

Our application for a Marine Licence

June 2018



What is a Marine Licence?

A Marine Licence is a permission from Natural Resources Wales (NRW) to carry out certain activities on, in or under the sea. This includes construction works that involve the placement or

removal of material in the sea such as harbours or jetties, dredging works, and the disposal of dredged material. For more information on Marine Licences, visit www.naturalresources.wales

Wylfa Newydd and sea activities

Horizon will need to transport over five million tonnes of construction materials and welfare goods to site to build Wylfa Newydd. To do this, we intend to bring up to 80% of these to site by sea, and well as using it to transport construction equipment to and from site, significantly reducing the number of heavy goods vehicles on the roads. Once operational, cooling water drawn from the sea will be essential to running the Power Station.

Horizon needs a Marine Licence to carry out a number of activities, both temporary while constructing Wylfa

Newydd and permanently during its operation.

These include:

- operating a Marine Offloading Facility (MOLF), associated land reclamation and temporary berthing facilities
- part of the Cooling Water System (CWS) intake and outfall structures, and associated breakwaters and intake channel
- dredging works and disposal of materials at sea.

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Permanent marine works

We are proposing a number of permanent marine works that will remain in place once the Power Station's construction is complete and it is operational. These are:

- a Marine Offloading Facility (MOLF) that will be built early in the programme. Once the power station is operational, it will be kept to allow replacement equipment to be brought in by sea if needed
- an area of reclaimed land behind the MOLF to accommodate some of the temporary facilities to build the power station (e.g. a concrete batching plant), and to provide road access to the MOLF during operation
- the CWS intake structure to draw in seawater to be used for cooling water, including systems to deter, recover and return fish, and an intake channel
- two rubble-mound breakwaters to protect the CWS intake structure
- the CWS outfall structure to discharge the seawater used for cooling water
- shore protection measures, such as sloping banks of rocks or seawalls, to prevent erosion
- lighting, as uniform as possible to minimise bright spots and glare
- aids to navigation, such as buoys and leading marks to safely guide vessels
- surface water drainage outfalls.

Temporary marine works

We are also proposing various temporary marine works needed to build the permanent marine infrastructure. These will be removed prior to, or soon after, the Power Station's construction is complete:

- a temporary access ramp across the shore, to facilitate the import of large-scale construction plant and other equipment for land-based works
 - a temporary barge berth to bring in construction materials for subsequent marine works
 - a pontoon berth for tugs and pilot boats, and a 'layby' berth for ships to moor at if the MOLF's berths are occupied
 - a temporary cofferdam (a watertight enclosure pumped dry to allow construction work below the waterline) for construction of the CWS intake channel, which will also incorporate a temporary causeway from land at Porth-y-pistyll Bay to allow construction of the west breakwater
 - temporary cofferdams for construction of part of the CWS intake channel, and intake and outfall structures
 - temporary navigation aids to assist the safety of vessels during construction of the permanent marine works
 - a temporary waste water outfall to discharge treated effluent from a temporary sewage treatment plant during construction.
- The majority of the permanent and temporary marine works, including dredging works and the disposal of dredged materials, will be carried out within the first two years of the Power Station's construction phase, although certain works may take up to five years to complete. Soft sediment and bedrock from dredging works will be disposed of at sea at an existing designated area known as Holyhead North. Bedrock from excavation works for the CWS intake channel will be re-used on-site. Dredging and excavation works will involve the use of dredgers, rock breakers and cutters, barges to transport the material, and work boats and safety boats.

Our application to NRW

Horizon has applied to NRW for a Marine Licence to cover all the permanent and temporary marine works, dredging works and the disposal of dredged material at sea. Our application describes all the work we propose in more technical detail, and is accompanied by environmental assessment reports that describe the measures we propose to take to:

- minimise the risk to the marine environment
- minimise erosion of the coastline
- prevent undue interference to marine life and to other marine users
- maintain navigational safety, including marking and lighting works
- responsibly manage the materials to be dredged, deposited and removed.

Next steps

Following Horizon's application for a Marine Licence, NRW will then conduct its own public consultation before determining whether to issue a Marine Licence and any conditions associated with it.

For more information visit our website at www.horizonnuclearpower.com where you can view a copy of our full application, together with the supporting documents.

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