

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.
- Please submit applications to the **Permit Receipt Centre** via the details at the top of this form. For applications larger than 20MB, we would advise that you contact us to determine the most appropriate method for submitting your application.
- 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)

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?	N/A

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

A494 River Dee Bridge Replacement Scheme

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

The existing A494 River Dee Bridge forms part of the strategic road network east of Queensferry in Flintshire, North Wales. The bridge provides a vital connection for cross border traffic between North Wales and the port of Holyhead to the north-west of England and beyond. The bridge provides vital connections across the river for commercial traffic, emergency services, businesses and local communities and carries approximately 64,800 vehicles per day. Constructed in the 1960's, the existing bridge is now in poor structural condition and despite frequent repairs continues to deteriorate. Therefore a replacement bridge is urgently needed that can be constructed while maintaining existing traffic flowing along the A494 across the River Dee. The new bridge would then be connected to the existing A494 and the deck and abutments of old bridge removed, the existing river piers would remain in-situ..

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)

Circa £15,000,000

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	Clive Bayley
Company or Trading Name	North and Mid Wales Trunk Road Agent (NMWTRA)		
Company Registration Number (if applicable)	N/A		
Name of Contact or individual (if different)	As above		
Position in Company	Business and Statutory Operations Manager		
Address inc. postcode (provide registered Company address if applicable)	Unit 5, Llys Britannia, Parc Menai, Bangor LL57 4BN		
Telephone Number	01286 685173		
Email Address	clivebayley@nmwtra.org.uk		

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	Mr	Full Name	Jonathan Stoddard
Company or Trading Name	Richards, Moorehead & Laing Ltd		
Company Registration Number (if applicable)	1848683		
Name of Contact or individual (if different)	As above		
Position in Company	Environmental Coordinator		
Address (Inc. postcode)	Office 1, Llys Clwyd, Cwrt Y Dderwen, Ffordd Celyn, Ruthin, Denbighshire LL15 1NJ		
Telephone Number	01824 704366 ext 115		
Email Address	j.stoddard@rmlconsult.com		

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
To be confirmed by April/May 2026	

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	TBC	TBC	TBC	TBC

3l. Will the works require the use of vehicle?

Yes ☒

No ☐

3l (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	Jack up barge will be required for construction operations such as piling and removal of existing bridge deck. No vehicles would be used below MHWS. Materials would be delivered by vehicle to site compounds via A494 road network.

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

TBC prior to commencement of construction works and operations including mobilisation of vessels such as a jack up barge and marine vessels. All subject to construction methodology proposed by the (yet to be appointed) appointed Contractor. The Contractor is scheduled to be appointed by Welsh Government in April/May 2026. Main works are scheduled to start in Autumn 2026 and be completed by Autumn 2029 with the existing bridge removed in Spring 2030.

Note : This is all subject to the Scheme being consented under the Highways Act (as amended) 1980 and programme dependant on whether a Local Public Inquiry being required.

5. 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?

Annex II 10 Infrastructure Projects
(e) Construction of roads, harbours, including fishing harbours, and airfields (projects not listed in Annex I)

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

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

A copy of the full Environmental Statement can be accessed on the Welsh Government project website:

- ES Non-Technical Summary: [A494 River Dee Bridge Replacement Scheme Non-Technical Summary – September 2025 | GOV.WALES](#)
- ES Volume 1: [A494 River Dee Bridge replacement scheme: environmental statement volume 1 technical assessment report | GOV.WALES](#)
- ES Volume 2: [A494 River Dee Bridge replacement scheme: environmental statement volume 2 | GOV.WALES](#)
- ES Volume 3: [A494 River Dee Bridge replacement scheme: environmental statement volume 3 | GOV.WALES](#)

A Statement to Inform an Appropriate Assessment under the Habitat Regulations Assessment (HRA) can be accessed Welsh Government project website:

- [A494 River Dee replacement - Statement to Inform Appropriate Assessment \(SIAA\) | GOV.WALES](#)

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

6. 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 01/09/2026

Requested Licence Expiry Date 31/12/2030

7. 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 A494 River Dee Replacement Scheme

The Scheme is for the replacement of the existing A494 bridge east of Queensferry in Flintshire with a similar structure and span of approximately 140 metres and an increased width of 36.5 m. The bridge would be at a similar height above the River Dee with the surface of the deck circa 7.3 m above the river level (Mean High-Water Springs - MHWS) due to the need for reconnecting to the existing A494 road corridor on both sides of the river.

There would be two lanes of traffic in each direction and a hard shoulder on both the east and westbound carriageway. A shared use path for active travel provision would run along the southern side of the replacement bridge. Once completed, the A494 road corridor would be connected to the bridge and the carriageway made operational. Once operational, the deck of the existing bridge and abutments would be removed, the existing river piers would remain in-situ. Further details on the Scheme can be found in Appendix A - ES Chapter 2 The Project

Piling Operations and 'In river' works

The replacement bridge would be supported by two sets of river piers. Each river pier would be constructed using 12 no. piles approximately 1.5 m in diameter. The river piers would be in a similar orientation as the existing and distance from the top of each riverbank but approximately 6.65 m further upstream to the south-east.

The most sensitive environmental asset potentially affected by the Scheme is the highly protected River Dee and the embedded mitigation measures required to protect the river are crucial to the Scheme being consented. During the process of undertaking the EIA, a particular concern raised by the statutory environmental body (NRW) is "*the potential for underwater noise and vibration to cause disturbance and potential disruption of fish features migration on the Dee*"¹. (refer to Appendix F - NRW response dated 21/02/2025)

The noise and vibration associated with piling to form the foundations for the replacement bridge could have a direct effect on salmon and lamprey if conducted during the migration season and at night-time. For this reason, it has been agreed with NRW that the piling works would be restricted to daylight hours only to minimise the risk of disturbance to migrating fish. (refer to Appendix F - NRW response dated 06/05/2022). A rotary piling technique would be deployed using a piling rig mounted on a temporary platform or on a 'jack-up' barge to drive thin steel tubes into the riverbed. When the tubes reach the required depth, bored piles will be constructed by positioning an auger inside the steel tube. This way the disturbance of the silt and vibration at the riverbed will be kept to a minimum and restricted only to the steel tube-driving operations thus reducing the quantity of suspended particulates and noise within the watercourse which may indirectly affect fish. This construction method would be classified as an embedded mitigation measure and a mandatory assumption.

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

It is anticipated that the piling operations and in river works would take a total of approximately 9 months with an additional 9 months for the demolition of the existing bridge and finishing works.

Further details are set out in Appendix B - Construction, Buildability and Phasing Report – August 2025 – Mott MacDonald - Ref 395318-MMD-00-XX-RP-Z-0034-P01

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

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

These should be Latitude and Longitude coordinates (WGS84) in decimal degrees to 5 decimal places (e.g. Lat 52.12345 Long -4.12345), defining the extent of the project.

OS grid reference SJ3241 6858

Alongside the existing A494 bridge over the tidal River Dee at Queensferry, Flintshire

Refer to :-

Appendix B - Construction, Buildability and Phasing Report

Appendix C - General Arrangement drawing illustrates the location and extent of works.

Appendix J - Licensable Activities – Drawing 395318-MMD-00-XX-DR-Z-0031-P03

Temporary works will be determined by the appointed contractor but a nominal extent is taken from the General Arrangement drawing red line boundary:

Scheme Extents				
Point ID	Easting/Northing	Grid Reference	Latitude	Longitude
1	332359/368535	SJ 32359 68535	53.209555	-3.0142536
2	332373/368526	SJ 32373 68526	53.209481	-3.0140513
3	332317/368494	SJ 32317 68494	53.20918	-3.0148797
4	332306/368569	SJ 32306 68569	53.209853	-3.0150603
5	332470/368471	SJ 32470 68471	53.208993	-3.0125783
6	332552/368540	SJ 32552 68540	53.209623	-3.0113758
7	332391/ 368641	SJ 32391 68641	53.210511	-3.0138061

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

Refer to separate sheet Appendix J - Licensable Activities – Drawing 395318-MMD-00-XX-DR-Z-0031-P03

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

Appendix A – Environmental Statement – Chapter 2 The Project – Ref 395318-RML-00-XX-RP-L-0002

Appendix B - Construction, Buildability and Phasing Report – August 2025 – Mott MacDonald - Ref 395318-MMD-00-XX-RP-Z-0034-P01

Appendix C – Environmental Statement – Figure 2-1 - Highways General Arrangement – Ref 395318-MMD-00-XX-DR-C-0002 RevP05

Appendix D – ES Chapter 16 Marine Environment – September 2025 - Mott MacDonald - Ref 395318-RML-00-XX-RP-L-0002 | Rev P01

Appendix E – ES Chapter 16 Marine Environment – Appendix 16C Underwater Noise Assessment – April 2025 - Mott MacDonald - Ref 100395318

Appendix F – Summary of NRW consultations re-the water and marine environment

Appendix G – Water Framework Directive (WFD) Assessment

Appendix H – Habitat Regulations Assessment (HRA)

Appendix J - Licensable Activities – Drawing 395318-MMD-00-XX-DR-Z-0031-P03

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

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.**

8. 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

Please refer to Appendix B - Construction, Buildability and Phasing Report – August 2025 – Mott MacDonald - Ref 395318-MMD-00-XX-RP-Z-0034-P01

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

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?

Rotary piling would be needed for the pile foundations for the replacement bridge river piers. It has been agreed with NRW that there should be no percussive piling used for in river working to avoid risks of disturbance to migratory fish. (Refer to Appendix F – NRW response dated 08-04-2025)

Refer to Appendix B - Construction, Buildability and Phasing Report – August 2025 – Mott MacDonald - Ref 395318-MMD-00-XX-RP-Z-0034-P01

Refer to Appendix D – ES Chapter 16 Marine Environment – September 2025 - Mott MacDonald - Ref 395318-RML-00-XX-RP-L-0002 | Rev P01

Refer to Appendix E – ES Chapter 16 Marine Environment – Appendix 16C Underwater Noise Assessment – April 2025 - Mott MacDonald - Ref 100395318

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

Estimated construction period for in river works – 168 days

Works include :-

- Positioning and use of jack-up barge(s)
- Installation of steel tube pile casings into the river bed
- Boring within the pile casings
- Forming piles with reinforcement and concrete
- Placing reinforcement and casting concrete for pier cross heads on top of the installed piles.

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

In developing the Scheme, the project team has engaged with Natural Resources Wales (NRW) to identified key environmental considerations for in-river works. (Refer to Appendix F)
Three primary factors were highlighted:

1. Activities that generate noise and vibration
2. Disturbance and mobilisation of silt
3. Night-time operation that may affect migrating fish

In response, the project team provided detailed information to support NRW's assessment of potential risks to migrating fish species, including:

- Proposed working hours for the piling activities (8.00am to 5.00pm)
- Number of piles to be installed per day
- The size of the piles
- Pile casing installation method
- Duration of the full piling programme
- Non-piling time during the installation period
- Confirmed that de-silting will not be required

Following this consultation, NRW confirmed that potential impacts on the river environment had been mitigated as far as reasonably practicable. Consequently, NRW lifted a previous constraint that restricted in-river works to the period between September and February. This decision was based on NRW's understanding that:-

- Percussion piling will not be used
- The working method aligns with the described approach
- Time limits for piling activities will be adhered to and limited to between 0800 – 1700hrs and no work in 3hr period leading up to high tide at Chester weir as agreed with NRW (Refer to Appendix F – NRW response dated 06-05-2022 & 08-04-2025)

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

(ii) Prevent undue interference to others

Maintain close liaison with the Harbour Master to avoid interference with navigation. Maintain alternative provision for users of the coastal and multi – use path using footpath diversions to provide alternative route during the construction period.

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

- Maintain close liaison with the Harbour Master to avoid interference with navigation, and install marking and warning / navigational lighting on river piers in accordance with Harbour Master's direction.
- Issue Notice to Mariners before commencement of works
- Navigational lights to be provided (requirement to be confirmed at detailed design).

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

9. Materials of Project

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

Timber	☐	Iron/Steel	☒	Concrete	☒	Biocides/other chemicals	☐
Silt	☐	Stone/Rock	☐	Gravel	☐	Plastic/Synthetics	☐
Sand	☐	Other	☐				

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 transhipment area. If vehicle delivery, please provide the proposed access route.

The delivery of materials by sea is considered unlikely and would be subject to the appointed Contractor's method of working. The Construction, Buildability and Phasing Report (Appendix B) assumes that materials would be delivered by road and temporary access (landward of MHWS) to work compounds (Site Compound 3) near the river bank, and placed by crane. Steel girders for the central spans would be craned onto a barge alongside the bridge, manoeuvred into place and jacked up for fixing in position. Alternatively they would be lifted into position by large crane(s) positioned on the river banks.

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	☐	Iron/Steel	☐	Concrete	☐	Biocides/other chemicals	☐
Silt	☒	Stone/Rock	☐	Gravel	☐	Plastic/Synthetics	☐
Sand	☒	Other	☒	Mud			

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

Including quantities to be removed.

Boring for piles would remove existing ground materials (sands, glacial till and gravels) which would be captured and removed. Ground investigation carried out in March 2019 indicates the nature of the material as being of variable lithology containing silts, sands and gravels and will allow design of the pile depth from which quantities can be assessed. Preliminary indications are that a total of 24 piles of 1.5m diameter required for the replacement bridge extending to circa 34 m below AOD will be required, giving a total of circa 1550 m³ - 1600 m³ of material to be removed. The material would be the arisings resulting from the piling operations and would be temporarily stored in containers on the jack up barge or service vessel and in containers removed off site.

Temporary working platforms and jetty and their steel piles will be removed on completion. The abutments for the new bridge will stand largely outside MHWS.. The demolition of the existing bridge will involve the removal of the following materials currently standing above water level between the abutments.

Concrete	830 m3
Highway surfacing	275 m3
Steel reinforcement within concrete	910 t
Steel bridge beams	1,000 t
Ductile iron Welsh Water sewer 300mm dia	150m
Cast iron rainwater pipes 150mm dia	12m
Wrought iron gully pots and gratings	12 nr
Aluminium balustrade fencing	300 m
Steel 'Armco' vehicle restraint barrier	600 m

The existing bridge deck would be demolished/removed using cranes for removal of materials from the shore or from a jack up barge likely to be a smaller vessel than required for the piling operations. Refer to Appendix E of the Construction, Buildability and Phasing Report (Appendix B of this ML application) – August 2025

9. Beach Replenishment, Land Reclamation or Salt Marsh Feeding

For works involving any of the above, please provide the following information

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?

Not Applicable

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*

Not Applicable

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

No dredging required.

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.

Temporary piles for the crane jetty on the eastern bank are likely to be below, or close to the MHWS mark. The appointed Contractor will need to confirm the exact coordinates of the temporary structure and any temporary moorings within the river.

10(c). Description of temporary deposits

Temporary working platform(s) supported on the pile casings, above water level.
The central 37 m span of river (minimum) will not be obstructed, to maintain passage for vessels.
If barges or floating pontoons are used, then temporary anchor points on one or both banks will be required. Temporary mooring points may also be needed within the river itself. All subject to further detail to be provided by the appointed Contractor.
Refer to Appendix B – Construction, Buildability and Phasing Report – Section 4.5

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?

Please see attached at Appendix F – Summary of NRW consultations re-the water and marine environment including :

- North Planning
- Flood Modelling
- Marine Licencing
- Fisheries

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 ☐

1. River Dee and Bala Lake SAC – salmon, sea and river lamprey and otter;
2. Dee Estuary SAC – Atlantic salt meadows, estuaries, mudflats and sandflats not covered by sea water at low tide, and sea and river lamprey;
3. Dee Estuary Ramsar – Waterfowl and wetland bird assemblage, saltmarsh, intertidal mudflats and sandflats and estuary;
4. Dee Estuary SPA – All features of interest and sub features saltmarsh, intertidal mudflats and sandflats and estuary.

Refer to Appendix H – Habitats Regulation Assessment

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

Refer to Section 7 above.

The construction of a replacement River Dee bridge is needed to maintain the function of the A494 as part of the wider strategic road network where it crosses the River Dee. There is no reasonable alternative but to construct a replacement bridge off-line but close to the alignment of the existing bridge.

The replacement bridge will affect the intertidal areas of each river bank where there are areas classified as saltmarsh habitat. There is a risk that the habitat could be affected in the short term during the construction works, and in the long term caused by the overshadowing of the replacement bridge structure. The replacement bridge would cause the overshadowing of this area and therefore may, over time, have a detrimental effect on the intertidal habitat. The area likely to be affected is around 150 square metres and would be confirmed by the appointed Contractor following the detailed design stage and development of the construction methodology.

There are two mitigation measures proposed to compensate for the loss of saltmarsh habitat:-

1. River Dee Bridge Intertidal Areas – On Site Mitigation

The intertidal areas on both banks beneath the existing bridge are currently shaded and provide little opportunity for intertidal habitat. Remedial works to the intertidal area to encourage establishment of saltmarsh vegetation will be undertaken following removal of the existing bridge.

2. Greenfield Marsh – Off Site Mitigation

The provision for off-site mitigation is proposed at Greenfield Marsh, a site some 15 km to the north-west and downstream of the River Dee Bridge on the southern side of the Dee Estuary. The total area measures roughly 13,500 m² or 1.35 ha.

The foreshore of Greenfield Marsh near Walwen contains areas of saltmarsh habitat of variable condition including patches of rubble left as vestiges from an old tip. The proposal is to remove these patches of rubble to encourage the natural colonisation of the adjacent habitat. This is considered proportionate to that lost as a result of the Scheme. Welsh Government would collaborate with Flintshire County Council (FCC) and Natural Resources Wales (NRW) to progress with these proposals should the Scheme be consented.

Additional mitigation measures include:-

- Restricting the hours of work in the River Dee to daylight hours only
- Work in accordance with CEMP to avoid pollution of the River
- Maintain passage for otters during the works by minimising lighting and obstructions
- Quarantining of marine vessels to ensure no contamination through transportation of Invasive Non-Native Species (INNS)

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.

A Habitat Regulations Assessment (HRA) has been prepared in tandem with the Environmental Impact Assessment that assesses potential impacts on the National Sites Network. The HRA is in Appendix H and concluded that the Scheme would not have an adverse effect on the integrity on the designated site of the Dee Estuary SAC or SPA or qualifying features.

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)	N/A			
Name and Address of LPA for location of works	Flintshire County Council County Hall, Mold Flintshire CH7 6NB			
Land Owners Consent such as The Crown Estate Consent	N			
Port Authority or Local Harbour permissions	N			
Other NRW consents such as Flood Defence or SSSI assent	Y See below			
Details of NRW consent	(Marine Licence RML1860 for investigation works expired Dec 2019)			
Other consents such as Transport and Works Act Order, Section 36 Electricity Act, grant/loan sanction				
Details of other consents	The Scheme will be the subject to consent under the Highways Act (as amended) 1980. Draft Orders will be published in September/October 2025. Other consents to include:- • Acquisition of Land Act 1981 • Land Drainage Consent • Flood Risk Activity Permit (FRAP) • Environmental Permitting Regulations 2016			

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

Highways Act 1980, Section 10 powers of Welsh Ministers for trunk road and related works:
and
Acquisition of Land Act 1981

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

Not Applicable

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)		

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	North & Mid Wales Trunk Road Agent (NMWTRA)
FAO	Clive Bayley
Purchase order number	PO-NM2501274
Address for invoice	Unit 5, Llys Britannia, Parc Menai, Bangor LL57 4BN
Telephone Number	01286 685173
Email Address	AnfonebauNMWTRA@nmwtra.org.uk

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 C. Bayley Date 15/12/2025

Name (in capitals) CLIVE BAYLEY

Position in Company Business and Statutory Operations Manager

*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