

Number: WG31640



Welsh National Marine Plan

Review of interim marine aggregate dredging policy

Welsh Government review of interim marine aggregate dredging policy

Overview

This supporting document describes the process and conclusions of reviewing Welsh Government's interim Marine Aggregate Dredging policy (iMADP) (2004) which applied to the Bristol Channel leading to the proposal to withdraw this policy and replace it with Wales-wide policy contained within the draft Welsh National Marine Plan (WNMP).

The draft WNMP supports the sustainable development of our seas and includes policy in relation to 11 sectors including marine aggregates. The approach to the management of marine activities in the draft WNMP have been developed in conformity with the Marine and Coastal Access Act 2009 (MCAA), UK Marine Policy Statement (2011) and applies the sustainable development principles of the Well-being of Future Generations (Wales) Act 2015 and the requirements of the Environment (Wales) Act 2016.

The proposed marine aggregates policy in the draft WNMP transposes key elements of iMADP and provides a new, fit for purpose, strategic policy direction for aggregate decision making across Wales. The proposals have been considered by a core group of stakeholders with marine aggregate interests including Cefas, Natural Resources Wales (Advice & Permitting) The Crown Estate, Industry and Welsh Government. Further wider interests have also been involved in developing proposals.

Welsh Government welcome comments on the marine aggregates policy proposals set out in the WNMP as part of the WNMP consultation. This supporting document provides further contextual information to facilitate understanding and comment.

Background

1. Marine aggregates are economically important, for example, to supply construction needs. 47% of all sand and gravel sold in Wales is from a marine source and this mix is expected to dominate supplies when compared to other sources (principally extracted through recycled material, from land sources or imported). The main dredging areas are in the Bristol Channel and at one site (Hilbre) in North Wales. As a relatively low value bulk commodity; financial and carbon costs increase significantly when aggregate is transported by road. It is therefore important that aggregates are sourced close to their point of use. Further contextual information is given in the Aggregates sector of the **draft WNMP** and the **Wales' Marine Evidence Report**¹.
2. The extraction of marine aggregates from near-shore deposits has historically raised public interest regarding possible linkages with sand loss on beaches in South Wales and fishery / wildlife conservation issues. In order to manage the

¹ <http://gov.wales/topics/environmentcountryside/marineandfisheries/marine-planning/other-supporting-evidence/wales-marine-evidence-report/?lang=en>

industry in a strategic way Welsh Government, UK Government (DETR) and The Crown Estate developed iMADP.

3. **Interim Marine Aggregate Dredging Policy (iMADP) 2004²** was an interim policy introduced by Welsh Government for the Welsh waters of the Bristol Channel region to manage the then demand for aggregates in the absence at the time of clear management policies and environmental management practices. At the time The Crown Estate (as resource manager) would issue permissions to extract aggregate on Crown owned sea bed subject to receiving a positive “Government View”. The process was non-statutory and was undertaken following evolving process guidelines eg on environmental impact assessment.
4. iMADP was based on an extensive evidence review of the Bristol Channel Marine Aggregate Resources and their Constraints.
5. The basis of iMADP policy was to encourage the aggregate industry to move offshore and westwards into areas of deeper waters (Green areas Map – **Doc 1**), thereby seeking to balance the available resource with public perceptions that extraction of sand was impacting on the level of sand on beaches (although there was no clear or consistent evidence of this relationship). The processes for developing the policy guides for decision making (red, amber and green relating to whether activity was likely to be favoured or not) are detailed within the **iMADP report**.
6. Aggregate applications by Llanelli Sand Dredging Co at the time included 2 banks off the Gower, Swansea (offshore Nobel bank (2005) and inshore Helwick bank (2006)) both of which went to public inquiry. In reaching a decision, the appointed Inspector considered iMADP policy in granting permissions subject to stringent conditions; subsequent to which the Helwick licence was relinquished by the Company. An active licence remains for the Nobel bank which lies further offshore.
7. Since the adoption of iMADP in 2004 the aggregate industry as a whole subsequently did not move offshore and west. Aside from one company that had the capability to use the Nobel bank (offshore Gower), the industry mainly extracts aggregate from historical grounds in the Inner Bristol Channel and Severn and from English waters (eg Culver sands) although still mainly landing the extracted aggregate material into Welsh ports. The reasons for the industry not moving offshore seems to include practical limitations on aggregate extraction vessels (for example, the age and size of the fleet) coupled with increased costs of operating offshore when compared to the availability of resource and a different licensing regime in nearby English waters. Recession in the UK (c 2008) also reduced the demand for aggregates and therefore the intensity of dredging and calls for new areas to be identified, which has not subsequently recovered.
8. A review of the interim policy was considered important because a number of legislative, policy and administrative changes have occurred since iMADP was published in 2004 – not least of which the provision of a marine licence for aggregate dredging under the Marine and Coastal Access Act , 2009 (MCAA) which has replaced the “Government View” process. The opportunity arises to do so through the introduction of the WNMP where aggregates is one of 11

² <http://gov.wales/docs/desh/policy/120522planningmarineaggregatesen.pdf>

marine sectors to be planned for and managed through marine planning. Incorporating aggregates policy into the WNMP would also ensure that policy could be set out for the whole of Wales (not just the Bristol Channel). The review applies Welsh Government's commitment to Sustainable Development and new ways of working defined by the Well-being of Future Generation (Wales) Act (2015) and the Environment (Wales) Act (2016) on the Sustainable Management of Natural Resources (SMNR).

Approach

9. A core interest group comprising Cefas, Natural Resources Wales (NRW) (advice and permitting divisions), The Crown Estate (TCE), Welsh Government, comparable bodies in England and aggregates industry has considered iMADP, its effect and practical use coupled with relevant evidence alongside the emerging WNMP policy direction.
10. The group has considered a significant amount of information since it first met in July 2015. CEFAS (who have experience in scientific advice on aggregate policy in England) were contracted to lead the technical aspects of the review summarised in this document.
11. A scientific review of available evidence (since 2000) relating to iMADP was commissioned by the core group (***A review of aggregate dredging off the Welsh coast – review of evidence by HR Wallingford (2016)***³).
12. As the first phase of this review, monitoring reports and other data for all Welsh marine aggregate licence areas were inspected. The review examined the reports for any evidence of a number of effects which might be distinguished from natural disturbance mechanisms, including:
 - beach drawdown;
 - changes in wave refraction;
 - alteration of tidal currents;
 - reduction in onshore transport of sediment;
 - reduction in shelter provided by a sandbank or similar seabed feature due to lower crest levels; and
 - impact on natural sediment transport processes, patterns or pathways in and around the extraction areas.

In addition to the review of monitoring data, a review of significant and relevant new scientific information was undertaken. The literature review examined the latest information on sediment transport pathways, sediment budgets, physical processes and morphological changes affecting the study area.

13. Individual policies of iMADP were reviewed in conjunction with CEFAS on a bilateral basis, particularly with Industry / TCE and NRW (advice and permitting) with a focus on understanding practical policy effect, current relevance and fit with the overall marine planning policy direction. A range of suggestions and options have been put forwards and tested through discussions between

³ <http://gov.wales/topics/environmentcountryside/marineandfisheries/marine-planning/other-supporting-evidence/review-of-aggregate-dredging-off-the-coast/?lang=en>

developer / resource owner / regulator and resource (policy) manager and then discussed at group level. A good level of consensus was reached on the best way forward which is included in the draft plan and is described below.

Conclusions of the core stakeholder group and Welsh Government proposals for aggregate policy in the WNMP

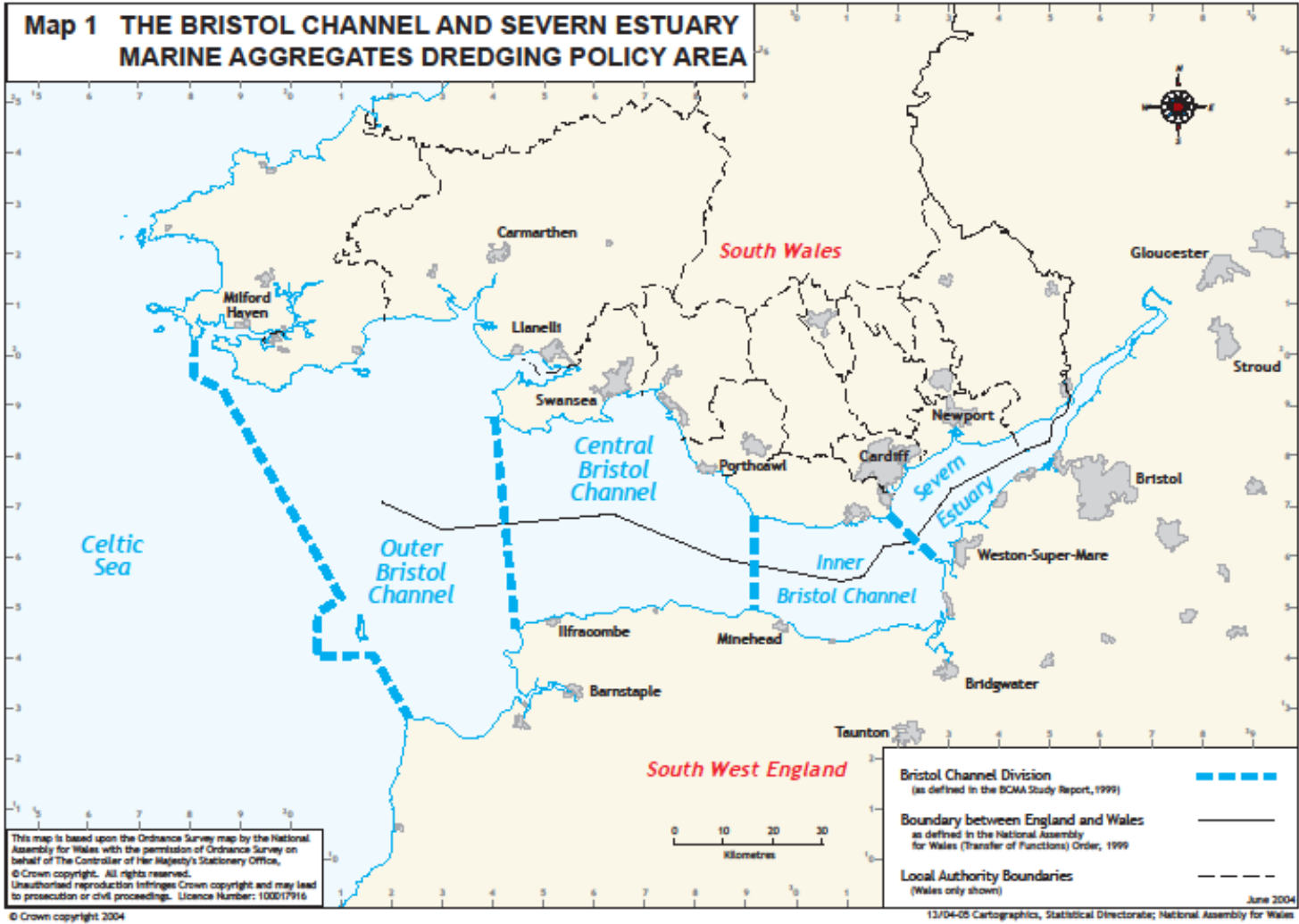
14. The Evidence review reported that “None of the reports reviewed for this study have indicated that there has been change to the adjacent coastline caused by dredging activities”. No stakeholders disagreed with this finding. Whilst changes in sand levels have been observed on a number of beaches and over a wide area; current evidence suggests that this is more closely related to trends in sea storminess than with aggregate dredging which may be many miles away.
15. A Plan level Sustainability Appraisal (SA) and Habitats Regulations Assessment (HRA) has been undertaken of all policies within the draft WNMP, including on aggregates policy. Whilst concluding that a finite (non-renewable) resource is extracted, it has not otherwise indicated the existence of any issues or concerns.
16. Through this extensive engagement process, the core group concluded, in principle, that iMADP could be withdrawn and replaced in favour of new spatial policy which would be included in the WNMP and supported by the necessary guidance / policy as appropriate. The group considered this approach appropriate, because:
 - in practice, whilst iMADP was an innovative and forward looking policy tool, it has had a very limited effect in directing dredging to favoured areas;
 - much of iMADP is now out of date as it has been superseded by statute (marine licensing under the Marine and Coastal Access Act (2009));
 - Environment Impact Assessment also now provides greater environmental protection and ensures that the environment is considered in a systematic, transparent way with the aim of avoiding unacceptable adverse impacts before any development can be consented;
 - the EU Habitats Directive and Marine Strategy Framework Directive provides a clear statutory requirement to protect the ecosystem (including particular habitats and species) and is a formal consideration in the issue of marine licenses;
 - the need for coastal impact study has been incorporated into the marine licensing decision process;
 - monitoring conditions have been incorporated in marine licences issued as appropriate;
 - demand for aggregates has been reasonably constant for over a decade and applications are not likely to increase in the foreseeable future. If it does, then marine planning policy can be revised accordingly;
 - TCE have implemented control of vessels (electronic monitoring) and through policy approach now relinquish licences for areas not used thus controlling speculative applications;
 - the aggregate resource is now better defined and could withstand increased applications in offshore areas should demand arise and this should be encouraged in a sustainable way;
 - monitoring results thus far have not indicated any concern with current operations;

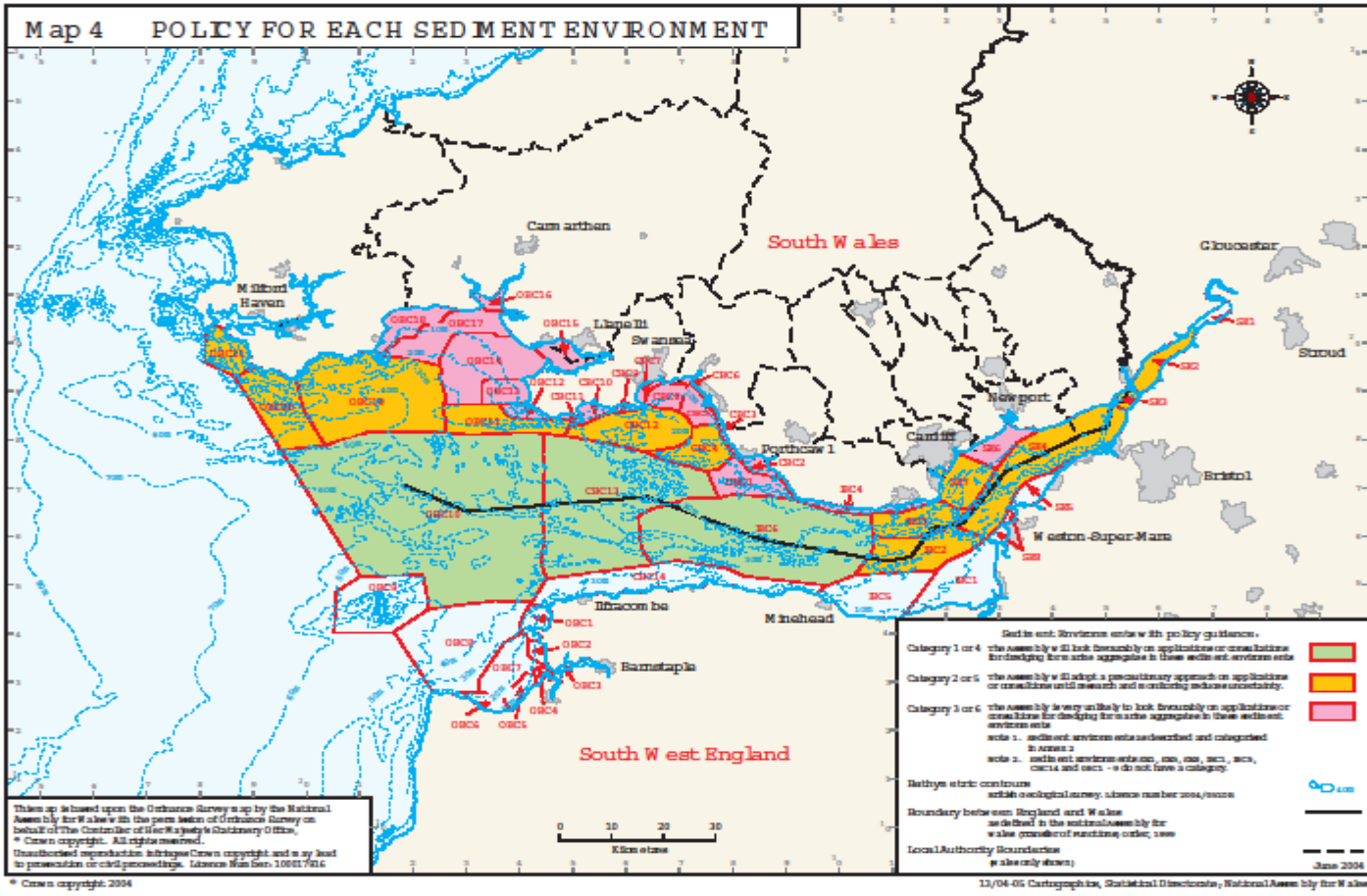
- control of aggregate dredging activity can be achieved through licence conditions, monitoring and (if necessary) further policy direction and guidance, and
 - the aggregate industry can be treated in a comparable manner to the issue of all other marine licence types and in line with WNMP sector policies.
17. **Doc 2** provides further details on the review of the specific policies in iMADP and their replication (where appropriate) in the WNMP and the basis for the group's conclusion. *{See also the Aggregates sector text in the draft WNMP. A copy of the sector policies and policy map are additionally shown in **Doc 3**}.}*
 18. The group considered that iMADP Policy SP3 (2mt overall Bristol Channel cap) was no longer appropriate or necessary whereas Policy SP5 (cap) should be retained but could be refined and applied to the smaller defined Severn area only (previously in iMADP it applied to the broader Inner Bristol Channel and Severn regions).
 19. The group considered that all interim policies had now been incorporated into statutory processes associated with issuing marine licences under MCAA.
 20. The policies and way of working described in the WNMP sector narrative, as implemented through marine licensing, are intended to aid clarity for sector development, whilst at the same time reducing burdens for all compared to iMADP by balancing the need to manage potential environmental impacts with the ongoing need to secure marine mineral supplies as a legitimate use of the sea.
 21. Industry, TCE, CEFAS and NRW (both policy advice and permitting) are in favour of the proposal to incorporate aggregates policy into the WNMP supported by any further policy/guidance as required. MMO and Defra have also been involved in the core group given the cross-border nature of the resource and do not have any objections to the proposed approach.

Your views?

22. You are invited to consider the draft WNMP aggregates policy and the information within this supporting document and provide any views you may have, as part of the WNMP consultation.

Map – iMADP (2004) Policy outcomes and areas (aggregate dredging is favoured in green areas)





Summary of iMADP policies

a) iMADP – Interim Policies (IP)

There was general agreement from the members of the Welsh Government’s Marine Aggregate Working Group (MAWG) that in principle all of the **Interim Policies** in the iMADP informing the old Government View (GV) procedure were now covered by regulatory processes, in particular under the MCAA (2009) and that these did not need to be specifically addressed in any new marine aggregate dredging policy ie

IP number	iMADP interim policies (IP)
P 1	Environmental Impact Assessment will be expected for new or renewed applications to dredge for aggregates.
P 2	Screening for Environmental Impact Assessment will be expected for variations to Licences to dredge for aggregates.
P 3	Applications for aggregates dredging will undergo screening for Significant Effect on a designated, proposed or candidate European site or a Ramsar site. Unless it can be demonstrated that there is not the potential for Significant Effect, Appropriate Assessment will be required.
P 4	Where Appropriate Assessment shows the proposal to have an adverse affect on the integrity of a designated proposed or candidate European site or a Ramsar site the proposal will only receive a favourable GV in the exceptional circumstances of there being no alternative solutions and being considered necessary for imperative reasons of over-riding public interest.
P 5	Extant dredging permissions will undergo screening for Significant Effect on a European or a Ramsar site. Unless it can be demonstrated that there is not the potential for Significant Effect, Appropriate Assessment will be required. Where Appropriate Assessment shows the proposal to have an adverse affect on the integrity of a European site or Ramsar site will only retain a favourable GV in the exceptional circumstances of there being no alternative solutions and being considered necessary for imperative reasons of over-riding public interest.
P 6	Proposals for aggregates dredging which will be likely to cause demonstrable harm to species or their habitats protected by the Wildlife and Countryside Act 1981, European Directives or identified as priorities in the UK Biodiversity Action Plan are unlikely to receive a favourable GV.
P 7	Proposals for aggregates dredging which will be likely to cause demonstrable harm to the features of interest for which a Site of Special Scientific Interest, National Nature Reserve or Marine Nature Reserve was notified are unlikely to receive a favourable GV.
P 8	Proposals for aggregates dredging which will be likely to cause demonstrable harm to the features of interest for which a County Wildlife Site, a Regionally Important Geological/Geomorphological Site or an Area of Special Protection for Birds were notified are unlikely to receive a favourable GV. Where the benefits of the development would outweigh the harmful effects, then the benefits will be carefully considered and weighed against the reasons for which the sites were designated.
P 9	Proposals for aggregates dredging which will be likely to cause demonstrable harm to the distinctive character and features of an AONB, National Park or Heritage Coast are unlikely to receive a favourable GV.
P 10	Proposals for aggregates dredging will need to consider climate change and the

	government predictions for rise in sea level and wave climate to demonstrate that they will not increase flood risk unacceptably.
P 11	Dredging Permission will always be subject to appropriate Conditions. These may include: <ul style="list-style-type: none"> - Details of operations; - Controls over dredging activities; - Monitoring; - Thresholds; - Navigation; - Liaison; - Reporting arrangements and review of dredging conditions.

b) iMADP – Key / Strategic Policies (SP)

The Strategic Policies have been covered within the draft WNMP text, to the extent considered necessary:

SP number	Strategic Policy policies(SP)	√ X	WNMP policy response
			<i>[*Reference to Policy paragraphs refers to draft WNMP Aggregates sector narrative - some of which is summarised in the box below]</i>
SP 1	While other alternative sources of supply of suitable fine aggregates will continue to be investigated, the use of marine dredged sand and gravel will continue for the foreseeable future but only where this remains consistent with the principles of sustainable development.	√	WNMP Sustainable Development approach Sector objective As part of application for a Marine licence <i>[*Covered by 10 paragraphs]</i>
SP 2	Aggregates dredging will progressively, over the next ten years, become focused in areas off-shore and to the West of the Bristol Channel where this remains consistent with the principles of sustainable development.	√	WNMP Aggregates SRAs spatial approach (see map) <i>[*Covered by 5 paragraphs]</i>
SP3	Considering only the “construction” market, maintaining a licensed capacity within Welsh waters of up to 2 million tonnes per annum will be a factor in Government View decisions. Strong justification on environmental, social and economic grounds	X	Reasons for removal: Not considered to be an absolute constraint in the 2004 policy ie could be exceeded. WNMP policy still requires justification to issue licences (for all applications). WNMP applies to all Wales (iMADP was Bristol Channel only) and it is not currently

	will be required to demonstrate any need to exceed this capacity.		<p>possible nor appropriate to determine a cap for all Wales.</p> <p>The cap is a Bristol Channel cap yet aggregate landings from English waters are not considered part of this (partly a reason why Culver sands has being exploited).</p> <p>Was in 2004 considered a precautionary move and to limit speculative aggregates applications in the absence or uncertainty of controls and environmental understanding. Licence applications are now more tightly controlled to need and monitored take up and are less speculative, so an input cap was no longer considered necessary. For instance, The Crown Estate has a policy in place with the operator to ensure that excess licence capacity is reduced, thereby curtailing speculative application activity.</p> <p>No longer considered necessary under the current control regime which contains constraints, monitoring and review of evidence (ES, HRA, CPS, consideration of cumulative effects etc) feeding into appropriate renewal of licences.</p>
SP 4	The Assembly will seek to maintain licensed dredging reserves at between five and fifteen years supply, subject to suitable applications coming forward.	√	<p>Sector objective</p> <p>To increase regional reserves for the south west to be more comparable with other UK regions</p> <p><i>[*Covered by 2 paragraphs]</i></p>
SP 5	Subject to sustainability criteria, not more than 1 million tonnes of annual dredged aggregates reserves will be in Welsh waters in the Severn Estuary and Inner Bristol Channel. By 2015 , with the move off-shore and to the West it is expected that less than 800,000 mtpa of reserves will be in these areas.	√	<p>Sector objective</p> <p>Modified to reflect current evidence and understanding, and that it has not been very effective as a policy driver to moving dredging offshore as was intended by iMADP. The tonnage capped area has been reduced in size from (iMADP mapped) Inner Bristol Channel (IBC) and Severn estuary (SE) regions to SE region only reflecting the current extraction rate and continued environmental sensitivity of the SE area. It allows Culver bank to be licenced for (Offshore) dredging which was happening anyway under English licences (as the bank straddles the mid line). To be kept under review. Provision to amend.</p>

			<i>[*Covered by 2 paragraphs]</i>
SP 6	Applications for a GV will need to address cumulative and in-combination effects to permit appraisal of the environmental capacity at the scales of the Severn Estuary and Inner, Central and Outer Bristol Channel areas.	√	WNMP approach As part of application for a Marine licence. <i>[*Covered by 2 paragraphs]</i>
SP 7	A favourable GV within a Precautionary Sediment Environment would normally support a licence for between three and seven years, in a Favourable Sediment Environment for up to fifteen years.	√	Licence period will reflect sensitivity of location, previous history and degree of certainty. 15 year max in alignment with English policy, but less for new applications or where there is uncertainty or environmental risk. <i>[*Covered by 1 specific paragraph]</i>
SP 8	The proposed end-use of high quality dredged aggregates together with the consideration of substitutes and alternative materials will be taken into account in considering need when determining the Government View.	√	<i>[*Covered by 4 paragraphs]</i>
SP 9	Subject to a positive sustainability assessment, schemes identified and Conditioned for specific beach recharge needs will not be counted within the total for construction reserves.	√	<i>[*Covered by 2 paragraphs]</i>
SP 10	Applications for aggregates dredging in a sediment environment where there has been no GV to date will need to be supported by background information on that and, if appropriate, adjoining sediment environments, at a level that supports the precautionary approach in reaching a GV.	√	WNMP approach As part of application for a Marine licence. Sector objective <i>[*Covered by 5 paragraphs]</i>
SP 11	The Assembly will consider the protection of the aggregates resource in responding to consultations on seabed development and may advise that the application should be refused or that steps should be taken to avoid the sterilisation of the mineral	√	WNMP approach between sectors, 3 Safeguarding policies. As part of application for a Marine licence (other sectors) <i>[*Covered by 2 paragraphs]</i>

	resource.		
SP 12	The Assembly will take into account the likelihood that new disposal sites or the continued use of existing ones for the disposal of dredged material licensed under Part II of the Food & Environment Protection Act could contaminate or sterilise marine aggregate resource of proven or likely commercial significance.	√	WNMP approach between sectors, Safeguarding policies. As part of application for a Marine licence (other sectors) [*Covered by 2 paragraphs]

Text reference in the draft WNMP Aggregates sector narrative refers to various **policy paragraphs (that cover the various IP and SP policies above). Whilst these are extracted below for easy reference, it is nevertheless recommended that the whole section be viewed in context:*

- While other alternative sources of supply of suitable fine aggregates should be investigated, and recyclates will continue to be used, reliance on the use of marine aggregates in Wales for construction and (according to demand) capital projects and beach nourishment will continue for the foreseeable future and for the lifetime of this plan.
- it should be recognised that marine aggregates are a finite marine natural resource and, like other natural resources, extraction (and rate of use) needs to be sustainably managed.
- The proposed end use of high quality dredged aggregates together with the consideration of substitutes and alternative materials will be taken into account in considering need when determining marine licence aggregate dredging applications.
- Decision makers should continue to support the industry in taking opportunities to utilise resources away from more sensitive locations and further offshore (wherever appropriate).
- WG, TCE, industry and NRW should collaborate to ensure that licensed forward dredging reserves are maintained at adequate levels.
- Welsh Government will seek to achieve licensed dredging reserves for routine construction uses of at least ten to fifteen years. This may be achieved on a regional basis.
- Applications for new license areas or increases in tonnage for existing areas will need to clearly demonstrate the need for the additional licensed resources.
- Aggregates are a bulk commodity where transportation costs, project viability and associated carbon emissions drive the need for collection of aggregates close to destination of use. Whilst offshore resources of aggregates exist and should be used wherever possible, sources relatively close to demand will continue to be used where appropriate to do so.
- It is anticipated that the use of offshore aggregate resources will be particularly important in the supply of aggregates for major infrastructure projects. Aggregate extraction in areas

further offshore is preferred.

- Using the available resource at an inappropriate rate will be avoided through use of policy permitted tonnage caps, where appropriate, thereby ensuring the long-term supply of aggregate resource without compromising ecosystem resilience. Any such limit may be subject to an assessed, justified and minimal roll-over provision and be reviewed from time to time and may be established or updated through a Ministerial written statement between reviews of this plan.

- Marine aggregate policy will be reviewed as part of the marine planning review cycle; if evidence highlights the need to adapt the current management approach then policy will be updated.

- Where relevant, marine licences should include monitoring requirements to ensure that relevant ecosystem effects predicted as part of a proposal are properly understood and that this feeds back into management decisions, ensuring that management is adaptive, precautionary, based on the best-available evidence and sound science.

- Licences will generally be issued for a period of fifteen years with five yearly reviews of monitoring results. However, applications in new areas or in sensitive areas, as determined through the impact assessment within the application process, will generally be issued for a period of five years. A precautionary approach should be applied that requires sufficient information and evidence to support and inform decision making for proposals, including consideration of any roll-over provision.

- Large scale marine aggregate requirements for major infrastructure or beach nourishment projects that cannot be sourced from existing licensed resources will need to obtain the necessary aggregate resources by applying for a marine licence either for new applications or for increases over current applications.

- As part of the EIA and Coastal Impact Study, proposals for aggregates dredging will need to consider climate change and the government predictions for rise in sea level and wave climate to demonstrate that they will not increase flood risk or impact upon beaches and coast protection unacceptably.

- New licensed areas be located in offshore areas where possible.

- Not more than 800,000 tonnes (exclusive of licensed roll-over tonnage) of annual licensed aggregate will be allowed from Welsh waters in the Severn Estuary (sector map insert Area B). To ensure an adaptive approach to management of the resource and delivery of sustainable development this limit may be reviewed from time to time and may be updated through a Ministerial written statement. Other limits may be introduced and or amended through Ministerial written statement and subsequently included in any amendment of this plan.

- In considering a proposal and weighing any potential adverse impacts against the benefits of such a proposal, decision makers should take into account:

- Ministerial statements relating to tonnage caps;
- that the application area is the minimum required to achieve the proposed tonnage to ensure that the associated area of seabed impacted is as far as is practicable minimised,
- The extent to which any roll-over from the previous calendar year may be appropriate, and

- the evidence considered for and content of the withdrawn iMADP (2004) as a contextual evidence base for this plan's policy.

- It is anticipated that the use of offshore aggregate resources will be important in the supply of aggregates for major infrastructure projects. Larger extraction licences with longer-term duration are most likely to be appropriate offshore.

- Developers and relevant public authorities, along with other relevant organisations such as research institutes and industry bodies, are encouraged to develop and participate in opportunities to address key evidence gaps and better understand opportunities for the sustainable growth of the sector including within SRAs.

- Three safeguarding policies help manage the potential adverse impacts of other sector activities on current, planned and future potential activities of the aggregates sector.

- A broad Resource Area and more specific Strategic Resource Areas have been identified.

- As part of our proactive and enabling approach to planning, early engagement between developers is encouraged and provides an opportunity to set out how potential future impacts have been taken into account.

- Proposals that overlap with consented, or leased areas will need to demonstrate that they can successfully coexist with the aggregate sector unless, they make the case to proceed under exceptional circumstances.

Doc 3

Extracted WNMP aggregates sector Policies* and Policy map (see WNMP draft)

*To be read alongside draft WNMP Aggregates sector narrative and other WNMP general plan policies.

Sector Objective

To continue to use marine aggregates resources at a rate and in locations which best meet our current and future needs by ensuring adequate reserves are provided for through long-term licences.



AGG_01: Aggregates (supporting)

Proposals for aggregate extraction in **Strategic Resource Areas** are encouraged within any permitted tonnage limits that may be defined for that area.

Relevant public authorities should, in liaison with the sector and other interested parties, collaborate to understand opportunities for the sustainable use of:

- a) aggregate Strategic Resource Areas; and
- b) wider marine aggregate natural resources;

in order to support the sustainable growth of the aggregate sector through marine planning.

AGG_02: Aggregates (safeguarding)

Proposals potentially affecting areas where a **marine licence and production agreement** for aggregate extraction has been granted or formally applied for should not be authorised unless compatibility with the existing, authorised or proposed aggregate activity can be satisfactorily demonstrated or there are exceptional circumstances. Compatibility should be achieved, in order of preference, through:

- a) avoiding adverse impacts on those activities; and/or
- b) minimising impacts where they cannot be avoided; and/or
- c) mitigating impacts where they cannot be minimised.

If adequate compatibility cannot be achieved, proposals should present a clear and convincing justification for proceeding.

AGG_03: Aggregates (safeguarding)

Proposals potentially affecting areas where **an exploration or option agreement** has been offered or is in place for aggregate extraction should not be authorised unless compatibility with the existing, authorised or proposed aggregate activity can be satisfactorily demonstrated. Compatibility should be achieved, in order of preference, through:

- a) avoiding adverse impacts on those activities; and/or
- b) minimising impacts where they cannot be avoided; and/or
- c) mitigating impacts where they cannot be minimised.

If adequate compatibility cannot be achieved, proposals should present a clear and convincing justification for proceeding.

AGG_04: Aggregates (safeguarding)

Proposals potentially affecting **Strategic Resource Areas** for aggregate extraction should demonstrate how they, in order of preference:

- a) avoid adverse impacts on future potential aggregate extraction in those areas; and/or
- b) minimise impacts where they cannot be avoided; and/or
- c) mitigate impacts where they cannot be minimised; and

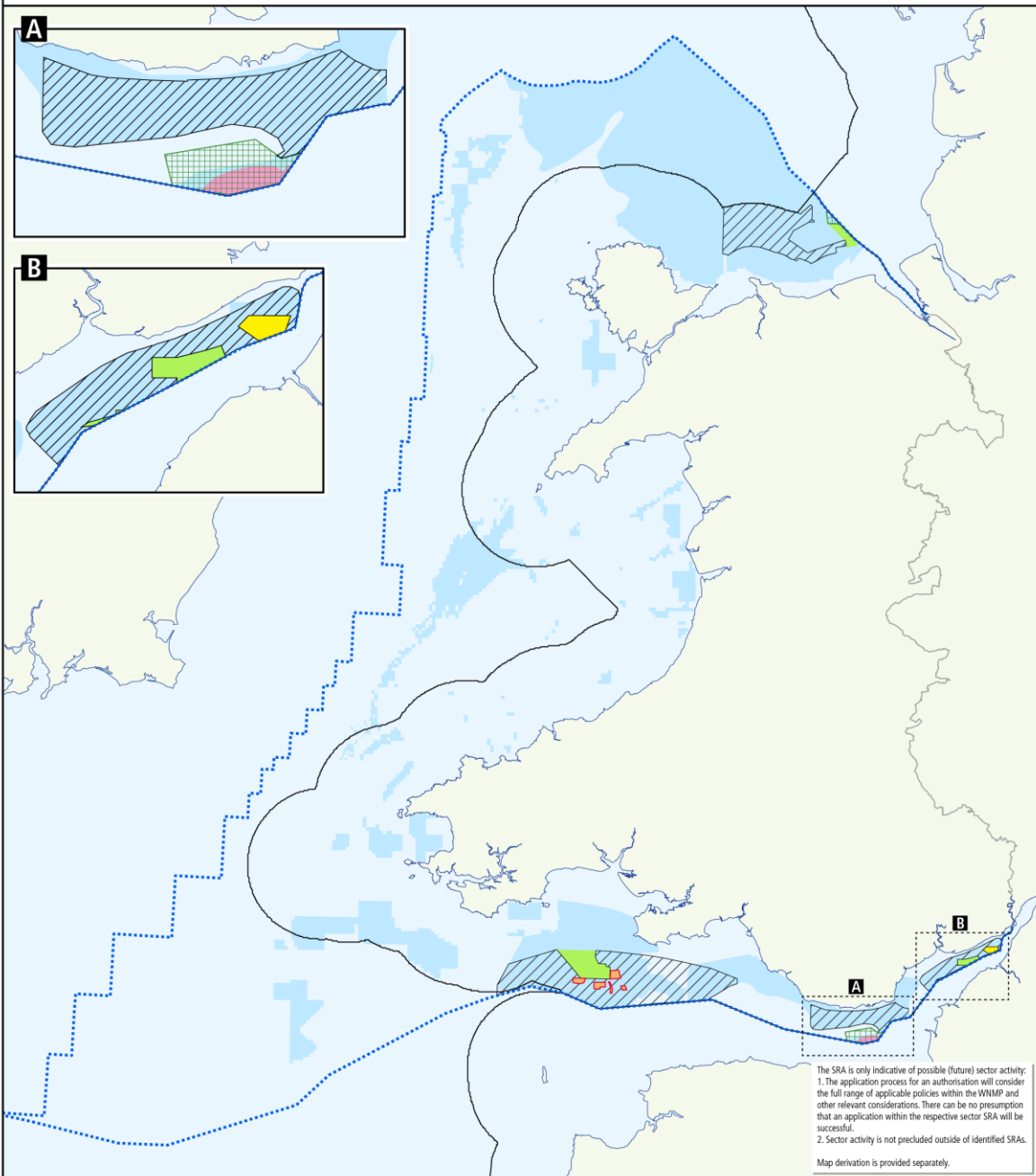
should present a clear and convincing justification for proceeding where (a-c) are not possible.

POLICY MAP

Relevant Sector Policy: (AGG_01, AGG_02, AGG_03, AGG_04)

This map is indicative only

Aggregates



The SRA is only indicative of possible (future) sector activity:
 1. The application process for an authorisation will consider the full range of applicable policies within the WNMP and other relevant considerations. There can be no presumption that an application within the respective SRA will be successful.
 2. Sector activity is not precluded outside of identified SRAs.
 Map derivation is provided separately.

Aggregates Resource Area	Aggregates Option (AGG_03)	0 25 50 km
Aggregates Strategic Resource Area (AGG_01 & AGG_04)	Aggregates Production (AGG_02)	
Aggregates Application	Bedwyn Sands Non-TCE Aggregates Area (AGG_02)	© Crown Copyright and database right 2017. Ordnance Survey 100021874 Cartographics • Welsh Government • ML/75/16.17 Data source : The Crown Estate, 2016 October 2017
Aggregates Exploration and Option (AGG_03)	12nm limit	
Aggregates Licence Option (AGG_03)	WNMP Area	