Cyfoeth Naturiol Cymru
Natural Resources Wales

Permit Receipt Centre
Natural Resources Wales
29 Newport Road
Cambria House
Cardiff
CF24 0TP
Tel: 0300 065 3000
Email: permitreceiptcentre@naturalresourceswales.gov.uk

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 you 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 you application please contact the MLT via marinelicensing@naturalresourceswales.gov.uk

1. Project Description and Cost

1 (a). Project Name

Holyhead Breakwater Refurbishment Scheme

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

Holyhead Breakwater is located on the nort-west side of Holy Island (Ynys Gybi) on the western side of Anglesey, North Wales. The proposed scheme comprimises of the following:

- Seaward side – installation of concrete armour onto the existing rubble mound along the lenth of the Breakwater, in the form of 18.1m^3. Tetrapod units and reinforcing 120-tonne Z-shaped concrete units to prevent displacement;
- Breakwater roundhead (i.e. the terminal section of the Breakwater on which the lighthouse stands) – rock placement to widen the existing rubble mound, with installation of Tetrapod units and reinforcing Z-shaped blocks on tops; and
- Leeward side – restoration of the existing rubble mound along sections of the Breakwater through the installation of an articulated concrete block mattress (ACBM), and a rock revetment where the existing rubble mound is too steep to accommodate the ACBM.

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	Steven Edwards
Company or Trading Name	Stena Line Ports Limited		
Company Registration Number (if applicable)	01593558		
Name of Contact or individual (if different)			
Position in Company	Engineering & Technical Manager, Ports & Terminals Irish Sea South		
Address inc. postcode (provide registered Company address if applicable)	Stena Line Ports Limited, Stena House, Holyhead, Anglesey, LL65 1DQ.		

Telephone Number	01407 606615
Email Address	steven.edwards@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

Q1 2022

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?

10(k)

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 SC2002

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 01/03/2022 **Requested Licence Expiry Date** 31/12/2028

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.

Over time Holyhead Breakwater has been subject to considerable wave action, which has led to the movement and erosion of the rubble mound, that supports the Breakwater wall. As a result, the rubble mound has been subject to regular and expensive maintenance through the partial replacement of lost material. The Breakwater wall is also subject to periodic damage, which is repaired on an ongoing basis. Given the increasing rate of damage, it has been predicted that the Breakwater could be breached within the next 15 years. As such, a long-term sustainable solution to the erosion of the rubble mound is required so that it can continue to provide a stable foundation for the Breakwater wall. A full description of the proposed scheme can be seen in **Chapter 3 of the EIA Report**

The vast majority of the refurbishment works would be located within the existing footprint of the Breakwater; however, there is a small area at the roundhead of the Breakwater that would extend past the rubble mound, though is within the Breakwater's original footprint (see **Figure 3-1 of the EIA Report**).

There are two options considered for the fabrication of the concrete armour units, as follows:

- Temporary concrete batching plant on Salt Island, Holyhead Port; or,
- A precast concrete yard elsewhere (preferred option).

The refurbishment of the seaward side of the Breakwater would comprise:

- Placement of double-stacked 18.1m^3 Tetrapod concrete armour units, weighing between 40t and 45t each;
- Extending from the superstructure to a width of *c.*30m and with a crest elevatiuon of 6.7m CD;
- At the toe end of the Tetrapods a row of 120t Z-chaped concrete armour units would be place to prevent wave displacement; and,
- The landward end of the Breakwater would comprise of 10-15t rock placed in a small triangular-shaped area, as a transition between the Tetrapods / Z-shaped units.

At the roundhead of the Breakwater the current rubble mound profile would be widended to enable the Tetrapods to be installed. To acheieve this, three rock berms or tiers would be installed on the seabed to a level of around 0m CD. Once the three tiers have ben constructed the Tetrapod and Z-shaped armour units would be installed.

Along the outermost section of the leeward side of the Breakwater, the ACMB would abut the leeward face of the superstructure, with a width of *c.*10-15m. Rock may be required to raise any particularly low sections of the exsiting rubble mound before the ACBM is installed. A low-level rock revetmenbt would be installed to stabilise the existing mound. The finished height of the ACBMs and rock revetment would be lower than mean low tide, and as such would not be visible during most tides.

[Continued overleaf]

There are two programme options being considered for the proposed scheme:

- Completion of the refurbishment works in a single phase (the preferred option) this would be undertaken over an estimated two year period from March 2022 – January 2024; and,
- Completion of the refurbishment works across three phases. Under this option, each phase would take approximately nine months to complete, excluding mobilisation and demobilisation, as follows:
    - Phase 1: March 2022 – October 2022;
    - Phase 2: March 2025 – October 2025; and,
    - Phase 3: March 2027 – October 2027.

The refurbished breakwater has a design life of 50 years and has been designed to resist a 1:100 year extreme event.

Once the refurbishment of the Breakwater is complete, further maintenance of the rubble mound would be minimal and far less than current maintenance activities. Wave over-topping of the supserstructure would be reduced by around 90%.

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 entirely contained with the following Latitude and Longitude decimal degress:

Long	Lat
-4.6281	53.3389
-4.6117	53.3287
-4.6446	53.3191
-4.6517	53.3220

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) **Figure 1-1** shows the location of the proposed scheme on Ordnance Survey Base Mapping.

(ii) **PB9014-RHD-BW-XX-DR-C-0087_Site Boundary** shows the proposed contractor's working area in relation to the proposed works.

(iii) **PB9014-RHD-BW-XX-DR-C-0066-0073_Layout Plans** shows plans of the proposed works along the Breakwater.

(iv) **PB9014-RHD-BW-XX-DR-C-0074-0082_Roundhead Sections** shows cross sections of the proposed works around the roundhead of the Breakwater

(v) **PB9014-RHD-BW-XX-DR-C-0083-0084_Trunk Sections** shows cross sections along the trunk of the Breakwater

(vi) An EIA Report and Appendices has been submitted in support of this application. This includes the following:

a) A full construction methodology, construction plans and section drawings, as provided in **Chapter 3 of the EIA Report**, specifically:

i. Delivery and storage of materials (Section 3.2.1)
ii. Fabrication of concrete armour (Section 3.2.2)
iii. Placement of refurbishment material (Section 3.2.3)
iv. Regrading works (Section 3.2.4)

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 (Section 3.2) of the EIA Report**. In summary they include:

- Delivery and storage of materials (**Section 3.2.1** of the EIA Report);
- Fabrication of concrete armour (**Section 3.2.2** of the EIA Report);
- Placement of refurbishment material (**Section 3.2.3** of the EIA Report); and,
- Regarding works (**Section 3.2.4** of the EIA Report).

Delivery and storage of materials (Section 3.2.1 of the EIA Report):

- Delivery of refurbishment materials and plant would be to Holyhead Port by sea or road.
- Delivery of refurbishment materials and plant would be to Soldier's Point by sea.
- Under both options, the material would be stockpiled and then transported to the refurbishment site by barge.
- Up to three barges may be in use for the transportation of material from stockpiles to the refurbishment site.
- The number of trips required for delivery and placement has been calculated in **Table 3-1** of the EIA Report.

[Continued overleaf]

Fabrication of concrete armour (Section 3.2.2 of the EIA Report):

- There are two options for the fabrication of the concrete armour units: (i) temporary concrete batching plant at Salt Island; or, (ii) a precaste concrete yard elsewhere (preferred).
- The concrete armour units would be transported to the refurbishment site by barge.
- The area at Soldier's Point is owned by Stena and would be used for storage of concrete armour units during construction works.

Placement of refurbishment material (Section 3.2.3 of the EIA Report):

- Marine-based plant would be used for the placement of the armour units), i.e. Tetrapods, Z-shaped concrete armour units, rock and ACBM).
- A Jack-up or floating barge with spud legs, or an alternative form of anchoring syatem, would provide a platform for a crane and a long-reach excavator.
- Whilst a suitable method of anchoring the barge has yet to be confirmed, one option is that a series of concrete anchor blocks placed seaward of the rubble mound may be used to hold the barge in place.
- Up to three barges, would be used to transport the armour units to the jack-up / floating barge.
- From the jack-up / floating barge, armour units would be lowered into place on the existing rubble mound by crane.
- At the roundhead, there may be a need to place rock outside the footprint of the existing rubble mound. This would be placed directly onto the seabed over an that formed part of the original breakwater, constructed in the 1800s.

Regarding works (Section 3.2.4 of the EIA Report):

- The level of the existing rubble mound undulates along its length due to the seabed topographiy and the influence of environmental conditions such as tides, wind and waves.
- Where undulations are such that they would prohibit the armour units from sittings in a stable orientation, it may be necessary to regrade such areas.
- Regrading works would be carried out by spreading the rubble using a long-reach excavator from the jack-up / floating barge.
- It is anticipated that very little regrading works would be required, and there would be no requirement for the removal of rubble from the site.

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 multibean echosounders. Yes ☐ No ☒

7(b) (i). If Yes, what type(s) of activities will be undertaken?

N/A

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

N/A

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 3.3.5 of the EIA Report**, 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 Holyhead Port's existing pollution prevention plans. 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. A project specific biosecurity risk assessment will be undertaken by the chosen contractor prior to the works being undertaken. Best practice will be employed to minimise potential impacts on noise, and dust minimisation and suppression techniques will be used throught 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 Stena Line will publish Notice to Mariners in order to inform commercial and recreational users of Holyheadof the construction activities.

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

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

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.

N/A

8(b). Delivery method of materials to site

If sea delivery, please include details of vessels to be used with a chart of proposed route and transhipment area. If vehicle delivery, please provide the proposed access route.

As set out in **Section 3.2.1 of the EIA Report,** there are two options under consideration for the delivery of refurbishment materials and plant: • Delivery of refurbishment materials and plant to Holyhead Port by sea or road; or, • Delivery of refurbishment materials to Soldier's Point by sea. Under both options, the material would be stockpiled and then transported to the refurbishment site by barge. At any given moment during the construction phase, up to three barges may be in use for the transportation of material from stockpiles to the refurbishment site. The number of trips required for deliver and placement of the materials has been calculated in Error! Reference source not found. in the EIA Report. Materials 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.

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.

N/A

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?

N/A

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

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) (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 deposits would be located within the contractors working area as shown on **PB9014-RHD-BW-XX-DR-C-0087_Site Boundary**, submitted with this application.

10(c). Description of temporary deposits

Whilst a suitable method of anchoring the barge has yet to be confirmed, one option is that a series of concrete anchor blocks placed seaward of the rubble mound may be used to hold the barge in place.

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 Isle of Anglesey County Council are provided in **Appendix A** of the EIA Report. Summaries of this corrpespondance can be seen in **Chapter 6 of the EIA Report**.

Scoping Opinions were received from NRW and the IoACC in July and August 2020, respectively.

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?

Anglesey Terns / MOrwenoliaid Ynys Môn SPA;
North Anglesey Marine / Gogledd Môn Forol SAC; and,
Holy Island Coast / Glannau Ynys Gybi SPA and SAC.

A Shadow HRA has been undertake and is provided in **Chapter 20 of the EIA Report**.

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 by the Shadow HRA (**Chapter 20 of the EIA Report**) and assessments of ornithology (**Chapter 12 of the EIA Report**) and therefore no mitigation measures are required beyond the implementation of standard best practice procedures and adherence to pollution prevention guidelines for all works within or near to water 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	Isel of Anglesey County Council Council Offices, Llangefni, Anglesey, LL77 7TW.			
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				

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 sensitivie 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 Limited
FAO	Steven Edwards
Purchase order number	
Address for invoice	Stena House, Station Approach, Holyhead, Anglesey, LL65 1DQ
Telephone Number	01407 606615
Email Address	steven.edwards@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 SJEdwards **Date** 16th AUG 2021

Name *(in capitals)* STEVEN JOHN EDWARDS

Position in Company ENGINEERING & TECHNICAL MANAGER

*Applications cannot be processed unless signed by the **Applicant** (not agent), the applicant must have appropriate level of authority within the company.*

Applications will not be processed unless signed