised by the Sea Kayaking Community.		
Location:	Swtan, Neuadd y Dref		
Date:	10/02/2020	Time	13:00
Attendees:			
<ul style="list-style-type: none"> • Graham Morley (GM), Morlais Project Manager • Gwenan Mair Owen (GMO), Morlais, Senior Administrative Officer • James Orme (JO), Morlais, Consenting Lead (Online)) • Jonny Lewis (), Marine Space • Fran Tagget (FT), Snowdonia Canoe Club • Jenny Wong (JW), Snowdonia Canoe Club • Phil Stone (PS), Canoe Wales • Nigel Gill (NG), Snowdonia Canoe Club • Brian Dickenson (BD), Snowdonia Canoe Club • Eila Wilkinson (EW), Snowdonia Canoe Club • Alistair Potello (AP), Snowdonia Canoe Club 			

Summary of Actions:

No.	Item No.	Action	Resp.
1	3	GMO to liaise with Dr Edward Jones of Bangor University in order to make contact between him and the Canoe Clubs. JW & PS will be the main points of contact and all contact will be routed through the Morlais project team.	GMO
2	4	Morlais / Morlais to look into the St David's Head Tidal Array and look at the data collected.	Morlais/Morlais
2	4	Morlais / Morlais the issue of human powered vessel collision risk and safety hazards, and how to incorporate this in the risk assessment	Morlais/Morlais

Summary of Discussions:

1.	Introductions
	<ul style="list-style-type: none"> • The meeting started with some round the table introductions. • Morlais gave some background on the work that's been completed so far as part of the Environmental Impact Assessment and Navigational Risk Assessment (NRA). It was explained that Marine Space had the responsibility of completing these elements and Aquatera was responsible for delivering the socio-economic and tourism elements. • Morlais also explained that for the NRA was formed following the MCA's guidance for renewables. • Hopefully today is a first step to engage further with the Sea kayaking community. • FT gave a bit of background on the canoe clubs position. It was noted that the community are supporters of tidal energy but do have some concerns. • It was noted that this particular area is of great importance to the community – locally and internationally. • It was also noted that the canoe clubs are disappointed that they have not been included in the consultation early in the process. • Morlais noted the advertised information events but note that this did not include other geographies.
2.	Project timeline
	<ul style="list-style-type: none"> • A summary of the project timeline was given. • 2014- The Crown Estate Lease was announced. Menter Mon, a Social Enterprise, applied and were successful in securing the lease. The organisation saw this as an opportunity to benefit the local economy and ensure that the monies stayed in the local area. • 2017 – 2018 – Funding to progress the project was secured via European funding, Welsh Government, the Local Authority, The Nuclear Decommissioning Authority and Menter Mon. • Morlais A is the first phase of the project with the aim to secure consent to build infrastructure at sea and on land, and to then lease areas of the zones to tidal turbine developers to deploy their technologies on a commercial scale. • September 2019 – Applications for both a Marine License (ML) and a Transport of Works Act Order (TWAO) were submitted to Natural Resources Wales and the Welsh Government. Both consultation periods have now closed (October for TWAO, January for ML). • The proposal consists of: <ul style="list-style-type: none"> ○ 9 cables coming to shore vis HDD drill through the rock (trenching is a second option). ○ Onshore Substation. ○ Cable route from Onshore Substation to Grid end Substation.

- Capacity of up to 240 MW.

- Decisions on both applications are expected during the first quarter of 2021, and an enquiry is possible sometime in the summer.
- Morlais B is the infrastructure build phase of the project, with onshore construction planned for a period of 18 months starting during December / the last quarter of 2021.
- Deployment out at sea is expected to start 2023-2024.
- Deployment will be a phased approach. The application for consent is for up to 240MW capacity, but to be deployed in a phased manner over time following an adaptive management - deploy and monitor approach. An initial phase could look like 14MW.
- Impacts on Marine Mammals and Birds will drive the size of the first phase – and conditions will come from the regulator. The progressions of the zone will be contingent on Environmental Impact Monitoring.

Question

- *Regarding the placement of devices, why change the zone from the original area?*
- The application to move the zone from the original area was down to the tidal resource. This area would provide significantly greater power out per device and therefore would make the project more economically viable. There was a defined process to follow to enable the zone to be moved and this did include a period of consultation.
- The exact positioning of devices has still not been confirmed. The Navigational Risk Assessment means that the project has constrained itself further and is still in a process of refinement.

Question

- *How much control will the project have over installation of the devices?*
- It was explained that the project would have full control over this as it would be Menter Mon that owns the consent and would have to manage the zone in accordance with the regulators consent conditions.
- It was noted by PS that the canoe clubs are not against the idea of the project but want to ensure that it is developed appropriately.

3. Socioeconomics and tourism

- The socioeconomics and tourism chapter were written by Aquatera. They have previous experience of this type of work up in the Orkneys.
- This chapter looks at around 10-11 specific impacts, and a screening out approach was taken.
- JW noted that from what they can see - sea kayaking was not there in the beginning to be screened out.
- F.T. noted that Sea Kayaking is a very important industry in this part of Anglesey. Many top class, skilled sea kayaking coaches come to this area and a lot of income is made from this particular stretch of coast. 85% of the clients come from outside the area.
- Morlais enquired if there is any published data around this?

- F.T noted that there isn't any published data currently, but that they are now able to draw this data together.
- JW emphasised that the South Stack area is the jewel in the crown for the guiding community. Some statistics include – 22 companies in the area currently each employ 30 people, full time, all year round. Visitors come all year round, for example 22 people came from the New Forest on the 2nd of February and used four local guides. There is a large training community and there is very high concentration of National trainers based here.
- Morlais noted that all this information is really useful.
- The next step would be to get this data collated and shared with Morlais. Bangor University has been commissioned to specifically look at tourism and socio economics in more detail and any supplementary information that can be supplied by the Canoe Clubs would be very valuable.

ACTION: GMO to liaise with Dr Edward Jones of Bangor University in order to make contact between him and the Canoe Clubs. JW & PS will be the main points of contact and all contact will be routed through the Morlais project team.

4. Access to Morlais zone & Navigational Safety

- Morlais gave a summary of how the Navigational Risk Assessment (NRA) was complied. MCA guidance was followed, and NRA workshops were held. The Kayaking clubs were not invited to these, and once again the project apologises for this.
- A process was followed, and the navigation risk was assessed against a matrix.
- Flexibility is needed as it is still unknown what devices will be eventually be deployed. The design envelope has attempted to include a range of devices.
- Following the various NRA workshops, the project did present further constraints on itself – for example the placement of floating devices to only be in the south of the zone.
- FT noted that kayaks are very different to any other small vessel as they are solely human powered. This means that there are huge safety issues – and these have not been addressed in the current NRA.
- Morlais recognises this and note that the MCA guidance does not take this into consideration, and it is something that the project does need to look at in more detail.

Question

- *It has been noted that underwater devices are required to have 8m under keel clearing. What is the impact of having such a device underwater have on the surface? How will these devices effect and change the tidal flow, the eddies and back eddies etc?*
- A discussion was had around the possible impact and the concerns that the canoe clubs have around this. Morlais noted that there could be a small rise in the water level, particularly in the area over the blades. There would be expected pockets of localised small-scale effects. Some small changes are to be expected in height and turbulence but is dependent on the rotor blades and the effect is expected to be negligible. Very hard to get the granularity of detail that is being discussed today. It was noted that there is information available on other projects such as Strangford Loch and Blue Mull Sound.

- AP noted that it is very difficult to assess the impact as the detail available in the ES is not sufficient.
- It was also noted by EW that the eddies are very important for safety.
- Morlais noted that we will certainly take these comments and concerns away and think about it in more detail. There are certainly plans to monitor the impacts and effects during the phases.
- Discussions were had around possible mitigation.
- Morlais note that proposed mitigations included information points at launch points and guard vessels at particular times. There are opportunities to look at additional mitigation measures and there is an opportunity for the sea kayaking community to be involved in forming these mitigation measures.
- JW had a look online and saw information on the tidal array at St David's Head. This notes a 5% change in Eddies and speed. There is some granularity in this study.

ACTION: Morlais / Morlais to look into the St David's Head Tidal Array and look at the data collected.

- A discussion was had around collision risk. FT noted that collision of human powered vessels is not considered as part of the assessment. There could be potential dangers of collision with floating devices and marker buoys.
- A capsizing in the array could be very hazardous and a rescue could be very difficult. Significant risk and safety hazards. And this is not only to sea kayakers, but this area is also used by paddle boarders and sit on top fishing etc.

ACTION: Morlais / Morlais the issue of human powered vessel collision risk and safety hazards, and how to incorporate this in the risk assessment to be formally raised with the MCA.

- Discussions were had around exclusion zones. Some concerns around impact on businesses etc. Some courses are booked well in advance. And it was noted that there are a few events to take into consideration e.g. circumnavigational races around the island, crossing to Ireland etc.
- The project is not seeking formal exclusion zones. What is expected are safety exclusion zones during construction and deployment. This could be up to 500m zone during construction, but would consider the requirements of other sea users especially in the inshore route. Construction is planned to be phased and in blocks. There will be various restrictions what time of year work can take place.
- It was noted that there are three important emergency exit points in this area:
 - Abrahams Bosom
 - Penrhyn Mawr Point
 - Breakwater Park
- Also, landslides have happened in the area.
- In the summer there could be 100-200 people out in the waters.
- It is noted that there are many concerns over the exclusion zones and the collision risks.

- It was also noted that the area is an A.O.N.B which is another cause for concern. Visual impact could have a negative effect on the industry and its international attraction. This area is part of the 'Adventure Playground. and this needs to be incorporated into the assessment.

5. Summary

The three main areas of concern raised:

1. Socio economics and tourism – sea kayaking has not been included. This will be incorporated into Dr Edward Jones of Bangor University's Scope of works, with the canoe clubs to supply data. NB this process has now started.
2. Access and usage – concerns over exclusion zones.
3. Navigational Risk and Safety Hazards

6. AOB

N/A