

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

Should you have any queries regarding your application please contact the MLT via marinelicensing@naturalresourceswales.gov.uk

1. Project Description and Cost

1 (a). Project Name

Holyhead Waterfront Regeneration Scheme

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

The Holyhead Waterfront Regeneration Scheme (the Proposed Development), which would be located along the existing Holyhead waterfront and on newly reclaimed land in Holyhead New Harbour, would be a mixed-use regeneration scheme. It would include new residential developments, public realm, commercial, leisure and retail use (plus associated infrastructure) and a new marina with protective breakwater.

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	Freddie Jones
Company or Trading Name	Conygar Holyhead Limited		
Company Registration Number (if applicable)			
Name of Contact or individual (if different)			
Position in Company	Director		
Address inc. postcode (provide registered Company address if applicable)	1 Duchess Street London W1W 6AN		
Telephone Number	01248 811500		
Email Address	freddiejones@conygar.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	+44 (0)151 243 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

Q2 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?

1(g); 10(b); 12(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

SC2006

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 1st March 2022

Requested Licence Expiry Date 1st March 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.

The Proposed Development provides an excellent opportunity to improve and enhance Holyhead's status as a national and international tourism destination. It would enhance the appeal of Holyhead as a popular tourist attraction and provide improvements to an existing, well-known, destination. It would contribute to the continued regeneration of Holyhead Town, providing significant employment opportunities, residential and leisure facilities, acting as a catalyst to further investment and initiatives in the local area.

The Proposed Development comprises:

- New residences for both the local population and boat owners;
- Commercial mixed-use areas;
- A 250-berth marina and visitor, tourist and training facilities;
- A new, robust breakwater to safeguard maritime uses;
- Public realm enhancement through beach, garden, promenade and coastal linkages, and improvements;
- Creation of a variety of independent character areas that complement each other and work as well together as they do in isolation; and,
- Full linkage and interaction between Holyhead Town centre and $\frac{3}{4}$ mile of coastal environment, with broader links to the Holyhead Breakwater Country Park.

A full description of the Proposed Development is provided in the Environmental Statement (ES) which supports this application.

Marine elements of the Proposed Development consist of:

- Construction of the (rubble mound) breakwater and marina infrastructure (including installation of pontoons and finger berths); and,
- Land reclamation at the root of the new breakwater and along Newry Beach and Porth-y-Felin waterfronts.

It would be necessary to undertake capital dredging of soft material from the seabed within the footprint of the proposed breakwater (c.67,000m³ from an area of c.35,000m²).

For the proposed new breakwater, armour with a standard rock grading of 300-1000kg would be sufficient to withstand the waves on the outer seaward side of the breakwater and at the roundhead. This armour layer would consist of two layers of rock placed directly over the core, which would be formed from a standard wide rock grading of 1-1000kg quarry run rock.

To provide protection from surge tides and extreme waves, the total volume of core material and fill required would be in the order of 350,000m³ with approximately 26,000m³ of rock armour, based on an average depth of c.7.0m below Chart Datum (CD) and an anticipated crest level of c.9.8m above CD. The footprint of the breakwater would be approximately 35,000m². [continued overleaf]

Once the breakwater has been completed, land would be reclaimed along the Newry Beach waterfront (an area of c.21,000m²) and along the Porth-y-Felin waterfront (an area of c.26,000m²) to support the proposed residential and commercial properties. The Porth-y-Felin reclamation would include a new yacht basin and would also be connected to Beach Road and Soldier's Point Quay by bridge link. The reclaimed areas would be formed by importing suitable sand infill material, amounting to approximately 400,000m³ and would be enclosed by a new coastal promenade. To protect against waves reflecting from Holyhead Breakwater, a rock revetment would be installed around the newly constructed sea wall at Porth-y-Felin.

The new 250-berth marina would accommodate yachts, boats and tenders ranging from 6m to 16m in length and with an enclosed area of approximately 8.4ha. The main walkways and finger berths within the new marina would be held in position by using a series of anchor lines, chains and concrete blocks (dead weights). Given the sea-bed composition, impact piling of restraining piles would not be an option. The existing (c.150) swing moorings, would be relocated within Holyhead New Harbour.

A 210m-long floating concrete pontoon would be installed to reduce the risk of reflected waves, from Holyhead Breakwater, penetrating inside the proposed marina. While the final design of the floating pontoon has not been confirmed, it has been anticipated it would be 10.0m wide with a draft of c.4.0m. The floating pontoon would be fixed into position using chain restraints affixed to the seabed using large concrete blocks (deadweights) and / or anchors.

It is anticipated that construction works may start as early as Q1 2022, with a five-year construction programme. Land reclamation works at Newry Beach waterfront must be preceded by construction of the proposed breakwater, as levels at that location would depend on the protection offered by the breakwater. Reclamation at Porth-y-Felin may either be undertaken during or following the construction of the breakwater.

At this stage, it is uncertain as to the order in which landside works would proceed, though clearly construction developments on the reclaimed land at Newry Beach and at the root of the Breakwater, plus developments on reclaimed land at Porth-y-Felin, cannot commence until marine elements of the project are largely complete

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 Development would be contained entirely within an area formed by a line drawn between the following WGS84 (DD) points:

Longitude	Latitude
-4.6513	53.3229
-4.6322	53.3229
-4.6322	53.3152
-4.6513	53.3152

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

i)	Figure 1.1 appended to this application shows the location of the Proposed Development on OS base mapping.
ii)	Drawings included with this application include: a. PB8908-RHD-ZZ-ZZ-DR-C-0033 shows the marine works masterplan, indicating the layout of the dredge / breakwater footprint, land reclaims and rock revetment; b. PB8908-RHD-ZZ-ZZ-DR-C-0034 to PB8908-RHD-ZZ-ZZ-DR-C-0037 show cross sections of the proposed new breakwater; c. PB8908-RHD-ZZ-ZZ-DR-C-0038 shows a section through the Newry Beach reclaim; d. PB8908-RHD-ZZ-ZZ-DR-C-0039 shows a section through the Porth-y-Felin reclaim; e. PB8908-RHD-ZZ-ZZ-DR-C-0040 shows a section through the floating pontoon The ES and supporting appendices provide additional detail on construction methodology and materials.
iii)	A schematic drawing of the proposed scheme showing the full extent (including works above MHWS) is provided in Chapter 1 of the ES, specifically Figure 1.2 of the ES.

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 construction methods proposed for the Proposed Development are detailed within Chapter 3 of the ES. The methods are summarised below.

[continued overleaf]

Delivery/storage of materials

There are three options for the delivery / storage of construction materials for the breakwater and new marina: land delivery by road, marine delivery to Holyhead Port for storage followed by delivery to the site by road, and marine delivery and storage on transshipment barges.

Dredging of the breakwater footprint to remove fine material and provide a stable base for construction and subsequent offshore **disposal** is described in the accompanying Application for a Marine Licence to Dredge and/or Dispose of Dredge Material.

Breakwater construction

There are two options for the construction of the breakwater: a combination of land and marine-based construction (anticipated option) and marine-based construction alone.

With the combined approach, the core of the breakwater would be placed initially by either end tipping trucks of core material into the sea or using side tipping barges. A construction platform would be formed with a level +1m above MHWS (+6.60mCD) and a width of at least 6.5m to allow the trucks and a crawler crane to operate. The leeward side of the breakwater would incorporate a vertical quay wall, which would be constructed using concrete blocks with an approximate size of 4m x 2m x 2m, and each would weigh around 12t. These blocks would be stacked on top of each other in a staggered pattern to create a solid vertical wall.

The required crest level for the structure is +9.8m CD. Given there is a need for public access along the breakwater from both pedestrians and vehicles, a roadway at least 4.0m wide would be provided. This roadway would incorporate a crown wall (sometimes referred to as an upstand wall) and would therefore sit c.1.0m lower than the crest of the breakwater, thus making it easier to access the marina facilities from any walkways and gangways.

With the marine approach, core material would be placed using side-tipping vessels/barges and the material would be regraded/reshaped using a long-reach excavator operating from a floating barge or jack-up vessel. Underlayer material would then be transferred from on a barge on to the core mound using the long-reach excavator. Units of the armour layer would be individually placed into position using a crane with attached grab operating from the floating barge / jack-up vessel. The roadway would then be installed as per the combined approach.

Land reclamation

It has been assumed that the material would be imported by tipper truck from a land-based source. When constructing the land reclaims, the sea wall and promenade would be installed first using a blockwork approach as per the leeward wall of the new breakwater, with reclaim material then tipped behind the completed wall under 'dry' conditions. Alternatively, the wall may be formed from precast concrete 'L'-shaped units, which would be constructed offsite and delivered to the foreshore for placement, to be followed by fill as above.

A rock revetment would be installed at the foot of the land reclaim at Porth-y-Felin, which would be constructed as per the breakwater in that core material would be initially placed and a platform built for the construction of the promenade and wall before finally armouring the core with larger rock.

A coastal promenade will be developed to define the new shoreline and to enclose the area of land reclamation with improved vehicular, cycle and pedestrian access to Soldier's Point and the Breakwater Country Park. This will include a bridge link between Beach Road and the newly reclaimed land at Porth-y-Felin and a second between Soldier's Point Quay and the newly reclaimed land at Porth-y-Felin.

[continued overleaf]

Marina infrastructure

All finger berths, walkways and the main floating pontoon would be affixed into place using a series of anchor lines, chains and concrete blocks (deadweights).

A fuel pontoon and pump-out facility will be installed. The precise location of the fuel pontoon has yet to be established; however, it is likely to be at the landward end of the westernmost pier (Pier A), fed from a new 15,000-litre double-skinned tank located on land. Distribution would comply with the latest regulations and the air pressure within all the pipework at Pier A would be double skinned and monitored. A pump-out facility would also be located near to the fuel pontoon at the landward end of Pier A.

An access walkway extending from the Newry Beach commercial area to the main berthing facility will be installed. There would be new bank seating and security gates for berth holders. Electrical distribution cabinets, water main stop taps, WIFI aerials and signage would be positioned at the top of the access walkway. Services and fuel feeds would run in cable troughs below the access walkway.

Marina pontoons, consisting of six piers will be connected to the shoreline via a pedestrian access walkway and main walkway, which would be 2.5m wide. The finger piers for the berths would vary in length and spacing depending on the size of the vessel they can accommodate. Generally, finger piers would be between 1.0m and 2.0m wide, depending on their length.

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?

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

Risks to the marine environment would be managed through the implementation of best practice measures during construction, facilitated through the production of a Construction Environmental Management Plan (CEMP).

A Biosecurity Plan for Holyhead Port is in place which would be adhered to throughout the construction and operation phases of the Proposed Development.

Best practice measures will be employed to minimise potential impacts from noise, dust and other emissions.

The ES submitted in support of the Application provides further details on mitigation measures that would be implemented to reduce risk to the marine environment.

(ii) Prevent undue interference to others

Existing moorings in the footprint of the Proposed Development would be moved elsewhere in the New Harbour prior to any works commencing to minimise disruption to activities, and would be undertaken in discussion with stakeholders.

Vessel use during both the construction and operational phases would be managed by Port procedures, and all vessels utilised during the works would be required to have appropriate safety equipment, clear markings and comply with COLREGS, to prevent disruption to vessel owners in the New Harbour.

Notices to Mariners would be issued to vessel owners in the New Harbour in advance of marine works for the Proposed Development.

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

Vessel use during both the construction and operational phases would be managed by Port Control procedures, and all vessels utilised during the works would be required to have appropriate safety equipment, clear markings and comply with COLREGS. Vessels would be required to notify Port Control and the Harbour Master of their movements.

Notices to Mariners would be issued to vessel owners in advance of marine works for the Proposed Development.

During operation, the marina would have correct and appropriate navigational lighting to guide mariners to the entrance.

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.

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 in Section 3.1.3 of the ES, there are three options for the delivery and storage of materials (core material and rock armour) for the breakwater and marina: land delivery of materials by road, marine delivery to Holyhead port for storage followed by delivery by road to the site, and marine delivery and storage on transshipment barges. Land reclaim material (sand infill) is anticipated to be transported by land from a land-based source.

[continue overleaf]

Materials delivered by sea would originate from other UK ports and would follow established navigational routes and corridors as established in the SOLAS convention, entering Holyhead New Harbour via the approach channel. This will be confirmed within the construction method.

Materials delivered by land would access the site via the A55 trunk road into Holyhead.

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.

Dredging to be undertaken within the footprint of the proposed new breakwater 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?

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*

The core of the breakwater and revetment would be formed from a standard wide rock grading of 1-1,000kg quarry run rock. Total volume of core material is likely to be around 350,000m³ (breakwater) and 52,000m³ (revetment). Rock armour layers would be formed of rock with a standard grading of 300-1,000kg in order to withstand waves on the seaward side. Total volume of rock armour is likely to be around 26,000m³ (breakwater) and 12,000m³ (revetment). For the vertical wall of the breakwater and land reclaims, concrete blocks (approx. size 4m x 2m x 2m, 12t) would be used. Total blockwork volumes are likely to be around 45,000m³ (breakwater) and 32,000m³ (reclaims). Alternatively, it is possible that pre-cast concrete 'L'-shaped blocks would be used for the wall instead. Land reclamations would use sand and gravel infill (c. 400,000m³), most likely from a land source.

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 / or gravel). The source of import material is yet to be confirmed. Core material for the breakwater and revetment would be quarry run rock. The source of rock armour is yet to be confirmed.

Sources of material will be confirmed in a Construction Method Statement on appointment of a contractor.

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.

There may be a requirement for temporary deposits during the construction of the Proposed Development. If required, these would be defined within the Construction Method Statement once a contractor has been appointed.

10(c). Description of temporary deposits

As above.

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

11. Dredge and Disposal of Dredge Material

If you are undertaking Dredge and Disposal activities please also complete the Dredge and Disposal application form and submit together.

11(a). Do you intend to apply for a marine licence to dispose of dredged material to sea as part of the works in this application? Yes ☒ No ☐

12. Protected Sites

Licensing Authorities have a duty to ensure that projects will **not have significant adverse environmental impact**, particularly on any designated **European Site of Conservation Importance - Special Areas of Conservation (SAC) and Special Protection Areas (SPA)**, listed under the **Habitats Directive (Council Directive 92/42/EEC on the conservation of natural habitats and of wild fauna and flora)**. In addition, it is Government Policy that Wetlands of International Importance (Ramsar sites) are also considered as European Sites. There is a duty to take reasonable steps to further the conservation and enhancement of nationally designated sites (Sites of Special Scientific Interest (SSSIs)).

12(a). Have you had pre-application correspondence with NRW, its legacy bodies or Natural England? Yes ☒ No ☐

12(a)(i). If Yes, please provide copies of correspondence with application and state which team(s) you have contacted?

A Scoping Opinion (SC2006) was received from NRW under the Marine Works (EIA) Regulations in December 2020. Additional discussion was held with NRW regarding hydrodynamic and dispersion modelling for the Proposed Development and a specification for the modelling was issued to NRW's technical team (provided as an Appendix to the ES). Additionally, statutory pre-application consultation on the development has been undertaken for a concurrent planning application for the scheme. NRW provided comment on a final draft of the ES in August 2021.

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
Menai Strait and Conwy Bay/Y Fenai a Bae Conwy SAC

A 'shadow' Habitats Regulations Assessment has been undertaken and is provided as Chapter 25 of the ES.

Impacts on the SSSI have been discussed in Chapter 11 (regarding terrestrial and coastal ecology) of the ES.

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

No significant adverse impacts on marine mammal and ornithological features of the above designations were identified in the ES / HRA, therefore no mitigation measures are required beyond the implementation of standard best practice procedures (which would be set out in a CEMP) and adherence to pollution control measures.

The risk of spread of invasive non-native species to marine sites during the operational phase would be controlled through the implementation of the Holyhead Port biosecurity plan and a code of conduct for all vessels entering and leaving the proposed new marina. A Marine Invasive Species Plan would be formulated to cover the differing requirements of the operation phase.

Impacts from increased recreational pressure on nearby sites such as the Holy Island Coast / Glannau Ynys Gybi SAC and SSSI would be controlled through the adoption of circular walking routes and measures to restore fencing, public paths and signage.

Further details on mitigation measures are provided in the shadow Habitats Regulations Assessment provided in Chapter 25 of the ES.

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)		x		
Name and Address of LPA for location of works	Isle of Anglesey County Council, Council Offices, Llangefni. LL77 7TW			
Land Owners Consent such as The Crown Estate Consent				
Port Authority or Local Harbour permissions		x		
Other NRW consents such as Flood Defence or SSSI consent				
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 – it is anticipated that this would be applied for from the Welsh Government simultaneous to, or shortly following, submission of the marine licence application.			

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

N/A

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^[BH4] 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

CONYGAR HOLYHEAD LIMITED

FAO

Purchase order number

Address for invoice

1 DUCHESS STREET
LONDON
W1W 6AN

Telephone Number

020 7258 8670

Email Address

freddiejones@conygar.com

17. Declaration^[BH5]

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

Freddie Jones

Date

08/11/21

Name (in capitals)

FREDDIE JONES

Position in Company

DIRECTOR

*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