

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?	✓

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

Barmouth North Promenade Flood Alleviation Scheme

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

The Proposed Development would provide new and improved sea defences at Barmouth North Promenade.

The Proposed Development comprises the following elements:

- Patch repairs of the primary sea wall over a length of approximately 1.2km.
- Secondary flood wall to be re-built and increased in height (to a maximum of 1.55m) over a length of approximately 1.1km.
- Existing sheet piles to be refurbished over approximately 950m length.
- Rock armour to be provided at beach level to protect the primary sea wall, revetment and part of the railway line North of the promenade.
- Refurbishment of culverted outfall and reinstatement of non-return valve.
- Provision of demountable flood defences where access is required in the secondary wall.
- Placemaking and landscaping improvements.

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)

£17 million

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	Owain Griffith
Company or Trading Name	Ymgynghoriaeth Gwynedd Consultancy		
Company Registration Number (if applicable)			
Name of Contact or individual (if different)	Owain Griffith		
Position in Company	Principal Environment Officer		
Address inc. postcode (provide registered Company address if	Swyddfa'r Cyngor, Ffordd y Cob, Pwllheli, Gwynedd. LL53 5AA		

applicable)

Telephone Number

(01758) 704113

Email Address

owainelisgriffith@gwynedd.llyw.cymru

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

Owain Griffith

Company or Trading
Name

Ymgynghoriaeth Gwynedd Consultancy

Company Registration
Number (if applicable)

Name of Contact or
individual (if different)

Owain Griffith

Position in Company

Principal Environmental Officer

Address
(Inc. postcode)

Swyddfa'r Cyngor, Ffordd y Cob, Pwllheli, Gwynedd. LL53 5AA

Telephone Number

(01758) 704113

Email Address

owainelisgriffith@gwynedd.llyw.cymru

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
	Waterways House

Alun Griffiths Contractors Limited (Principal Contractor)	Merthyr Road Llanfoist Abergavenny NP7 9LN
Additional contractors 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
Vessel usage TBC. In the event that rock armour is delivered by sea, a Self-Discharging Excavator Vessel (Vessel A) will anchor offshore. A shallow draught tipper boat or smaller barge (Vessel B) of capacity 1,000-3,000t will travel with Vessel A and the rock armour will be transferred individually from Vessel A onto Vessel B using an on-board excavator equipped with a hydraulically operated grab. Vessel B will transport the rock to the site. There would be one or two tugs on site for barge handling and control of the vessel (Vessel B) shuttling the rock material from the larger ship offshore (Vessel A). All details will be provided by the appointed Contractor to NRW before operations commence.				

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
Vehicles including a 35t-40t excavator, dump truck, and 50t excavator with a grab will be utilised to construct the rock armour revetment. All details will be provided by the appointed Contractor to NRW before operations commence.	

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

Several alternative methods for delivery of materials have been considered as part of the design process, including use of road vehicles and bringing in material by sea directly via vessels, and are dependent upon the selected Contractor. All details will be provided by the appointed Contractor to NRW before operations commence.

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?

The Town and Country Planning (Environmental Impact Assessment) (Wales) Regulations 2017- Schedule 2, 10 (m). *Coastal work to combat erosion and maritime works capable of altering the coast through the construction, for example, of dykes, moles, jetties and other sea defence works, excluding the maintenance and reconstruction of such works.*

The Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended)- Schedule A2, 69. *Coastal work to combat erosion and maritime works capable of altering the coast through the construction of, for example, dykes, moles, jetties and other sea defence works, excluding the maintenance and reconstruction of such works.*

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

SC2401

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

N/A.

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 April 2027

Requested Licence Expiry Date April 2030

*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 town of Barmouth lies behind a long sandy and fine-shingle beach in Cardigan Bay. The promenade is a valued asset, providing access to the beach and the seafront provides the local population with leisure and recreational amenity (Refer to **Appendix A- Environmental Statement, Volume 2, Chapter 1 Introduction-** for more information). Part of the promenade failed due to unsafe voiding beneath the promenade slab, requiring emergency stabilising repairs in 2020 and 2021. The repair works were emergency measures required to extend the life of the existing structures until the Proposed Development is implemented. Studies have concluded that overall foreshore bed levels along North Promenade are lowering, and this lowering is expected to continue. The area is at risk of coastal flooding, which will increase with climate change and the lowering of the beach. Overtopping currently occurs at the northern end of the promenade in 'benign' conditions i.e. median level tides, without surge, swell, low pressure or high winds. In addition to the promenade failure mentioned above, overtopping from this frontage has also caused extensive damage to the Cambrian coastal railway. There is also a risk from tide-locking of two ordinary watercourse outfalls, and blockage of culverts. Flap valves on the outfalls have also failed, risking tidal ingress. In the absence of investment, over 900 properties are predicted to have more than a 1 in 100 chance of flooding in any year. The rapid onset and depth of flooding presents a risk to life. Sea level rise due to climate change is predicted to accelerate, increasing the likelihood and severity of coastal flooding. By 2069, mean sea levels are predicted to have increased by 0.42m and by 2119, by 1.1m.

The Proposed Development would provide new and improved sea defences at Barmouth North Promenade and reduce the risk to life and flood risk to over 900 properties. A summary of key works are detailed below (Refer to **Appendix A- Environmental Statement, Volume 2, Chapter 2 Project Description-** for more information):

- New rock revetment to be constructed at the top of the beach (950m in length) utilising rock armour (boulders) of a maximum grading of 3-6t. No other material is to be added to the beach.
- Timber groynes are situated in front of the northern promenade at roughly 45m intervals, the majority of which have damaged and/or missing boards. The groynes are to be removed. Refurbishment is not proposed or required as part of the Proposed Development.
- The existing concrete revetment is to remain. Existing sheet piles to be refurbished over a ~950m length to the north of the promenade, including a capping beam which will also be accessible to pedestrians for recreation. Existing buried concrete apron to the South of the Proposed Development to be covered by proposed rock armour.
- The primary wall is to remain, with localised patch repairs to joints and sealant where required.
- The central wall will be replaced with a new kerb and balustrade to provide separation between the promenade and highway.
- New reinforced concrete wall, generally on the alignment of the existing defective secondary wall. Max height of 1.55m, which may vary across length. Facing the promenade, the wall will include a concave recurve shape. Where feasible, the wall will have a textured concrete finish. The secondary wall runs from Heol Idris to and around the North Promenade Car Park, tying into the existing railway level crossing. The foundations of the wall will be designed to allow for future raising by up to 150mm. This is estimated to be required in 2055 but will be subject to further monitoring of storms and water levels, and would require its own consenting process.
- Existing stoplogs will be replaced with either a continuation of the secondary wall, or flood gates. A total of nine number flood gates are to be installed.
- Raised planters, cycle stands, seating and other street furniture will be included. New street lighting is proposed.
- The existing ramp to the north of the Proposed Development to be rebuilt/extended at 1:21 gradient, extending up to 1.7m below beach level.
- The access steps within the scheme extents (6 no.) will be rebuilt, complying with relevant standards to improve accessibility, and extended through the rock revetment to the beach, extending up to 1.7m below beach level.
- The existing landward ramp will be removed and replaced with both steps and a new ramp with a gradient of 1:21 or shallower.
- The Marine Parade carriageway will be resurfaced as part of the Proposed Development. Car parking demarcation is to be switched to the landward side of the road to reduce the risk of clash with the central balustrade, and improve access to the pavement. Crossing points are to be added to improve accessibility and safety for pedestrians.
- An existing outfall is to be extended under the proposed rock revetment and refurbished (including non-return valve).

Works are scheduled to commence in Summer 2027 and due to be completed in Summer 2029, taking approximately 24 months. Regular working hours are scheduled to be between 07:00 and 19:00, although much of the construction work subject to beach access will require variations around tidal patterns. There will be no work over Christmas, New Year, Easter and Bank Holidays. The outline construction methodology estimates that 50 full-time staff will be on site for the duration of the construction: 15 office staff and 35 construction workers. No nighttime working will take place however in the winter months, work will likely start and finish in the dark due to shorter daylight hours. Works will not be carried out during the school summer holidays to reduce impacts on the community and tourism.

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.

Coordinates for the working area below MHWS are shown in the table below:

SOP	Latitude	Longitude
1	52.73630	-4.07254
2	52.735129	-4.071377
3	52.734731	-4.0710028
4	52.734628	-4.0712497
5	52.733928	-4.0706389
6	52.733176	-4.0699811
7	52.732458	-4.0693546
8	52.731696	-4.0686964
9	52.730906	-4.0681406
10	52.730106	-4.067614
11	52.729261	-4.0670705
12	52.728442	-4.0666022
13	52.727749	-4.0661251
14	52.727041	-4.0654992
15	52.726162	-4.0648505
16	52.72534	-4.064326
17	52.724598	-4.0637844
18	52.723818	-4.0631404
19	52.72337	-4.06296
20	52.72453	-4.06437
21	52.72493	-4.06612
22	52.72528	-4.06638
23	52.72556	-4.0653
24	52.72611	-4.06566
25	52.72582	-4.06677
26	52.72629	-4.06711
27	52.72659	-4.06598
28	52.72715	-4.06642
29	52.72686	-4.06752
30	52.72719	-4.06788
31	52.72801	-4.06848
32	52.72830	-4.06729
33	52.72868	-4.06755
34	52.72839	-4.06875
35	52.73121	-4.07066
36	52.73490	-4.07387
37	52.73607	-4.07323

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 following appendices provide supporting information:

- A. Environmental Statement
- B. Water Framework Directive Assessment
- C. Habitats Regulation Assessment Screening and Appropriate assessment
- D. Outline Construction Environmental Management Plan
- E. Design plans (Plan/s showing location of works and details of proposed works below MHWS):
 - o BMTH-ARP-HGN-ZZ-DR-T-000001- Site location Plan
 - o BMTH-ARP-LDC-ZZ-DR-T-000001- Application Red Line Boundary Plan - SHEET 1 OF 2
 - o BMTH-ARP-LDC-ZZ-DR-T-000002 Application Red Line Boundary Plan - SHEET 2 OF 2
 - o BMTH-ARP-HGN-ZZ-DR-T-000002- Existing Site Layout Plans - sheet 1 of 2
 - o BMTH-ARP-HGN-ZZ-DR-T-000003- Existing Site Layout Plans - sheet 2 of 2
 - o BMTH-ARP-HGN-PROM-DR-Z-000003 - OUTLINE DESIGN LAYOUTS GENERAL ARRANGEMENT - SHEET 1 OF 5
 - o BMTH-ARP-HGN-PROM-DR-Z-000004 - OUTLINE DESIGN LAYOUTS GENERAL ARRANGEMENT - SHEET 2 OF 5
 - o BMTH-ARP-HGN-PROM-DR-Z-000005 - OUTLINE DESIGN LAYOUTS GENERAL ARRANGEMENT - SHEET 3 OF 5
 - o BMTH-ARP-HGN-PROM-DR-Z-000006 - OUTLINE DESIGN LAYOUTS GENERAL ARRANGEMENT - SHEET 4 OF 5
 - o BMTH-ARP-HGN-PROM-DR-Z-000007 - OUTLINE DESIGN LAYOUTS GENERAL ARRANGEMENT - SHEET 5 OF 5
 - o BMTH-ARP-HGN-ZZ-DR-Z-000001 - TYPICAL CROSS SECTIONS - SHEET 1 OF 5
 - o BMTH-ARP-HGN-ZZ-DR-Z-000002 - TYPICAL CROSS SECTIONS - SHEET 2 OF 5
 - o BMTH-ARP-HGN-ZZ-DR-Z-000003 - TYPICAL CROSS SECTIONS - SHEET 3 OF 5
 - o BMTH-ARP-HGN-ZZ-DR-Z-000004 - TYPICAL CROSS SECTIONS - SHEET 4 OF 5
 - o BMTH-ARP-HGN-ZZ-DR-Z-000005 - TYPICAL CROSS SECTIONS - SHEET 5 OF 5
 - o BMTH-ARP-LLO-OFFSH-DR-Z-000001- MARINE LICENCE BOUNDARY SETTING OUT SHEET 1 OF 2
 - o BMTH-ARP-LLO-OFFSH-DR-Z-000002- MARINE LICENCE BOUNDARY SETTING OUT SHEET 2 OF 2
 - o Barmouth North Promenade – Beach Access Points and Stockpile
- F. Welsh National Marine Plan Compliance Note
- G. Habitat Regulations Assessment Coastal Squeeze Addendum
- H. NRW Correspondance

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.**

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

Refer to **Appendix A- Environmental Statement, Volume 2, Chapter 2 Project Description** for more information regarding construction of the Proposed Development.

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?

Concrete revetment- New sheet piling will be installed using 70t piling rig and a crane with a maximum lifting height of 55m. New sheet piles will be installed to the seaward side of the existing sheet piles for a length of ~950m behind the new rock revetment. These will be driven in from above MHWS, with a toe level of ~-5mAOD (below MHWS).

Beach access steps- Sheet piles will be placed either side of the area where the steps will be constructed reaching a height above MHWS, this will be carried out using a 70t piling rig.

Delivery of rock armour by sea- underwater noise generated by vessel activity.

A HRA Screening and Appropriate Assessment determined that no noise impacts are expected.

Refer to **Appendix A- Environmental Statement, Volume 2, Chapter 2 Project Description**

Refer to **Appendix C- Habitats Regulation Assessment Screening and Appropriate Assessment**

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

Beach side (concrete revetment) sheet piles- piling activity is expected to be undertaken for approximately 50 days.

Beach access steps- piling activity is expected to be undertaken for approximately 20 days.

Delivery of rock armour by sea durations TBC.

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

Refer to **Appendix A- Environmental Statement, Volume 2, Chapter 6, Biodiversity and Protected Sites.**

Refer to **Appendix A- Environmental Statement, Volume 2, Chapter 9, Cultural Heritage.**

Refer to **Appendix A- Environmental Statement, Volume 2, Chapter 10, Flooding and Water Quality.**

Refer to **Appendix A- Environmental Statement, Volume 2, Chapter 12, Marine and Coastal Physical Processes.**

Refer to **Appendix B- Water Framework Directive Assessment.**

Refer to **Appendix C- Habitats Regulation Assessment Screening and Appropriate Assessment**

Refer to **Appendix D- Outline Construction Environmental Management Plan.**

Briefly, measures to minimise risk to the marine environment include:

- Construction activity within Internationally designated sites such as the adjacent SACs will be prohibited.
- Piling activity during construction will take place during dry (i.e. not within the sea/water column) conditions either side of low tide. This will reduce underwater noise impacts.
- Internationally important habitats will be avoided, and no construction activity including storage, compounds or access would be permitted in proximity to this habitat.
- Best practice will be adopted in line with Guidance for Pollution Prevention (GPP 5) to minimise the risk of pollution during the Proposed Development and all construction activities will be carried out in accordance with guidance outlined within CIRIA best practice guidance. Good practice measures are set out for the construction phase within the Outline Construction Environment Management Plan (CEMP).
- A low tide archaeological intertidal walkover survey will be undertaken across the beach and foreshore pre-construction to allow any features exposed by most recent storms/high tides to be identified and recorded. If archaeological remains of high value are identified, then these may need to be left in situ and protected during the course of the works.
- Archaeological monitoring where excavation into the beach deposits is required. This is largely limited to works along the sheet pile wall and the rebuilt access ramps.
- A Marine Vessel Management Plan (MVMP) will be produced in the event that transport of rock armour by sea is required. The MVMP will detail suitable avoidance measures to ensure sensitive and internationally important receptors are avoided, and any potential impacts arising from marine vessels are adequately mitigated for.

(ii) Prevent undue interference to others

Barmouth is a popular holiday destination; to minimise negative impacts of the Proposed Development on the community and tourism, the construction programme will be dependent on the tourism season. Programming of activities will take into account impact on local businesses and tourism, aiming to reduce disruption during the summer holiday season.

Regular working hours are scheduled to be between 07:00 and 19:00, although much of the construction work subject to beach access will require variations around tidal patterns. There will be no work over Christmas, New Year, Easter and Bank Holidays. The outline construction methodology estimates that 50 full-time staff will be on site for the duration of the construction: 15 office staff and 35 construction workers. No nighttime working will take place however in the winter months, work will likely start and finish in the dark due to shorter daylight hours. Works will not be carried out during the school summer holidays to reduce impacts on the community and tourism.

Refer to **Appendix A- Environmental Statement, Volume 2, Chapter 2 Project Description.**

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

Throughout the duration of the project, temporary lighting will be required to allow works to continue outside of daylight hours, this will mainly occur during the winter months. This includes work lighting which will be temporary lighting installed in the same place throughout the project and task specific lighting which will be in place for specific sections of the works for a shorter length of time. All temporary lighting will be directed away from the sensitive areas identified by the Ecological Clerk of Works (ECOW).

In the event that transport of rock armour by sea is required, navigational safety and lighting will be required for some of the works below high water. The proposed works to the rock revetment will be limited to daylight hours 'in the dry' i.e. during low tides only. This will prevent interference with harbour navigation access. Vessels will be lit and marked appropriately conforming to relevant navigational code, including the Maritime and Coastguard Agency (MCA) requirements. The harbourmaster will be notified of the dates of works, in advance. There would be one or two tugs on site for barge handling and control of the vessel shuttling the rock material from the larger ship offshore. At no time will there be any beaching of boats on the beach.

In the unlikely event of an emergency the Harbourmaster will be contacted so that a Notice to Mariners can be raised and / or lighting or buoying installed if required to limit further damage, nuisance or incidents occurring. In the unlikely event that plant becomes trapped and has to be abandoned, the harbourmaster will be alerted, so that a notice to mariners can be raised. Depending on location and if deemed necessary, requirements to mark or light the obstacle until it is removed can be agreed with the harbourmaster.

Refer to **Appendix A- Environmental Statement, Volume 2, Chapter 2 Project Description.**

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

If other, please provide a description of materials.

New rock revetment to be constructed at the top of the beach (1.3km in length) utilising rock armour (boulders) of a maximum grading of 3-6 tonnes. Approximately 66,000 tonnes of primary rock and 20,000 tonnes of smaller graded material will be required for the entire rock revetment. A geotextile separation membrane will be placed on the excavated surface and the rocks will be individually placed from the temporary stockpiles on the beach with a 50t excavator with a grab. This work will be undertaken at low tides.

New sheet piles will be installed to the seaward side of the existing sheet piles for a length of ~950m behind the new rock revetment. These will be driven in from above MHWS, with a toe level of ~-5mAOD (below MHWS). Some elements of the concrete capping beam that ties the top of the sheet piles together may also extend below MHWS.

Some additional rock is to be placed below MHWS as part of ecological mitigation measures. These will not require the smaller material or geotextile membrane.

Refer to **Appendix A- Environmental Statement, Volume 2, Chapter 2 Project Description.**

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.

Stockpiles will be used to store excavated material and imported rock, their location is dependent on the delivery method. There are two options for delivery – Option 1 by road and Option 2 by sea, including different stockpile locations to be utilised for each option. For both options, temporary stockpiles located on the beach below MHWS will be used to store rocks for the rock revetment prior to placement. All sand/shingle excavated from the beach will be stored on the beach above MHWS to be later reinstated along the beach and used for beach recharge.

Refer to **Appendix A- Environmental Statement, Volume 2, Chapter 2 Project Description** for more details of vessel numbers/types and proposed routing.

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	☐				

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

Including quantities to be removed.

To construct the rock revetment existing shingle and sand in the footprint of the proposed rock revetment (estimated 9,500m³) will be excavated using a 35t-40t excavator. Shingle and sand will be moved to an on-site stockpile location using a dump truck. Any non-indigenous material or non-natural debris will be removed and disposed of at a nearby tip.

The timber groynes will be removed using hand cutting tools and machinery. Groyne piles will be removed using an excavator with a grab or chain attachment. Concrete steps attached to the existing concrete revetment at the end of each groyne will be broken out with an excavator and a breaker. Waste material from the groynes and steps will be removed from site using dump trucks. Groyne removal will take approximately two weeks.

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?

To construct the rock revetment existing shingle and sand in the footprint of the proposed rock revetment (estimated 9,500m³) will be excavated using a 35t-40t excavator. Shingle and sand will be moved to an on-site stockpile location using a dump truck (stored above MHWS to be later reinstated along the beach and used for beach recharge).

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*

N/A- same material to be used.

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

N/A

9(d). Has the material been chemically analysed? Yes ☐ No ☒
If material has been analysed, we may request this information to determine the application

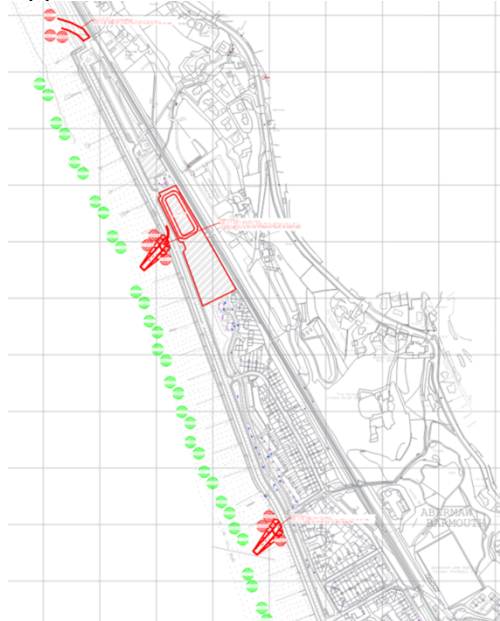
9(d) (i) If Yes, is the analysis data been included with the application? Yes ☐ No ☒

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.

Indicative locations of temporary deposit areas for stockpiles are shown in green below, and in Appendix E – Beach Access Points and Stockpile Locations



10(c). Description of temporary deposits

Stockpiles will be used to store excavated material and imported rock, their location is dependent on the delivery method. There are two options for delivery – Option 1 by road and Option 2 by sea. For both options, temporary stockpiles located on the beach below MHWS will be used to store rocks for the rock revetment prior to placement.

Rocks will then be individually placed from the temporary stockpiles on the beach with a 50t excavator with a grab. This work will be undertaken at low tides. All sand/shingle excavated from the beach will be stored on the beach above MHWS.

Refer to **Appendix A- Environmental Statement, Volume 2, Chapter 2 Project Description** for more details

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?

A pre-application enquiry sent from Ymgynghoriaeth Gwynedd Consultancy was submitted to NRW's Marine Licensing Team on the 7th November 2025- no response was received. Refer to **Appendix H- NRW Correspondance**.

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?

Nine International Designated Sites were identified within 10km of the Site (and those within 15km notified for their population of marine mammals, fish or otter where there is a direct hydrological connection (via Barmouth Bay)):

- Llyn Peninsula and the Sarnau SAC (UK0013117) (located 31m west - along the mean low water mark);
- Meirionnydd Oakwoods and Bat Sites SAC (UK0030049) (located 350m east);
- Northern Cardigan Bay SPA (UK9020327) (located 2.14km west);
- Morfa Harlech a Morfa Dyffryn SAC (UK0030049) (located 4.76km northwest);
- Cadair Idris SAC (UK0030104) (located 5.27km southeast);
- Rhinog SAC (UK0012945) (located 8.45km northeast);
- Birds Rock SPA (UK9020283) (located 9.37km south);
- Afon Eden – Cors Goch Trawsfynydd SAC (UK0030075) (located 11.41km east); and
- West Wales Marine SAC (UK0030397) (located 13.18km southwest).

At Habitat Regulations Assessment Stage 1 (Screening), it was concluded that LSE on Llyn Peninsula, and the Sarnau SAC, Northern Cardigan Bay SPA and West Wales Marine SAC could not be ruled out in relation to habitat damage and degradation, direct mortality/ auditory injury of qualifying features (marine mammals) and disturbance.

Aber Mawddach/ Mawddach Estuary SSSI is located 302m south of the Site.

Refer to the following for more information:

Appendix A- Environmental Statement, Volume 2, Chapter 6 Biodiversity and Protected Sites.

Appendix C- Habitats Regulations Assessment Screening and Appropriate Assessment.

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

In addition to embedded environmental design measures, good practice measures and pollution control measures, (refer to **Appendix A- Environmental Statement, Volume 2, Chapter 6 Biodiversity and Protected Sites and Appendix C- Habitats Regulations Assessment Screening and Appropriate Assessment.**) the following mitigation measures are proposed:

- Piling- Piling activity during construction will take place out of the water column at low tide. This will avoid noise and vibration travelling into the water column to the intertidal and offshore zones where marine mammals may be present, including within the Llyn a'r Sarnau SAC located 31m from the Site, the West Wales Marine SAC located 13.18km from the Site, and the grey seal pupping and haul out site located 1km south of the Site.
- Marine Vessel Management Plan (MVMP)- In the event that Option 2 (transportation of rock armour by sea) is selected, a Marine Vessel Management Plan (MVMP) will be produced. The MVMP will detail suitable avoidance measures to ensure sensitive and internationally important receptors are avoided, and any potential impacts arising from marine vessels are adequately mitigated for. Receptors will include qualifying features such as sensitive sessile habitats (mussel beds) at risk from damage or increased sedimentation, marine mammal disturbance including harbour porpoise, bottlenose dolphin and grey seal and disturbance / displacement of Northern Cardigan Bay SPA feature the red-throated diver – albeit transport would likely occur outside the seasonal presence of red-throated diver aggregations. The MVMP will include specific limits on vessel speeds, number of crossings and will identify suitable mooring and anchoring locations, and a low impact route through Barmouth Bay to the Site at high tide.

Additional mitigation/ enhancement measures include:

- *Sabellaria alveolata* reef habitat creation (0.5ha of *Sabellaria alveolata* habitat – intertidal substrate (rock) placement) - proposed to support the natural expansion of the existing *Sabellaria* reef through facilitation of passive larval recruitment and sediment retention.
- Blue mussel bed habitat creation (0.063ha of blue mussel habitat– subtidal substrate (rock) placement) - proposed to support natural expansion of existing habitat extents in the study area, primarily through passive recruitment and subsequent aggregation.
- Dune habitat enhancement- enhancement of approximately 4ha of dune habitat to the south of the Site.

Refer to the following for more information:

Appendix A- Environmental Statement, Volume 2, Chapter 6 Biodiversity and Protected Sites.

Appendix C- Habitats Regulations Assessment Screening and Appropriate Assessment.

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.

N/A

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)		Planning Application expected to be submitted in May 2026.		
Name and Address of LPA for location of works	Cyngor Gwynedd, Shirehall St, Caernarfon LL55 1SH			
Land Owners Consent such as The Crown Estate Consent	Ymgynghoriaeth Gwynedd Consultancy are currently engaging with Crown Estate.			
Port Authority or Local Harbour permissions				
Other NRW consents <i>such as Flood Defence or SSSI assent</i>				
Details of NRW consent				
Other consents <i>such as Transport and Works Act Order, Section 36 Electricity Act, grant/loan sanction</i>				
Details of other consents	SAB application currently under preparation to support Planning Application in May 2026. Details to be provided to NRW in due course.			

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

Coast Protection Authority – Coast Protection Act 1949.

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

N/A

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	
FAO	
Purchase order number	
Address for invoice	
Telephone Number	
Email Address	

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 _____

Name *(in capitals)* _____

Position in Company _____

*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