

APPLICATION FOR A MARINE LICENCE FOR MARINE WORKS

Marine Works include, but are not limited to, coast defences, beneficial uses of dredged materials, subsea cables, pontoons, jetties, land reclamation, grab samples and outfall pipes under the Marine and Coastal Access Act 2009

Please read the notes carefully before completing the form.

- The Marine Licensing Team (MLT) administers Part 4 of the Marine and Coastal Access Act 2009 on behalf of the Licensing Authority, the Welsh Ministers.
- The completed application form must be accompanied by a location plan and, where appropriate, descriptive drawing(s) and any supporting environmental assessments. One completed hard copy of the application and supporting documents will always be required. Additional copies are required for consultation purposes.
 - For application and supporting documents less than 10MB we can accept an additional copy via email.
 - For applications larger than 10MB **16** additional copies in CD/DVD format will be required
 - When applications and supporting documents are hard copy only **16** copies will be required.
- Please submit applications to the **Permit Receipt Centre** via the details at the top of this form
- Please submit marine licence applications, including this form and all supporting documents, **at least 4 months before the licence is required.**

Some projects may raise matters that require a significantly longer time for consideration. These are most likely to be:

- Projects that fall **within** The Marine Works (Environmental Impact Assessment) Regulations 2007 – as amended requiring an Environmental Statement
- Large scale projects with substantial volumes of material being deposited or excavated
- Works requiring an Appropriate Assessment to be conducted under The Conservation of Habitats and Species Regulations 2017.
- Information should be provided about the anticipated **duration of the entire project** in respect of works below/seaward of Mean High Water Spring (MHWS). Where appropriate, planned phasing of the work for which consent is sought must be detailed. For projects lasting more than one calendar year, planned phasing details must be given for each 12 month period.

A licence fee is payable in respect of an application. Details of fees can be found on our web pages.

Please note applications will not be processed without the correct relevant fee or invoicing details.

- Payments can be made via Cheque, BACS or credit/debit card.
 - Cheques should be crossed and made payable to **Natural Resources Wales.**
 - For BACS payments ensure you provide the reference number (not remittance number)

- For credit/debit card payments please complete the CC1 form and submit with the application. The CC1 form can be found on our web pages

Further information on payment methods can be found on our web pages

- **All activities need to comply with the Water Framework Directive (WFD). The framework and guidance can be found on the Natural Resources Wales website, <http://naturalresources.wales>. The results of your WFD assessment must be attached to your marine licence application.**
- Please answer all questions. If any information is not available at the time of application please indicate in the relevant section, giving reasoning in a covering letter. Outstanding details must be submitted as soon as possible. Any delay in forwarding details is likely to result in delays in determining your application.

Your application may not be considered complete and therefore not processed until key information has been submitted. Your application may be returned if you fail to submit outstanding information within given timescales.

- Please note any licence may have conditions that must be discharged before works can commence. This will take additional time.
- If you have any queries with regards to completing this application please contact the MLT: marinelicensing@naturalresourceswales.gov.uk

How your application will be processed by the MLT:

- Submit all application to the **Permit Receipt Centre** via the details at the top of this form.
- Checked and acknowledged by the MLT within 21 days of receipt of application and payment
- If the application is complete and no further information is needed at this time, your application will be placed in a work queue to be assigned a permitting officer
- If the application is not complete, further information will be request and need to be provided before the application can be considered as complete
- Our **4 months** service level for determining non-EIA applications will begin from the date the **completed** application is received (*Please note some projects may take significantly longer than 4 months to determine due to their nature*)
- EIA projects may take significantly longer due to their scale and complexity. Therefore we encourage early engagement with the MLT
- Your application and supporting documents will be sent to for an initial consultation period of 28 days (*42 days for EIA projects*)
- For the majority of projects, a public notice must be advertised. Public consultation will be 28 days (*49 days for EIA projects*).
For EIA projects a second public notice will be required. The MLT will advise on how this should be done.
- Responses to consultation will be considered and additional information requested at this time, if necessary.

- A decision on your Marine Licence Application will be made

All information submitted may be referred to within a licence, therefore all works must be in accordance with this information, unless otherwise agreed with NRW acting on behalf of the Licensing Authority during the determination process.

It is the responsibility of the applicant to obtain any other consents/authorisations that may be required.

Application Form Structure

1. Project Description and Cost
2. Applicant Details
3. Details of Agent, Contractor, Vehicles and/or Vessels used to carry out works
4. Environmental Impact Assessment (EIA)
5. Licensable Period
6. Project Description
7. Methods Statement
8. Materials of Project
9. Beach Replenishment, Land Reclamation or Salt Marsh Feeding
10. Temporary Works
11. Dredge and Disposal of Dredge Material
12. Protected Sites
13. Other Consents
14. Statutory Powers
15. Public Register
16. Application Fee
17. Declaration

Check List

Please ensure that you have included all the necessary information before you submit your application. **If any of the below are not completed in the application form, the application is likely to be considered incomplete and may be returned to you**

Item	Yes (✓)
The applicant is a legal entity?	✓
The declaration is signed by the applicant?	✓
Is the application fee correct?	✓
Are the grid references/coordinates correct?	✓
Do the coordinates match map locations?	✓
Have all the relevant supporting documents been submitted?	✓
Has a clear methodology been provided in the application form?	✓
Has Protected sites information been included?	✓
Has a Water Framework Directive (WFD) assessment been submitted?	✓
Are all the continuation sheets for application questions appended with correct corresponding numbers?	✓

Should you have any queries regarding your application please contact the MLT via marinelicensing@naturalresourceswales.gov.uk

1. Project Description and Cost

1 (a). Project Name

Mostyn Energy Park Extension (MEPE) Project

1(b). Please provide a brief description of the proposed project, including location

The MEPE Project is situated adjacent to the Port of Mostyn on the Welsh side of the Dee Estuary. This project is an extension of the existing MEP so that the Port can continue to support and service current and anticipated future offshore wind development. The proposed development will involve the following marine works activities (dredge and disposal activities are described in the dredge and disposal application form):

- Constructing a 360 m length of new quay wall as a combination pile wall involving both impact (percussive) and vibratory piling methods to reach the required design depths;
- Infilling the area that is reclaimed (approximately 3.5 ha) behind the new quay wall with approximately 600,000 m³ of infill material to reach a final fill height of 12 m above Chart Datum (CD). This infill requirement is proposed to be fully met by reusing a selected proportion of the suitable capital dredge arisings (see dredge and disposal application form);
- Potential construction of a Roll-on-Roll-off (Ro-Ro) linkspan pontoon at the interface of the new quay wall with the existing quay wall;
- Potential relocation of four existing Ro-Ro dolphins (piles) at the Port of Mostyn to another area within the harbour area using the same installation methods as the new quay wall;
- Finishing the reclaimed area as an area of hardstanding to be used primarily as a storage/laydown area; and
- Implementing environmental enhancements that support natural mudflat restoration and encourage the colonisation of hard surfaces.

Further details and figures are provided in the Proposed Development Chapter 2 and Project Methodology Chapter 3 of the Environmental Statement (ES).

1(c). Please provide an estimated gross cost of the project (Inc. materials and labour) for works that fall below/seaward of Mean High Water Springs (MHWS)

In excess of [REDACTED]

2. Applicant Details

To whom the licence will be issued. *This must be a legal entity such as an individual, registered company/ charity or public body.*

Title

Mr

Full Name

Jim O'Toole

Company or Trading Name

The Port of Mostyn Ltd

Company Registration Number (if applicable)	2804520
Name of Contact or individual (if different)	
Position in Company	Managing Director
Address inc. postcode (provide registered Company address if applicable)	Coast Road Mostyn Flintshire CH8 9HE
Telephone Number	01745 560 335
Email Address	jim.otoole@portofmostyn.com

3. Details of Agent, Contractor, Vehicles and/or Vessels used to carry out works

3(a). Agent Details

This is who we will correspond with unless otherwise informed. If no agent we will contact the applicant.

Title	Dr	Full Name	Elena San Martin
Company or Trading Name	ABPmer		
Company Registration Number (if applicable)			
Name of Contact or individual (if different)			
Position in Company	Principal Consultant		
Address (Inc. postcode)	Quayside Suite Medina Chambers Town Quay Southampton SO14 2AQ		
Telephone Number	02380 711853		

Email Address

esanmartin@abpmer.co.uk

3(b). Does the Applicant wish to be included in all correspondence? Yes No

3(c). Contractor Details

In order for contractors to benefit from the licence permission, details must be provided.
Any details not provided with application must be confirmed before operations commence.

Contractor Company or Trading Name	Address
TBC	

3(d). Will the works require the use of vessels? Yes No

3(d) (i). Vessel Details (if applicable and available)

In order for contractors to benefit from the licence permission, details must be provided.
Any details not provided with application must be confirmed before operations commence.

Operator	Name of Vessel	Type of Vessel	Vessel Registration Number	Country of Registration
TBC				

3(e). Will the works require the use of vehicle? Yes No

3(e) (i). Vehicle Details (if applicable and available) to be used below MHWS

In order for contractors to benefit from the licence permission, details must be provided.
Any details not provided with application must be confirmed before operations commence.

Operator	Type/Description of Vehicle
TBC	

3(f). If the contractor or vessels or vehicles are not known at the application stage, when do you expect to provide these details?

These details will need to be confirmed prior to the licence and operations commencement

Approximately 6 weeks before commencement of works.

4. Environmental Impact Assessment (EIA)

Certain projects, due to their scale, location and/or nature, may require an EIA under the Environmental Impact Assessment Directive (Directive 85/337/EEC – as amended). If a project qualifies under EIA, an Environmental Statement (ES) must be prepared and submitted with the application.

Projects that fall within Annex I of the Directive automatically require an EIA. Projects that fall within Annex II of the Directive are assessed on a case-by-case basis for the requirement for an EIA to be undertaken.

4(a). Do you consider the works to be under the Environmental Impact Assessment Directive (Directive 85/337/EEC – as amended)? Yes No

4(a) (i) If Yes, which Annex does the proposal fall under? Annex I Annex II

4(a) (ii) Which number(s) within the Annex does the proposal relate to?

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4(b). Have you applied for a screening or scoping opinion from the MLT under the Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended)? Yes No

4(b) (i). If Yes, please provide the reference number

SC2107

4(c). Has an Environmental Impact Assessment been undertaken? Yes No

4(c)(i). If Yes, has an Environmental Statement been submitted to support this Marine Licence application? Yes No

4(d). If an Environmental Impact Assessment has been undertaken, but an ES has not been submitted, please provide an explanation

Please continue on a separate sheet if necessary. Please tick if you have done this

5. Licensable Period

Determination of applications will be based on the works taking place during these dates. Please ensure you have included an adequate contingency period. If works are not completed by the Requested Licence Expiry Date you may be required to submit a new application. *Including a contingency period within your original application does not impact on Licence Fee*

Start Date

Requested Licence Expiry Date

Please ensure you submit your application for a Marine Licence at least 4 months prior to the intended start date. Some projects, such as EIA projects, will take significantly longer to determine.

6. Project Description

6(a). Please give a description of the proposed project.

This should include the purpose of the project, estimated timescales of construction and operation, and broken down by the phases of works, if applicable.

Details should include, but not be limited to, dimensions of project, quantity of material being deposited and removed.

The Port of Mostyn is proposing to extend the MEP so that the Port can continue to support and service current and anticipated future offshore wind development.

The proposed development will involve the following activities:

- Constructing a 360 m length of new quay wall as a combination pile wall involving both impact (percussive) and vibratory piling methods to reach the required design depths;
 - Infilling the area that is reclaimed (approximately 3.5 ha) behind the new quay wall with approximately 600,000 m³ of infill material to reach a final fill height of 12 m above Chart Datum (CD). This infill requirement is proposed to be fully met by reusing a selected proportion of the suitable capital dredge arisings (see below);

Please continue on a separate sheet if necessary. Please tick if you have done this

- Dredging of a new berth pocket along a new quay wall to a depth of -11 m Chart Datum (CD) plus 1 m overdredge allowance (approximately 400,000 m³);
- Re-dredging the existing berth pocket along the existing quay wall to a depth of -9 m CD (approximately 100,000 m³);
- Re-dredging the existing main navigation channel to a depth of – 4m CD (approximately 3 million m³);
- Reusing approximately 600,000 m³ of the suitable dredge arisings as infill material for a reclamation and disposing of the remainder at the existing Mostyn Deep disposal site (IS102);
- Potential construction of a Roll-on-Roll-off (Ro-Ro) linkspan pontoon at the interface of the new quay wall with the existing quay wall;
- Potential relocation of four existing Ro-Ro dolphins (piles) at the Port of Mostyn to another area within the harbour area using the same installation methods as the new quay wall;
- Finishing the reclaimed area as an area of hardstanding to be used primarily as a storage/laydown area;
- Maintenance dredging of the new berth, existing berths, harbour and approach channel (approximately 600,000 m³ per year);
- Disposing of the maintenance dredge material at the existing marine disposal sites and/or reusing it as is currently undertaken under the existing maintenance dredge and disposal licences; and
- Implementing environmental enhancements that support natural mudflat restoration and encourage the colonisation of hard surfaces.

There is demand for an operational offshore energy facility at the Port of Mostyn by early 2025. In order to meet this demand, and based on the proposed design and methodology, the construction works will need to commence in Q2 2023 and will be completed in Q1 2025.

Further details and figures are provided in the Proposed Development Chapter 2 and Project Methodology Chapter 3 of the accompanying ES.

6(b). Please detail the location of the proposed construction project.

This should be either Ordnance Survey National Grid Reference (i.e. AB 12345 67890) or Latitude and Longitude in decimal degrees to 4 decimal places (i.e. Lat 52.1234 Long - 4.1234), defining the extent of the project. **Please specify which coordinate system has been used.**

The proposed development red line boundary is shown in Figure 1.1 in the accompanying ES. The coordinates in decimal degrees minutes are 53 19.17338328N 003 15.75871428W, 53 18.80752344N 003 15.07744254W, 53 20.55273708N 003 14.81620716W, 53 21.02895414N 003 16.91576100W, 53 19.77431088N 003 16.87839858W, 53 19.45086936N 003 16.27563618W, 53 19.28234262N 003 16.52144394W, 53 19.24657164N 003 16.43813826W and then following the level of high water back to the first coordinate above. GIS shapefiles of the exact boundary are available on request.

Please continue on a separate sheet if necessary. Please tick if you have done this

6(c). The following must be provided with the completed application form:

- (i) a suitably scaled extract of an Ordnance Survey Map or Admiralty Chart with location of project, complete with **North Arrow** and **Scale**
- (ii) construction plans and sectional drawings showing those proposed works below/seaward of MHWS, which should give details of the materials to be used (for beach replenishment the quantity, particle size and source of material to be deposited and deposit location is also required).
- (iii) a descriptive schematic drawing and suitably scaled location plan which show the full extent of the project clearly in relation to the surrounding area and features.

Please list below **all supporting documents** that have been submitted with this application, including suitable documents/maps/drawing titles and reference numbers

The numbering below corresponds to the number above.

(i) Figure 4.1 in the Legislation and Consenting Framework Chapter 4 of the accompanying ES shows the red line application boundary of the proposed development against an Admiralty Chart background with a north arrow and scale.

(ii) All the figures in the Project Methodology Chapter 3 of the ES show the location of the various key elements of the proposed development. Construction plans and sectional drawings will be made available following detailed design and appointment of a contractor for the works.

Please continue on a separate sheet if necessary. Please tick if you have done this

(iii) The figures in the accompanying ES show the location of the proposed development in relation to the surrounding area and various features of interest (e.g. satellite aerial imagery, bathymetry, nature conservation sites and cockle beds).

The supporting documents that have been submitted with this application are as follows:

Environmental Statement: Non-Technical Summary
Environmental Statement Chapter 1: Introduction
Environmental Statement Chapter 2: Proposed Development
Environmental Statement Chapter 3: Project Methodology
Environmental Statement Chapter 4: Legislative and Consenting Framework
Environmental Statement Chapter 5: Impact Assessment Approach
Environmental Statement Chapter 6: Physical Processes
Environmental Statement Chapter 7: Water and Sediment Quality
Environmental Statement Chapter 8: Nature Conservation and Marine Ecology
Environmental Statement Chapter 9: Fisheries
Environmental Statement Chapter 10: Commercial and Recreational Navigation
Environmental Statement Chapter 11: Flood Risk and Drainage
Environmental Statement Chapter 12: Cultural Heritage and Marine Archaeology
Environmental Statement Chapter 13: Cumulative and In-combination Effects
Environmental Statement Chapter 14: Summary
Environmental Statement Appendix 1.1: EIA Competency Statement
Environmental Statement Appendix 4.1: Marine Plan Conformance Assessment in NRW template
Environmental Statement Appendix 6.1: Waste Hierarchy Assessment
Environmental Statement Appendix 6.2: Model Calibration Report
Environmental Statement Appendix 7.1: Water Framework Directive Assessment
Environmental Statement Appendix 7.2: Sediment sample plan analysis results in NRW template
Environmental Statement Appendix 8.1: Benthic Ecology Survey Report
Environmental Statement Appendix 8.2: Fish and Marine Mammals Surveys
Environmental Statement Appendix 8.3: Coastal Bird Surveys
Environmental Statement Appendix 8.4: Underwater Noise Assessment
Environmental Statement Appendix 8.5: Habitats Regulations Assessment
Environmental Statement Appendix 10.1: Navigational Risk Assessment Terminology
Environmental Statement Appendix 11.1: Flood Consequence Assessment
Environmental Statement Appendix 12.1: Marine Archaeology Desk-Based Assessment

The applicant should note that these drawings/plans may be copied to others as part of the MLT's consultation procedures. If they are subject to copyright, it is the **responsibility of the applicant to obtain the necessary approvals to reproduce the documents and to submit up to 16 copies with the application.**

7. Methods Statement

7(a). Please provide a detailed method statement for the works

This must include methods for all works including temporary structures or deposits such as jetties, cofferdams, moorings or landing stages to be constructed seaward of MHWS

The proposed method for the marine construction works is provided in more detail in the Project Methodology Chapter 3 of the accompanying ES, and is summarised below (overleaf).

Please continue on a separate sheet if necessary. Please tick if you have done this

Quay wall construction

The new quay wall will be constructed as a combination pile wall involving both impact (percussive) and vibratory piling methods to reach the required design depths. A new return wall tie-in will be constructed to the northern head of the existing breakwater and a southwestern connection with the existing quay. A short section of the existing quay wall at the interface between the new and existing quay walls will be excavated and partially demolished to enable the new quay wall structure and tie rods to be installed. A concrete capping beam will be provided to the top of the new quay wall to enable mooring bollards, fenders and other required marine fixtures (e.g. emergency ladders and grab chains) to be installed along the new quay.

Reclamation

The area that is reclaimed behind the new quay wall will require approximately 600,000 m³ of infill material to reach a final fill height of 12 m above CD. This infill requirement is proposed to be fully met by reusing a selected proportion of the suitable capital dredge arisings. The dredge arisings will be pumped or rainbowed in over the top directly into the reclamation area by the dredger. The infill material is proposed to be vibro-compacted to improve its properties and minimise settlement, and distributed evenly across the reclamation area. Existing materials and structures within the footprint of the reclamation will be dismantled and/or re-used.

Potential construction of Ro-Ro linkspan pontoon

There is a potential requirement for a Ro-Ro linkspan pontoon to be installed at the interface of the new quay wall with the existing quay wall, in the inner corner of the harbour. Two alignment options are being considered, one set within the new quay wall and the other along the existing quay. The potential linkspan pontoon may require guide piles to be installed. No additional dredging is anticipated to be required.

Potential relocation of existing dolphins

There is a potential requirement for the existing Ro-Ro dolphins (piles) at the Port of Mostyn to be relocated in the south-eastern part the Port to create a berth for SOVs to provide O&M requirements of the offshore wind sector. No additional dredging is anticipated to be required. The Ro-Ro dolphins (piles) are anticipated to involve the same installation methods and equipment as the new quay wall construction.

Landside works

The reclaimed area will comprise hardstanding that will be used primarily as a storage/laydown area for turbine components. It is anticipated that the infill material within the reclamation area that has been compacted will be topped with a capping layer of crushed graded rock fill to provide a finished surface that meets the requirements of the proposed operational activities. Specially loaded areas are likely to require a reinforced concrete foundation (potentially piled) to facilitate the spread of loads.

Environmental enhancements

Approximately 1.5 ha of rubble is proposed to be scraped back from the toe of the breakwater structure along the western section of the dock estate to expose intertidal mudflat habitat on the Mostyn Bank. This approach will allow silt to settle in the areas where the rubble is scraped back, supporting natural mudflat restoration.

A summary of the proposed method for the dredging and disposal requirements is included in the dredging and disposal application form.

7(b). Do you intend to undertake activities that could generate underwater noise?
This include piling, use of explosives, geophysical, acoustic deterrent devices and multibeam echosounders. Yes No

7(b) (i). If Yes, what type(s) of activities will be undertaken?

Piling (impact and vibratory).

An underwater noise assessment has been undertaken and is included in Appendix 8.4 of the ES.

7(b) (ii). If Yes, approximately how many days will the activity be undertaken for?

It is assumed that piling works will take place over a period of approximately 12 months (365 days).

If Yes, you will be required to complete an additional form that will be provided.

7(c). Please state the measures to be taken to:

(i) Minimise risk to the marine environment

Mitigation measures that are proposed to avoid and/or minimise significant adverse environmental effects are detailed in the topic-specific assessment chapters of the accompanying ES. In addition, best practice environmental measures will be followed during construction as detailed in the Project Methodology Chapter 3 of the ES. The Port will also continue to follow its existing Port of Mostyn's and Dee Conservancy's Marine Safety Management System (SMS) and biosecurity measures during operation which will be updated to include consideration of the proposed development as required. Further details of this system are included in the Commercial and Recreational Navigation Chapter 10 of the ES.

(ii) Prevent undue interference to others

Consideration of other users has been given in detail in the Fisheries Chapter 9 and Commercial and Recreational Navigation Chapter 10 of the accompanying ES. Measures to control and prevent undue interference include in particular following the Port of Mostyn's and Dee Conservancy's Marine Safety Management System (SMS). The Marine Plan Policy Assessment included in Appendix 4.1 of the ES also considers the effects of the proposed development on all the individual marine plan policies of the Welsh National Marine Plan, including the interaction and coexistence with other sectors and activities.

(iii) Maintain navigational safety, including marking and lighting of works

Measures to maintain navigational safety are discussed and presented in the Navigational Risk Assessment (NRA) included in the Commercial and Recreational Navigation Chapter 10 of the accompanying ES. During the construction phase of the MEPE Project, temporary marking and lighting will be used with information of the works being given in Local Notices to Mariners. Once the proposed development construction works have been completed, permanent marking and lighting will be established by the applicant as the local lighthouse authority (LLA) after seeking the approval of Trinity House as the General Lighthouse Authority in the England and Wales.

Please continue on a separate sheet if necessary. Please tick if you have done this

8. Materials of Project

8(a). Description of materials to be deposited seaward of MHWS (Please tick all that apply)

Timber	<input type="checkbox"/>	Iron/Steel	<input checked="" type="checkbox"/>	Concrete	<input checked="" type="checkbox"/>	Biocides/other chemicals	<input type="checkbox"/>
Silt	<input type="checkbox"/>	Stone/Rock	<input checked="" type="checkbox"/>	Gravel	<input type="checkbox"/>	Plastic/Synthetics	<input type="checkbox"/>
Sand	<input checked="" type="checkbox"/>	Other	<input type="checkbox"/>				

If other, please provide a description of materials.

8(b). Delivery method of materials to site

If sea delivery, please include details of vessels to be used with a chart of proposed route and transshipment area. If vehicle delivery, please provide the proposed access route.

The majority of materials to be used in the construction of the MEPE Project will be delivered by sea. These deliveries will mainly include marine dredged sand pumped directly into the reclamation area from the dredger and a relatively small number of shipments of structural components such as steel piling, anchor piles, tie rods and reinforcement bars. The engineering grade fill requirement within the reclamation is proposed to be fully met by reusing a selected proportion of the suitable capital dredge arisings from the proposed development. As the dredger will have a discharge pipeline connected to her stern the nature of the work is not classed as a movement or transit in the accepted sense as they are almost stationary. Piles and other materials will be delivered by sea in 5 or 6 shipments. All vessels engaged in the delivery of the materials will enter the Port by the established navigational channels. Due to the continued southwesterly migration of the Mostyn Channel, it is the Salisbury Channel (the eastern-most of the two, see Figure 3.3 in the Project Methodology Chapter 3 of the ES) which the Port currently uses to provide access to and from the existing berths. No transshipment will be required.

Road deliveries of concrete for the capping beam and Ro Ro Linkspan bankseat (if constructed) will be delivered by road from local concreting plants either in Flint or Gronant. The access route to the site is via A548 Coast Road, 4 miles from Gronant and 7 miles from Flint.

Please continue on a separate sheet if necessary. Please tick if you have done this

8(c). Will the works involve removals seaward of MHWS? Yes No

8(c) (i). Description of materials to be removed seaward of MHWS (Please tick all that apply)

Timber	<input type="checkbox"/>	Iron/Steel	<input type="checkbox"/>	Concrete	<input type="checkbox"/>	Biocides/other chemicals	<input type="checkbox"/>
Silt	<input type="checkbox"/>	Stone/Rock	<input type="checkbox"/>	Gravel	<input type="checkbox"/>	Plastic/Synthetics	<input type="checkbox"/>
Sand	<input type="checkbox"/>	Other	<input checked="" type="checkbox"/>				

8(c) (ii). Description of objects/materials to be removed seaward of MHWS
Including quantities to be removed.

As described in the Project Methodology Chapter 3 of the accompanying ES, existing Ro-Ro pontoon and linkspan, work boat access pontoon, work boat recessed berth and mooring structures within the footprint of the reclamation will be dismantled and re-used within the port estate. In addition, 1.5 ha of rubble (brick, debris, slag deposits, concrete, boulders etc.) is proposed to be scraped back from the toe of the rock armour along the western section of the dock estate.

9(a). Is the material to be deposited like for like to existing material? Yes No

9(a)(i) If No for Beach Replenishment please provide justification why?

9(b). Description of material to be deposited

Please provide the grading specification of materials to be used, if using a range of grain sizes please state the percentage by weight passing. *If unsure, please refer to the Wentworth Scale*

The material to be used in the reclamation comprises predominantly sand (around 10%) with a very small proportion of silt (around 10%). The PSA results from site-specific surveys is described in detail in the Physical Processes Chapter 6 and Water Quality Chapter 7 of the accompanying ES.

Please continue on a separate sheet if necessary. Please tick if you have done this

9(c). Source of the material to be deposited

Including dredged or land based stating the origin of material

The engineering grade fill requirement within the reclamation is proposed to be fully met by reusing a selected proportion of the suitable capital dredge arisings from the berth pockets and main navigation channel (dredge and disposal activities required for the MEPE Project are described in the dredge and disposal application form and the Project Methodology Chapter 3 of the accompanying ES).

9(d). Has the material been chemically analysed? Yes No

If material has been analysed, we may request this information to determine the application

9(d) (i) If Yes, is the analysis data been included with the application? Yes No

10. Temporary Works

10(a). Will there be any temporary deposits below MHWS? Yes No
This includes construction materials, removed objects/material, jetties or cofferdams
If **Yes**, please continue with section **10**

10(b). Please provide the location of temporary deposits
Please include a map/chart displaying the location of temporary deposits, if necessary.

10(c). Description of temporary deposits

Please continue on a separate sheet if necessary. Please tick if you have done this

11. Dredge and Disposal of Dredge Material

If you are undertaking Dredge and Disposal activities please also complete the Dredge and Disposal application form and submit together.

11(a). Do you intend to apply for a marine licence to dispose of dredged material to sea as part of the works in this application? Yes No

12. Protected Sites

Licensing Authorities have a duty to ensure that projects will **not have significant adverse environmental impact**, particularly on any designated **European Site of Conservation Importance - Special Areas of Conservation (SAC) and Special Protection Areas (SPA)**, listed under the **Habitats Directive (Council Directive 92/42/EEC on the conservation of natural habitats and of wild fauna and flora)**. In addition, it is Government Policy that Wetlands of International Importance (Ramsar sites) are also considered as European Sites. There is a duty to take reasonable steps to further the conservation and enhancement of nationally designated sites (Sites of Special Scientific Interest (SSSIs)).

12(a). Have you had pre-application correspondence with NRW, its legacy bodies or Natural England? Yes No

12(a)(i). If Yes, please provide copies of correspondence with application and state which team(s) you have contacted?

The Port of Mostyn has held a number of meetings with the NRW Marine Licensing Team (08/07/2021 and 29/04/2022) and NRW Advisory (20/08/2022, 11/10/2021 and 21/04/2022) to discuss the MEPE Project. Further details are included in the Impact Assessment Approach Chapter 5 of the accompanying ES.

12(b). Are any part of the works located *within* or *likely to affect* a designated conservation site? (SAC, SPA, SSSI or Ramsar) Yes No

12(b)(i). If Yes, which designated site(s) may be affected?

The MEPE Project is located within the Dee Estuary SAC, SPA, Ramsar site and SSSI. Further details are provided in the Nature Conservation and Marine Ecology Chapter 8 and the Habitats Regulations Assessment (Appendix 8.5) of the accompanying ES.

12(c). Please provide a description of all mitigation measures proposed to avoid any impact on designated conservation sites.

In order to manage the potential introduction and spread of non-native species as a result of marine construction activities, biosecurity management procedures will be included within the CEMP that is prepared by the contractor for the works.

In order to reduce the level of noise and visual disturbance on interest features, the following mitigation measures will be implemented during piling:

- Soft start in line with the JNCC piling protocol (JNCC, 2010);
- Vibro piling where possible (which produces lower peak source noise levels than percussive piling);
- A Marine Mammal Observer following the JNCC piling protocol (JNCC, 2010) during percussive piling works;
- A cold weather construction restriction involving the temporary cessation of piling and any activities taking place along the new quay wall following seven consecutive days of freezing (zero or sub-zero temperature) weather conditions;
- Installing an acoustic barrier/visual screening along the breakwater prior to the commencement of construction; and
- Implementing a noise suppression system consisting of a pile shroud or sleeve with noise insulating properties during percussive piling activities of the tube piles for the new quay wall.

In addition standard environmental best practice procedures, such as adherence to pollution prevention guidelines, will be followed. Further details are provided in the Nature Conservation and Marine Ecology Chapter 8 and the Habitats Regulations Assessment (Appendix 8.5) of the accompanying ES.

Please continue on a separate sheet if necessary. Please tick if you have done this

12(d). If the works are not located *within* or *likely to affect* a designated conservation site, please indicated the approximate distance to the nearest designated conservation site.

Please note that if the proposed works are in or within 2km of a European Site of Conservation Importance you will have to provide suitable mitigation measure to avoid any impact on designated conservation sites.

13. Other Consents

Please detail all consents that you have applied for or received for these works

Type of Consent	Applied for	To be applied for	Reference Number	Date of Issue and Expiry
Planning Permission under Town and County Planning Act 1990 – From Local Planning Authority (LPA)				
Name and Address of LPA for location of works				
Land Owners Consent such as The Crown Estate Consent				
Port Authority or Local Harbour permissions				
Other NRW consents <i>such as Flood Defence or SSSI assent</i>		✓		
Details of NRW consent	An Assent under the Wildlife and Countryside Act 1981 is being applied for from NRW to carry out the works.			
Other consents <i>such as Transport and Works Act Order, Section 36 Electricity Act, grant/loan sanction</i>				
Details of other consents				

14. Statutory Powers

14(a). Does the applicant have statutory powers to consent any aspect of the project?
E.g. coast protection authority, dredging powers, statutory undertakers Yes No

14(a)(i). If Yes, please give details and state the relevant legislation that gives these powers

The Port of Mostyn Ltd is a Statutory Harbour Authority by virtue of the Mostyn Docks Harbour Empowerment Order 1988. It has Permitted Development Rights for infrastructure associated with the handling of vessels, cargoes and passengers.

15. Public Register

Under The Marine Licensing (Register of Licensing Information)(Wales) Regulations 2011 and the Environmental Impact Assessment Directive (Directive 85/337/EEC – as amended) , all information contained within or provided in support of this application will be placed on the Public Register unless NRW approve of the applicant’s reasons for withholding all or part.

15. Is there any information contained within or provided in support of this application that you consider should NOT be included on the Public Register on the grounds that its disclosure:

15(a). Would be contrary to the interest of National Security? Yes No

15(b). Would prejudice to an unreasonable degree you, or some other person’s commercial interest of those of a third party? Yes No

If **Yes** to either (a) or (b), please provide full justification as to why all or part of the information you have provided should be withheld

Please continue on a separate sheet if necessary. Please tick if you have done this

16. Application Fee

16(a). What are the corresponding fee band for this application? Band 2 Band 3

16(b) Band 2 Only

Projects are charged at a fixed fee of £1920. The application will not be processed until the correct fee has been provided.

Please provide the method of payment

Method	Yes (✓)	Reference Number
Cheque		
BACS (not remittance no.)		
World Pay (phone or CC1)		

Please attach **CC1 Form** with application. Can be found on our web pages

16(c) Band 3 Application only

Band 3 applications are charged at on hourly rate of £120 and are invoiced in arrears. Please complete the details below which will be required for invoicing.

Customer Name	The Port of Mostyn Ltd
FAO	Fiona Wynne-Jones
Purchase order number	13418
Address for invoice	Coast Road Mostyn Flintshire CH8 9HE
Telephone Number	01745 560 335
Email Address	accounts@portofmostyn.com

17. Declaration

I declare that to the best of my knowledge and belief that the information given in this application form and supporting documentation is true.

WARNING: It is an offence under the Marine and Coastal Access Act 2009, under which this application is made, to fail to disclose information or to provide false or misleading information and can invalidate any licence granted.

Signature  Date 12th Dec 2022

Name (in capitals) JIM O'TOOLE

Position in Company MANAGING DIRECTOR

*Applications cannot be processed unless signed by the **Applicant** (not agent), the applicant must have appropriate level of authority within the company.*

Applications will not be processed unless signed