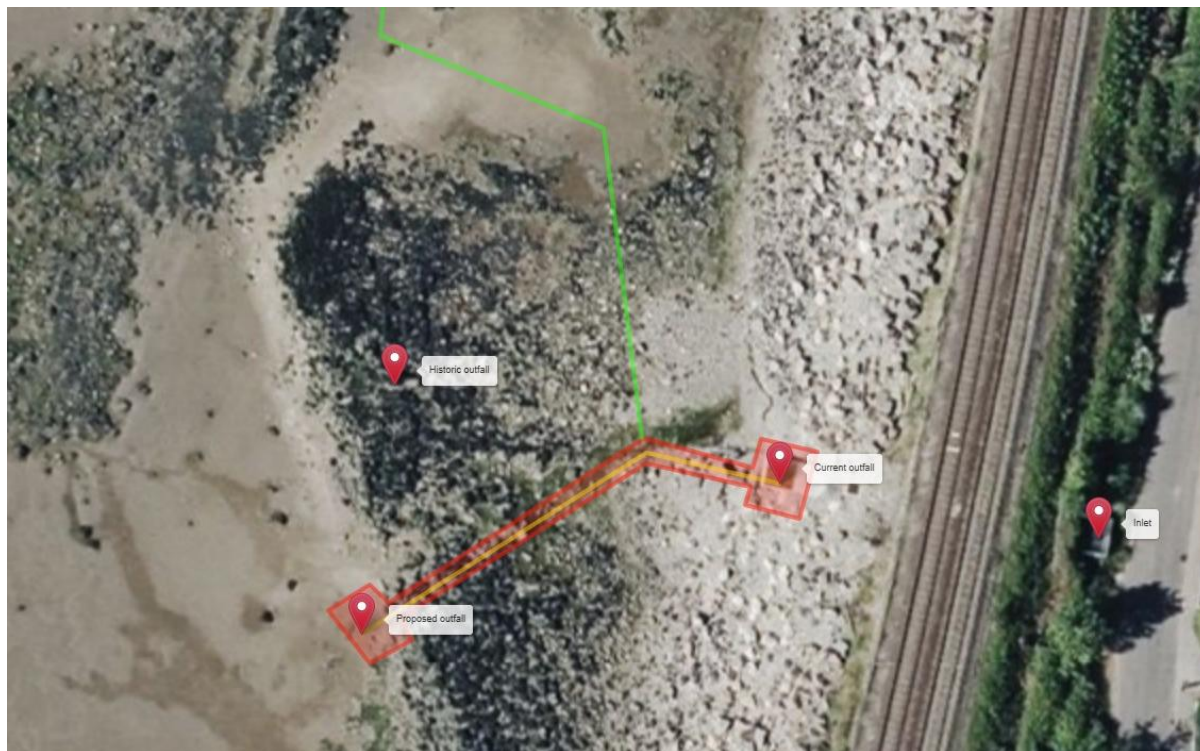


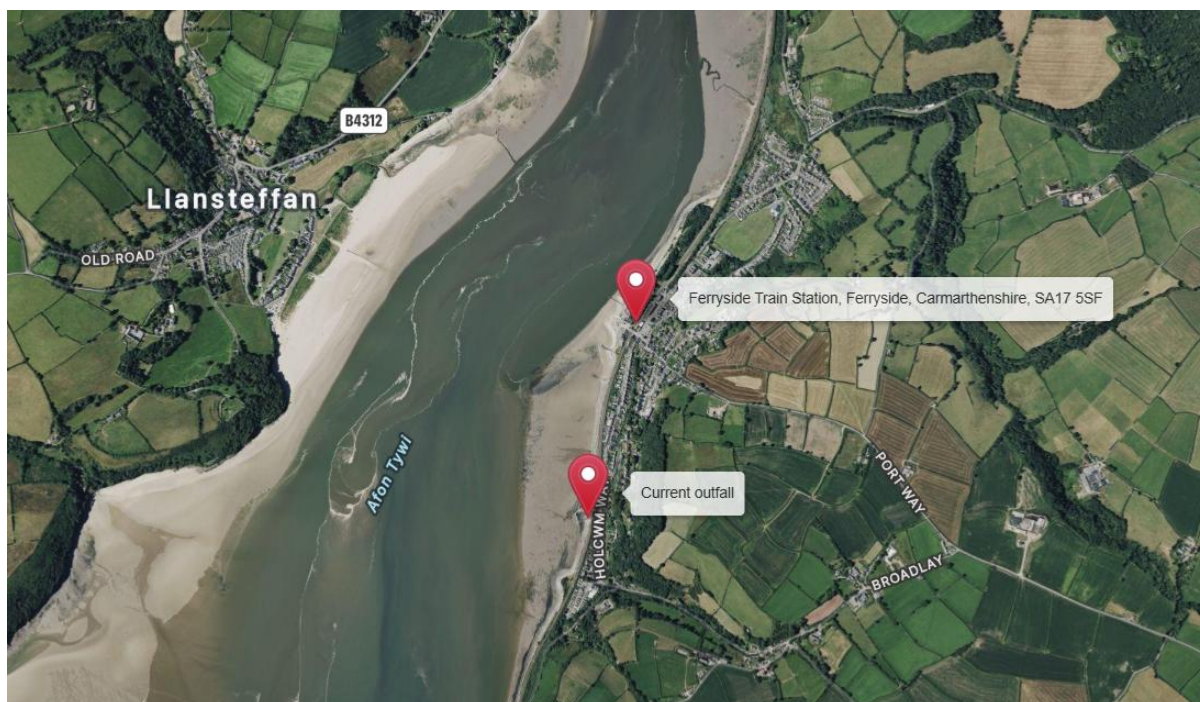
Ferryside Floodwater Outlet, Ferryside, Carmarthenshire

Location

Grid reference and coordinates are listed in the table screenshot below.



Grid Reference	X (Eastings)	Y (Northings)	Latitude	Longitude	Description (Click to Edit)	Address	Postcode	Link	Center	Zoom	Style (click to change)	Show	Delete
SN 36363 09689	236363	209689	51.761910	-4.3725496	Proposed outfall	St. Ishmael, Ferryside, Carmarthenshire, Wales, SA17 5ST, L	SA17 5ST						
SN 36399 09702	236399	209702	51.762038	-4.3720347	Current outfall	St. Ishmael, Ferryside, Carmarthenshire, Wales, SA17 5ST, L	SA17 5ST						
SN 36366 09711	236366	209711	51.762112	-4.3725226	Historic outfall	St. Ishmael, Ferryside, Carmarthenshire, Wales, SA17 5ST, L	SA17 5ST						
SN 36428 09696	236428	209696	51.761988	-4.3716225	Inlet	St. Ishmael, Ferryside, Carmarthenshire, Wales, SA17 5ST, L	SA17 5ST						



Location of the Works

The works are on the shoreline of the river Towy, on the west side of Ferryside. There is a Network Rail embankment between the work area and the village itself. The existing culvert passes surface water under this railway embankment to the seaward side of the embankment. The beach at the works location is a mixture of silty sand and rock, with the rock outcrop providing a spit that creates sediment deposition further upriver. The route of the culvert has been chosen in part to minimise the need for rock removal.

The work area is within the zone of influence of MOD Pembrey, preventing the works from being band 1.

Environmental Aspects

The works are on the shoreline of the river Towy, which is classified as a SSSI at this location.

Description of Works

The works are to extend an existing outfall at Ferryside, Carmarthenshire, to mitigate the non-return valve (NRV) blocking with mobilised debris. The original outfall was in a similar location (shown on map above), but storm damage meant it had to be shortened. The shortened outfall (current outfall on the map) is now on the edge of the high tide mark, and debris regularly collects at the outfall, blocking the NRV and increasing the risk of flooding to properties in the southern part of Ferryside. This requires regular maintenance to remove the debris and there is an increased risk that debris will be present during a high rainfall event. The new design is a buried culvert to reduce the risk of future storm damage, to reduce any effects on tide changes, and to reduce the visual impact to local residents and tourists. It will also improve the public safety risk assessment, as only a small section of the culvert will be above ground level. This is an extension of an outfall that already discharges to the river, and no additional sources of drainage are planned to be connected. The new outfall location will be at a similar extent to the original (historic) location which had proven to be efficient as not much debris was deposited here, the outgoing tide assisted with clearing the outfall.

Hard engineering has been reduced by design as far as practicable. Installation of the extended culvert is proposed for summer 2026, once a contractor is appointed and all other permissions are obtained. The current design GA drawing has been attached for your information. The historic outfall location can be identified from the topographical data, just down from the North marker, seen as a flat pad. The original outfall is still shown on the OS base map shown on the DataMapWales website. The skew of the pipe on the new design is included to make clearance of the outfall by the ebbing tide as efficient as possible. The skew not only aids clearance of the outfall but also allows a

line of least disruption to the site, following a line of limited rock formation, so that excavation is quick and can be backfilled between tides. The image at the top of this document shows a satellite view of the location with the current outfall location, the historic outfall location and the proposed outfall location (pipe termination, as shown on the attached drawing). The attached drawing also includes a typical cross section that identifies minimal imported materials, and the use of locally sourced material to provide additional protection over the location of the pipe.

Environmental effects from the project

It is anticipated that environmental effects from the works will be minimal. Excavation is to be minimised to reduce the disturbance of silt that may become suspended during the following high tide. As the culvert will remain full of water due to the levels (inlet and outfall higher than the culvert), minimal mass is needed over the culvert to prevent it becoming buoyant. The mass required over the culvert will be provided using a grout bag product similar to a Proserve mattress. This will mitigate the risk of uncured cementitious material polluting the river as the high tide returns. Some additional scour protection will be provided over the culvert location using rocks and pebbles sourced from the beach, mitigating the risk of introducing foreign materials from a different location. The works are to change the outfall location only, and additional sources of surface water are not being introduced. This means the risk of pollution of the river due to the water exiting the outfall will not change from the current situation. By extending the outfall further into the river, the requirement for mechanical clearance of the outfall is expected to reduce, lessening the risk of pollution on the beach from an excavator malfunction during debris clearance. Excavators used to deliver the works will use biodegradable hydraulic oil as a mitigation from hydraulic system failure.

The greatest risk of environmental effects due to the project is mobilised silt following the excavation. This is going to be minimised as already described.

Methodology

At this point we do not have a contractor selected to complete the works. The design has only recently been completed, and therefore we have not yet put out the Invite To Tender (ITT). This licence application must be started before a contractor is selected due to the lead time required. Any improvements in environmental protection may yet be suggested by the chosen contractor.