

APPLICATION FOR A MARINE LICENCE FOR MARINE WORKS

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

Please read the notes carefully before completing the form.

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

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

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

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

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

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

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

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

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

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

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

How your application will be processed by the MLT:

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

- A decision on your Marine Licence Application will be made

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

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

Application Form Structure

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

Check List

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

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

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

Holyhead Port Expansion

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

Holyhead Port is located on Holy Island (Ynys Gybi) on the western side of the Isle of Anglesey, North Wales. The proposed scheme comprises the following dredging activities:

- reclamation of two intertidal/subtidal areas (the Salt Island Expansion and the Pelham Patch Development);
- dredging of an approach channel to the new berths at 10m bCD;
- dredging of the new berth at Pelham Patch;
- dredging at the base of quay walls on Salt Island to accommodate the installation of scour protection; and,
- possible additional dredging for installation of caissons as the new quay walls (depending on methodology selection).

The current bed levels within the dredge area range from approximately 3m bCD to 10m bCD. The proposed approach channel would be dredged to a target depth of 10m bCD. A relatively small amount of material would require dredging from the berth at Pelham Patch to reach a target depth of 5m bCD.

The capital dredge would remove approximately 2.05 Million m³ (Mm³) of material, the majority of which would arise from the proposed approach channel and a smaller amount from the reclamation areas. All dredged material is proposed to be disposed of immediately at the licenced Holyhead North disposal site (IS043). The material required (approximately 1,010,000m³) for reclamation would be sourced from a licensed marine aggregate site.

It is estimated that the proposed works will take two years to complete, starting in Q2 2021.

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)



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

Ian Davies

Company or Trading Name

Stena Line Ports Ltd

Company Registration Number (if applicable)

01593558

Name of Contact or individual (if different)

Position in Company

Head of Harbour Authorities (Irish Sea)

Address inc. postcode (provide registered Company address if applicable)

Stena House, Station Approach, Holyhead, Anglesey, LL65 1DQ

Telephone Number

0844 770 7070

Email Address

ian.davies@stenaline.com

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

3(a). Agent Details

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

Title

Mr

Full Name

Jamie Gardiner

Company or Trading Name

Royal HaskoningDHV

Company Registration Number (if applicable)

1336844

Name of Contact or individual (if different)

Position in Company

Associate Director

Address (Inc. postcode)

Honeycomb, Edmund Street, Liverpool, L3 9NG

Telephone Number

0151 243 9287

Email Address

jamie.gardiner@rhdhv.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
TBC	TBC

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

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

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

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

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

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

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

Operator	Type/Description of Vehicle
TBC	TBC

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

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

December 2020

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?

8(b)

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

SC1704

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

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

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

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

5. Licensable Period

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

Start Date

March 2021

Requested Licence Expiry Date

December 2024

*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 Holyhead Port Expansion project will involve the creation of 9ha of new quay storage and handling space together with two berths: a 370m deep-water berth (Salt Island Expansion) and a 280m berth (Pelham Patch Development). It is expected that the reclamations would take approximately 24 months to complete, commencing in Q2 2021.

The Salt Island Expansion is proposed to serve as a new multi-purpose use area, including intermodal freight, Ro-Ro and Lo-Lo freight traffic, heavy and abnormal loads, as well as a new berth for cruise ships. This area would comprise:

1. The reclamation of an area extending from the north- and south-east corners of Salt Island, forming approximately 65,750m² of new port land and requiring approximately 830,000m³ of imported fill material (with applied bulking factor);
2. A 370m long berth, referred to as the Main Quay Wall;
3. A 30m wall around the Lighthouse on Admiralty Pier ('the Lighthouse Wall');
4. A 100m wall that forms the northern extent of the reclaimed area, referred to as the North Wall;
5. A 90m long wall extending from the north-eastern extent of the reclaimed area to shelter vessels at berth, referred to as the North Wave Wall;
6. A reinforced concrete heavy lift pad; and,
7. Two hi-bay workshops, each with an associated office building.

[Continued overleaf]

The Pelham Patch Development is proposed to serve as a new multi-purpose berth and set-down area, as well as a potential security and customs facility. This area would comprise:

1. The reclamation of an area between Marine Yard and Salt Island, forming approximately 24,250m² of new port land and requiring approximately 180,000m³ of imported fill material (with applied bulking factor). ;
2. The construction of a 280m quay wall;
3. Blocking up the culvert running under Salt Island Bridge;
4. Re-alignment of the service road, which links Salt Island to Holy Island, away from residential and commercial properties; and,
5. Replacement of the existing perimeter fencing with a more open design to reduce the enclosed character of the area and improve views across the Old Harbour.

The current bed levels within the dredge area range from approximately 3m bCD at the southern extent, to 10m bCD at the mouth of the proposed approach channel. The proposed approach channel would be dredged to a target depth of 10m bCD to provide sufficient water depth for deep-water vessels to access the new Salt Island berth. No dredging is required to provide access to the new berth at the Pelham Patch Development as the water depth (5.5m bCD) is sufficient for the shallower draft vessels that would use this berth; however, a small amount of dredging would be required in-front of the proposed quay wall to reach the target depth of 5m bCD.

The capital dredge would remove approximately 2.05 Million m³ (Mm³) of material, the majority of which would arise from the development of the approach channel and a smaller amount from the reclamation areas. It is estimated that the capital dredge would take up to 15 weeks to complete, commencing mid to late 2021.

The proposed scheme would also require the removal of four existing navigational structures, one located to the east of Admiralty Pier, and three located adjacent to the Pelham Patch Development site.

The proposed high-level construction programme is as follows:

- Enabling works, site mobilisation including removal of existing infrastructure – 6 weeks
- Piling for Salt Island Expansion – 35 weeks
- Piling for Pelham Patch Development – 16 weeks
- Dredging (backhoe) – 4.4 weeks
- Dredging (TSHD) – 10.5 weeks
- Reclamation of Salt Island Expansion – 98 weeks
- Reclamation of Pelham Patch Development – 55 weeks
- Road realignment and blocking of culvert – 23 weeks

An outline construction programme is provided as **Figure 1.3** within the ES.

The design life of the new facilities is 50 years, following which maintenance will ensure that they continue to be used. There are no plans to decommission the terminal and therefore decommissioning is not considered further.

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.

This should be either Ordnance Survey National Grid Reference (i.e. AB 12345 67890) or Latitude and Longitude in decimal degrees to 4 decimal places (i.e. Lat 52.1234 Long -

4.1234), defining the extent of the project. **Please specify which coordinate system has been used.**

The proposed scheme is shown in **Figure 1** of this application and is entirely contained within the following National Grid Reference coordinates:

SH 24950 84372
SH 26495 84372
SH 26501 82723
SH 24950 82723

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

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

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

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

The numbering below corresponds to the numbering above.

- (i) The **Figure 1** appended to this application shows the location of the proposed scheme on Ordnance Survey Base mapping
- (ii) An Environmental Statement and Appendices with accompanying Environmental Statement Addendum is submitted to support this licence application. This includes the following:
 - a. A full construction methodology, construction plans and section drawings are provided in **Chapter 3** of the ES, specifically:
 - i. **Figure 3.1** – Location of site compounds, existing infrastructure and planned outfall diversion
 - ii. **Figure 3.2** – Construction plan for Salt Island Expansion
 - iii. **Figure 3.3** – Cross-section through Salt Island Expansion
 - iv. **Figure 3.5** – Construction plan for Pelham Patch Development
 - v. **Figure 3.6** – Cross-section through Pelham Patch Development
 - vi. **Figure 3.7** – Setting out points of dredging locations
- (iii) A schematic drawing of the proposed scheme is provided in **Chapter 1** of the ES, specifically **Figure 1.2**.

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 and to submit up to 16 copies with the application.**

7. Methods Statement

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

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

A full description of the methods proposed to undertake the proposed scheme are detailed within **Chapter 3** of the ES. In summary they include:

Enabling Works

- The establishment of site compounds adjacent to Terminal 1 and Terminal 2 of Holyhead Port. (**Section 3.2.1** of the ES) including a concrete batching plant.
- Removal of existing infrastructure – a navigation structure adjacent to Admiralty Pier, and three navigational structures adjacent to the proposed quay wall of Pelham Patch Development. (**Section 3.2.1** of the ES)
- Delivery of materials to the site compounds by sea and road.

Salt Island Expansion (Section 3.2.2 of the ES)

- Diversion of existing outfalls that discharge into the proposed Salt Island Expansion reclamation area, incorporating the existing interceptor system.
- Construction of the new main quay wall, lighthouse wall, north wall and north wave wall at Salt Island Expansion using either a piled combi-wall or a caisson wall option. Piles will be driven and drilled to seat them. Caissons would be filled with granular material and sunk into place.
- Reclamation of the area behind the new quay wall using imported granular fill to commence at the same time as the installation of the wall.
- Installation of a capping beam along the main quay wall, north wall and north wave wall.
- Installation of tetrapod concrete rock armour along the north wall and north wave wall.
- Installation of scour protection along the foot of the new main quay wall.
- Installation of a heavy lift pad, requiring piling into the newly reclaimed area.
- Installation of a fuel pipeline to provide refuelling services to visiting vessels.
- Installation of electrical services
- Construction of two hi-bay workshops and two office buildings.
- Installation of a new surface water drainage system

[Continued overleaf]

Pelham Patch Development (Section 3.2.3 of the ES)

- Blocking of the existing culvert under Salt Island Bridge.
- Installation of the new quay wall at Pelham Patch Development using either a piled combi wall option, or a caisson wall option. Piles will be driven and drilled to seat them. Caissons would be filled with granular material and sunk into place.
- Reclamation of the area behind the new quay wall using imported granular fill to commence at the same time as the installation of the wall. Surcharging to dewater the dredged material is not required for this reclamation area.
- Realignment of the existing service road to Salt Island.
- Installation of a new surface water drainage system

Dredging of the approach channel and berths and offshore **disposal** of material is described in the accompanying Application for a Marine Licence to Dredge and/or Dispose of Dredge Material.

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?

The following activities associated with the construction of the proposed scheme could generate underwater noise:

- Piling (impact and drilling)

Underwater noise modelling has been undertaken. This is presented in **Appendix F** of the ES.

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

The approximate timings for the above activities are listed below. Further detail is available within **Chapter 3** of the ES and an outline construction programme is provided in **Figure 1.3**.

Piling

This activity would take place 7am to 7pm on a six day week.

- Piling of the quay walls for Salt Island Expansion is estimated to take up to nine months / 234 days to complete (**Section 3.2.2** of the ES)
- Piling of the quay wall for Pelham Patch Development is estimated to take up to four months / 102 days to complete (**Section 3.2.3** of the ES)
- This is based on the following requirements:
 - o 10.5 hours per day drilling
 - o 3 hours per day of piling

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

As set out in **Section 3.2.6** of the ES, risks to the marine environment will be managed through the implementation of best practice measures during construction through the production of a Construction Environmental Management Plan (CEMP) and using the Port's existing pollution prevention plans during operation.

Stena Line have a Biosecurity Plan in place which was developed in conjunction with NRW and the methods and measures outlined in this document will be adhered to.

During construction, nest boxes will be installed within the port to provide alternative nest sites for black guillemot, to replace those sites likely to be affected by disturbance from construction activities.

Best practice will be employed to minimise potential impacts on noise, and dust minimisation and suppression techniques will be used throughout construction.

(ii) Prevent undue interference to others

Stena Line will manage the safety of navigation during the proposed activities using established systems and procedures in place at the port. This includes use of the Vessel Traffic System (VTS), all vessels utilised during the works to have appropriate safety equipment, be clearly marked, and comply with COLREGS.

Throughout the construction programme Holyhead Port will publish Notice to Mariners in order to inform commercial and recreational users of Holyhead of the construction activities.

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

Stena Line Ports Ltd, as the owner of Holyhead Port have a duty to maintain navigational safety, marking and lighting of works as the Statutory and Competent Harbour Authority. Notice to Mariners will be published to inform mariners of the works as they are commenced. Port Control will manage navigational safety within the Port.

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.

Grout

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.

As set out within **Section 3.2** of the ES, it is proposed that the following could be delivered by sea to the site compound area at Terminal 1 or 2 (**Figure 3.1** of the ES):

- Steel piles for the combi wall option
- Caisson units for caisson wall option
- Concrete armour units (if not made on site)
- Scour protection (rock or a combination of rock and concrete mattress)
- Imported granular fill (sand or gravel)
- Cement materials

It is proposed that the following will be delivered directly to the reclamation areas:

- Material from a marine licensed aggregate site for use as fill material within the reclaimed areas.

Materials to be delivered by sea will originate from other UK ports, as well as from the EU. These will follow established navigational routes and corridors as established by the IMO in the SOLAS Convention. This will be confirmed within the Construction Method Statement once a Contractor is in place.

It is proposed that the following could be delivered by road to the site compound area at Terminal 2 (**Figure 3.1** of the ES). Delivery by road will access the port via the A55.

- Cement materials

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.

The proposed scheme involves the following removals:

- Removal of existing navigational structures (**Figure 3.1** and **Section 3.2.1** of the ES)
 - o One large navigational structure offshore from Admiralty Pier composed of a sheet piled column filled with concrete
 - o Three steel pile navigational structures adjacent to Pelham Patch Development
- Removal of rock armouring present on the north, south and west quay walls within the proposed Salt Island Expansion area, approximately 27,000m³.

Dredging of the approach channel and reclamation areas is described in the accompanying Application for a Marine Licence to Dredge and/or Dispose of Dredge Material.

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?

9(b). Description of material to be deposited

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

The imported granular fill will comprise sand and gravel between 0.5mm and 32mm in size.

Rock armouring from existing Salt Island quay walls will be crushed to between 32mm and 256mm in size and used as reclamation fill.

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

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

Including dredged or land based stating the origin of material

The material to be deposited within the reclamation areas will be of imported origin (sand and gravel) from a marine licensed aggregate site...

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 works may be required during the construction of the proposed scheme. These will be defined within the Construction Method Statement once a contractor has been appointed.

10(c). Description of temporary deposits

Temporary works may be required during the construction of the proposed scheme. These will be defined within the Construction Method Statement once a contractor has been appointed.

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?

Copies of consultation and correspondence with NRW and MMO are provided in **Appendix A** of the ES.

A Scoping Opinion was received from NRW in October 2017. Following this further advice has been sought from the following teams:

NRW/Cefas on sediment sampling plans and marine ecology survey methodology
NRW/Cefas on underwater noise modelling
NRW Development Planning Team – Hydrodynamic Modelling methodology
NRW Development Planning Team – Visual Assessment viewpoints

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?

North Anglesey Marine/Gogledd Mon Forol SAC
Anglesey Terns/Morwenoliaid Ynys Mon SPA
Holy Island Coast/Glannau Ynys Gybi SAC, SPA and SSSI
West Wales Marine/Gorllewin Cymru Forol SAC
Llyn Peninsula and the Sarnau/Pen Llyn a'r Sarnau SAC
Cardigan Bay/Bae Ceredigion SAC
Pembrokeshire Marine/Sir Benfro Forol SAC
Bristol Channel Approaches/Dynesfyedd Mor Hafren SAC

An HRA LSE Screening report is presented in **Appendix M** of the ES.

Potential impacts to ornithology are assessed in **Chapter 14**, marine mammals are assessed in **Chapter 12** of the ES and **Section 2.4.5** of the ES Addendum..

Information to inform an appropriate assessment is presented in a Shadow HRA in **Chapter 26** of the ES

An update to the in-combination assessment for marine mammal designated sites to inform an appropriate assessment is provided in **Section 3.15** of the ES Addendum.

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

No impacts to any designated sites were identified through the Shadow HRA (**Chapter 26** of the ES) and assessments of marine mammals and ornithology (**Chapters 12** and **14** of the ES; **Section 3.15** of the ES Addendum). To ensure no adverse effect on the integrity of the marine mammal SAC's, visual monitoring will be undertaken by a trained marine mammal observer (MMO) prior to the start of piling. Although a soft start for the piling is unachievable with the proposed construction method MMO's will be used to ensure no marine mammals are present within the potential injury zone prior to commencing piling (see **Sections 3.6** and **3.15** of the ES Addendum).

Implementation of standard best practice procedures and adherence to pollution prevention guidelines for all works within or near to water will be required to avoid the potential for pollution incidents to occur.

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)				
Name and Address of LPA for location of works				
Land Owners Consent such as The Crown Estate Consent				
Port Authority or Local Harbour permissions				
Other NRW consents such as Flood Defence or SSSI assent				
Details of NRW consent				
Other consents such as Transport and Works Act Order, Section 36 Electricity Act, grant/loan sanction				
Details of other consents				
Harbour Revision Order	Being applied for from the Welsh Government simultaneously with the marine licence.			

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

Stena Line Ports is the Statutory and Competent Harbour Authority for Holyhead Port.
The following legislation is applicable to Stena Line Ports Ltd:

- The British Transport Commission Act 1949, Section 4 'Holyhead Harbour'
- Harbours, Docks and Piers Clauses Act 1847
- Pilotage Act 1987
- Merchant Shipping Act 1995
- International Regulations for the Prevention of Collisions at Sea 1972

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

The gross cost of the project (1(c)) is commercially sensitive information and publication of this information would compromise future negotiations with contractors. We request that this information is withheld.

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

16.Application Fee

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

16(b) Band 2 Only

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

Please provide the method of payment

Method	Yes (✓)	Reference Number
Cheque		
BACS (not remittance no.)		

World Pay (phone or CC1)		

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

16(c) Band 3 Application only

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

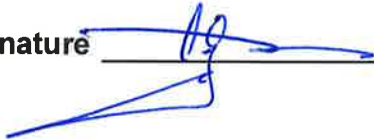
Customer Name	Stena Line Ports Ltd
FAO	Ian Davies
Purchase order number	
Address for invoice	Stena House, Station Approach, Holyhead, Anglesey, LL65 1DQ
Telephone Number	0844 770 7070
Email Address	ian.davies@stenaline.com

17. Declaration

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

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

Signature



Date

14 Oct 2020

Name (in capitals)

IAN DAVIES

Position in Company

Head of Harbour Authorities (Irish Sea)

*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