

Site No.	RNLI Site	Post Code	Summary Description of Infrastructure below MHWS, or Activity	Detailed Description of Infrastructure below MHWS, or Activity	Historical Features	Regional Licence Mitigation or Comment on Risk of Impact
1	Penarth Lifeboat Station	CF64 3AU	Beach re-profiling and slipway structure	Suspended concrete slipway supported on steel piles with timber fendering on sides, and with masonry abutment to roadway.	Within 40m of Yacht Club which is a listed building, and from Louis Albert, Philanthropist and Jeanne Marie wrecks (National monuments)	The beach re-profiling is confined to the immediate area of the launch route, which continues generally in an eastern direction from the line of the slipway, which itself is effectively used as a guide to vessels recovering to the beach. The wreck sites are outside the licence co-ordinate area and therefore beach re-profiling activities carried out within the area should not affect them. Furthermore, since any submerged features (including the wrecks) represent a hazard to navigation, they are routinely avoided by ensuring that the launch route (and associated beach re-profiling) stays well clear of the wreck sites. No RNLI activities take place adjacent to or in the immediate vicinity of the Yacht Club.
2	Barry Dock Lifeboat Station	CF62 5QS	Pontoon berths	Steel pontoon berth alongside old masonry pier, with steel access structures and fendering + proprietary floating HDPE modular dock for ILB.	Within 130m of the slipway and lifeboat house which are listed buildings and Phoenix wreck (national monument), and associated locks and station	The lifeboat berths on an always-afloat pontoon that lies alongside the adjacent pier, and no works under the licence (including access) takes place close to or in the immediate vicinity of the historic features.
3	Porthcawl Lifeboat Station	CF36 3BN	Beach re-profiling and slipway structure	Mass concrete slipway	IRB station is a national monument. Within the vicinity of Lookout Tower, The Breakwater and Lighthouse which are listed buildings (>17m), and Henry and Dora Wreck (170m)	The beach re-profiling is limited to an area around the tow of the slipway, and would only be carried out to deal with localised scour or accretion. Other maintenance activities take place in the immediate area of the slipway, including access, and it is not possible for these activities to impact directly or indirectly on the historic features. For reasons of navigational safety the wrecks represent a hazard and are therefore avoided by any afloat vessel.
4	Swansea (Langlands Beach Area)	SA3 4SQ	Standard Lifeguard Tower	Access to beach for erection, dismantling and operation of standard lifeguard unit	Within 175m of Langland Bay Hotel and Garden and 250m of Rothers Tor cave and Promenade Building	The lifeguard tower is established on the top of the beach in a position to suit easy access to the public roads. The position does not change and the access and installation works are confined to the immediate vicinity of the site. Accordingly, no works take place close to the historic features and therefore they do not directly or indirectly impact on the features.
5	The Mumbles Lifeboat Station (ILB)(new station)	SA3 4EN	Beach re-profiling and slipway structure	Mass concrete and stone slipway with timber runners	Within 200m of conveniences at end of pier (listed building), and Mizpah wreck	The activities are located on the foreshore i.e. at 'ground' level, whereas the conveniences are elevated on the pier. Consequently, no works take place close to the historic features and therefore they do not directly or indirectly impact on the features. For reasons of navigational safety wrecks represent a hazard and are therefore avoided by any afloat vessel. The launch route is confined to the immediate area of the alignment of the slipway and no re-profiling takes place within 175m of the historic feature.
6	The Mumbles Lifeboat Station	SA3 4EN	Boathouse and slipway structure	The suspended boathouse building and launch slipway sits on tubular steel piles,	Mumbles Pier, old lifeboat station and slipway (listed building) and associated	Works are confined to the footprint of the new (unlisted) boathouse and slipway and will not noticeably alter the

	(ALB)(new station)			with a steel and concrete deck. The approach to the boathouse and slipway is via The Mumbles Pier (not owned by the RNLI) + three breasting moorings (located with the footprint of the station)	conveniences (listed) immediately adjacent	current appearance of the new station. Accordingly, no works will take place that will directly or indirectly impact on the listed features.
7	The Mumbles Lifeboat Station (Old station)	SA3 4EN	Boathouse and slipway structure	The suspended boathouse building and launch slipway sits a jetty type structure of pre-cast beams, raking members and piles with a steel, timber and concrete deck. The lower section of slipway is supported from mass concrete and stone piers. The approach to the boathouse and slipway is via an elevated steel walkway structure supported on two pre-cast concrete piers, leading to The Mumbles Pier (not owned by the RNLI).	Mumbles Pier, old lifeboat station and slipway are listed.	The proposed works are maintenance works only and will not noticeably alter the current appearance of the new station. In addition the Listed Building Consent regime provides additional protection outside the marine licensing regime for this listed structure
8	The Mumbles Mooring	SA3 4EN	Mooring	Swinging mooring	Mumbles Pier, old lifeboat station and slipway (listed building) and associated conveniences within 150m	All works are afloat and away from the historic features
9	Horton and Port Eynon Lifeboat Station (ILB)	SA3 1LQ	Beach re-profiling	Beach launched lifeboat	Within 300m of The Dingle and the Prince Ivanhoe Wreck (national monuments)	The beach re-profiling is confined to the immediate area of the launch route, which continues generally in a southern direction from the line of the access point onto the beach, and so would not under any credible circumstances encroach closer than 250m from the historic feature. Furthermore, since any submerged features (including the wrecks) represent a hazard to navigation, they are routinely avoided by ensuring that the launch route (and associated beach re-profiling) stays well clear of wreck sites.
10	Tenby Lifeboat Station	SA79 7BS	Boathouse and slipway structure	The suspended boathouse building and launch slipway sits on tubular steel piles, with a steel and concrete deck. The piles have some deep steel bracing beams. The approach to the boathouse and slipway is via a short elevated steel walkway from the top of the adjacent cliff side + two breasting moorings (located within the footprint of the station)	The original Lifeboat Station (now non-operational as a lifeboat station) and pier (including bollards) are listed buildings. Tenby Castle is a scheduled ancient monument (within 70m).	Works are confined to the footprint of the new boathouse and slipway. Accordingly, no works take place close to the historic features (including the original lifeboat station) and therefore they do not directly or indirectly impact on the features.
11	Tenby Mooring	SA79 7BS	Mooring	One swinging mooring	As above.	All works are afloat and away from the historic features
12	Pembrokeshire (Tenby North Lifeguard Area)	-	Standard Lifeguard Tower	Access to beach for erection, dismantling, and operation of standard lifeguard unit.	Within 40m of various listed buildings e.g. the Croft Hotel, Fourcroft Hotel etc.	The lifeguard tower is established on the top of the beach in a position to suit easy access to the public roads. The position does not change and the access and installation works are confined to the immediate vicinity of the site. Accordingly, no works take place which will directly or indirectly impact on the features.
13	Pembrokeshire (Tenby Castle Lifeguard Area)	-	Standard Lifeguard Tower	Access to beach for erection, dismantling, and operation of standard lifeguard unit.	Former lifeboat house and Tenby museum are listed buildings	The lifeguard tower is established on the top of the beach in a position to suit easy access to the public roads. The position does not change and the access and installation works are confined to the immediate vicinity of the site. Accordingly, no works take place close to the historic features and therefore they do not directly or indirectly impact on the features.
14	Pembrokeshire	-	Standard Lifeguard Tower	Access to beach for erection,	Man's Hill Moravian Chapel Tenby, Bethel	The lifeguard tower is established on the top of the beach

	Tenby South (Lifeguard Area)			dismantling, and operation of standard lifeguard unit.	Chapel and Tenby North Sands (dwelling) are national monuments within the close proximity of the lifeguard area, the Festival of Britain Beacon (listed) is within 200m.	in a position to suit easy access to the public roads. The position does not change and the access and installation works are confined to the immediate vicinity of the site. Accordingly, no works take place which will directly or indirectly impact on the features.
15	Angle Lifeboat Station	SA71 5AT	Boathouse and slipway structure	The suspended boathouse building and launch slipway sits on tubular steel piles, with a steel and concrete deck. The approach to the boathouse and slipway is via a short elevated steel/concrete link from the top of the adjacent Cliffsides + two breasting moorings (located within the footprint of the station)	The lifeboat station is a national monument	As with all works under the regional licence the proposed works are maintenance / minor improvements only and will not noticeably alter the current appearance of the new station. As such it is considered the works will not impact on the lifeboat station national monument status and will in fact aid in protecting the building.
16	Angle Moorings	SA71 5AT	Moorings	One swinging mooring	As above.	All works are afloat and away from the historic features
17	St David's Lifeboat Station (new)	SA62 6PY	Boathouse and slipway structure	The part suspended boathouse building and launch slipway sits on tubular steel and concrete piles/columns, with a steel and concrete deck. The approach to the boathouse and slipway is via a flight of steps from the top of the adjacent cliffside.	The old station and lifeboat house are listed buildings, the watch tower, ruin and St Justinian's Well are listed, and St Justinian's chapel which is a scheduled monument are all within 120m.	The new lifeboat station boathouse and slipway structure sits nearby the listed older stationhouse, but as the works are confined to the footprint of the new boathouse no works take place that would directly or indirectly impact on the features.
18	St David's Lifeboat Station (old)	SA62 6PY	Boathouse and slipway structure	The suspended boathouse building and launch slipway sits a jetty type structure of pre-cast beams, raking members and piles with a steel, timber and concrete deck. The lower section of slipway is supported from mass concrete and stone piers. The approach to the boathouse and slipway is via a short elevated walkway. The second slipway comprises a small boat slipway of mass concrete and sits alongside the suspended structure.	As above	The proposed works are maintenance works only and will not noticeably alter the current appearance of the new station. In addition the Listed Building Consent regime provides additional protection outside the marine licensing regime for this listed structure
19	St David's Mooring	-	Mooring	Swinging mooring	As above	All works are afloat and away from the historic features
20	Ramsey Sound Mooring	-	Mooring	Swinging mooring	Within 140m of farm cultivation features (field system) and anchorage which are national monuments and 250m of the Farmhouse which is a listed building	All works are afloat and away from the historic features
21	Fishguard Lifeboat Station (ILB)	SA64 0BU	Beach re-profiling and slipway	Mass concrete slipway for ILB	The lifeboat station is a national monument	As with all works under the regional licence the proposed works are maintenance / minor improvements only and will not noticeably alter the current appearance of the new station. As such it is considered the works will not impact on the lifeboat station national monument status and will in fact aid in protecting the building.
22	Fishguard Lifeboat Station (ALB)	SA64 0BU	Moorings and access ladder & steps	Conventional mooring set off from masonry/concrete pier, with associated steel access ladder and steps + mooring chains to fixtures on pier + fendering.	The close by lifeboat station is a national monument	The mooring and access ladder & steps sits nearby the lifeboat station, but as the works are confined to the footprint of the mooring and access ladder & steps no works take place that would directly or indirectly impact on the features
23	Cardigan Lifeboat Station (ILB)	SA43 3LN	Beach re-profiling and slipway structure	Station boathouse immediately above high water with mass concrete slipway running onto beach + launch route.	Within 350m of wrecks (James, Duke and Ocean)(national monuments), within 200m of Poppit Sands Landscape and Christina	The beach re-profiling is confined to the immediate area of the launch route, which continues generally in a northerly direction from the line of the access point onto

					wreck (national monuments)	the beach, and so would not under any credible circumstances encroach closer than 175m from the historic feature. Furthermore, since any submerged features (including the wreck) represents a hazard to navigation, they are routinely avoided by ensuring that the launch route (and associated beach re-profiling) stays well clear of wreck sites.
24	Ceredigion (Poppit Sands Lifeguard Area)	-	Standard Lifeguard Towers	Access to beach for erection, dismantling, and operation of standard lifeguard unit.	As above.	The lifeguard tower is established in a position to suit easy access to the public roads. The position does not change and the access and installation works are confined to the immediate vicinity of the site. Accordingly, no works take place close to the historic features and therefore they do not directly or indirectly impact on the features.
25	Ceredigion (Tresaith Lifeguard Area)	-	Standard Lifeguard Towers	Access to beach for erection, dismantling, and operation of standard lifeguard unit	Within 40m of Pantmawr (dwelling) and a limekiln which are national monuments, within 130m of the Mary wreck (national monument), and harbour (historic environment)	The lifeguard tower is established on the top of the beach in a position to suit easy access to the public roads. The position does not change and the access and installation works are confined to the immediate vicinity of the site. Accordingly, no works take place close to the historic features and therefore they do not directly or indirectly impact on the features.
26	New Quay Lifeboat Station	CA45 9PS	Boathouse & slipway structure, beach re-profiling	The boathouse building and launch slipway sits a piled sub-structure with a concrete deck. Some beach re-profiling beyond the toe where beach levels are prone to change.	The lifeboat station is a national monument. Within 40m of retaining wall and slipway building which are listed. Within 100m of listed dwellings	In respect of the boathouse and slipway structure works are confined to the footprint of the boathouse and slipway. As with all works under the regional licence the proposed works are maintenance / minor improvements only and will not noticeably alter the current appearance of the station. As such it is considered the works will not impact on the lifeboat station national monument status and will in fact aid in protecting the building. The beach re-profiling is confined to the immediate area of the launch route, which continues generally in a south-easterly direction from the line of the access point onto the beach, and so would not under any credible circumstances encroach on the historic feature.
27	New Quay Mooring	CA45 9PS	Mooring	Swinging mooring	Within 470m of pier and slipway, and New Jane wreck (national monument)	All works are afloat and away from the historic features
28	Ceredigion (New Quay Beach Area)	-	Beach lifeguard units (and adjacent gabion wall)	Access to beach for erection, dismantling, and operation of standard lifeguard unit + maintenance of gabion basket retaining structure	Within 40m of retaining wall and slipway building which are listed. Within 100m of listed dwellings	The lifeguard tower is established on the top of the beach in a position to suit easy access to the public roads. The position does not change and the access and installation works are confined to the immediate vicinity of the site. Accordingly, no works take place close to the historic features and therefore they do not directly or indirectly impact on the features.
29	Aberystwyth Lifeboat Station	SY23 1JY	Beach re-profiling and slipway structure	Mass concrete slipway alongside conventional concrete/masonry pier.	Within the immediate vicinity of Strongpoint and an iron foundry and school/chapel which are national monuments	The works to the slipway are confined to the immediate footprint of the slipway and therefore do not encroach on the historic features The beach re-profiling is confined to the immediate area of the launch route, which continues generally in a westerly direction from the line of the access point onto the beach, and so would not under any credible

						circumstances encroach on the historic feature.
30	Borth Lifeboat Station	SY24 5LJ	Slipway structure and beach re-profiling	Mass concrete slipway and minor beach clearance works.	Within 20m of Borth Village (National monument) and 100m of beach trackway (national monument)	The works to the slipway are confined to the immediate footprint of the slipway and therefore do not encroach on the historic features The beach re-profiling is confined to the immediate area of the launch route, which continues generally in a westerly direction from the line of the access point onto the beach, and so would not under any credible circumstances encroach on the historic feature.
31	Aberdovey Lifeboat Station	LL35 0RA	Slipway structure and beach re-profiling	Mass concrete slipway and minor beach clearance works.	Within 65m of listed buildings (medical hall, and cafes) , within 40m of harbour and Inn (national monuments)	The works to the slipway are confined to the immediate footprint of the slipway and therefore do not encroach on the historic features The beach re-profiling is confined to the immediate area of the launch route, which continues generally in a southerly direction from the line of the access point onto the beach, and so would not under any credible circumstances encroach on the historic feature.
32	Barmouth Lifeboat Station	LL42 1NF	Beach re-profiling and slipway structure	Mass concrete slipway and minor beach clearance works.	Within 140m of signal boxes (listed and national monument), within 120m of house and chapel (national monuments)	The works to the slipway are confined to the immediate footprint of the slipway and therefore do not encroach on the historic features The beach re-profiling is confined to the immediate area of the launch route, which continues generally in a south-westerly direction from the line of the access point onto the beach, and so would not under any credible circumstances encroach on the historic feature.
33	Criccieth Lifeboat Station	LL52 0DN	Beach re-profiling	Mass concrete slipway and minor beach clearance works (boulder material).	The lifeboat station is a national monument. Within 10m of the Old Mill (national monument). Within 100m of listed buildings (Ty Mawr and Ffordd Castell)	The beach re-profiling is confined to the immediate area of the launch route, which continues generally in a south-easterly direction from the line of the access point onto the beach, and so would not under any credible circumstances encroach on the historic features.
34	Pwllheli Lifeboat Station	LL53 5AY	Beach re-profiling and slipway structure	Mass concrete slipway and minor beach clearance works.	The lifeboat station is shown in the Welsh Archaeological Trust's Historic Environment Records. Within 125m of pier, weir and tidal gates (also shown in the Historic Environment Records), within 400m of findspot, and wrecks (national monument)	The works to the slipway are confined to the immediate footprint of the slipway. The proposed works are maintenance works only and will not noticeably alter the current appearance of the historic features. The beach re-profiling is confined to the immediate area of the slipway toe, and would not impact on the wreck site circa 400m away. Furthermore, since any submerged features (including the wrecks) represents a hazard to navigation, they are routinely avoided by ensuring that the launch route (and associated beach re-profiling) stays well clear of wreck sites.
35	Pwllheli (launch route)	LL53 5AY	Beach re-profiling	Alternative launch route for lifeboat.	Within 300m of pier, weir and tidal gates and findspot	The beach re-profiling is confined to the immediate area of the launch route, which continues generally in a southerly direction from the line of the access point onto the beach, and so would not under any credible circumstances encroach on the historic feature.
36	Abersoch Lifeboat	LL53 7AG	Beach re-profiling and slipway	Mass concrete slipway and minor beach	Within 120m of Penygraig (listed building).	The works to the slipway are confined to the immediate

	Station		structure	clearance works.	Within 40m of lifeboat station, and limekilns and fishermen's cottages (national monuments)	footprint of the slipway The proposed works are maintenance works only and will not noticeably alter the current appearance of the slipway. The beach re-profiling is confined to the immediate area of the launch route, which continues generally in an easterly direction from the line of the access point onto the beach, and so would not under any credible circumstances encroach on the historic feature.
37	Porthdinllaen Lifeboat Station	LL53 6DB	Boathouse and slipway structure & moorings	The boathouse building sits on a mass concrete and stone pier projecting from the shoreline with the launch slipway sitting on tubular steel piles with a steel and concrete deck, with adjacent masonry pier and two breasting moorings. The approach to the boathouse and slipway an adjacent roadway	The lifeboat station is a national monument. Within 60m of the old pier (national monument). Within 100m of the lighthouse (national monument)	The works to the boathouse and slipway are confined to the immediate footprint of the boathouse and slipway. The proposed works are maintenance works only and will not noticeably alter the current appearance of the boathouse and slipway. Works to the moorings (which are afloat) are away from the historic features
38	Porthdinllaen Moorings	LL53 6DB	Moorings	Swinging mooring	Within 50m of the Old Quay and black buoy (national monuments), within 150m of the old pier.	All works are afloat and away from the historic features
39	Holyhead Lifeboat Station	LL65 1YA	Pontoon	Pontoon berth within marina	Within 155m of Trinity House and Trinity Yard small workshop which are listed buildings, and depot and marina which are national monuments.	The pontoon berth is part of the marina pontoon network and the works are confined to the immediate footprint of the berth and therefore do not directly or indirectly encroach on the historic features
40	Moelfre Lifeboat Station	LL72 8LG	Boathouse & slipway structure	The boathouse building sits on a mass concrete and stone pier projecting from the shoreline with the launch slipway sitting on tubular steel piles with a steel and concrete deck. The approach to the boathouse and slipway an adjacent roadway.	The lifeboat station is a national monument. Within 160m of Carmel Welsh Chapel, and 115m of the Seawatch centre (national monuments)	The works to the boathouse and slipway are confined to the immediate footprint of these structures, and the proposed works are maintenance works only and will not noticeably alter the current appearance of the boathouse and slipway.
41	Moelfre Mooring	LL72 8LG	Mooring	Swinging mooring	Within 150m of the seawatch centre, 190m of Pen Lon (national monument) and Hen Gapel Chapel (historic site)	All works are afloat and away from the historic features
42	Beaumaris Lifeboat Station	LL58 8BS	Beach re-profiling and slipway structure	Mass concrete slipway and minor beach clearance works.	Within 50m of Messenger wreck (national monument), pier (national monument), 90m of listed chimney stack	The beach re-profiling is confined to the immediate area of the launch route, which continues generally in a south easterly direction from the line of the access point onto the beach. It does not encroach on the pier or the wreck site (which is outside the licence coordinates area) Furthermore, since any submerged features (including the wreck) represents a hazard to navigation, they are routinely avoided by ensuring that the launch route (and associated beach re-profiling) stays well clear of wreck sites.
43	Llandudno Lifeboat Station (new)	LL30 2YG	Beach re-profiling and slipway structure	The boathouse is constructed immediately adjacent to the beach and foreshore with a mass concrete slipway onto beach for beach launched vessels (tractor and trailer unit), and with beach re-profiling on the launch route.	Within 100m of open air swimming baths, 300m of submerged forest and Bethania Chapel (national monuments).)	The beach re-profiling is confined to the immediate area of the launch route, which continues generally in a northerly direction from the line of the access point onto the beach and therefore does not encroach on the building historic features Beach re-profiling does not extend to the submerged forest, and is in fact an activity carried out at low water

						i.e. it does not extend below the low water mark into the submerged feature.
44	Rhyl Lifeboat Station	LL18 3AN	Beach re-profiling and slipway structure	Suspended concrete slipway on piles.	Lifeboat station is a national monument. Within 60m of war memorial, 250m of the amphitheatre, floral hall and open air swimming baths (national monuments), within 350m of the promenade/Rhyl pier (national monument/historic site)	The works to the slipway are confined to the immediate footprint of the slipway and therefore do not directly encroach on the historic features, and. The proposed works are maintenance works only and will not alter the current appearance of the slipway.
45	Flint Lifeboat Station	CH6 5PE	Beach re-profiling and slipway structure	Timber and concrete slipway on timber piles, with approach timber walkway supported on timber piles.	Within the vicinity of Flint Castle (approx. 160m) which is a scheduled ancient monument and associated quays and baths	The works to the slipway are confined to the immediate footprint of the slipway and therefore do not encroach on the historic features. The proposed works are maintenance works only and will not alter the current appearance of the slipway. The beach re-profiling is confined to the immediate area of the launch route, which continues generally in a north-easterly direction, and so would not under any credible circumstances encroach on the historic feature.
46	Connah's Quay	CH5	Beach re-profiling and slipway structure	Alternative launch site for the Flint lifeboat, and comprising a simple mass concrete slipway structure.	Connah's Quay landing stage (approx. 150m) and Wharf III approx. 260m (historical sites)	The works to the slipway are confined to the immediate footprint of the slipway and therefore do not encroach on the historic features The beach re-profiling is confined to the immediate area of the launch route, which continues generally in a north-easterly direction, and so would not under any credible circumstances encroach on the historic feature.

