Daniel Durrans

From: Daniel Durrans
Sent: 28 November 2023 13:41
To: 'navigation safety'
Cc: Bryn Shiland
Subject: RE: Marine Licence Pre-Application Conwy and Deganwy Culvert Maintenance

Categories: Egress Switch: Unprotected

Hi Jo,

Thanks for your response.

We accept the risk mitigations and will discuss this with our Harbour Team.

Thanks

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From: navigation safety <navigationsafety@mcga.gov.uk>
Sent: 20 November 2023 11:15
To: Daniel Durrans <daniel.durrans@conwy.gov.uk>
Cc: Bryn Shiland <Bryn.Shiland@conwy.gov.uk>
Subject: Marine Licence Pre-Application Conwy and Deganwy Culvert Maintenance

Dear Daniel,

Thank you for the additional information provided regarding the proposed Conwy Morfa valve replacement and Deganwy beach valve replacement.

We note that the works fall within the jurisdiction of a Statutory Harbour Authority (SHA), being Conwy Council, and therefore they are responsible for the safety of navigation within their waters.

Therefore, on the understanding that the following takes place, the MCA would have no significant concerns to raise with regards to the safety of navigation and would be satisfied that the risk is relatively low on this occasion:

1. All maritime safety legislation is complied with;
2. The site is within port limits and approval/agreement of the responsible local navigation authority or the Harbour Authority/Commissioners/Council should be gained. They may wish to issue local

warnings to alert those navigating in the vicinity to the presence of the works, as deemed necessary.

Please can you confirm that you accept the above risk mitigations?

Kind regards,

Jo Cooke
Policy Advisor
Marine Licensing and Consenting
UK Technical Services Navigation NavigationSafety@mcga.gov.uk
Mobile: 07815 703225

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From: Daniel Durrans <daniel.durrans@conwy.gov.uk>
Sent: Friday, November 17, 2023 5:08 PM
To: navigation safety <navigationsafety@mcga.gov.uk>
Cc: Bryn Shiland <Bryn.Shiland@conwy.gov.uk>
Subject: RE: Marine Licence Pre-Application Conwy and Deganwy Culvert Maintenance

Hi Jo,

Thanks for your response.

Please see additional info. below:

Proposed commencement and completion dates

- Subject to contract, tides etc. commence 26/2/24, complete 15/3/24.

Exaction location below:

- Morfa Drive Conwy - E:277751 N:378286
- Station Road, Deganwy – E: 278048 N: 379009

Methodology of works below:

1. All persons involved in the works to inducted to site, read and confirming their understanding and acceptance of the contents of the RAMS. The works manager will inform the local harbour authorities of the works programme before commencing any works within the tidal estuary.
2. Any plant and equipment used within the tidal area must be jet-washed clean and thoroughly checked for any leaks prior to use. Motorised plant must also run using Bio-oil and must be equipped with a suitable emergency spill response kit.
All plant, equipment and materials will be removed from the tidal area at least 1 hour before the tide comes in. Works will continue following the next falling tide. The crane will remain on site for the duration of the works to provide emergency breakdown assistance if required.

Conwy Morfa valve replacement

3. This site is located within a site of special scientific interest. Every effort must be made to minimise disruption caused to the local area. In addition, the working area is also affected by the tide. Works must be carried out on low neap tides only. The works manager will monitor the tide heights and forecast before choosing the most suitable start dates. Works manager will also liaise with the client and harbour master regarding programme and access.
4. Temporary traffic and pedestrian management will be erected around the site to prevent unauthorised access and provide a safe working area for the crane to be positioned within the South bound lane on Morfa Drive. Exact location of the crane to be agreed on site. An area of approximately 20m x 10m directly opposite the existing valve will be segregated from the public using pig tail pins and orange bunting tape.
5. Welfare facilities will be positioned within the footway area at a safe distance away from the lifting operations.
6. A *100t mobile crane will arrive on site and be positioned within the south bound lane adjacent to the flap valve outfall. The crane will be used to lift an 8t excavator down into the channel while causing minimal disruption to the existing costal surroundings.
7. The 8t excavator will be delivered to site on a low loader vie junction 17 on the A55. The crane will be used to lift the 8t excavator and position it onto the beach in a safe and level area close to the existing valve using the designated lifting points and suitable lifting equipment.
8. The lift will be controlled by a trained and competent lift supervisor. A separate lift plan will be produced to provide exact details for the lift including the lifting equipment, crane position and persons responsible.
9. Once the machine has been safely positioned on the beach, the silt blocking the existing valve will be cleared to expose the bottom of the valve. Material will be discharged and graded onto the riverbank next to the working area. *Only the minimum amount of material will be excavated as to allow for the instillation of the new valve assembly.
10. Once all flange studs have been exposed sufficiently, a 1t lifting strap attached to the boom of the excavator will be used to choke the valve and prevent it from falling before cutting the flange bolts off with a battery grinder. The bolts will be cut from the bottom side first to eliminate the risk of people getting trapped below the valve in the event of any movement. *Impact resistant goggles, ear defenders and safety foot ware must be worn in addition to standard PPE when operating the grinder.
11. The existing valve is expected to weigh approximately 700kg based on the weight of the new valve to be fitted. The excavator will track back and position the valve on the beach where the crane can then be used to lift the valve onto a work pick up for recycling off site. Lift details to be covered within the lift plan.
12. Depending on the duration of the works and the tide heights, the excavator may need to be removed from the channel until the next low tide.
13. The remaining studs will be cut off flush with the existing concrete face using a grinder as described above. All debris will be removed to tip off site. The new valve (approximately 700kg) will be lowered onto the beach using the crane. The valve will then be moved into place using the 8t excavator and 1t strap. Pilot holes will then be drilled at the new locations to suit the new flange assembly using a battery powered SDS drill and masonry bit.
14. The valve will then be removed and positioned in a safe area while the holes are drilled to the correct depth and diameter to suit the fixing studs supplied. Fixing studs will be installed as per the manufacturer's instructions.
15. The new valve will then be positioned back over the new studs using the 8t excavator as described above. The bolts will be tightened and torqued using hand wrenches as per the manufacturer's recommendations.
16. All areas disturbed by the works will be reinstated to match existing before removing the excavator from the beach using the crane as described above. The site compound will be demobilised following the approval of the client.

Deganwy beach valve replacement

18. This site is located on the beach within a tidal area. As per above, the works manager will monitor the tide heights and weather prior to commencing the works. Access to the site will be vie the Harbour masters works barge on a falling tide. Welfare facilities will be provided on the barge. The barge will position itself adjacent to the flap valve and wait for the tide to drop allowing the vessel to beach. A suitably prepared 1.7t excavator will be lifted onto the beach using the barge bogie and machine lifting points. The lift details will be covered in more detail within a site-specific list plan.

19. The excavator will be tracked to the flap valve location. Pig tail pins and orange bunting tape will be erected around the working area to delineate the working area.
20. The excavator will be used to remove the silt build up in front of the existing valve assembly exposing the existing flange bolts.
21. The excavated material will be deposited and graded on the beach adjacent to the working area. The 1.7t excavator will be used to suspend the existing flap valve using a 1t strap before cutting the flange bolts.
22. The flange bolts will be cut off using a battery powered grinder. *Caution, operatives must wear impact resistant gaggles, ear defenders and safety boots when using the grinder. All debris to be removed from site for recycling.
23. The bolts will be cut from the bottom up. The excavator will then remove the valve and load it onto the barge for recycling. The remaining studs will then be cut off flush using the battery grinder as described above.
24. If required and depending on progress, the works will be stopped, and the excavator removed from the beach until the next low tide. This will be monitored and agreed on site with the client.
25. The new valve will be transported to site using the Harbour master's barge. The valve will be lifted into place using the 1.7t excavator and pilot holes will be drilled using a battery powered SDS drill and masonry bit as described above. The valve will then be removed from the working area using the excavator and the holes will be drilled to the correct diameter and depth as per the manufacturer's instructions.
26. Studs will then be installed as per the manufacturer's instructions to take the new valve flange. Bolts will be installed and torqued using hand spanners as per the manufacturer's recommendations.
27. The working area will be reinstated to match the existing before removing all plant and materials.
28. The client will be invited to inspect and approve the works before demobilising site.

Risk Assessment

- The Risk Assessment won't be submitted until the tender is complete and award.
- We require input from yourselves to advise of any navigational risks that we won't be aware of.
- We don't envisage any navigational risks at Morfa Drive, Conwy
- Potential risks with Station Road, Deganwy, the proposed valve will protrude about 200mm above the existing concrete. From the MCA are you able to us if this will cause an issue? The works will be conducted using the harbourmaster's barge and harbourmaster, i.e. it would be subject to their criteria for using the barge.

If you require any further information please let me know.

Thanks

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From: navigation safety <navigationsafety@mcga.gov.uk>
Sent: 08 November 2023 09:31
To: Daniel Durrans <daniel.durrans@conwy.gov.uk>
Cc: Bryn Shiland <Bryn.Shiland@conwy.gov.uk>
Subject: RE: Marine Licence Pre-Application Conwy and Deganwy Culvert Maintenance

Good morning,

Thank you for contacting the MCA as part of your Band 1 Marine Licence applications.

Looking at the documentation provided, we are currently not in a position to comment at this stage.

To fully assess your request, the MCA would require additional information which should include proposed commencement and completion dates; the exact location, as co-ordinates; the methodology of works; plus the risk assessment mentioned and your consideration of how these works would affect the safety of navigation of all marine users in the vicinity and what would be proposed to mitigate any risk.

We look forward to receiving this information and will endeavour to provide a timely response.
Kind regards,

Jo Cooke
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From: Daniel Durrans <daniel.durrans@conwy.gov.uk>
Sent: Friday, October 27, 2023 3:58 PM
To: navigation safety <navigationsafety@mcga.gov.uk>
Cc: Bryn Shiland <Bryn.Shiland@conwy.gov.uk>
Subject: Marine Licence Pre-Application Conwy and Deganwy Culvert Maintenance

Dear Sir,

We are in the process of submitting two Band 1 Marine Licence Applications for culvert maintenance works to our Morfa Drive Culvert, Conwy and our Station Road Culvert, Deganwy. As part of the maintenance works we will be changing the existing flap valve to reduce flooding to the highway. As part of the application process we require your comment.

Please find attached a location plan showing the locations of both culverts.

Our Contractor will provide Method Statements and Risk Assessments for the works, which will include suitable fencing / signage as required for safe execution of the task.

If you require any further information please let me know.

Thanks

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