

Gimlet Rock - Pwllheli

Application for Marine Licence for new Concrete Slipway

Case Ref number CML2515

**Supporting documentation for WFD and Welsh National
Marine Plan**

April 2025

Introduction

An application has been made to NRW for a Marine Licence for the installation of a new concrete slipway at Gimlet rock, Pwllheli. The site is located on the banks of the Afon Erch, some 300m into the mouth of the river at the end of the Gimlet rock caravan park as seen in Figure 1 and Figure 2 site plan.

An 'Ecological Impact Assessment (including Intertidal Phase 1 survey) of Gimblet Rock Holiday Park, Carreg yr Imbill, Pwllheli, Gwynedd, Wales' is enclosed with the documents for this application.

Slipway Location – Overall Plan



Figure 1 location plan

Slipway Location – close up plan (Not to scale)

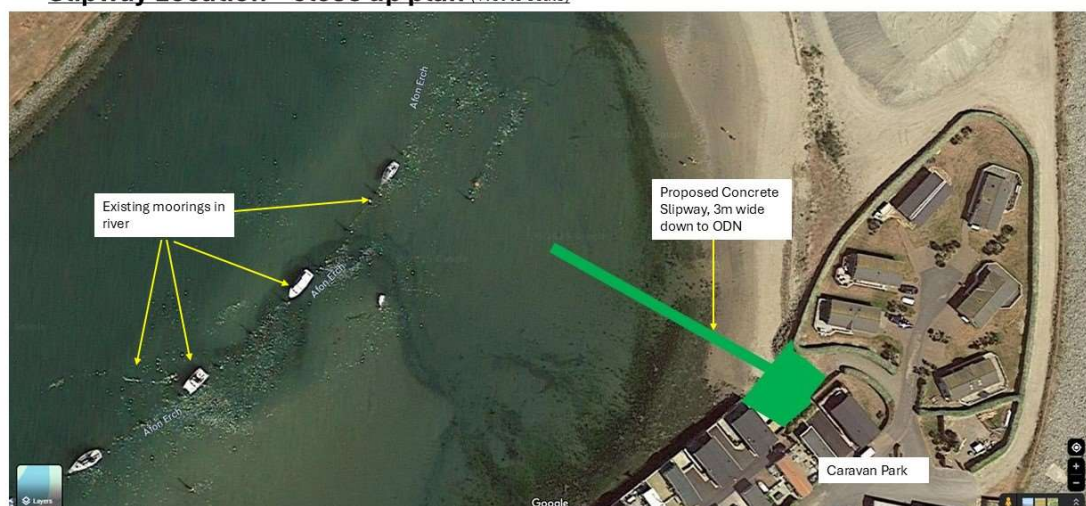


Figure 2 Site Plan

The next section discusses the proposal in relation to WFD and Welsh National Marine Plan.

Slipway concept - WNMP Policy SOC 1 – Access to the Marine Environment

The slipway is to be provided to allow uses of the caravan park to safely access the water with jet skis and similar small boats (dinghies). At present the launching facility can lead to potential trailers being stuck on the foreshore, this new slipway provides a safe launching facility. In addition, the slipway will be marked with buoys held in place by chains anchored to small concrete blocks on the bed.

The form of slipway itself below MHWS is a 3m wide 60m long concrete slab that sits on the foreshore, though to find a good footing, excavation is needed, estimated at 100 m³. At the top of the slipway, above MHWS a larger turning area is provided to allow safe transit of trailer / vehicle to the slipway. This can be seen on the accompanying plans and in figure 3 and 4 below.

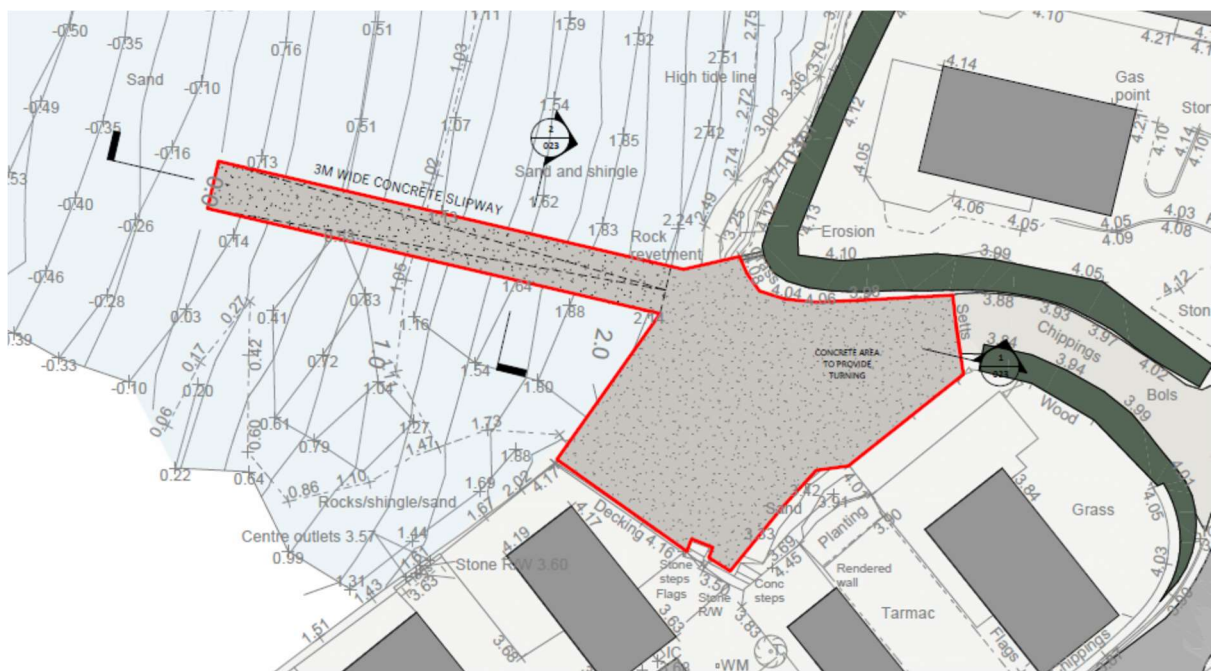


Figure 3 – plan on new slipway and turning area.

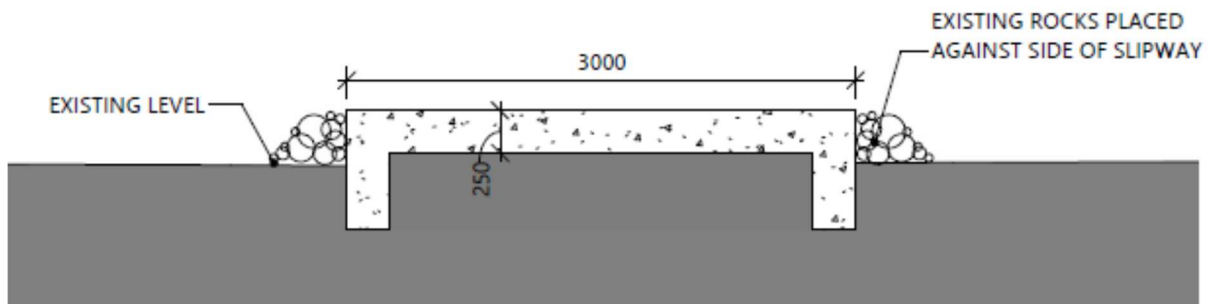


Figure 4 – typical cross section

Matters relating to WFD and Welsh National Marine Plan

In the course of preparing the Marine licence application the project team have identified 7 main issues which may arise in consultation with stakeholders in regards marine pollution, safeguarding the environment both during construction and operation as well as some potential wider impacts. In no particular order these are;-

- Pollution of marine environment during construction
- Pollution of marine environment during operation
- Impact on Marine Mammals during construction
- Impact on sea birds during construction
- Impact on fisheries and migratory fish during construction
- Invasive species
- Potential biodiversity gain

The following section details the WNMP and the relevant policy number and matters that are dealt with above.

Pollution of the marine environment during construction

WNMP Policy numbers, SOC_3, Env_01,02,05 and 07

Site investigations

Part of the application is the exercise to undertake boreholes on the line of the new slipway, to inform engineering design. It is proposed to undertake up to 3 boreholes along the length of the new slipway. At this stage it is anticipated that the boreholes will be undertaken by a land-based rig at low water.

Site Investigation Methodology

- A temporary trackway will be laid onto the beach and a working area will be created at the required locations in the same material
- A Sampling rig will access the locations
- The rig will sink bore holes and take samples for later investigation.
- Waste will be returned to the bore holes.
- The working areas and trackway will be recovered

It is appreciated that there would be concern about potential invasive species and pollutants brought to site from other regions on the rigs. To mitigate this risk the plant will be pressure washed clean prior to being delivered to site to ensure the removal of any potential harmful contaminants and invasive species that may present a biohazard.

Concrete slipway - construction Methodology

- Sheet piles will be installed to retain the beach and minimise impact on the surrounding areas, these will be removed and will not form part of the permanent works
- Large tracked excavators will access the beach and removed the sand and stack it in a manner which minimises damages to the environment.
- They will expose a sound bearing strata
- Clean virgin rock from a local source will be imported and laid over the bearing strata. The rock will be profiled
- Premade formwork will be imported and installed
- A concrete pump will be brought to site.
- Reinforcement will be installed into the excavation.
- Concrete will be pumped in to fill sections of formwork progressively
- Measures will be on place to remove surplus concrete and the contents of the concrete pump once operations are complete.
- The operation itself will take several days, but over a few weeks if tides do not allow access.
- Once the concrete has cured the formwork will be struck
- The tidal movements will quickly restore the surface condition

Contamination of existing beach material

Whilst the location of the site is near the entrance to the estuary at the seaward end thus subject to tidal flushing twice a day and fresh shingle / sand movement, it is proposed to undertake a small testing regime during the borehole operation and then to test this material. The results of which will be shared with NRW.

Placing of concrete

The works entail the placement of up to 100m³ of concrete. This is clearly a potential pollution matter of concern. The contractor will be subject to strict control over the placement of concrete, in addition, as mentioned elsewhere and advised in EIA, a small cofferdam will be used to protect estuary from contamination from sediment and concrete.

Fuelling site equipment

To mitigate risk of fuel spill when filling up excavators, dump trucks etc there will be a site spill kit at the fuel bowzers / tanks & in the working area, all plant is to carry a suitable size spill kit. Other mitigation will be;-

- Personnel are to be briefed on the location of the Spill Kits & their application during site inductions.
- All used spill kit pads, absorbents, etc. are to be disposed of in the site oil waste bin.
- Any fuel is to be stored no closer than 10m from any water course/ tidal body & surface water drainage.
- Fuel is to be stored either within a bunded storage tank/bowser with a minimum of 110% of the capacity of the drums volume.

Pollution of marine environment during operation

The only maintenance operation in the scheme life will be the occasional pressure washing of the lower end of the slipway if it becomes covered in marine growth such that it becomes risk to the public (slipping etc). This should pose no threat as fresh water / sea water will be used in the pressure washer.

Pollution from refuelling. Whilst most jet skis are filled on their trailer at commercial filling station, there is of course the possibility that refuelling on site may take place from small Jerrys cans. To this end any refuelling will take place at the turning area above MHWS, and in addition spill kits will be available to clean up any potential fuel spills.

Impact on Marine Mammals during construction

WNMP Policy numbers, Env_01,02,05 and 07

There are marine mammals in the area that could be impacted by the works. A small amount of vibration piling will be used for the cofferdam, therefore there will be some noise and minor vibration due to this and boreholes and plant movement. Piling the cofferdam and Boreholes will take place at low water when access can be gained by land-based plant.

Given no works off floating plant, it is still proposed that by tracking plant on the beach in many ways 'soft starting techniques' will be used. It is not anticipated that piling deep into bed rock (if found) will take place (therefore not a lot of heavy vibrations), thus the works will be relatively quick to undertake, 3 boreholes will likely take place over 6 days, 1 day per bore hole and piling over 4 to 5 days. No works will take place at night as mitigation for fish and otters.

In terms of construction, as all activities will take place at low water, the impact on Mammals (Seals, Dolphin etc) is anticipated to be minimal and not a concern. If any reports of mammals in the river are reported or sighted when work is to take place, then work will cease for that shift if possible (if halfway through concrete pour it may not be possible).

Impact on sea birds during construction

WNMP Policy numbers, SOC_3, Env_01 and 02

There is various birdlife in the area that could be impacted by the works, notably the Red throated diver, however the works are considered to be relatively quiet and should not disturb the birdlife during the works. The EIA also highlights possible disturbance to

wintering non-breeding waders (Curlew, Oystercatcher, Ringed Plover and Turnstone), mitigation to which is to undertake works post September.

The works will take place over a number of weeks, with activities confined to a few hours a day due to tidal restrictions, some days there may be no works at all due to neap tides etc.

Impact on fisheries and migratory fish during construction

WNMP Policy numbers, SOC_3, Env_01,02,05 and 07

Migratory fish transit the Afon Erch at certain time of the year, as well as other fish which transit past the slipway location on a daily basis. As with the marine mammals as discussed above, there will be some noise and vibration due to sheet pile cofferdam installation, bore holes and plant movement. Piling the cofferdam and Borehole will take place at low water when access can be gained by land-based plant.

Given no works off floating plant, it is still proposed that by tracking plant on the beach in many ways 'soft starting techniques' will be used. It is not anticipated that piling deep into bed rock (if found) will take place (therefore not a lot of heavy vibrations), thus the works will be relatively quick to undertake, 3 boreholes will likely take place over 6 days, 1 day per bore hole and piling over 4 to 5 days. No works will take place at night.

As main construction works will take place at low water, it is postulated that the fish will not be impacted by the works. At low water on a spring tide, the river channel is some 20m from the toe of the slipway.

The works will take place over a number of weeks, with activities confined to a few hours a day due to tidal restrictions, some days there may be no works at all due to neap tides etc. No works will take place at night.

Invasive species

WNMP Policy number Env_03

As highlighted above, it is proposed to undertake up to 3 boreholes along the length of the new slipway. At this stage it is anticipated that the boreholes will be undertaken by a small borehole rig that is delivered by lorry and tracked onto the beach. It is appreciated that there

would be concern about potential invasive species and pollutants brought to site from other regions on the rig. To mitigate this risk the rig will be pressure washed clean prior to being delivered to site to ensure the removal of any potential harmful contaminants and invasive species.

No material apart from timber for shutters, some granular fill for underneath the slipway(if required) and concrete will be brought to site. Any plant brought to site will be cleaned prior to delivery to reduce risk of any biohazards and invasive species being brought to site from other locations.

Potential biodiversity gain

WNMP Policy number Env_01

It is planned to have the end of the slipway marked with buoys secured by chains to small concrete block (precast) to secure the buoys. The faces of the buoys could be made to be 'rough' or have small holes etc to encourage a small amount of marine biodiversity gain.

The placement of small rocks that exist on site along the top of the slipway may also encourage marine biodiversity.