

# **EASTSIDE, GIBRALTAR**

## **NON-TECHNICAL SUMMARY**

**July 2007**



### ***Introduction***

An application for detailed planning permission has been submitted to the Government of Gibraltar for the redevelopment of land situated on the east side of the Gibraltar peninsula.

The application is for a mixed-use residential development, to include retail and commercial, hotels, public and private car parking, landscaped open spaces and the required on-site road and utility infrastructure. The development will be referred to as “Eastside”.

Halcrow Group Ltd has undertaken an Environmental Impact Assessment of the proposed development in accordance with the Gibraltar Town Planning (Environmental Impact Assessment) Regulations 2000.

This non-technical summary briefly describes the proposals and summarises in non-technical language what is written in the Environmental Statement.

### ***Planning***

Gibraltar operates using its own independent planning system, which is not governed by UK planning policy guidance notes or planning policy statements. Its planning policy is set out in the Gibraltar Development Plan 1991, produced by the Government of Gibraltar, Department of Trade & Industry.

The Town Planning Section has stated that planning applications in Gibraltar should be judged in accordance with policies set out by the Development Plan, and on the merits of the application.

There are a number of policies contained within the Development Plan that are applicable to this development. For example, the site is located within a ‘Primary Zone’ area. Policy Zone 4 East Side provides specific policy which is directly related to the area of development. Other relevant policies include:

- Economic Policy E1, which encourages the strengthening of Gibraltar’s economic base;
- Retail Policies S1 (maintaining the Old Town as the principle retail centre), S2 (out of town large shopping outlets) and S3 (local residential area shopping centres);
- Housing Policies H1 (increasing home ownership), H5 (providing a range of housing types) and H9 (the design of new housing development);
- Leisure and Recreation Policies LR2 (relating to the provision of leisure and recreation facilities within new development) and LR4 (relating to the quality of existing and new beaches);
- Tourism Policies TO1 (seeks to avoid development that has detrimental impacts on the tourism industry), TO2 and 3 (both relating to the provision of tourism accommodation); and
- Environmental Policy, ENV1 (protection of the environment).

### ***The Environmental Impact Assessment Process***

Environmental Impact Assessment (usually abbreviated to “EIA”) is a process that must be followed for certain types of development. The person or persons responsible for submitting the planning application (known in this case as “the Applicant”) is / are required under the above Regulations to compile an Environmental Statement based on the Environmental Impact Assessment that sets out environmental information about the effects that the proposed development may have on people and the environment.

The objective of Environmental Impact Assessment is to obtain as much information about the project as is possible at the time and for experts in many different subject areas to decide what effects the proposals may have on the environment. This includes effects on water, soil, animals, plants, traffic, people, the landscape, heritage, tourism and so on.

The contents of the Environmental Statement should be agreed with those who have an interest in the project before it is written – this is called “scoping”. In this case, national, regional and local organisations were consulted in 2003 and 2004 and were asked about the subjects and issues they considered that the Environmental Impact Assessment should cover. The Government of Gibraltar then confirmed these issues in their Scoping Opinion of June 2005. This information formed the basis for the Environmental Impact Assessment, and can be found in Appendix A of the Environmental Statement (the Appendices are bound separately from the main document).

An Environmental Statement should provide a full factual description of the project as far as is known at the time, and should set out the “main” or “significant” effects to which the project is likely to give rise. These effects can be both positive and negative. The design should take into account measures that can be taken to reduce any negative effects that may occur. This is called “mitigation”. Some issues may be of little or no significance for the project in question and need only very brief treatment to show that their possible relevance has been considered.

The Environmental Statement is submitted as part of the planning application. It helps the decision-making authority to decide whether the project should be granted planning approval. Usually, other experts read the Statement and give their opinions. The non-technical summary and the Statement should be made available by the authority (in this case the Government of Gibraltar) to anyone who wants to read it.

***The Site and Surrounding Area***

The application site, which comprises an area of approximately 15 hectares, is situated on the north-eastern edge of Gibraltar on the Mediterranean coast, south of the airport runway, as shown on the illustration below. The boundary of the site that is the subject of the application is shown as a red dashed line:

*Plan Showing Outline of Proposed Development*



The site lies just below the eastern face of the Rock of Gibraltar, which forms an impressive landmark and is visible from a wide area, particularly from the sea. The northern edge of the site begins at the junction of Devil's Tower Road and Eastern Beach Road and its southern boundary is at the northern edge of Catalan Bay.

The eastern side of Gibraltar is characterised by the steep rock faces that rise out of the sea; these rocks have discouraged development on the east side due to the inherent physical constraints; most of Gibraltar's habitation is confined to the western side of the Rock.

The development will be located partly on land that previously has been reclaimed from the sea. The northern part of the land was until recently an active landfill site / rubble tip and the southern part is a car park. It is proposed to extend the existing reclaimed land outward into the sea.

Gibraltar has a unique Earth Heritage importance and currently is seeking United Nations Educational, Scientific and Cultural Organisation (UNESCO) World Heritage Site status for individual sites. Its sites of geomorphological and archaeological importance therefore need to be protected and conserved.

### ***Description of the Development***

Eastside is conceived as a high quality, residential, mixed use development on the east side of Gibraltar. A rich mix of uses will create a vibrant new residential community supported by cultural, leisure and retail facilities linked by a sequence of landscaped squares and plazas.

The site of the proposed development was until recently a tip receiving inert building material and demolition rubble, which will be remediated / recycled; the rubble mound will then be reinstated for development. Eastside will be set with the Rock of Gibraltar as a backdrop, capitalising on the climate, location and orientation of the buildings to optimise its sustainability. The intention is to create a focal point for the area that will become a tourist destination in its own right without detracting from local commerce and retail.

The integration of access routes and landscaped areas throughout the development have been key objectives of the scheme and the fact that it will have a public “face” on all four sides has also formed an integral part of the design concept. In addition, Eastside provides an opportunity to introduce sustainable construction principles and design standards.

Sustainable development has played a critical role throughout the early design stages of this project and will continue during the subsequent detailed design stages for the buildings.

The intention is to construct and develop the scheme continuously in stages, from the south to the north of the site; the current estimates are that the development will take approximately 12 years to complete.

The plans that have been produced for the planning application show the following accommodation:

- Approximately 2,600 private residential one to four bedroom apartments and town houses covering approximately 380,000m<sup>2</sup> of gross area (approximately 308,000m<sup>2</sup> net floor area) over a number of distinct building areas (referred to as development plots) with integrated open spaces and car parking within and beneath the buildings. For the purpose of the assessment, a ratio of 1 parking bay per apartment has been applied;
- A hotel with approximately 300 rooms (approximately 21,000m<sup>2</sup> gross area);
- An apartment hotel (totalling approximately 10,000m<sup>2</sup> gross area);
- Retail and commercial/office facilities (approximately 25,000m<sup>2</sup> and 19,000m<sup>2</sup> net areas respectively);
- Landscaped open spaces including plazas;
- Private and public car parking; and
- Site infrastructure including roads, services etc.

The drawing below shows the illustrative outline scheme design on which the assessments and studies have been based.

*Illustrative Site Plan****Coastal Hydrodynamics and Geomorphology***

Coastal developments such as Eastside have the potential to change the local hydrodynamic conditions (that is, the waves, currents and tides) with knock-on effects to the local sediment transport patterns and the coastal geomorphology (i.e. the shape of the seabed and the beaches). Extensive numerical modelling studies were undertaken to inform the Environmental Impact Assessment process.

During construction, the principal impact concerns the deposition of sediment released and dispersed during dredging and how it may affect the seabed. Generally, sediment deposition will only be significant in the vicinity of the proposed development at Eastside. Nevertheless, mitigation has been recommended to minimise unnecessary sediment discharges during dredging.

During operation, impacts on tide, storm surge, current, wave and seabed conditions are predicted to be negligible or not significant. The principal impact concerns beach morphology which is predicted to change as a response to Eastside, to the extent that mitigation is recommended in the form of beach nourishment and maintenance.

***Water Quality***

The Eastside development has the potential to affect water quality during its construction and once it is operational. Extensive numerical modelling studies were undertaken to inform the Environmental Impact Assessment process.

During construction, the principal impact would be from sediment plumes released and dispersed during dredging resulting in increased suspended solids concentrations in the water column. Generally, total suspended solid concentrations will only be significant (>512mg/l) in and around the northern and southern borrow areas and at the reclamation points at Eastside, and less significant with distance from the dredger. Nevertheless,

mitigation has been recommended to minimise unnecessary sediment discharges during dredging.

During operation, water quality impacts associated with discharges of surface and storm water run-off will need to be mitigated using interceptors. According to the Environmental Agency, bathing water quality already fails to meet the guideline standards under the EC Bathing Waters Directive primarily due to use of sun bathing oils and accumulation of litter and debris. Eastside may increase the risk of this failure due to reduced flushing at the beach areas directly abutting the proposed development, but monitoring of water quality has been proposed in order to ensure that mitigation of this risk is put in place.

### ***Sediment Quality***

Dredging and marine works for Eastside could affect sediment and have an impact upon the environment by disturbing and releasing existing contaminants into the sea and by causing the dispersion and deposition of such contaminants onto the seabed. Impacts relate to dredging activities during the construction phase of the project.

A sediment quality survey was undertaken to establish baseline (that is, existing conditions) for a range of contaminants. Numerical modelling was used to inform the impact assessment.

During construction, the principal impacts associated with sediment relate to contaminants in the seabed's sediment and how they may be released into the water column during dredging to affect water quality, and deposited on the seabed after dredging to affect sediment quality. Calculations were made based on sediment-water partitioning of contaminants and show that there would be no significant impact on water quality when compared to criteria established by the EC Dangerous Substances Directive. Although sediment deposition will affect the sediments in coastal waters, the change in contaminant concentrations was predicted to have a negligible impact, particularly when existing concentrations are compared to sediment quality guidelines applied in the UK, Spain and Canada. Since a very low level of impact has been predicted, no mitigation measures have been recommended.

No potential impacts relating to sediment quality were predicted during the operation of Eastside. Accordingly, no mitigation measures have been recommended.

### ***Soil Quality***

The existing rubble tip comprises an area of approximately six hectares of made ground extending into the sea between Eastern Beach and Catalan Bay. It was first developed as a landfill reclamation site in 1988 and was designed to take clean, inert building and demolition rubble with control of tipping exercised by the Government of Gibraltar.

Potential impacts, including those on human health, associated with contaminants in the made ground at the existing rubble tip have been assessed, and protective measures during construction and proposals for removing and disposing of contaminants have been considered.

In general the degree of the contamination (pollution) of the man-made ground is believed to be relatively low. However preliminary reports indicate that several areas of the site have significantly elevated levels of heavy metals (for example Lead and Copper etc.) and hydrocarbons (chemicals from the incomplete burning of fuels). Groundwater and surface water contain some high levels of contaminants. No contamination was recorded within

sea water or sea bed sediments close to the landfill. This indicates that the contaminants are well contained within the landfill itself and those that do find their way into the sea water become massively diluted and therefore do not pose a significant risk. Gas monitoring indicates that minor amounts of landfill gases (for example Methane and Carbon dioxide) are present on the site.

The site will be remediated by removing the tip mound. The excavated material and material below the tip mound will be screened for suitability, with clean material being retained for use on site and any contaminated material being treated or disposed of as appropriate. A "capping" layer of clean fill and hard standing will then be placed to bring the development platform up to a construction platform. This layer effectively breaks the linkage between contaminants (e.g. metals and asbestos) in the landfill below and potential receptors in the development above.

The main construction impacts associated with the development relate to the risk posed to construction workers through skin contact with and/or ingestion of contaminated materials (soil and water). The supply of adequate Personal Protective Equipment (disposable suits, gloves etc.) and suitable site working practices (for example provide washing facilities and the banning of eating and drinking on site) are considered to reduce this risk to an acceptable level.

The potential risk to site visitors, residents and the marine environment during the operational phase of the development will be reduced to an acceptable level by on-site testing of any suitable man-made ground materials before they are re-used in the development to ensure that they are not contaminated. Any materials identified as contaminated would be stored separately for removal and disposal at a suitably licensed facility. Any remaining contaminants within the man-made ground materials will be isolated by the laying of a top layer of sand on top of the man-made ground and the laying of associated hard-standing (that is concrete, etc.). This will effectively isolate any remaining contaminants and prevent them posing a risk to human beings. Passive management will be carried out to mitigate against gas migration during the operation phase.

### ***Ecology***

The construction and operation of Eastside has the potential to affect ecological habitats (at the level of both species and processes) including subtidal (that is, below low tide), intertidal (that is, between low and high tide limits), terrestrial (land based), ornithology (birds), and fish and fisheries.

Subtidal and intertidal ecology surveys were undertaken to establish existing conditions for habitats and species. The impact assessment was informed by numerical modelling.

A key impact is associated with direct loss and/or disturbance of habitats and species during land reclamation and dredging works. Losses of artificial rocky shoreline habitat at the rubble tip will be offset by the development, which will provide new habitat. Losses of sandy seabed habitat due to dredging will be subject to some natural recovery, but are largely unavoidable.

The impact of dredging induced sediment plumes on marine habitats and species as assessed for *Patella ferruginea* (a protected and rare limpet species present along the shoreline), *E verrucosa* (a soft coral species, representing a colonising species at the offshore rocky outcrops) and *M argus* (a sea squirt species - known to colonise caves). Numerical

modelling predicted that only *P ferruginea* would be affected by potentially significant sediment concentrations in the sea and mitigation measures are recommended to reduce this risk. A similar assessment was conducted for impacts associated with the deposition of sediment plumes. Negligible impacts were predicted on marine species and habitats. The disturbance of contaminants in sediments due to dredging and marine works was assessed to not cause any significant adverse effects on marine ecology.

It was found that dust settlement may adversely affect the terrestrial ecology (plants) of the lower slopes of the talus habitat during construction activities, and mitigation measures to control dust have been recommended.

### ***Nature Conservation***

The proposed Eastside development could affect nature conservation interests, notably designated nature conservation areas and species, and the protection they are afforded under legislation. In addition to informing the Environmental Impact Assessment process, this section of the Environmental Statement also informs the “Appropriate Assessment” process under the European Habitats Directive.

Gibraltar contains two sites designated in the Habitats Directive: the Southern Waters of Gibraltar Marine Nature Area (MNA) and the Rock of Gibraltar Nature Conservation Area (NCA) (although the Eastside development is not situated within these sites) and species protected under the EC Habitats Directive, particularly the red Mediterranean limpet *Patella ferruginea*.

Impacts could occur due to direct losses and disturbance, dredging induced suspended sediment in the water column, and sediment deposition. The impact assessment was informed by subtidal and intertidal ecology surveys and numerical modelling.

Despite the previous dredging at the southern marine borrow area and the ongoing conch rake fishing, it is predicted that dredging at the southern borrow area for Eastside (and other plans or projects) is likely to increase impacts to this habitat, and therefore a minor adverse impact on the integrity of the Southern Waters of Gibraltar MNA is predicted.

Suspended sediment (measured as total suspended solid concentrations) is predicted to adversely affect the *P ferruginea* under the worst case impact scenarios. *P ferruginea* is protected under Annex IV(a) of the European Habitats Directive. Therefore, it is recommended that consideration is given to either undertaking more dredging at the northern marine borrow area, or undertaking dredging at the southern marine borrow area when prevailing currents and/or winds limit the transport of sediment plumes towards the shore.

No significant impact is predicted on the Rock of Gibraltar NCA as a result of the development proposals.

This section of the Environmental Statement also considers the potential for habitat change and creation of new habitat as a result of the proposed Eastside development. Indirectly, Eastside will create an additional amount of artificial rocky shoreline habitat, which will be a minor benefit to nature conservation. There is no opportunity to create a lagoon or reedbed habitat within the development site.



### ***Transport Assessment***

A transport assessment was undertaken to determine the impact of Eastside on the surrounding road network. This was tested in order to ensure that the network and local junctions would operate within capacity with Eastside in place, with no congestion or other problems. All aspects of the development, including its retail, residential, commercial and hotel aspects were considered when calculating the level of traffic generated.

The amount of heavy goods vehicles required for the construction of Eastside was also estimated. These trips were tested on the local road network, including an allowance for some traffic from development plots 1-8 as apartments become available, in order to ensure that no problems would arise during construction.

As Eastside would generate a relatively large amount of traffic, the development proposals include the redesign of two nearby junctions at the northern and southern end of the development (the existing junction of Eastern Beach Road/Devil's Tower Road and Catalan Bay Road/Herbert Miles Road), in order to increase their capacity to accommodate the new development and provide efficient access into Eastside. In total there would be five accesses into the development, and all have proven to work within capacity.

Whilst extra traffic would be attracted to the area, Eastside would be unlikely to cause significant adverse impact on the wider surrounding road network in Gibraltar. Improvements in public transport, cycle facilities, pedestrian friendly access and work travel planning are suggested ways of promoting modes of sustainable transport.

### ***Air Quality***

An assessment has been undertaken to determine the potential impacts of Eastside on air quality and considers the effects of both the construction and operation of the development.

The likelihood of dust nuisance during construction is slight due to the distance of the majority of sensitive receptors from the site. Approximately 20 residential properties lie within 100 metres of the construction site. Furthermore, the wind blows either from the east or the west for much of the time and Catalan Bay is to the south, reducing the risk of dust being blown towards existing residential properties. To ensure potential dust nuisance is minimised, best practicable means should be employed to control dust as part of the Construction Environmental Management Plan.

The development will generate traffic, increasing the emission of traffic-related air pollutants. Calculations carried out for this assessment show the development not exceeding the Limit Values set by the European Union and the Government of Gibraltar to protect human health. Pollution levels in 2010, 2015 and 2020 are predicted to be slightly higher with the development than without it, but lower than the levels in 2005 due to reductions in both background pollution and in vehicle emissions.

As the assessment shows that no air pollution problem is anticipated with the development, there is no need for mitigation measures.

## ***Noise***

An assessment has been undertaken to determine the potential noise and vibration impacts of Eastside. The assessment considers the noise and vibration effects of both the construction and operation of the development.

An environmental noise survey was undertaken to determine the existing ambient noise levels adjacent to the existing road network. Noise measurements were carried out to obtain representative noise levels at five key locations on a typical weekday. There is no single piece of legislation or guidance document that covers all of the noise and vibration aspects of the development, therefore various, relevant guidance documents have been used in undertaking this assessment.

A consideration of unmitigated construction noise levels has indicated a severe adverse impact at adjacent noise sensitive buildings. The use of best practical measures to reduce noise on site is expected to reduce the impact of the development by 5 to 10 decibels (dB). However, this may still result in a severe adverse impact during the worst-case conditions at some of the buildings considered. Construction noise levels are expected to vary considerably at receptors over time, depending at which site area the activities are occurring, and which activities are undertaken.

Considering the residual operational impact (that is, those impacts remaining after mitigation measures have been implemented) of Eastside, predictions indicate that 142 residential properties will be subject to barely perceptible increases in road traffic noise levels between 2008 and 2020, assuming that the development goes ahead as planned. A total of 110 residential properties will experience a noticeable increase in noise and 16 residential properties will experience up to a doubling in loudness. Three residential properties are expected to benefit from a barely perceptible decrease in noise, one will benefit from a noticeable reduction in noise and one from a halving in loudness.

## ***Landscape and Visual Impacts***

The construction and operation of Eastside has the potential to affect the character of the local and regional landscape and the views of people living in, working in and visiting the area.

In terms of impacts on views, the further away the viewer is, the less effect there will be and vice versa. During the construction period, views from areas under 3 kilometres away from the site, including the Rock ridge, the sea, Catalan Bay and Eastern Beach will be affected to varying degrees. The worst impacts will be for people living in and visiting Catalan Bay, as they will be very close to the first stage of the construction area and will experience the impacts over several years. Once the development is complete, however, the views will be towards what is expected to be a built complex of some architectural interest and merit, although until details of materials and colours are submitted, this can only be a relatively subjective judgement. Only when the detailed designs are produced can the full impact on views be concluded.

The landscape character of Catalan Bay will be adversely affected because it will change from a tranquil, traditional fishing village to a busy area with an increase in built form, noise, traffic and light. Elsewhere, the impacts are not so great, and the removal of the rubble tip can be seen as a small improvement to the area. Some people may see the new development as a positive contribution to the area and so again, a measure of subjectivity is factored into the results.

### ***Archaeology and Cultural Heritage***

The proposed Eastside development could affect interests concerning archaeology and cultural heritage. The key features in and around the study area include coastal cave archaeology (and World Heritage Site status), offshore wreck sites and heritage features on land.

During construction, the principal impact is related to re-siting the Sikorski memorial, the Cairn to the Black Watch, and the plaque to San Roque residents. A list of mitigation measures, including continued liaison with the Gibraltar Heritage Trust, have been recommended.

Numerical modelling has predicted minor adverse and/or negligible impacts on cave archaeology and offshore wrecks as a result of sediment plume deposition after dredging (particularly at the southern borrow area), so mitigation measures have been recommended to reduce the discharges of sediment during dredging.

During operation, numerical modelling has predicted negligible and/or no significant impacts on cave archaeology and offshore wrecks as a result of coastal morphology changes, so no mitigation measures have been recommended. There will be no impacts on land based heritage features.

### ***Recreation and Tourism***

The proposed Eastside development could affect the tourism, recreation and leisure activities taking place on the eastern side of Gibraltar, particularly with respect to the recreational use of the beaches and the general environmental quality of Gibraltar's east coast.

It was found that during the construction of Eastside there could be significant adverse effects on the environment in terms of its quality for recreation and tourism due to views and noise. Mitigation measures are required to reduce the impact. After construction, Eastside would provide improved views (due to the removal of the existing rubble tip) and limited changes to air quality, noise and traffic. Overall, it would be of benefit to recreation and tourism.

Eastside is predicted to alter hydrodynamic and sediment transport processes to the extent that significant beach accretion and erosion will affect the current beach morphology at Eastern Beach and Catalan Bay. Beach nourishment measures have been recommended as mitigation. Spanish beaches should not be affected.

Construction and operation could also adversely affect water quality due to increased total suspended solids concentrations affecting water transparency and due to reduced water flushing in the corners between Eastside and the adjacent beaches. Again, mitigation measures are recommended to reduce these effects. The self cleaning properties of the beaches are not expected to be affected significantly, except at the southern end of Eastern Beach where flushing improvements may be required to mitigate this impact.

Construction and operation activities could also require changes to the power boat racing course to avoid and/or reduce navigation risks (e.g. collisions with dredgers).

### ***Socio-Economics***

The assessment of socio-economic impacts suggests that the delivery of the development proposals will have a range of beneficial impacts on Gibraltar's economy, both during construction and operational phases.

In the first instance, the scheme will create construction jobs during the development phase. It is predicted that the operational phase could attract in the order of 137,000 visitors per annum to Gibraltar and directly create some 2,400 new hotel, office and retail type jobs for the local economy. Additionally, the residential element of the development will also provide the capacity to facilitate a population increase of at least 2,500 residents.

These direct benefits of the development are likely to result in both positive and negative indirect impacts. In particular, the economic activities resulting from the development will generate positive externalities for the local economy in terms of income and supply chain overspill effects. On the other hand, any potential increase in the local population base could place pressures on Gibraltar's community infrastructure.

The positive income and supply chain overspill effects are estimated at approximately a further 1,700 jobs for the local economy during the operational phase of the proposals. However, due to lack of information available on the local dynamics, it has not been possible to estimate the exact scale of other indirect impacts. Delivery agencies and local stakeholders should work in partnership to ensure that economic opportunities are materialised and negative impacts are mitigated.

### ***Summary of Residual Impacts***

The process by which the design of the scheme evolves means that when adverse impacts are identified, mitigation measures (that is, measures to avoid or reduce those adverse impacts) are put in place and assessed as part of the scheme. A further assessment is then made to determine what the impacts would be after the mitigation measures are in place. These impacts are called "residual impacts". The assessment covers impacts that occur both during the construction phase and when the scheme is complete, (the operation phase). The residual impacts are summarised in tables within Chapter 18 of the Environmental Statement for ease of reference.

Once the recommended mitigation measures have been in place, the following "major" or significant impacts will remain:

#### During Construction

- **Noise:** Construction activities - Buildings in Catalan Bay and Eastern Beach overlooking site, depending on distance and construction activity (Major Adverse);
- **Noise:** Construction activities – the Caleta Hotel (Major Adverse);
- **Landscape and Visual:** Near distance views from Catalan Bay - properties including Caleta Hotel and the beach (Major Adverse);
- **Landscape and Visual:** Landscape character of Catalan Bay (Moderate – Major Adverse);
- **Recreation and Tourism:** Changes to environmental quality (due to noise) (Major Adverse); and
- **Socio-Economics:** Creation of new construction employment (Major Beneficial).

#### When Operational

- **Landscape and Visual:** Near distance views from the sea (Major Beneficial);
- **Landscape and Visual:** Near distance views from Catalan Bay properties (Major Adverse);

- **Landscape and Visual:** Landscape character of Catalan Bay (Moderate – Major Adverse);
- **Socio-Economics:** New jobs created (Major Beneficial);
- **Socio-Economics:** Positive externalities - spill over impacts on the local economy (Major Beneficial);
- **Socio-Economics:** Provision of leisure facilities (Major Beneficial);
- **Socio-Economics:** Provision of new employment area (Major Beneficial); and
- **Socio-Economics:** Provision of new dwellings (Major Beneficial).