

REGIONAL MARINE LICENCE APPLICATION

RNLI West Division (Wales)- Regional Licence for Low Impact Maintenance Activities



Ashfords LLP

Ashford House Grenadier Road Exeter EX1 3LH

T +44 1392 333801 F +44 1392 336801

www.ashfords.co.uk

l.moore@ashfords.co.uk

RNLI West Division (Wales)

APPLICATION DOCUMENT- Regional Marine Licence for Low Impact Maintenance Activities

CONTENTS

Document	Page Number
Executive Summary	1
Map	6
List of Sites	7
Coordinates/mapping information	14
Site Location Plans	20
Method Statements	66
Example Photographs	91
Marine Policy Statement (MPS)	94
WFD assessment	95
Habitats Regulations- Review of protected sites	98
<i>Appendix 1: Natural Resources Wales pre-application advice</i>	102
<i>Appendix 2: application for a marine licence for marine works</i>	106

RNLI West Division (Wales) Regional Licence- Application Document

EXECUTIVE SUMMARY

This Application Document contains the relevant information required to support the RNLI's regional marine licence application for the RNLI's West Division (Wales).

The RNLI is the charity that saves lives at sea. It has saved more than 140,000 lives since its foundation in 1824. The RNLI currently has 238 operational lifeboat stations and numerous beach lifeguard units around the UK and Ireland. Maintenance works (whether planned or emergency) to these lifeboat stations, beach lifeguard units and their supporting infrastructure is vital if the RNLI's lifeboats and lifeguards are to remain fully operational and able to maintain emergency launch response times. In addition, the safety of the RNLI's local crew members and volunteers is paramount.

Many of the RNLI's lifeboat stations, beach lifeguard units and/or their supporting infrastructure are situated at least partly below Mean High Water Springs (MHWS) and therefore, unless an exemption applies, a marine licence is required for many maintenance activities. The RNLI's maintenance activities are low impact and can broadly be split into seven categories:

1. Maintenance to Moorings (including replacement of fittings)
2. Maintenance to Pontoon Berths (and associated pilings, link-spans, quay walls and approach structures)
3. Minor beach re-profiling works
4. Maintenance to Lifeboat Station Boathouses (and associated slipways, quay walls, pilings, etc.)
5. Miscellaneous Activities associated with safety of lifeboat launch and recovery, and maintenance of some miscellaneous infrastructure
6. Installation, removal and maintenance of beach lifeguard units
7. Navigational Dredging

(Note: Maintenance might include minor replacement or renewal of elements of structure or fittings, generally on a 'like for like' basis, and minor improvements or upgrading works.)

Regional marine licence application

Following a meeting with Natural Resources Wales ('NRW') on 14 October 2014 and further more recent correspondence, it is proposed that the RNLI applies for a regional licence (west) of ten years' duration, to cover all their licensable maintenance activities in Wales, excluding navigational dredging. The RNLI carries out a limited amount of navigational dredging and where necessary marine licences have or will be applied for separately.

Whilst formal pre-application consultation is not required in relation to this application, the RNLI approached Natural Resources Wales (NRW) for their views in relation to protected sites relevant to the proposed regional licence. Their response is attached at Appendix 1. After taking into account NRW's views, the RNLI is not seeking to include any replacement piling works in this regional licence application.

In addition, some of the maintenance activities carried out by the RNLI are exempt from the need to obtain a marine licence under the Marine Licensing (Exempted Activities) Order (Wales) 2011 (SI 2011/559 as amended). The most common exempt activities being carried out are those which fall within Articles 24 (moorings and aids to navigation) and 26 (launching of vessels etc.). Where relevant, exemption notifications have been or will be submitted to NRW in respect of these activities. Therefore they will not be included within the scope of the regional licence.

The application document for a regional marine licence relates to the RNLI's West Division, which covers the entirety of the Welsh Coastline from Penarth on the South Coast of Wales to Connah's Quay on the North Coast (see pages 7-19 for a full list of stations where non-exempt licensable activities are carried out and their location coordinates).

MAINTENANCE WORKS ACTIVITIES FOR INCLUSION IN REGIONAL LICENCE

Overview

The RNLI's potentially licensable maintenance works activities in the West Division can broadly be split into six categories:

1. Maintenance works to Moorings (see Picture 5 on page 93 for example)
2. Maintenance works to Lifeboat Station Pontoon Berths (see Picture 2 on page 91 for an example)
3. Minor beach re-profiling works
4. Maintenance works to Lifeboat Station Boathouses (and associated structures) comprising the following general types of activities:
 - a. Works to boathouses that are situated seaward of the MHWS line e.g. piled structures or similar (See Picture 1 on page 91 for an example)
 - b. Works to boathouses where only the slipway is situated below or seaward of MHWS, which are typically either:
 - i. Predominantly of solid construction- e.g. concrete and a quay wall (see Picture 3 on page 92 for an example)
 - ii. Piled structures (see Picture 4 on page 92 for an example)
5. Works associated with the safety of launch and recovery e.g. recovery anchors, channel markers, and maintenance of miscellaneous infrastructure
6. Installation, removal and maintenance of standard RNLI beach lifeguard units (see Picture 6 on page 93 for an example)

Detailed Description

1. Maintenance Works to Moorings

Generally comprise:

- Diving Inspections (mooring inspections)
- Replacement of mooring components in situ (with vessel at mooring location)
- Replacement / Inspection of mooring components by lifting (with vessel at mooring location)
- Deposit and removal of a mooring (including lifting and placing of blocks, anchors, sinkers, and other components)
- Airlifting of anchors / blocks as required for lifting of anchors / blocks

2. Maintenance Works to Pontoon Berths

Generally comprise:

- Maintenance, refurbishment, replacement of fittings or minor alterations (lights, anodes, telemetry, power & water supplies, fenders, pile brackets, fuel pipes etc.)
- Pontoon refurbishment / upgrade works (re-coating of corrosion protection, minor fabrication and other improvement works) including for the removal and re-installation where needed
- Re-coating of piles
- Maintenance of minor alterations of pile fittings (mooring equipment, navigation lights etc.)
- Maintenance, refurbishment, replacement of structure and fittings to link-span and approach structures (brows, gangways, bank-seats, and similar structures) including re-coating of corrosion protection, minor fabrication and other improvement works, and including for the removal and re-installation where needed, and for painting of link-span and approach structures (partial re-coating)
- Repair works to associated quay walls (concrete / sheet piles / masonry) and associated structure / fittings (guide brackets, fenders, etc.)
- Installation of new pontoon fittings (for operational or Health & Safety requirements)

3. Minor beach re-profiling works

Generally comprise:

- The removal and redistribution of beach material (sand, pebbles, etc.) that may have 'heaped up' in the vicinity of the lifeboat launch and recovery route or the access / egress route to Lifeguard Units due to general beach material mobility
- The removal and redistribution of beach material (sand, pebbles, etc.) that may have 'heaped up' onto slipways or launch ramps due to general beach material mobility
- The recharging of beach material in the vicinity of the lifeboat launch and recovery route or an associated slipway or the access / egress route to Lifeguard Units where scour has occurred or material has been 'lost'
- Importation of limited quantities of beach material at a small number of sites if required for the purposes of recharging beach material
- Excavation of beach material & use of beach material to locally 'blanket' groynes to facilitate crossing by beach tractor unit and / or wheeled or tracked Excavator.

4. Maintenance to Lifeboat Station Boathouses (and Associated Structures)

Category 4a activities generally comprise:

- Maintenance, refurbishment or replacement of slipway fittings or minor alterations (deck panels, rollers, keelway linings, railings, signs, lighting, safety equipment, etc.)
- Repair / replacement works to concrete elements of structure (pre-cast or in situ concrete)
- Repair / replacement works to masonry elements of the structure
- Repair / replacement works to steel elements of structure
- Repair / replacement of timber elements of structure
- Re-coating works to steel and timber elements of structure (rubbing strakes, fenders, etc.)
- Re-coating works to piles (steel and timber)
- Works to anodes
- Works to slipway toe (below water marine grade concrete repairs)
- Inspections of infrastructure generally (including diving and rope access) and other inspections of the underside of the structure (including cleaning for the purposes of the inspection)
- Maintenance, repair and renewal works to the external envelope of the boathouse (including works to light fittings, signage, cladding, windows, doors and roofs, fittings and fixtures) and including re-painting works
- Maintenance and repair of balcony structures and walkways (including railings, deck replacement etc.)
- Maintenance and repair of bank-seat structures (concrete or masonry walling)
- Scaffolding and access towers (including rope access technology) associated with any of the above works

Category 4b activities generally comprise:

- Maintenance, refurbishment or replacement of slipway fittings or minor alterations (deck panels, rollers, keelway linings, railing, signs, lighting, safety equipment, etc.)
- Repair / replacement works to concrete elements of slipway or launch ramp structure (pre-cast or in situ concrete) including joint repairs, line marking, slip resistance surfacing, etc.
- Repair / replacement works to masonry elements of the structure
- Repair / replacement works to steel elements of structure
- Repair / replacement of timber elements of structure (rubbing strakes, fenders, etc.)
- Re-coating works to steel and timber elements of structure
- Re-coating works to piles (steel and timber)
- Works to anodes
- Works to slipway toe (below marine grade concrete repairs)
- Inspections of infrastructure generally (including diving and rope access) and other inspections of the underside of the structure (including cleaning for the purposes of the inspection)
- Maintenance and repair of bank-seat structures (concrete or masonry walling)
- Scaffolding and access towers (including rope access technology) associated with any of the above works

5. Works associated with safety of launch and recovery e.g. recovery anchors, channel markers, and maintenance of miscellaneous infrastructure

Generally comprise:

- Installation of Health & Safety equipment
- Replacement / removal of safety anchor chains, tackle and blocks (including inspections)
- Placement and removal of beach strengthening mats

- Placement and removal of navigation markers
- Maintenance, repair or replacement of Groynes
- Maintenance of miscellaneous infrastructure e.g. brackets, railings, ladders etc.

6. Installation, removal and maintenance of beach lifeguard units

In relation to each of its lifeguard units, the RNLI gives careful consideration as to whether the lifeguard unit is installed and removed at the beginning and end of each lifeguard season, or is left in situ. Generally where installation and removal takes place at the beginning and end of each season, the lifeguard unit is installed in mid-April ready for the start of the season on 1 May and removed at the beginning of October following the close of the season at the end of September.

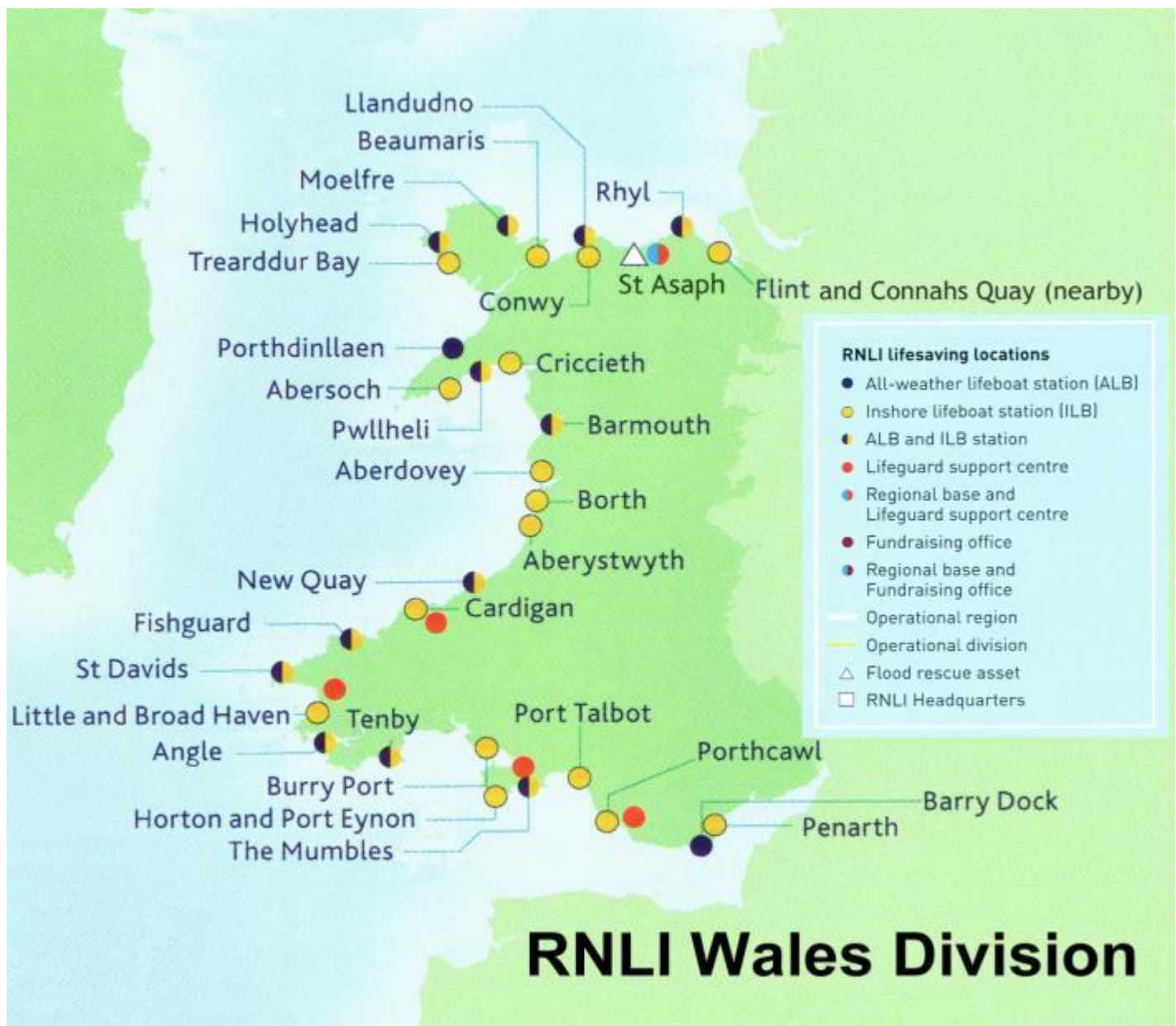
However, it is important that the RNLI has the ability to remove or install any of the lifeguard units at any time. Removal may be required at short notice due to extreme weather conditions and installation could be required outside normal installation periods (i.e. to install a lifeguard unit during March if lifeguard cover is provided during Easter, when Easter falls early). This requirement will be reflected in the Method Statement.

The installation or removal of each individual lifeguard unit usually takes place within a single day. The general scope of licensable activities involved is set out below.

Category 6 activities generally comprise:

- Levelling of beach as required prior to installation of standard Lifeguard Tower unit
- Excavation of beach material for installation / removal for installation of Lifeguard Tower Unit
- Excavation of beach material for installation / removal of steel stanchion base plates (including timber bearers as needed)
- Installation / removal of steel stanchion base plates (and timber bearers)
- Installation / removal of Lifeguard Tower Unit (steel tower frame + lifeguard hut)
- Minor maintenance works to unit comprising repair and / or replacement of internal fittings / fixtures and external fittings / fixtures
- Repairs to lifeguard units (towers, etc.) structure as might be needed for Health & Safety purposes or to ensure continued operation of units (Note: this item covers unplanned works arising from damage in use)

LOCATION OF RNLI WEST (WALES) LIFEBOAT STATIONS



RNLI West Division (Wales)- Regional Licence Application

List of Stations, Moorings and Beach Lifeguard Sites

The table below lists the RNLI sites in geographical sequence starting at Penarth on the south coast to Connah's Quay on the north coast. The Activity reference relates to the category of Works and the associated Method Statements. The lifeboat stations are identified as having an inshore lifeboat (ILB) and / or and All Weather Lifeboat (ALB).

Site Ref	Name of Lifeboat Station or Beach Lifeguard Area	Post Code	Summary Description of Infrastructure below MHWS, or Activity	Category of Maintenance Activities (Activity Reference)	Detailed Description of Infrastructure below MHWS, or Activity	Identified Statutory Harbour Authority (SHA) or Competent Harbour Authority (CHA)
1	Penarth Lifeboat Station (ILB)	CF64 3AU	Beach re-profiling and Slipway structure	3 & 4b	Suspended concrete slipway supported on steel piles with timber fendering on sides, and with masonry abutment to roadway.	None
2	Barry Dock Lifeboat Station (ALB)	CF62 5QS	Pontoon berths	2	Steel pontoon berth alongside old masonry pier, with steel access structures and fendering + proprietary floating HDPE modular dock for ILB.	Associated British Ports, Barry Docks (SHA)
3	Porthcawl Lifeboat Station (ILB)	CF36 3BN	Beach re-profiling and slipway structure	3 & 4b	Mass concrete slipway	-
4	Langlands (Lifeguard area-Swansea)	SA3 4SQ	Standard Lifeguard Tower	6	Access to beach for erection, dismantling, and operation of standard lifeguard unit.	None
5	The Mumbles Lifeboat Station (ILB)	SA3 4EN	Beach re-profiling and Slipway structure	3 & 4b	Mass concrete and stone slipway with timber runners.	None
6	The Mumbles Lifeboat	SA3 4EN	Boathouse and slipway	1 & 4a	The suspended boathouse building	None

	Station (ALB) (new station)		structure		and launch slipway sits on tubular steel piles, with a steel and concrete deck. The approach to the boathouse and slipway is via The Mumbles Pier (not owned by the RNLI) + three breasting moorings (located within the footprint of the station)	
7	The Mumbles Lifeboat Station (ALB) (old station)	SA3 4EN	Boathouse and slipway structure	4a	The suspended boathouse building and launch slipway sits a jetty type structure of pre-cast beams, raking members and piles with a steel, timber and concrete deck. The lower section of slipway is supported from mass concrete and stone piers. The approach to the boathouse and slipway is via an elevated steel walkway structure supported on two pre-cast concrete piers, leading to The Mumbles Pier (not owned by the RNLI).	None
8	The Mumbles Mooring	SA3 4EN	Mooring	1	Swinging mooring	None
9	Horton and Port Eynon Lifeboat Station (ILB)	SA3 1LQ	Beach re-profiling	3	Beach launched lifeboat	None
10	Tenby Lifeboat Station (ALB & ILB)	SA79 7BS	Boathouse and slipway structure	1 & 4a	The suspended boathouse building and launch slipway sits on tubular steel piles, with a steel and concrete deck. The piles have some deep steel bracing beams. The approach to the boathouse and slipway is via a short elevated steel walkway from the top of the adjacent cliff side + two breasting moorings (located within the footprint of the station)	None

11	Tenby Mooring	SA79 7BS	Mooring	1	One swinging mooring	None
12	Pembrokeshire (Tenby North Lifeguard area)	-	Standard Lifeguard Tower	6	Access to beach for erection, dismantling, and operation of standard lifeguard unit.	None
13	Pembrokeshire (Tenby Castle Lifeguard area)	-	Standard Lifeguard Tower	6	Access to beach for erection, dismantling, and operation of standard lifeguard unit.	None
14	Pembrokeshire Tenby South (Lifeguard area)	-	Standard Lifeguard Tower	6	Access to beach for erection, dismantling, and operation of standard lifeguard unit.	None
15	Angle Lifeboat Station ALB & ILB)	SA71 5AT	Boathouse and slipway structure	1 & 4a	The suspended boathouse building and launch slipway sits on tubular steel piles, with a steel and concrete deck. The approach to the boathouse and slipway is via a short elevated steel/concrete link from the top of the adjacent Cliffside + two breasting moorings (located within the footprint of the station)	Port of Milford Haven (SHA)
16	Angle Moorings	SA71 5AT	Moorings	1	One swinging mooring	Port of Milford Haven (SHA)
17	St David's Lifeboat Station (ALB & ILB) (new station)	SA62 6PY	Boathouse and slipway structure	4a	The part suspended boathouse building and launch slipway sits on tubular steel and concrete piles/columns, with a steel and concrete deck. The approach to the boathouse and slipway is via a flight of steps from the top of the adjacent cliffside.	None

18	St David's Lifeboat Station (ALB) (old station)	SA62 6PY	Boathouse and slipway structure + second slipway	4a	The suspended boathouse building and launch slipway sits a jetty type structure of pre-cast beams, raking members and piles with a steel, timber and concrete deck. The lower section of slipway is supported from mass concrete and stone piers. The approach to the boathouse and slipway is via a short elevated walkway. The second slipway comprises a small boat slipway of mass concrete and sits alongside the suspended structure.	None
19	St David's Mooring	-	Mooring	1	Swinging mooring	None
20	Ramsey Sound Mooring	-	Mooring	1	Swinging mooring	None
21	Fishguard Lifeboat Station (ILB)	SA64 0BU	Beach re-profiling and Slipway	3 & 4b	Mass concrete slipway for ILB	Stena Line Ports Ltd (CHA)
22	Fishguard Lifeboat Station (ALB)	SA64 0BU	Moorings and access ladder & steps	1 & 5	Conventional mooring set off from masonry/concrete pier, with associated steel access ladder and steps + mooring chains to fixtures on pier + fendering.	None
23	Cardigan Lifeboat Station (ILB)	SA43 3LN	Beach re-profiling and Slipway structure	3 & 4b	Station boathouse immediately above high water with mass concrete slipway running onto beach + launch route.	None
24	Ceredigion (Poppit Sands Lifeguard area)	-	Standard Lifeguard Towers	6	Access to beach for erection, dismantling, and operation of standard lifeguard unit.	None
25	Ceredigion (Tresaith Lifeguard area)	-	Standard Lifeguard Tower	6	Access to beach for erection, dismantling, and operation of	None

					standard lifeguard unit.	
26	New Quay Lifeboat Station (ILB & ALB)	CA45 9PS	Boathouse & slipway structure, beach re-profiling	3, 4a & 6	The boathouse building and launch slipway sits a piled sub-structure with a concrete deck. Some beach re-profiling beyond the toe where beach levels are prone to change.	None
27	New Quay Mooring	CA45 9PS	Mooring	1	Swinging mooring.	None
28	Ceredigion (New Quay Beach Area)	-	Beach lifeguard units (and adjacent retaining wall)	6	Access to beach for erection, dismantling, and operation of standard lifeguard unit + maintenance of gabion basket retaining structure	None
29	Aberystwyth Lifeboat Station (ILB)	SY23 1JY	Beach re-profiling and Slipway structure	3 & 4b	Mass concrete slipway alongside conventional concrete/masonry pier.	None
30	Borth Lifeboat Station (ILB & ALB)	SY24 5LJ	Slipway structure and beach re-profiling	3 & 4b	Mass concrete slipway and minor beach clearance works.	
31	Aberdovey Lifeboat Station (ILB)	LL35 0RA	Slipway structure and beach re-profiling	3 & 4b	Mass concrete slipway and minor beach clearance works.	None
32	Barmouth Lifeboat Station (ILB & ALB)	LL42 1NF	Beach re-profiling and Slipway structure	3 & 4b	Mass concrete slipway and minor beach clearance works.	None
33	Criccieth Lifeboat Station (ILB)	LL52 0DN	Beach re-profiling	3	Mass concrete slipway and minor beach clearance works (boulder material).	None
34	Pwllheli Lifeboat Station (ILB & ALB)	LL53 5AY	Beach re-profiling and Slipway structure	3 & 4b	Mass concrete slipway and minor beach clearance works.	None
35	Pwllheli (launch route)	LL53 5AY	Beach re-profiling	3	Alternative launch route for lifeboat.	None

36	Abersoch Lifeboat Station (ILB)	LL53 7AG	Beach re-profiling and Slipway structure	3 & 4b	Mass concrete slipway and minor beach clearance works.	None
37	Porthdinllaen Lifeboat Station (ALB)	LL53 6DB	Boathouse and slipway structure & moorings	1 & 4a	The boathouse building sits on a mass concrete and stone pier projecting from the shoreline with the launch slipway sitting on tubular steel piles with a steel and concrete deck, with adjacent masonry pier and two breasting moorings. The approach to the boathouse and slipway an adjacent roadway.	None
38	Porthdinllaen Moorings	LL53 6DB	Moorings	1	Swinging mooring.	None
39	Holyhead Lifeboat Station (ILB & ALB)	LL65 1YA	Pontoon	2	Pontoon berth within marina	Holyhead Port Authority (Stena Line Ports Ltd) (SHA)
40	Moelfre Lifeboat Station (ILB & ALB) (new station)	LL72 8LG	Boathouse & slipway structure	4a	The boathouse building sits on a mass concrete and stone pier projecting from the shoreline with the launch slipway sitting on tubular steel piles with a steel and concrete deck. The approach to the boathouse and slipway an adjacent roadway.	None
41	Moelfre Mooring	LL72 8LG	Mooring	1	Swinging mooring.	None
42	Beaumaris Lifeboat Station (ILB)	LL58 8BS	Beach re-profiling and Slipway structure	3 & 4b	Mass concrete slipway and minor beach clearance works.	None
43	Llandudno Lifeboat Station (ILB & ALB) (new station)	LL30 2YG	Beach re-profiling and Slipway structure	3 & 4b	The boathouse is constructed immediately adjacent to the beach and foreshore with a mass concrete slipway onto beach for beach	None

					launched vessels (tractor and trailer unit), and with beach re-profiling on the launch route.	
44	Rhyl Lifeboat Station (ILB & ALB)	LL18 3AN	Beach re-profiling and Slipway structure	3 & 4b	Suspended concrete slipway on piles.	None
45	Flint Lifeboat Station (ILB)	CH6 5PE	Beach re-profiling and Slipway structure	3 & 4b	Timber and concrete slipway on timber piles, with approach timber walkway supported on timber piles.	None
46	Connah's Quay (Alternative launch/recovery site for Flint Lifeboat station)	CH5	Beach re-profiling & slipway structure	3 & 4b	Alternative launch site for the Flint lifeboat, and comprising a simple mass concrete slipway structure.	None

WALES- LIFEBOAT STATIONS, MOORINGS & BEACH LIFEGUARD SITES- SITE COORDINATES (WGS84 DATA)

The following coordinates for the sites describe the area of activity at each station, which generally is the boundary of infrastructure, but can also include access and launch routes.

Further mapping information can be found at page 20-65.

RNLI Sites	COORDINATES- LAT	COORDINATED- LON	SITE NO.
Penarth Lifeboat Station	51.432544	-3.1685901	1
	51.432461	-3.1680536	
	51.432212	-3.1681475	
	51.43231	-3.1687161	
	51.432544	-3.1685901	
Barry Dock Lifeboat Station	51.392907	-3.2607239	2
	51.392806	-3.2607776	
	51.392903	-3.2611585	
	51.392977	-3.2610941	
	51.392907	-3.2607239	
Porthcawl Lifeboat Station	51.474146	-3.7014377	3
	51.472863	-3.6991739	
	51.473318	-3.6984336	
	51.474567	-3.7005794	
	51.474146	-3.7014377	
Swansea (Langlands Beach Area)	51.56813	-4.00999	4
	51.56835	-4.00999	
	51.56835	-4.01013	
	51.56813	-4.01014	
	51.56813	-4.00999	
The Mumbles Lifeboat Station (ILB) (new station)	51.56969	-3.9802453	5
	51.569831	-3.9801648	
	51.569866	-3.9803526	
	51.570233	-3.9801702	
	51.570276	-3.9803982	
	51.156761	-3.9806288	
	51.56969	-3.9802453	
The Mumbles Lifeboat Station (ALB) (new station)	51.570341	-3.9772439	6
	51.568401	-3.9752269	
	51.569848	-3.9706886	
	51.571442	-3.9723837	
	51.570341	-3.9772439	
The Mumbles Lifeboat Station (Old Station)	51.56983	-3.97556	7
	51.57023	-3.97479	
	51.57028	-3.97493	
	51.56992	-3.97563	
	51.56983	-3.97556	

The Mumbles Mooring	51.570477	-3.9758014	8
	51.570723	-3.9748871	
	51.571185	-3.9752723	
	51.571033	-3.9761169	
	51.570477	-3.9758014	
Horton and Port Eynon Lifeboat Station	51.547692	-4.2016594	9
	51.547123	-4.2013146	
	51.547273	-4.2005429	
	51.547804	-4.2010013	
	51.547692	-4.2016594	
Tenby Lifeboat Station	51.672785	-4.6937102	10
	51.673127	-4.6928358	
	51.673091	-4.6921867	
	51.67334	-4.6916932	
	51.674262	-4.6930665	
	51.673357	-4.6940213	
	51.672968	-4.6943057	
	51.672785	-4.6937102	
Tenby Mooring	51.675682	-4.6910926	11
	51.676289	-4.6911618	
	51.676136	-4.6924691	
	51.675584	-4.6923495	
	51.675682	-4.6910926	
Pembrokeshire (Tenby North Beach Area)	51.675604	-4.702081	12
	51.675633	-4.701967	
	51.675741	-4.7010879	
	51.675748	-4.7020606	
	51.675604	-4.702081	
Pembrokeshire (Tenby Castle Beach Area)	51.671868	-4.6955954	13
	51.671842	-4.6955216	
	51.671899	-4.6953948	
	51.671925	-4.6954542	
	51.671868	-4.6955954	
Pembrokeshire (Tenby South Beach Area)	51.667055	-4.7050141	14
	51.666892	-4.7046717	
	51.667651	-4.7033719	
	51.667815	-4.704047	
	51.667055	-4.7050141	
Angle Lifeboat Station	51.68918	-5.07897	15
	51.6896	-5.07875	
	51.68964	-5.07888	
	51.6901	-5.07867	
	51.69012	-5.07885	
	51.68933	-5.07933	
	51.68918	-5.07897	
Angle Mooring	51.690893	-5.0774084	16
	51.691162	-5.0776695	
	51.691002	-5.0782308	
	51.690733	-5.0779886	
	51.690893	-5.0774084	

St David's Lifeboat Station	51.878577	-5.308212	17
	51.878027	-5.309643	
	51.877759	-5.309282	
	51.878335	-5.307992	
	51.878577	-5.308212	
St David's Lifeboat Station (Old Station)	51.8787	-5.30877	18
	51.87817	-5.30944	
	51.87825	-5.30961	
	51.87876	-5.30899	
	51.8787	-5.30877	
St David's Mooring	51.877722	-5.310297	19
	51.877373	-5.309903	
	51.877607	-5.309353	
	51.87796	-5.309793	
	51.877722	-5.310297	
Ramsey Sound Mooring	51.867241	-5.3327254	20
	51.867399	-5.3328885	
	51.867309	-5.3332568	
	51.867156	-5.3330799	
	51.867241	-5.3327254	
Fishguard Lifeboat Station (slipway)	52.01326	-4.98397	21
	52.01356	-4.98371	
	52.01358	-4.98382	
	52.01331	-4.98407	
	52.01326	-4.98397	
Fishguard Lifeboat Station (Mooring)	52.01364	-4.98338	22
	52.01387	-4.98313	
	52.01393	-4.98339	
	52.01367	-4.98363	
	52.01364	-4.98338	
Cardigan Lifeboat Station	52.10455	-4.69938	23
	52.10478	-4.69921	
	52.10499	-4.69939	
	52.10499	-4.69964	
	52.10468	-4.69972	
Ceredigion (Poppit Sands Beach Area)	52.105323	-4.6987446	24
	52.105611	-4.698762	
	52.105725	-4.6968995	
	52.105412	-4.6968222	
	52.105323	-4.6987446	
Ceredigion (Tresaith Beach Area)	52.135216	-4.5175132	25
	52.135303	-4.517635	
	52.135369	-4.5175218	
	52.13529	-4.517415	
	52.135216	-4.5175132	
New Quay Lifeboat Station	52.213429	-4.357713	26
	52.213089	-4.356451	
	52.213387	-4.356325	
	52.213671	-4.3575	
	52.213429	-4.357713	

New Quay Lifeboat Station (Mooring)	52.226183	-4.3482676	27
	52.228209	-4.3487376	
	52.227795	-4.3535806	
	52.225745	-4.353381	
	52.226183	-4.3482676	
Ceredigion (New Quay Beach Area)	52.21432	-4.35828	28
	52.213718	-4.357551	
	52.21357	-4.35755	
	52.213628	-4.357297	
	52.214563	-4.358011	
	52.21432	-4.35828	
Aberystwyth ILB Station	52.40864	-4.08882	29
	52.40825	-4.08911	
	52.40828	-4.08926	
	52.40867	-4.08896	
	52.40864	-4.08882	
Borth Lifeboat Station	52.481241	-4.051533	30
	52.481581	-4.0514338	
	52.481676	-4.0523136	
	52.481454	-4.0523806	
	52.481241	-4.051533	
Aberdovey Lifeboat Station	52.543339	-4.046024	31
	52.543273	-4.046276	
	52.54293	-4.045975	
	52.542936	-4.045799	
	52.543272	-4.045751	
	52.543339	-4.046024	
Barmouth Lifeboat Station	52.72067	-4.05607	32
	52.72049	-4.05644	
	52.72069	-4.05671	
	52.72087	-4.05633	
	52.72067	-4.05607	
Criccieth Lifeboat Station	52.917808	-4.2303264	33
	52.917785	-4.2293823	
	52.917245	-4.2294252	
	52.917355	-4.2304981	
	52.917808	-4.2303264	
Pwllheli Lifeboat Station	52.882927	-4.4023284	34
	52.882937	-4.4019449	
	52883275	-4.4019422	
	52.883268	-4.4023257	
	52.882927	-4.4023284	
Pwllheli (launch route)	52.882139	-4.402319	35
	52.881165	-4.402561	
	52.881759	-4.401887	
	52.882135	-4.40216	
	52.882139	-4.402319	
Abersoch Lifeboat Station	52.826559	-4.5040753	36
	52.826743	-4.5037562	
	52.826524	-4.5036006	
	52.826517	-4.5040646	

	52.826559	-4.5040753	
Porthdinllaen Lifeboat Station	52.946862	-4.5644841	37
	52.946542	-4.5628452	
	52.946749	-4.5627406	
	52.947031	-4.5642427	
	52.946862	-4.5644841	
Porthdinllaen Mooring	52.9455	-4.56199	38
	52.9455	-4.55972	
	52.94455	-4.55972	
	52.94446	-4.56193	
	52.9455	-4.56199	
Holyhead Lifeboat Station	53.319794	-4.6431425	39
	53.31962	-4.6423271	
	53.319194	-4.6425766	
	53.319383	-4.643451	
	53.319794	-4.6431425	
Moelfre Lifeboat Station (new station)	53.354797	-4.2320538	40
	53.35505	-4.229849	
	53.353603	-4.2303586	
	53.354647	-4.2321718	
	53.354797	-4.2320538	
Moelfre Mooring	53.352561	-4.2315832	41
	53.352768	-4.231824	
	53.352623	-4.2323858	
	53.352386	-4.232157	
	53.352561	-4.2315832	
Beaumaris Lifeboat Station	53.262508	-4.0918091	42
	53.262248	-4.0918279	
	53.262242	-4.0915436	
	53.262524	-4.0915543	
	53.262508	-4.0918091	
Llandudno Lifeboat Station (new station)	53.32286	-3.80185	43
	53.32344	-3.80162	
	53.323355	-3.802539	
	53.32317	-3.802525	
	53.32276	-3.802769	
	53.32286	-3.80185	
Rhyl Lifeboat Station	53.32526	-3.4892267	44
	53.325497	-3.489511	
	53.32558	-3.4892803	
	53.325348	-3.488996	
	53.32526	-3.4892267	
Flint Lifeboat Station	53.250888	-3.1284106	45
	53.25143	-3.1270856	
	53.251215	-3.1267852	
	53.250679	-3.1280404	
	53.250888	-3.1284106	
Connah's Quay (Alternative launch/recovery site for	53.220905	-3.0510882	46
	53.221303	-3.0507984	
	53.221149	-3.0499409	

Flint Lifeboat station)

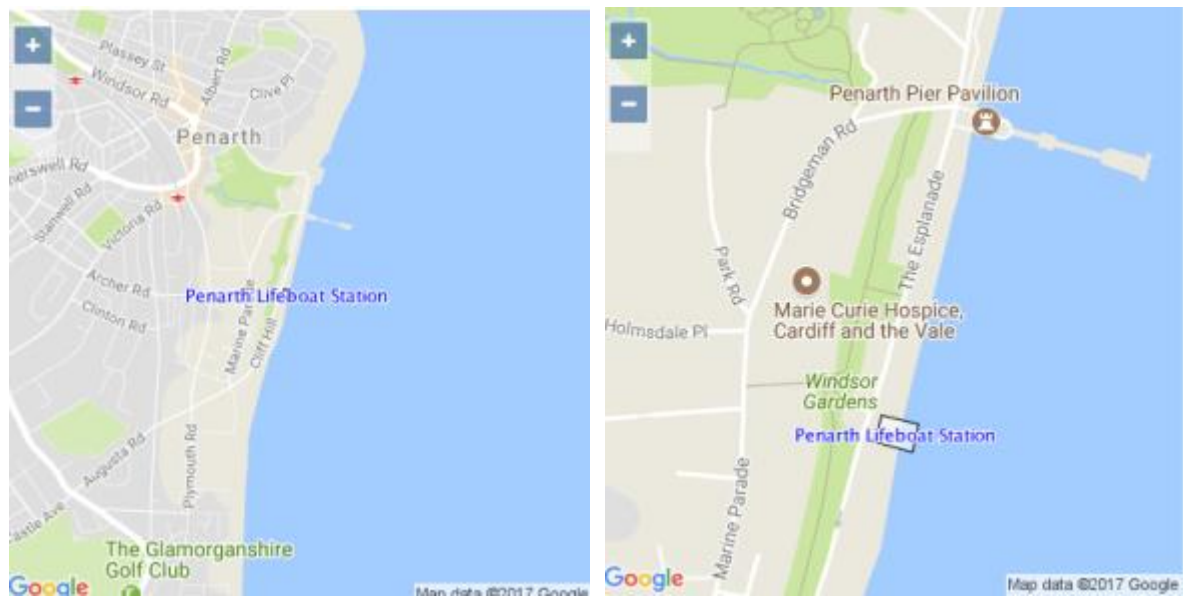
53.220668
53.220905

-3.0504234
-3.0510882

Site Location Plans

1. Penarth RNLI Lifeboat Station

Location plan

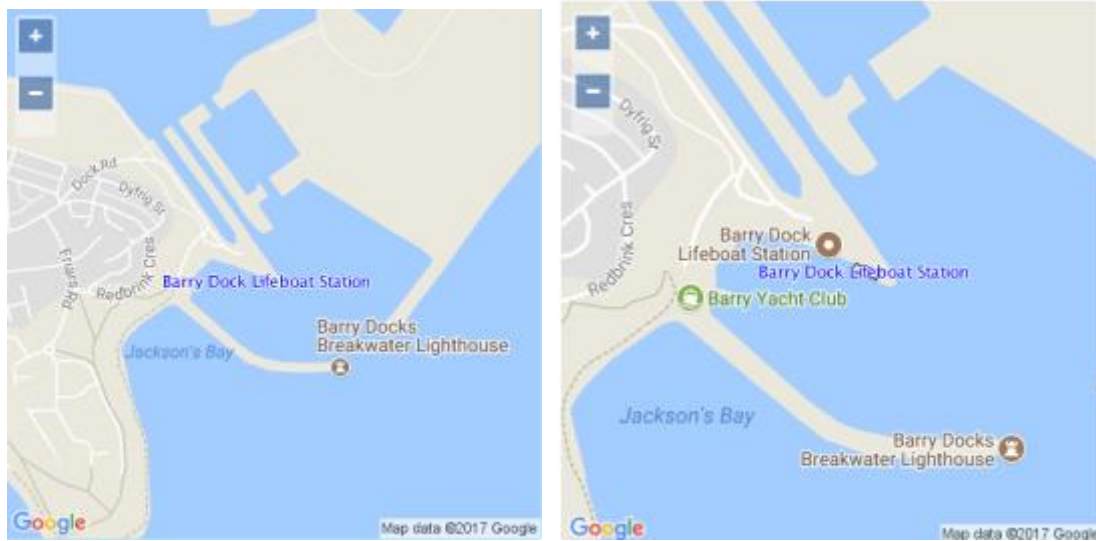


Site plan



2. Barry Dock Lifeboat Station

Location plan

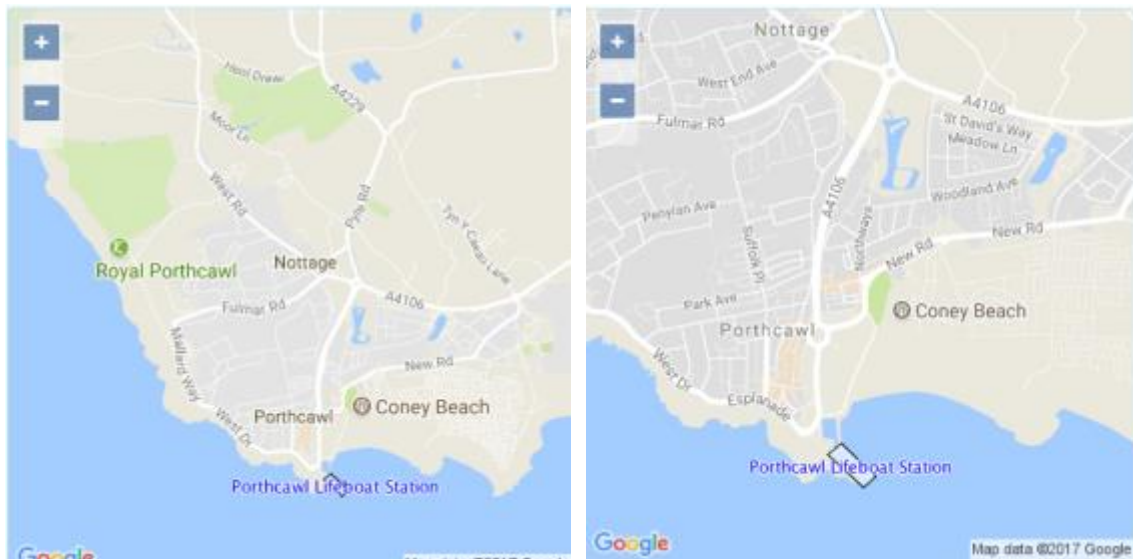


Site plan



3. Porthcawl Lifeboat Station

Location plan



Site plan



4. Swansea (Langlands Beach Area)

Location plan



Site plan



5. The Mumbles Lifeboat Station (ILB)

Location plan

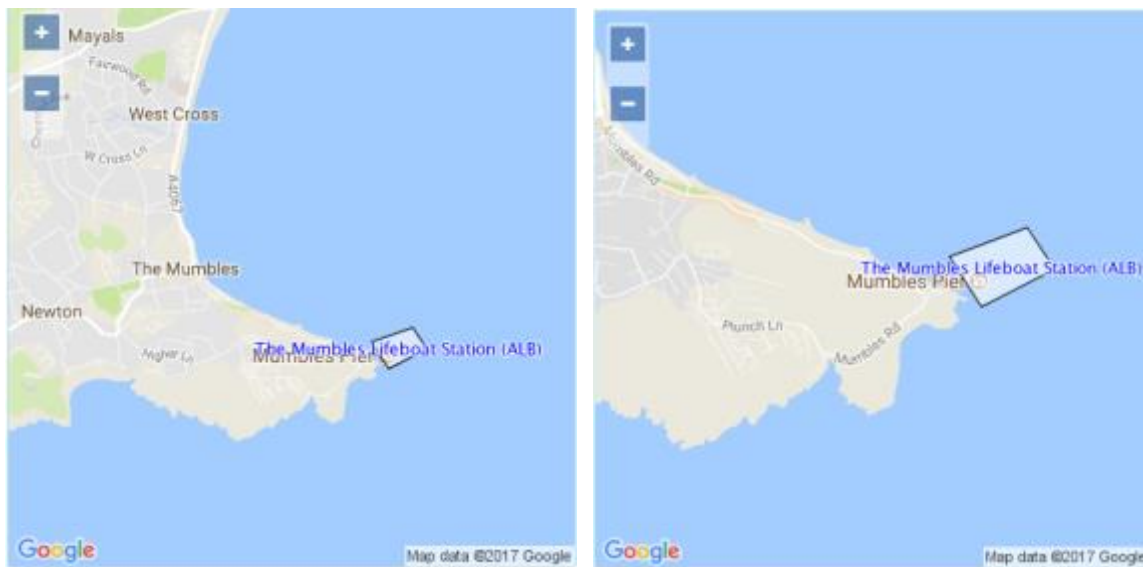


Site plan



6. The Mumbles Lifeboat Station (ALB) (New Station)

Location plan



Site plan

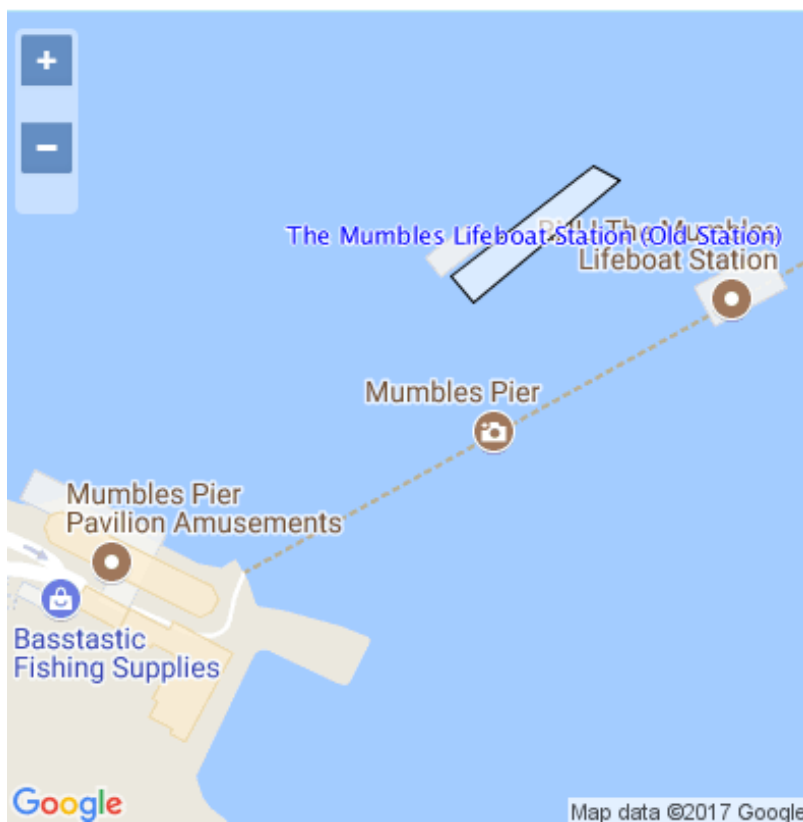


7. The Mumbles Lifeboat Station (Old Station)

Location plan



Site plan



8. The Mumbles Mooring

Location plan

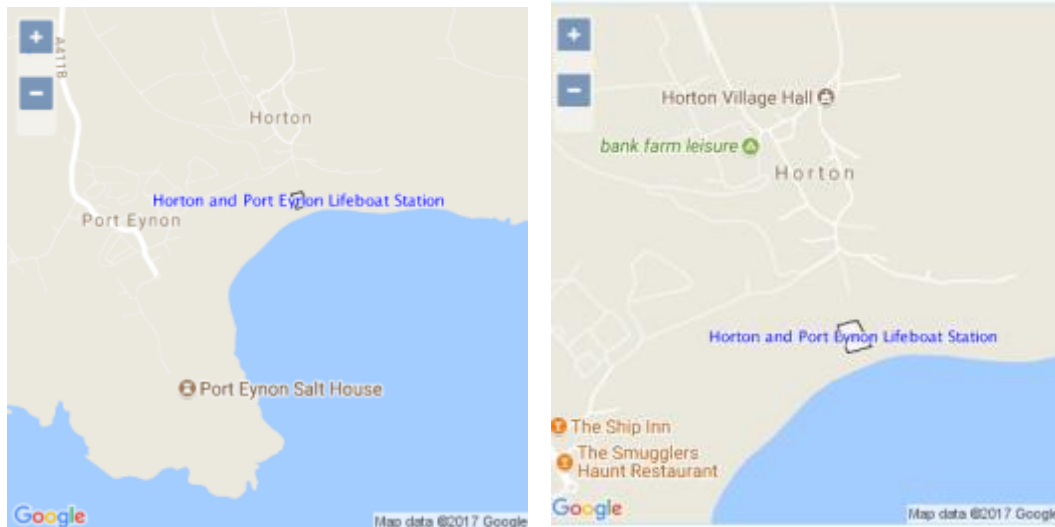


Site plan

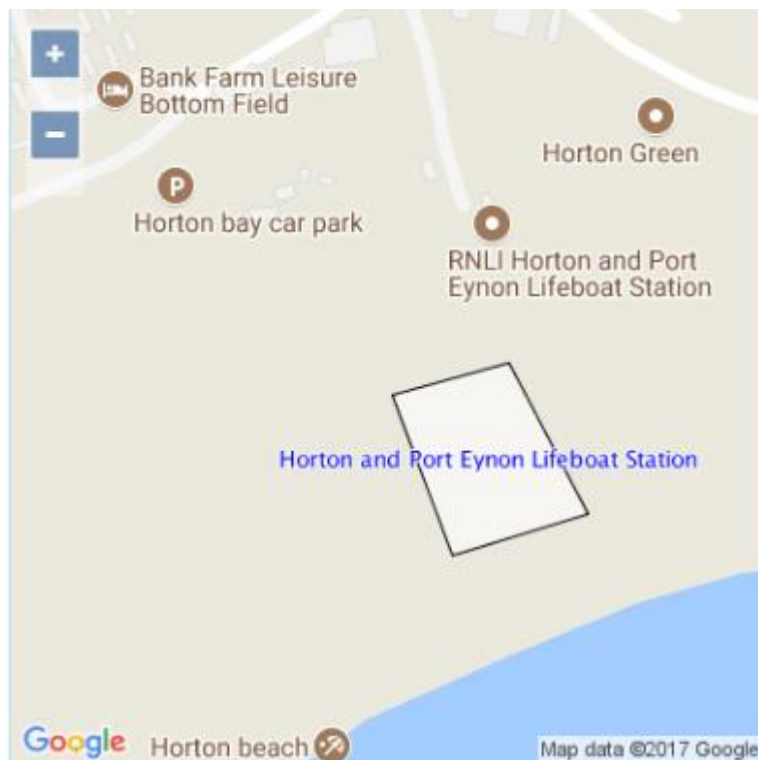


9. Horton and Port Eynon Lifeboat Station

Location plan

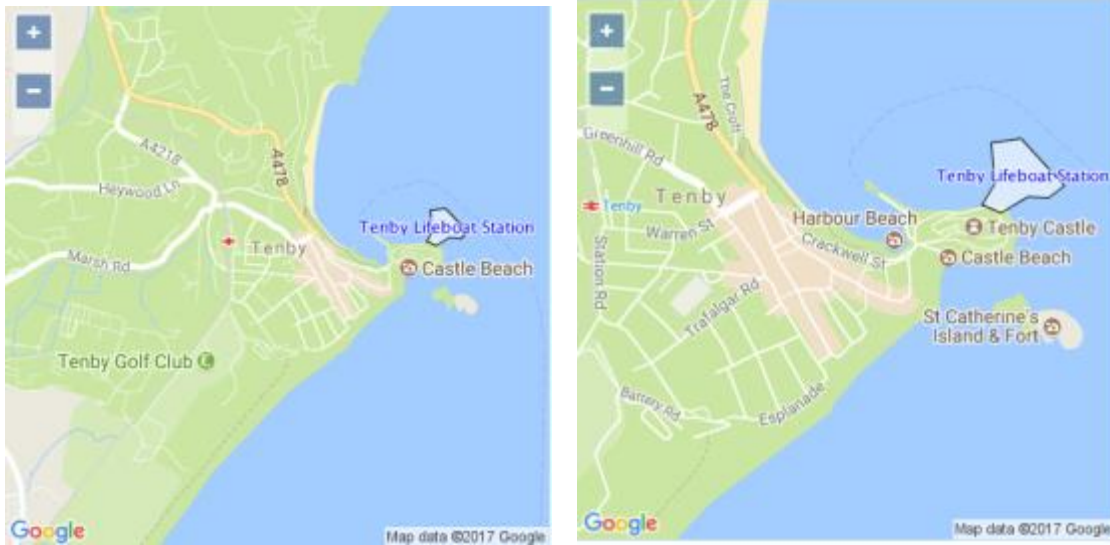


Site plan



10. Tenby Lifeboat Station

Location plan



Site plan



11. Tenby Mooring

Location plan

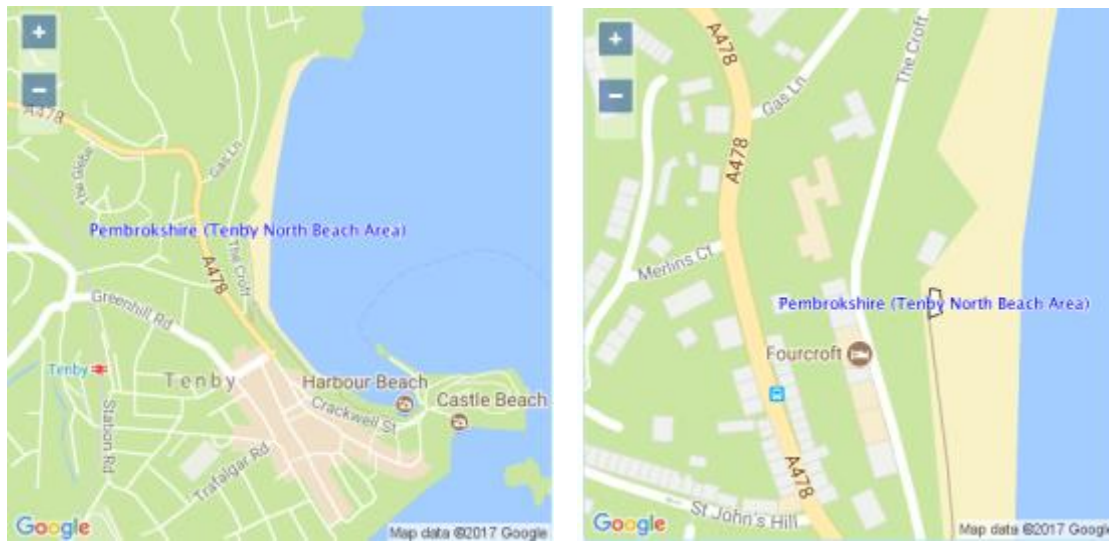


Site plan



12. Pembrokeshire (Tenby North Beach Area)

Location plan



Site plan



13. Pembrokeshire (Tenby Castle Beach Area)

Location plan



Site plan



14. Pembrokeshire (Tenby South Beach Area)

Location plan



Site plan



15. Angle Lifeboat Station

Location plan



Site plan



16. Angle Mooring

Location plan



Site plan



17. St. David's Lifeboat Station (New Station)

Location Plan

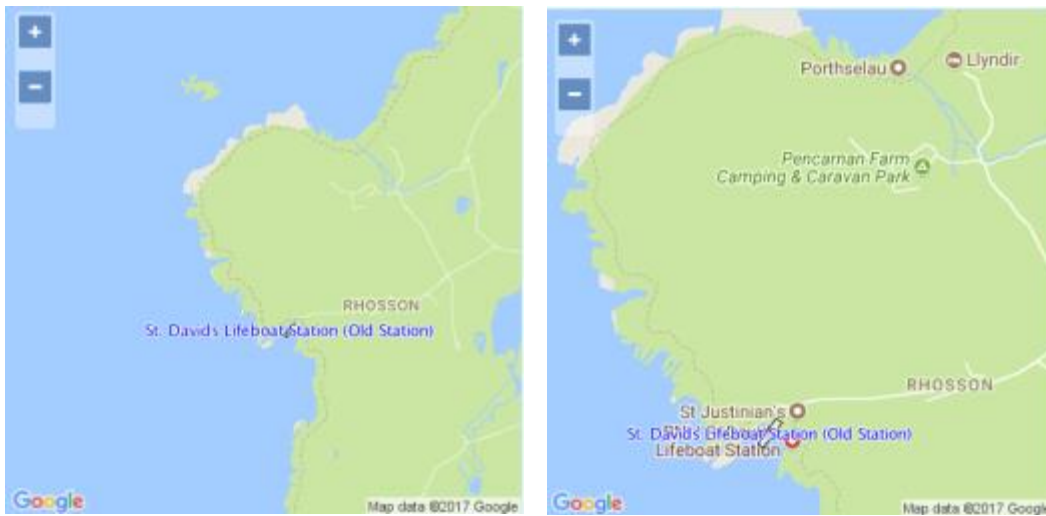


Site plan



18. St David's Lifeboat Station (Old Station)

Location plan

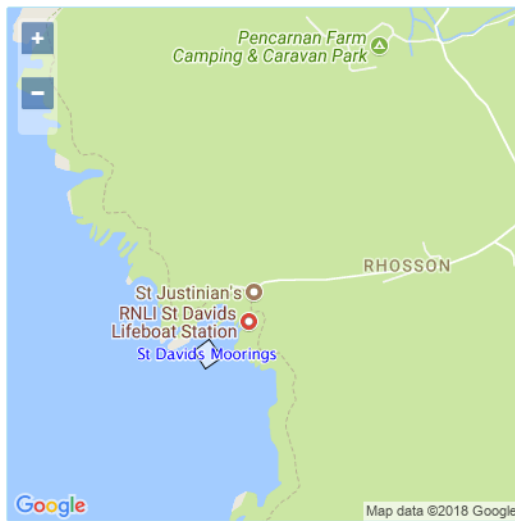


Site plan



19. St David's Mooring

Location plan



Site plan

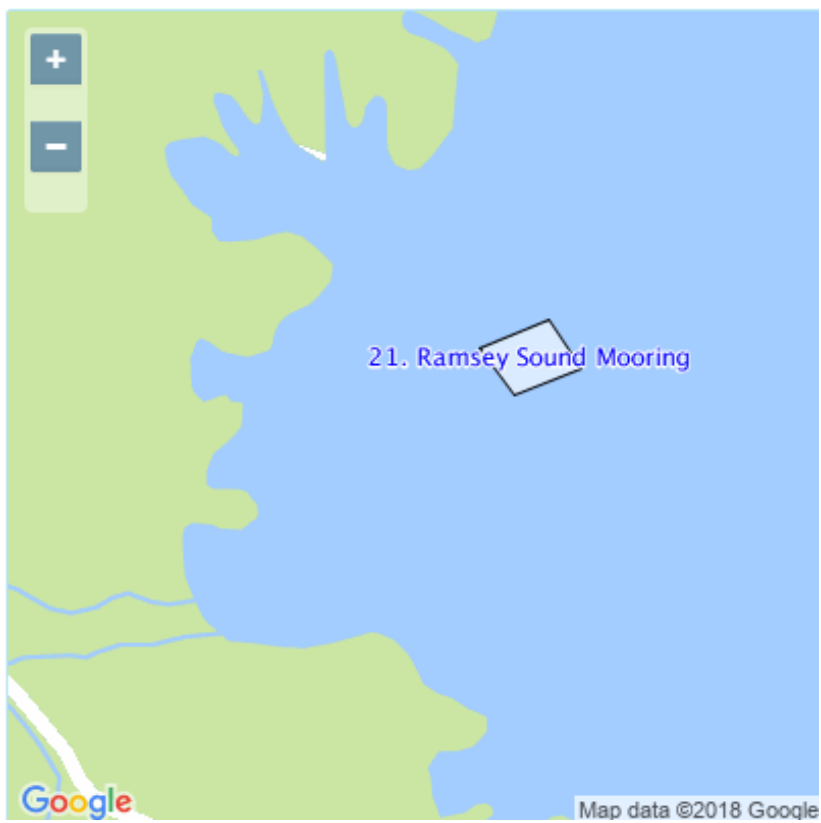


20. Ramsey Sound Mooring

Location plan



Site plan



21. Fishguard Lifeboat Station (slipway)

Location plan



Site plan



22. Fishguard Lifeboat Station (Mooring)

Location plan



Site plan

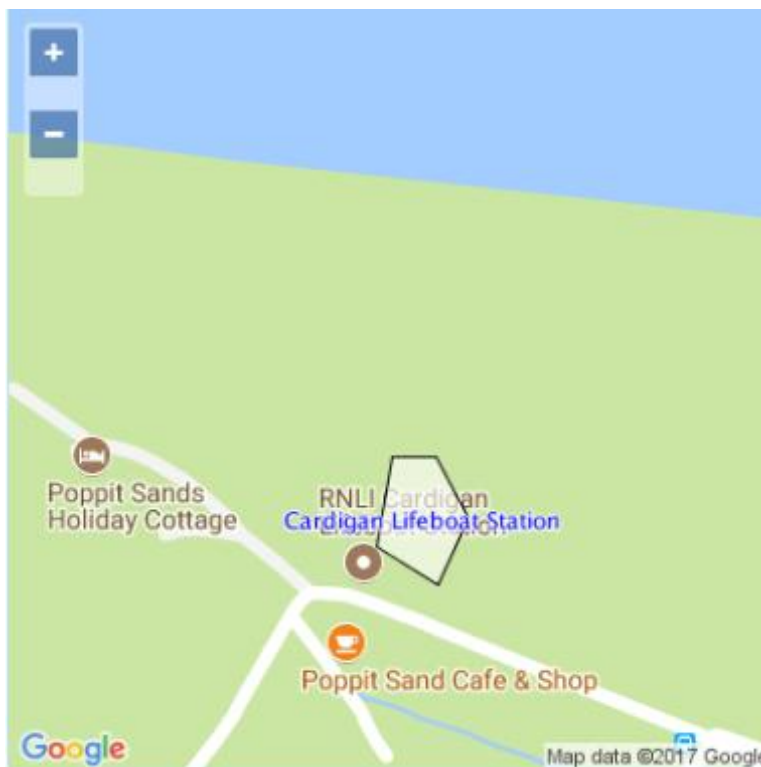


23. Cardigan Lifeboat Station

Location plan

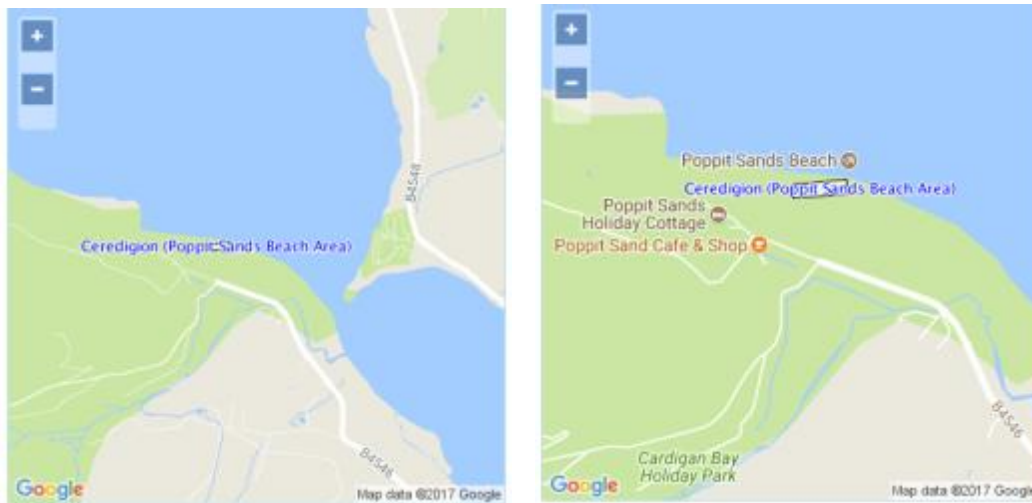


Site plan

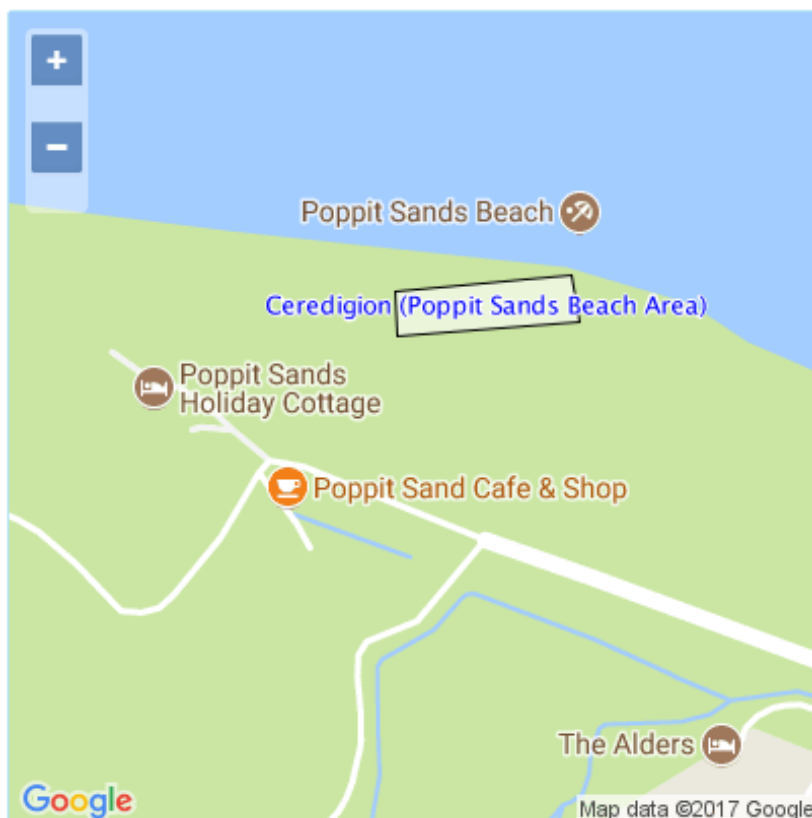


24. Ceredigion (Poppit Sands Beach Area)

Location plan



Site plan

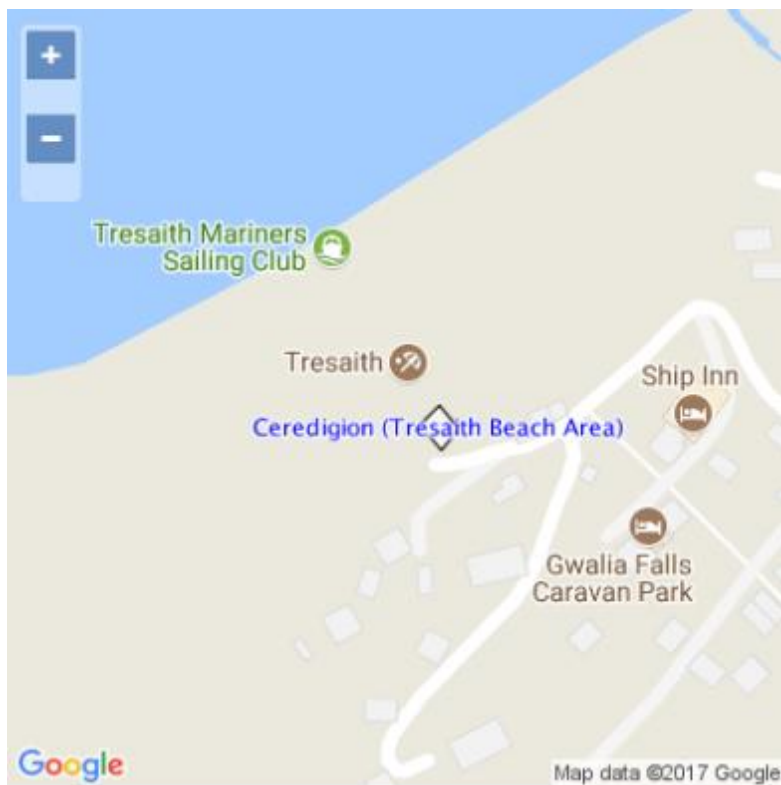


25. Ceredigion (Tresaith Beach Area)

Location plan

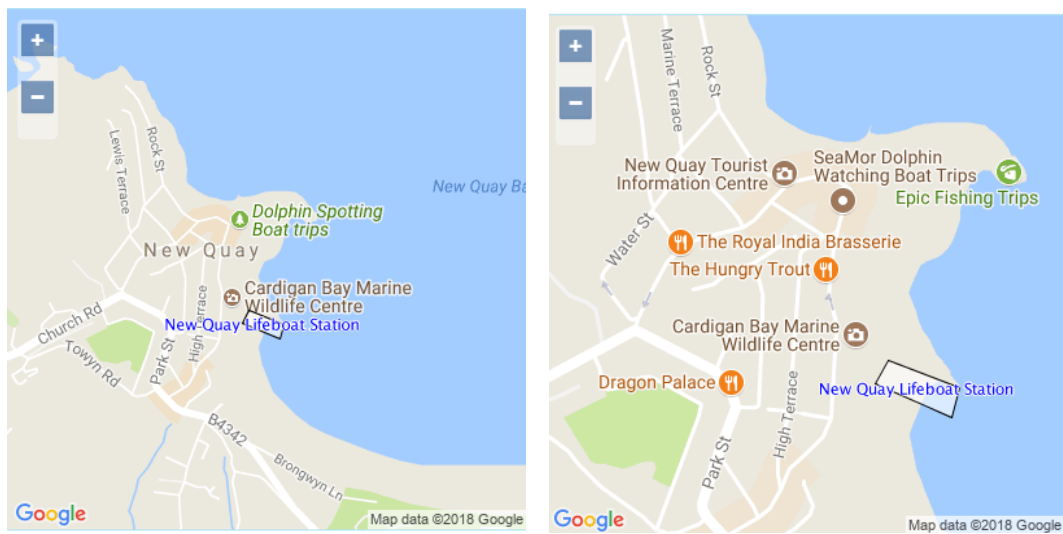


Site plan



26. New Quay Lifeboat Station

Location plan



Site plan

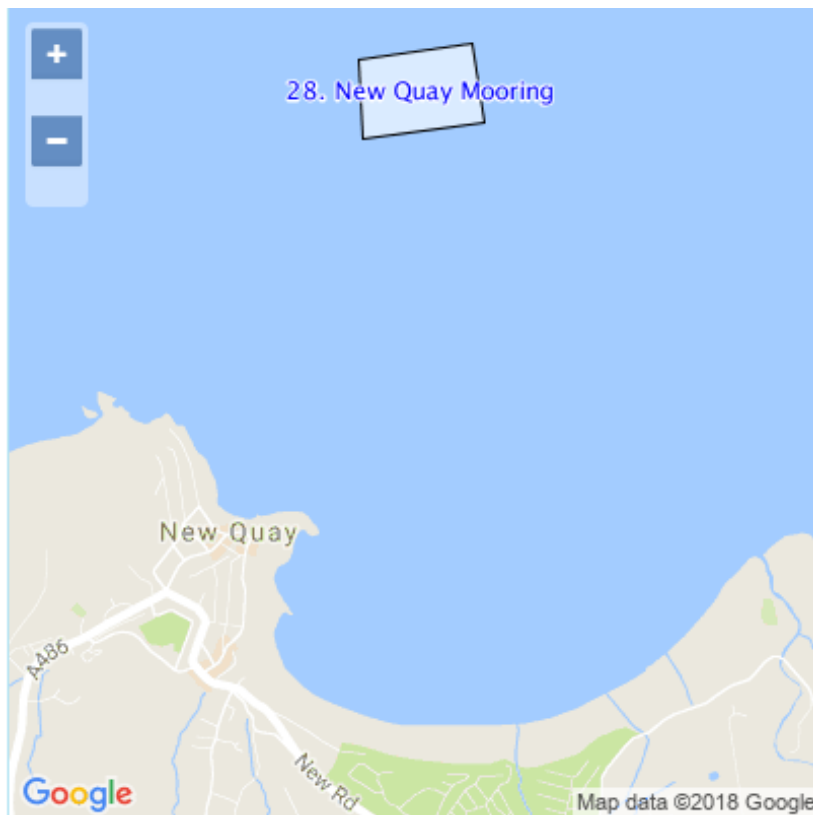


27. New Quay Mooring

Location plan

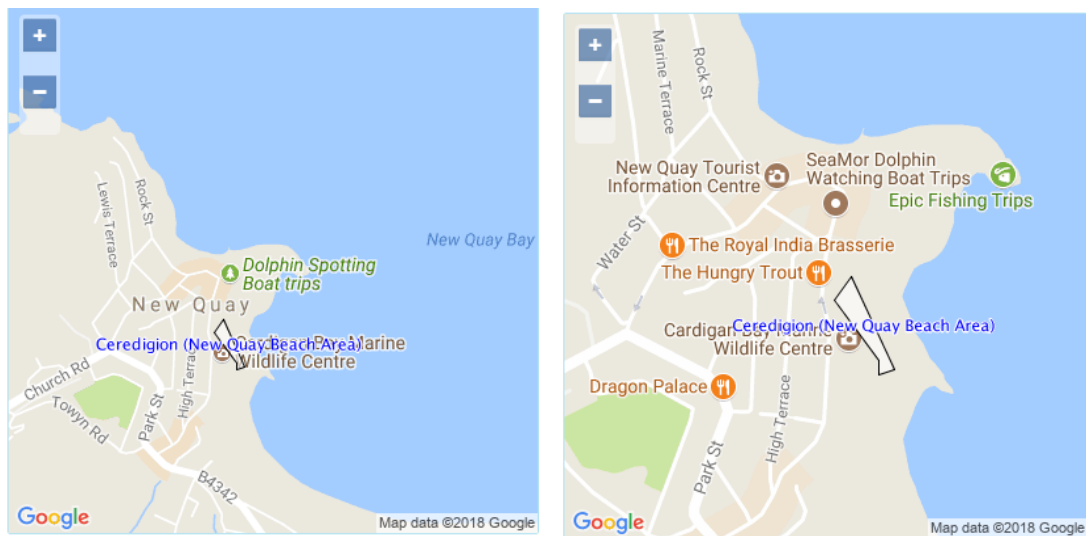


Site plan



28. Ceredigion (New Quay Beach Area)

Location plan

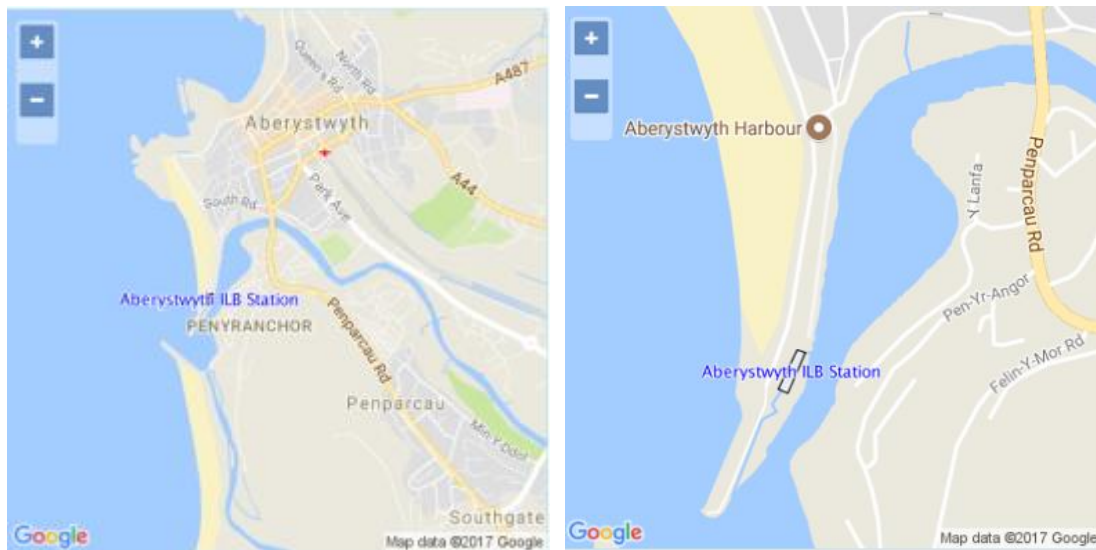


Site plan



29. Aberystwyth ILB Station

Location plan



Site plan



30. Borth Lifeboat Station

Location plan

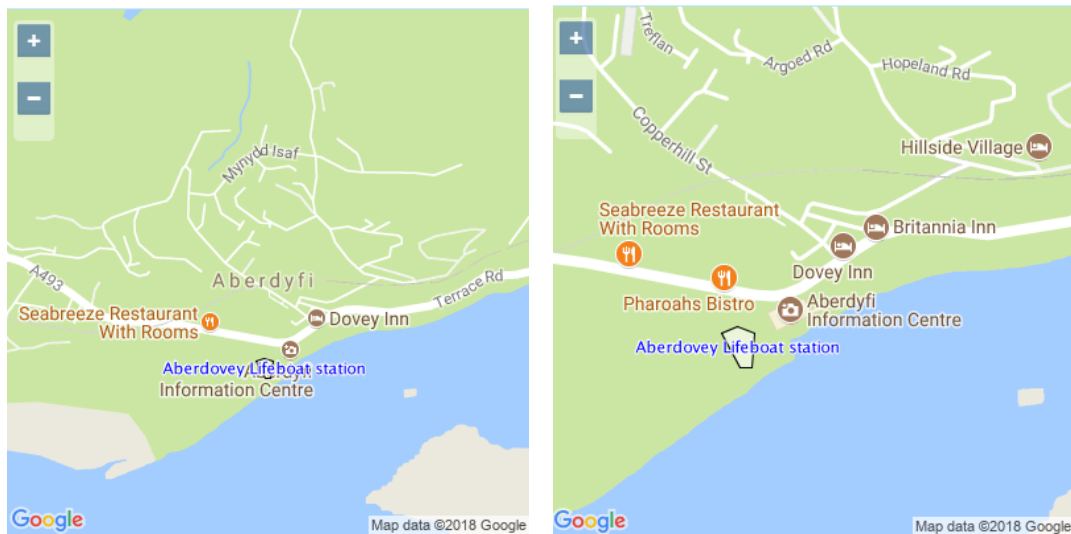


Site plan



31. Aberdovey Lifeboat Station

Location plan

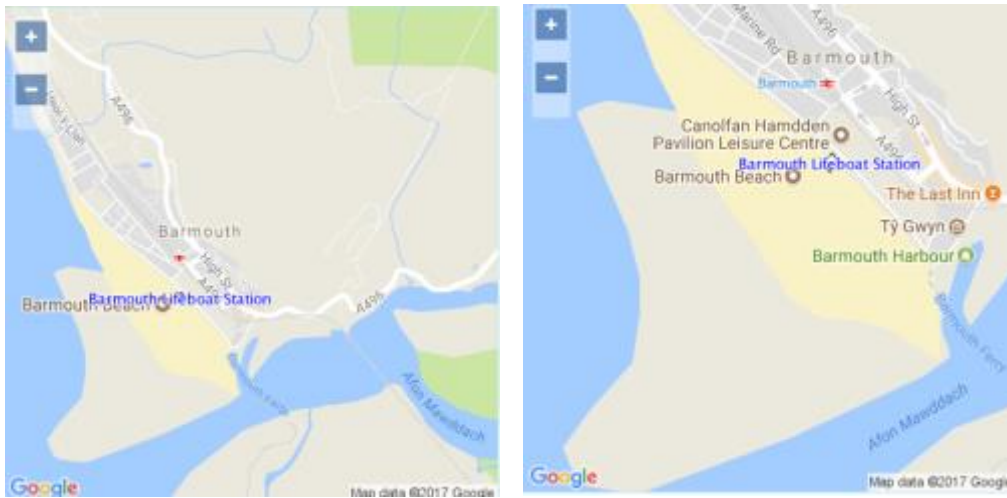


Site plan



32. Barmouth Lifeboat Station

Location plan



Site plan



33. Criccieth Lifeboat Station

Location plan



Site plan



34. Pwllheli Lifeboat Station

Location plan



Site plan



35. Pwllheli (launch route)

Location plan

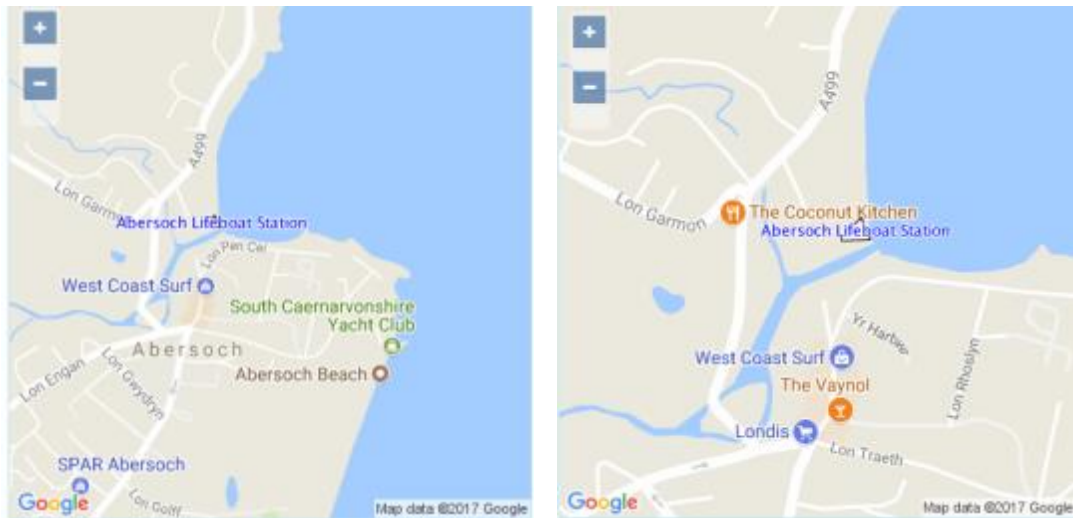


Site plan



36. Abersoch Lifeboat Station

Location plan



Site plan



37. Porthdinllaen Lifeboat Station

Location plan



Site plan



38. Porthdinllaen Mooring

Location plan



Site plan

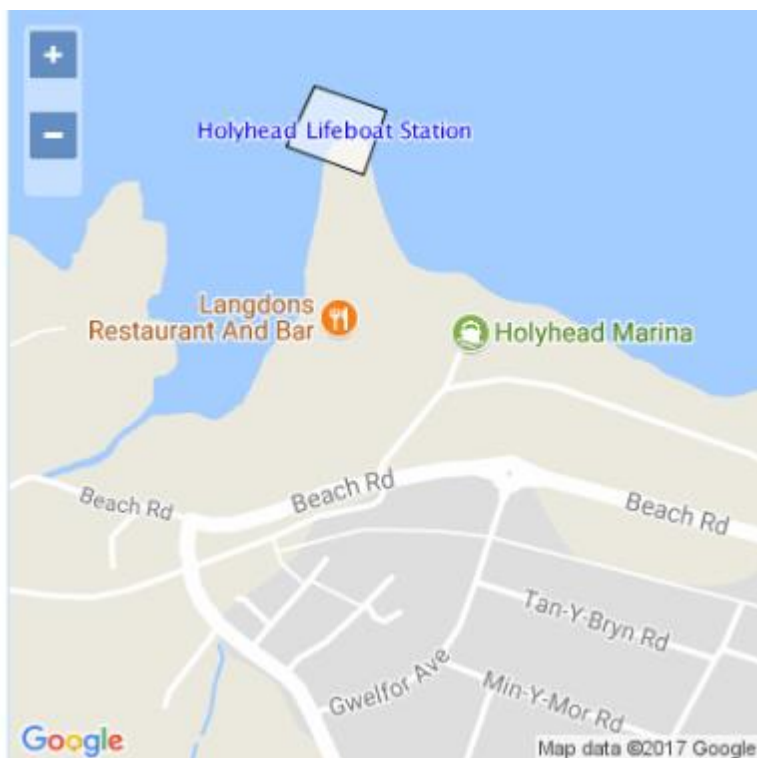


39. Holyhead Lifeboat Station

Location plan

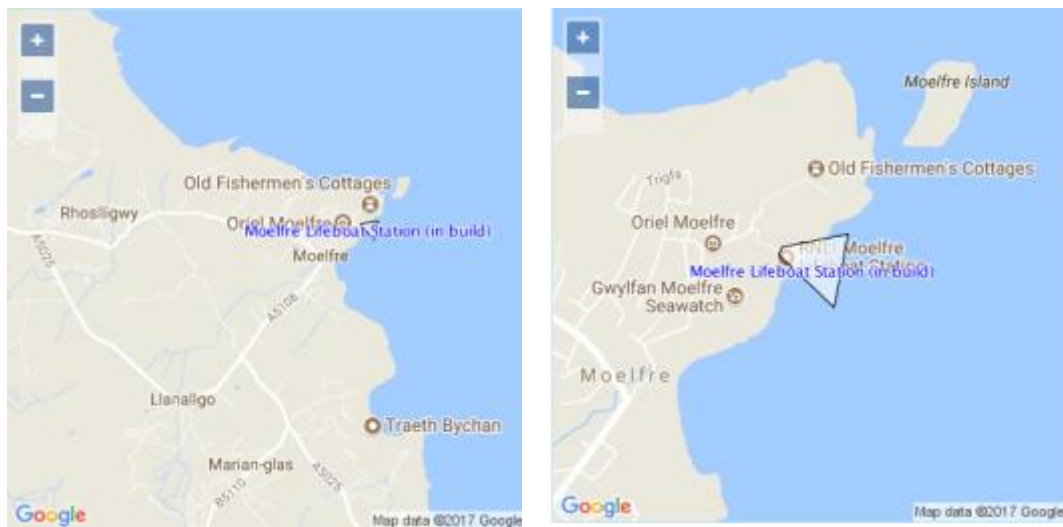


Site plan



40. Moelfre Lifeboat Station (New Station)

Location plan



Site plan



41. Moelfre Mooring

Location plan



Site plan



42. Beaumaris Lifeboat Station

Location plan



Site plan



43. Llandudno Lifeboat Station (New Station)

Location plan

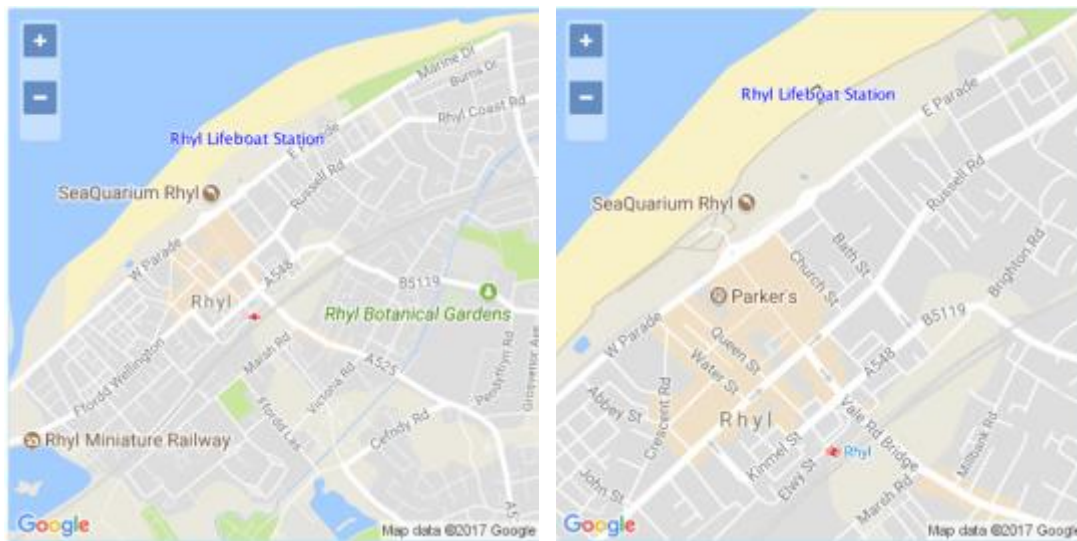


Site plan

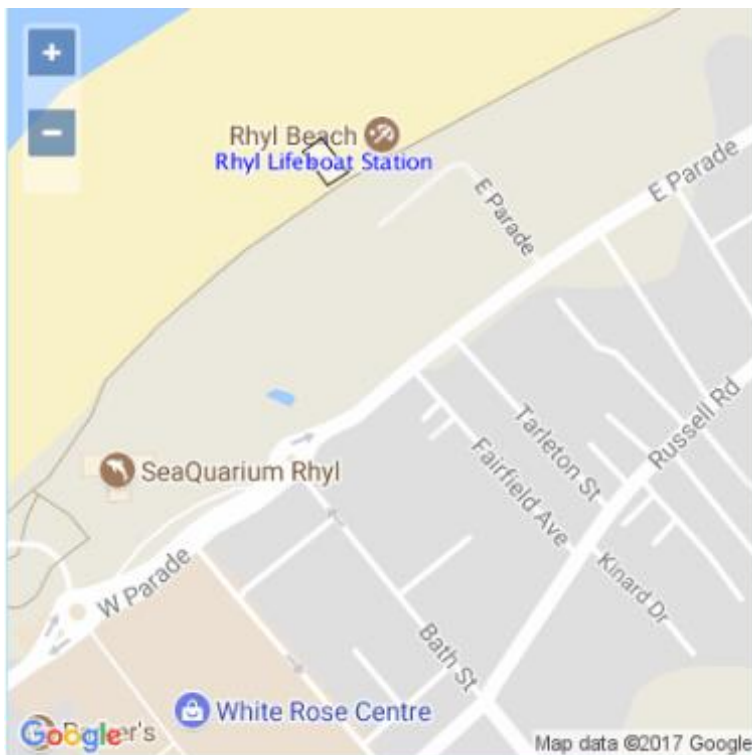


44. Rhyl Lifeboat Station

Location plan



Site plan



45. Flint Lifeboat Station

Location plan

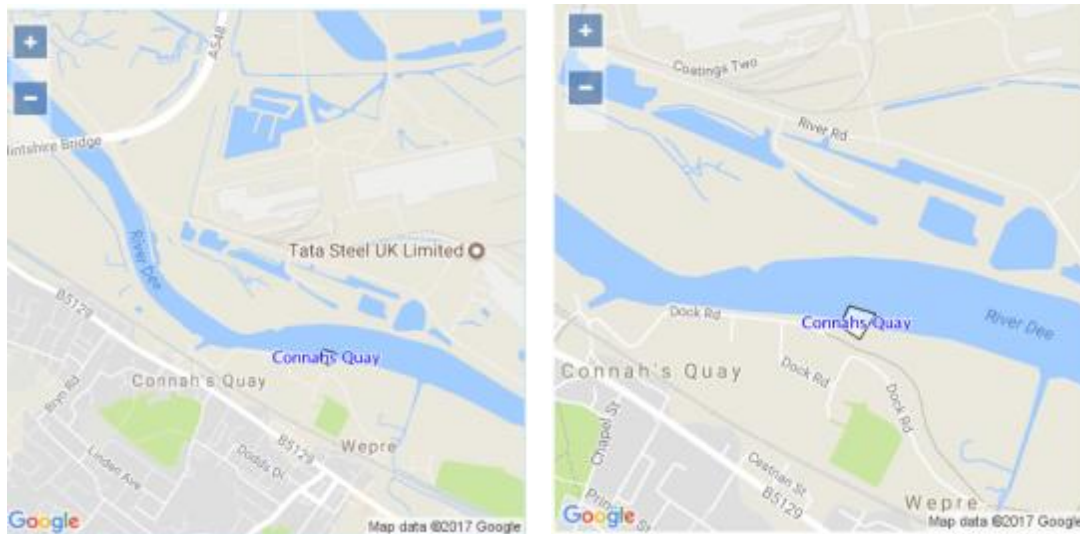


Site plan



46. Connah's Quay (Alternative launch/recovery site for Flint Lifeboat station)

Location plan



Site plan



RNLI West Division -Regional Licence Application General Method Statement for Category 1 Works

Regional Method Statement- Scope of Activities

The RNLI's maintenance activities in this application are split into six categories:

1. Maintenance to moorings (including replacement of fittings)
2. Maintenance to pontoon berths (and associated pilings, link-spans, quay walls and approach structures)
3. Minor beach re-profiling works (and launch route clearance works or minor re-charge works)
4. Maintenance to lifeboat station boathouses (and associated slipways, quay walls, pilings, etc.) of the following form:
 - a. Boathouses seaward of MHWS
 - b. Boathouses where only a slipway or launch ramp is seaward of MHWS
5. Maintenance works associated with 'Other Infrastructure' and 'Safety of Launch and Recovery' in the following form:
 - a. Boarding and berthing structures (including Jetties and pilings)
 - b. Wave screens, lifeboat pens and quay walls
 - c. Infrastructure related to the safety of launch and recovery e.g. recovery anchors, channel markers, beach strengthening mats etc.).
6. Installation, removal and maintenance of beach lifeguard units of the following form:
 - a. Standard RNLI lifeguard beach units
 - b. Non-standard RNLI lifeguard beach units

This Method Statement covers Category 1 Works and supports the Regional Licence application:

Category 1 Works- Maintenance to Moorings

The RNLI moorings are generally conventional swinging moorings (either used continuously or as a temporary mooring when the lifeboat cannot be recovered back to a boathouse) or 'breasting' moorings for slipway recovery, when the mooring is used to assist the recovery of the lifeboat. The mooring tackle incorporated a single (sometimes multiple) concrete sinker block, or steel anchors, usually multiple in a spread pattern. The riser (chain, buoy and attached mooring line are conventional configurations. Moorings are used for both ILB and ALB lifeboats. Some moorings are anchored into rock (where the mooring is close in to the foreshore).

Some moorings are located within a harbour adjacent to quay walls or jetty structures, where the mooring tackle may be anchored directly to the quay or jetty via a mooring block or ring lying below MHWS.

Maintenance generally comprises:

- Diving Inspections (mooring inspections)

- Replacement of mooring components in situ (including diving operations)
- Replacement / Inspection of mooring components by lifting (with vessel at mooring location)
- Deposit and removal of a mooring (including lifting and placing of blocks, anchors, sinkers, and other components)
- Airlifting of anchors / blocks are required for lifting of anchors / blocks
- Replacement and / or inspection of mooring rings to quay wall or jetty structures
- Associated cleaning of marine growth and clearance of sea bed material to inspect the mooring sinker or anchor, or other components
- Works to navigation markers (similar fittings and components to moorings)

The RNLI has a requirement to carry out maintenance works to their lifeboat moorings and navigation markers to ensure operational effectiveness and safety. The moorings and markers are subject to both wear and environmental degradation, and failure of a mooring or navigation marker could jeopardise the launching of a lifeboat. The maintenance works comprise any of the following:

- a) Diving inspections (including minor cleaning for inspection purposes) are carried out by specialist diving contractors, usually operating from a specialist dive support vessel. The activity might include component replacement where urgent action is required.
- b) Inspection by lifting of mooring tackle components (shackles, chains, mooring rings, mooring buoy, rope, buoy marker, mooring blocks, mooring anchors etc.) and re-depositing on sea bed, at the same location.
- c) Replacement of mooring tackle components in situ (shackles, chains, mooring rings, mooring buoy, rope, buoy markers, etc.) with support vessel and divers in attendance
- d) Replacement of mooring tackle components by lifting the mooring anchors or blocks (shackles, chains, mooring rings, mooring buoy, rope, buoy marker, mooring blocks, mooring anchors, etc.) and re-depositing on sea bed with new components at the same location.
- e) Inspection and replacement of mooring components adjacent to lifeboat berth i.e. works to mooring rings, chains, anchors, etc. including components anchored to rock

The works are carried out by specialist marine contractors using specialist vessels (incorporating lifting equipment).

Some maintenance actions are required on predictable cycles, whereas others are reactive.

The frequency of these maintenance works is influenced by environmental and operational degradation but anticipated / predicted cycles of works are summarised in Table 1 below:

Table 1- Predicted Activity Schedule

Activity	Predicted Scale of Activity and Frequency	Comment
Mooring / navigation marker inspection	Every 6 -12 months and reactive	The cycle of inspections is moderated to suit both the previous inspection findings, and the particular environmental factors at each station. Generally, reactive inspections out of the maintenance cycle will be

		carried out where the station has reported a problem or where the mooring might have moved (due to severe storms)
Replacement of mooring / navigation marker components	Every 6 -12 months and reactive	Replacement of components are generally timed to coincide with mooring inspection cycles, as components are replaced on a precautionary basis when wear or degradation exceeds specified limits

The timing of the maintenance activities varies, but as the lifeboat remains fully operational at all times typically works to a mooring will take place within a single day's visit. Scheduled works are normally planned for the spring or autumn, but can be at other times dependent upon mobilisation, weather, etc.

Access to the mooring will be from the lifeboat station or from a nearby slipway or quayside (subject to normal harbour authority permissions where required), or often directly from a workboat that has passed to the mooring location under a scheduled cycle of inspections and maintenance.

The works involve dismantling the mooring components (undoing shackles and fittings) with hand tools, and generally, replacing on a 'like for like' basis. Works on the deck of the support vessel might include welding and lifting, using powered or hydraulic tools.

All works will be carried out in compliance with the regulatory requirements for:

- a) Works on or near water
- b) Reporting an environmental incident
- c) Managing waste
- d) Storing oil

The Site Specific Information in table 2 below contains details of any particular variations from this General Method Statement.

Table 2- Station Specific Information- Annex to General Method Statement

Lifeboat Station & Works	Site No.	Predicted Scale of Activity and Frequency	Additional Comments
The Mumbles Mooring	8	Biannual or reactive	Situated in the Langland Bay to Mumbles Head and Mumbles Hill SINCE. In addition there are UK BAP Habitat Peat and Clay Exposures and Piddocks located near the floating mooring and harbour porpoise Phocoena phocoena are recorded year round in the Bay. The mooring is placed in the

			same location each time it is removed and deposited again and therefore won't affect the BAP Habitat Peat and Clay Exposures and Piddocks. Before lifting/lowering the mooring visual checks will be made to see if there are harbour porpoises in the area. If they are seen, works will halt until they move away.
Fishguard Moorings	22	biannual or reactive	The fishguard mooring arrangement is a combination of anchor blocks on the sea bed and anchor chains running to embedded anchors within the adjacent pier wall, with all works being carried out within the confined area of the berth i.e. not within or near a navigation channel

RNLI West Division- Regional Licence Application General Method Statement for Category 2 Works

Regional Method Statement- Scope of Activities

The RNLI's maintenance activities in this application are split into six categories:

1. Maintenance to moorings (including replacement of fittings)
2. Maintenance to pontoon berths (and associated pilings, link-spans, quay walls and approach structures)
3. Minor beach re-profiling works (and launch route clearance works or minor re-charge works)
4. Maintenance to lifeboat station boathouses (and associated slipways, quay walls, pilings, etc.) of the following form:
 - a) Boathouses seaward of MHWS
 - b) Boathouses where only a slipway or launch ramp is seaward of MHWS
5. Maintenance works associated with 'Other Infrastructure' and 'Safety of Launch and Recovery' in the following form:
 - a. Boarding and berthing structures (including Jetties and pilings)
 - b. Wave screens, lifeboat pens and quay walls
 - c. Infrastructure related to the safety of launch and recovery e.g. recovery anchors, channel markers, beach strengthening mats etc.).
6. Installation, removal and maintenance of beach lifeguard units of the following form:
 - a) Standard RNLI lifeguard beach units
 - b) Non-standard RNLI lifeguard beach units

This Method Statement covers Category 2 Works and supports the Divisional Licence application:

Category 2 Works- Maintenance to Pontoon Berths

The RNLI operate many of its lifeboats from pontoon berths, where the lifeboat (ILB or ALB) is stationed alongside a pontoon. The pontoon is secured via tabular piles, anchors or guide piles attached to a quay wall or jetty. Access is normally by means of a conventional link-span walkway structure, and where this is the case the licensable activities described are those associated with the RNLI's owned assets.

Generally works comprise:

- Maintenance, refurbishment, replacement of fittings or minor alterations (lights, anodes, telemetry, power & water supplies, fenders, hand-railing, pile brackets, storage cabinets, fuel pipes, etc.)
- Pontoon refurbishment / upgrade works (re-coating of corrosion protection, minor fabrication and other improvement works for operational or health & safety purposes) including for the removal and re-installation of the pontoon and link-span where needed
- Re-coating of piles (and their cleaning)
- Maintenance or minor alterations of pile fittings (mooring equipment, navigation lights, etc.)

- Maintenance, refurbishment, replacement of structure and fittings to link-span and approach structures (brows, gangways, bank-seats, and similar structures) including re-coating of corrosion protection, minor fabrication and other improvement works, and including for the removal and re-installation where needed, and for painting of link-span and approach structures (partial re-coating), including the lifting out and re-installation where works are to be carried out ashore
- Repair works to associated quay walls (concrete / sheet piles / masonry) and associated timber/steel fittings or structure, and fenders (timber or synthetic)
- Installation of new pontoon fittings (for operational or Health & Safety requirements)
- Scaffolding and access towers operations associated with maintenance activities above
- Minor Airlifting below pontoon(s) or base of piles
- Cleaning works for the purposes of inspections or maintenance works
- Works to pontoon anchors (including replacement of components and lifting of anchors and their replacement)
- Diving activities associated with the above and minor airlifting (as needed for inspections)

The lifeboat launching and retrieval generates wear on the pontoon berths requiring maintenance to ensure operational effectiveness and the safety of crewmembers. The pontoon berth is also subject to environmental degradation due to the aggressive marine environment.

Some maintenance actions are required on predictable cycles, whereas others are reactive.

The frequency of these maintenance works is influenced by environmental and operational degradation by anticipated / predicted cycles of work are summarised in Table 1 below:

Table 1- Predicted Activity Schedule

Activity	Predicted Scale of Activity and Frequency	Comment
Removal / replacement of pontoon(s) for refurbishment	Every 10 – 15 years and reactive	The pontoons may require repairs for safety reasons or to arrest corrosion. This would involve dismantling and towage to a quayside location for lifting out, then reinstallation upon completion of maintenance works.
Works to pontoons in situ (painting, fabrication works and works to fixtures & fittings)	Required every 5 – 8 years and reactive	Required for any damage or deterioration that occurs that threatens the safe launch and recovery of the lifeboat
Works to adjacent quay walls or jetty structure (including fenders or pile guides)	Typically required every 5 – 8 years and reactive	Required for any damage or deterioration that could impact on the serviceability of the pontoon.

		Works include masonry repairs to quay walls, fender replacement, minor maintenance or repairs to timber, steel or concrete elements of structure.
Painting of piles	Required every 10 – 15 years and reactive	Pontoon piles and bank-seat piles suffer abrasion and wear and these require regular re-coating to prevent corrosion
Works to minor fixtures, fittings and services	Required every 3 – 5 years and reactive	Maintenance, repair, minor alteration and upgrade works are needed to comply with current best practice and regulations (H&S and services)
Painting/repairs to steel bank-seat structure	Required every 10 – 15 years and reactive	The steel structure sits within the highly corrosive splash zone and requires regular maintenance to prevent loss of steel
Removal / replacement & repairs to steel link-span structure	Required every 3 – 5 years and reactive	To facilitate works to the pontoons or to carry out work on link-span ashore
Maintenance, repair or renewal of hand-railing or other fittings	Reactive but likely every 5 – 8 years	To respond to damage or corrosion
Diving inspections	Every 3 years or reactive	Required for asset management
Minor airlifting	Every 5 – 7 years and reactive	For inspection purposes or where pontoons ground

As noted above, the timing of maintenance activities is both scheduled and reactive. The works are likely to be limited in scope and generally carried out within a short programme of 1 - 2 weeks, but sometimes completed within a single day's visit.

The pontoon berth generally remains fully operational during in situ maintenance activities and therefore all works are carried out with small hand tools, with 2-4 person teams, and with limited materials. The lifeboat pontoon, approach pontoons, link-span and bank-seat structures are all subject to in situ repairs and maintenance, but for major works the pontoons, etc. would be removed from site (floated to a quayside for craneage out of the water for road transport to land based site) and then reinstalled upon completion of maintenance works.

Generally access for materials, equipment, etc. for 'in situ' works is from an adjacent road and thence directly to the pontoon via the link-span and approach pontoons, or by workboat launched from an adjacent slipway or quayside.

Minor scaffolding may be deployed for works to the quayside or bankside, erected on or over the foreshore or sea bed for the purpose of maintenance access.

Generally, replacement is on a 'like for like' basis, and carried out in small batches to avoid conflict with launching.

The works to the pontoons in situ is generally limited to minor works to fixtures and fittings, but may involve the application or repair of specialist marine coatings. Access is from landside directly to the pontoon via the pedestrian route but small workboats or safety boats may be deployed. Access onto the foreshore to carry out works to the bank-seat structure when exposed at low water and may also involve temporary scaffolding access. Paint debris will be caught and removed from site where possible. Where the pontoon(s) and/or link-span is removed the activity is confined to the dismantling, lifting and towage of the elements.

Painting will be undertaken by brush or roller applied epoxy based marine coatings (International Paints or Leigh's Paints).

Small marine grade concrete repairs are carried out with proprietary repair products designed for the marine environment and with fast set times and manually batched on site. Larger repairs are not envisaged within the activities of this license.

All works will be carried out in compliance with the regulatory requirements for:

- a) Works on or near water
- b) Reporting an environmental incident
- c) Managing waste
- d) Storing oil

The Station Specific Information in table 2 below contains details of any particular variations from this General Method Statement.

Table 2- Station Specific Information- Annex to General Method Statement

Lifeboat Station & Works	Site No.	Predicted Scale of Activity and Frequency	Additional Comments
Barry Dock	2	Minor works are likely every 1 – 2 years, with major refurbishment (requiring removal of the pontoon every 10 – 15 years, but some works are reactive.	The pontoon has a proprietary modular HDPE dock attached at one end for the ILB, and this may require more frequent maintenance. This modular dock can be de-coupled from the main pontoon and taken ashore on the adjacent slipway (with works carried out ashore if needed)
Holyhead	39	As above	The pontoon berth is connected to the adjacent marina pontoon system, and so some works on the adjacent pontoons will fall under licensing arrangements of the marina.

RNLI West Division- Regional Licence Application General Method Statement for Category 3 Works

Regional Method Statement- Scope of Activities

1. Maintenance to moorings (including replacement of fittings)
2. Maintenance to pontoon berths (and associated pilings, link-spans, quay walls and approach structures.
3. Minor beach re-profiling works (and launch route clearance works or minor re-charge works)
4. Maintenance to lifeboat station boathouses (and associated slipways, quay walls, pilings, etc.) of the following form:
 - a. Boathouses seaward of MHWS
 - b. Boathouses where only a slipway or launch ramp is seaward of MHWS
5. Maintenance to works associated with 'Other Infrastructure' and 'Safety of Launch and Recovery' in the following form:
 - a. Boarding and berthing structures (including Jetties and pilings)
 - b. Wave screens, lifeboat pens and quay walls
 - c. Infrastructure related to the safety of launch and recovery e.g. recovery anchors, channel markers, beach strengthening mats etc.).
6. Installation, removal and maintenance of beach lifeguard units of the following form:
 - a. Standard RNLI lifeguard beach units
 - b. Non-standard RNLI lifeguard beach units

This Method Statement covers Category 3 Works and supports the Divisional Licence application:

Category 3 Works- Minor Beach Re-Profiling (or re-grading)

Lifeboat launching is by means of direct launch from deep water slipways, but also from conventional carriage or trailer launching from a slipway, either directly to water, or to beach level. The conventional slipways often suffer scour of beach material at the slipway toe, or accretion of beach material, or variation of levels along the launch route (where trafficking on the foreshore or beach at low tide) due to tidal and wave action. Launch routes also often get obstructed by debris, hampering launching operations. These impacts require re-profiling or re-grading of beach material, re-charging of beach levels (using beach material) or imported inert material, and clearance of rock, debris, etc.

The works generally comprise:

- The removal and redistribution of beach material (sand, pebbles, etc.) that may have 'heaped up' in the vicinity of the lifeboat launch and recovery route or the access / egress route to Lifeguard Units due to general beach material mobility
- The removal and redistribution of beach material (sand, pebbles, etc.) that may have 'heaped up' onto slipways, launch ramps or on the launch route

- The recharging of beach material in the vicinity of the lifeboat launch and recovery route or an associated slipway or the access / egress route to Lifeguard Units where scour has occurred or material has been 'lost'
- Importation of limited quantities of similar beach material (from an adjacent site) if required for the purposes of recharging beach material, or the importation of imported inert stone (or similar material) where beach material is not available
- Excavation of beach material & use of beach material to locally 'blanket' groynes or similar features to facilitate crossing by beach tractor unit and/or wheeled or tracked excavator.

At some stations the lifeboat launching and retrieval is from a sand, shingle or cobble beach that is subject to natural movement of the beach material (littoral drift) or from the effects of tidal variations and severe storms. The highly mobile beach material has the potential for scour below the slipway / launch ramp or conversely to 'heap up' in the area of the launch route thereby prohibiting / hampering launching and recovery, which may take place night or day.

Some of these maintenance activities are required on predictable cycles, whereas others are reactive. The frequency of these maintenance works is influenced by environmental and operational degradation but anticipated / predicted cycles of works are summarised in the Station Specific Information below.

A wheeled or tracked excavator machine is to be used for the re-grading / re-charging and is carried out by a team of two i.e. machine operator and banks-man. No other materials or tools are brought onto the beach. Access for the machine is from an adjacent slipway. Generally the re-grading will be carried out during low water conditions and the machine does not enter the water.

Due to wave action and storm conditions, some clearance works are also required to remove larger rocks, stones, etc. from the launch route, which might appear. These will generally be picked up by a wheeled or tracked excavator and re-deposited away from the route. This might require urgent reactive action, rather than part of a scheduled maintenance activity.

Some removal of material at the toe of a slipway or launch ramp is also required below MLWS and this may require air-lifting.

The timing of the maintenance activity varies but is generally carried out within a short programme of 1-3 days.

Apart from where stated in the Station Specific Information below, the beach re-profiling is confined to movement of existing beach material. If beach material is imported quantities, provenance (origin) and chemical nature of any imported materials is listed in the Station Specific Information.

All works will be carried out in compliance with the regulatory requirements for:

- a) Works on or near water
- b) Reporting an environmental incident
- c) Managing waste
- d) Storing oil

Note: sites with slipways include the activity of beach re-profiling as a precautionary measure so as to cover storm clearance at these sites. These clearance works usually comprise the removal of heaped up beach material (sands and cobbles), whereas elsewhere changes in sediment deposition (within estuary waters) can lead to the need to re-grade bed levels adjacent to a slipway toe, or along the launch route where tractor/trailer units are deployed.

The Station Specific Information in table 1 below contains details of any particular variations from this General Method Statement.

Table 1- Station Specific Information- Annex to General Method Statement

Lifeboat Station & Works	Site No.	Predicted Scale of Activity and Frequency	Annual volume of Re-Profiling (or equivalent) (M³)	Additional Comments
Penarth	1	Infrequent and reactive	< 25	
Porthcawl	3	Annually and routinely	< 50	
The Mumbles ILB	5	Infrequent and reactive	< 25	Situated within the Swansea Bay SINC. In addition there are records of S.alveolata, ostrea edulis (native oyster) and mytilus edulis (blue mussel beds) in the area. Beach re-profiling is only carried out along the well-established launch route and only infrequently, reactively and involving extremely small volumes. As such its impact on the above designation and features is extremely limited.
Horton and Port Eynon Lifeboat Station	9	Infrequent and reactive	< 100	May occasionally require beach replenishment due to the volume of material lost. Situated within the Port Eynon to Oxwich Point SINC (site ref 21). In addition there are records of peat with piddocks and clay

				exposures (intertidal) in the area. Beach re-profiling is only carried out along the well-established launch route and only infrequently, reactively and involving small volumes. As such its impact on the above designation and features is extremely limited.
Fishguard	21	Infrequent and reactive	< 25	
Cardigan	23	Infrequent and reactive	< 25	
New Quay	26	Biannually and routinely	< 100	The beach material is prone to movement and in particular a small bar can build below the slipway and along the launch route that impedes safe launch and recovery, and this is removed. The Local Authority sometimes carry out this work under their own licensing
Aberystwyth	29	Infrequent and reactive	< 25	
Borth	30	Annually and routinely	< 50	Clearance of shingle build-up
Aberdovey	31	Annually and routinely	< 50	
Barmouth	32	Infrequent and reactive	< 25	
Criccieth	33	Annually and routinely	< 100	The beach launch route is characterised by boulder and large shingle material that can impede the tractor/trailer unit deployed in

				launching, and clearance minor works are needed regularly
Pwllheli	34	Infrequent and reactive	< 25	
Pwllheli (launch route)	35	Infrequent and reactive	< 25	
Abersoch	36	Infrequent and reactive	< 25	
Beaumaris	42	Infrequent and reactive	< 25	
Llandudno	43	Infrequent and reactive	< 25	Although a new station building the launch route and slipway access is unchanged.
Rhyl	44	Infrequent and reactive	< 25	
Flint	45	Infrequent and reactive	< 25	
Connah's Quay	46	Infrequent and reactive	< 25	

RNLI West Division- Regional Licence Application General Method Statement for Category 4 (a) Works

Regional Method Statement- Scope of Activities

The RNLI's maintenance activities in this application are split into six categories:

1. Maintenance to moorings (including replacement of fittings)
2. Maintenance to pontoon berths (and associated pilings, link-spans, quay walls and approach structures)
3. Minor beach re-profiling works (and launch route clearance works or minor re-charge works)
4. Maintenance to lifeboat station boathouses (and associated slipways, quay walls, pilings, etc.) of the following form:
 - a. Boathouses seaward of MHWS
 - b. Boathouses where only a slipway or launch ramp is seaward of MHWS
5. Maintenance works associated with 'Other Infrastructure' and 'Safety of Launch and Recovery' in the following form:
 - a. Boarding and berthing structures (including Jetties and pilings)
 - b. Wave screens, lifeboat pens and quay walls
 - c. Infrastructure related to the safety of launch and recovery e.g. recovery anchors, channel markers, beach strengthening mats etc.).
6. Installation, removal and maintenance of beach lifeguard units of the following form:
 - a. Standard RNLI lifeguard beach units
 - b. Non-standard RNLI lifeguard beach units

This Method Statement covers Category 4 (a) Works and supports the Divisional Licence application:

Category 4 (a) Works – Maintenance to Lifeboat Station Boathouses (Boathouse and Slipway Seaward of MHWS)

The RNLI has a range of different infrastructure, and boathouses and slipways may include adjacent associated structures i.e. quay walls, sheet pile works, approach platforms, etc.

Category 4 (a) activities generally comprise:

- Maintenance, refurbishment, or replacement of slipway fittings or minor alterations (deck panels, rollers, keelway linings, power & water supplies, railings, signs, lighting, safety equipment, etc.)
- Repair, replacement and maintenance works to concrete elements of structure (pre-cast or in situ concrete)
- Repair, replacement and maintenance works to steel elements of structure
- Repair, replacement and maintenance works of timber elements of structure (including rubbing strakes, fenders, etc.)
- Repair works to masonry elements of structure
- Re-coating works to steel elements of structure

- Re-coating works to piles (steel and timber)
- Works to anodes
- Works to slipway toe (below water marine grade concrete repairs) including minor extensions
- Provision of scour protection
- Inspections of infrastructure generally (including diving and rope access) and other inspections of the underside of the structure (including cleaning for the purposes of the inspection)
- Maintenance, repair and renewal works to the external envelope of the boathouse (including works to light fittings, signage, cladding, windows, doors and roofs, fittings and fixtures) and including re-painting works
- Maintenance and repair of balcony structures and walkways (including railings, deck replacement, decking, etc.) and including re-painting works
- Maintenance and repair of steel or timber approach structures (including railings, deck replacement, etc.)
- Maintenance and repair of bank-seat structures (steel, concrete, masonry or sheet piled walling)
- Scaffolding and access towers (including rope access technology) associated with any of the above works (which may include scaffolding on the foreshore of sea bed)
- Slipway cleaning (and other access structures) for safety purposes

The lifeboat launching and retrieval generates wear on the slipway requiring maintenance to ensure operational effectiveness and the safety of crew members operating on the slipway. In addition, the boathouse forward of MHWS will from time to time require building maintenance works to the external envelope.

Some maintenance actions are required on predictable cycles, whereas others are reactive.

The frequency of these maintenance works is influenced by environmental and operational degradation but anticipated / predicted cycles of works are summarised in Table 1 below:

Table 1- Predicted Activity Schedule

Activity	Predicted Scale of Activity and Frequency	Comment
General maintenance of slipway – fittings and fixtures	Every 3 years and reactive	Minor fixtures and fittings require regular maintenance, repair or renewal due to general degradation
Slipway - Painting of bilge beams	Every 3 years and reactive	The bilge keel of the lifeboat travels over and abrades the slipway bilge beams and these require regular re-coating to prevent corrosion
Slipway - Grid replacement / repair (steel deck panels)	6 -12 years and reactive replacement	The deck panels have a life of around 10 -15 years to full renewal but they are subject to impact

		damage from the lifeboat and therefore require reactive replacement when severely damaged for safety reasons.
Slipway- Roller replacement / repair	Replacement every 4-8 years but removal and servicing more frequently (2-4 years) and reactive	The rollers need to be removed and serviced, and replaced when worn
Slipway - Feroform Keelway replacement of panels	Replacement every 18 months to 3 years and reactive	The Feroform panels protect the lower keelway beams as the lifeboat is launched and are low friction materials that absorb the high heat generated. The panel wear on a predictable basis.
Slipway & Boathouse - Pile Cleaning and Re-coating	Every 5 – 15 years and reactive	This is targeted at combatting the onset of corrosion to ensure the long-term integrity of the structure and consequently is a critical maintenance activity. Generally the re-coating works comprises marine paint, but can include scour protection at the base (sheathing in HDPE membranes or similar, or concrete encasement)
Works to anodes	Reactive but likely every 3 – 5 years	Required to prevent corrosion of main elements of structure (may include diving operations)
Slipway & Boathouse - Maintenance, repair or renewal of handrailing or other fittings	Reactive but likely every 5 – 8 years	To respond to damage or corrosion or improvements to health & safety
Boathouse - Maintenance, repair or renewal of external building envelope	Every 3 – 5 years and reactive	Required due to general wear and tear and degradation due to the aggressive environment
Slipway & Boathouse - Concrete repair to elements of structure (above and below MLWS)	Every 5 years or reactive	To respond to damage or age related deterioration and including minor extensions where scour or undermining has taken place, including bag work and other remedial activities
Slipway & Boathouse - steel repair to elements of structure (above and below MLWS)	Every 5 years or reactive	To respond to damage or age related deterioration (including re-coating works as needed)
Slipway - Works to slipway toe (due to scour or other	Every 5 years or	To respond to wave action and bed movement

degradation)	reactive	
Slipway & Boathouse – inspections (including diving and rope access)	Every 3 years or reactive	Required for asset management. The boathouse piling (where below MLWS) may also be included in this inspection work
Works to bank-seat structures	Every 3 – 5 years or reactive	The shoreside bank-seat is usually formed by concrete or masonry walling, which is effectively a form of sea wall and which may support the landward end of the boathouse. Concrete repairs or masonry repairs (local re-building or re-pointing of joints) may be required from time to time due to the aggressive environment (wave action or storm damage)
Scaffolding (access towers)	As required	

The timing of the maintenance activities varies. The works are all limited in scope and generally carried out within a short programme of 1-2 weeks, but sometimes completed within a single day's visit.

The slipway and boathouse remains fully operational during these maintenance activities and therefore all works are generally carried out with small hand tools, with 2-4 person teams, and with limited materials.

Generally access from the beach or foreshore is not required (and is generally avoided where possible) and materials are brought by hand directly to the boathouse and then to the slipway if required.

Scaffolding erection may require direct access to the beach and foreshore, but this is limited to the installation of the scaffolding falsework only, and is kept in place for the minimum amount of time. Scaffolding may also be required for access for pile works, bank-seat works, etc. (or alternatively by cherry picker or similar, where pile base is above MLWS).

Generally, replacement is on a 'like for like' basis, and carried out in small batches to avoid conflict with launching.

Pile Cleaning / Coating works; pile cleaning is carried out with hand tools (scraping) and high-pressure water only. Specialist marine coatings are applied with brush and / or roller. Access is via small workboats 'chasing the tide', or by foot onto the foreshore to carry out painting at the base of the piles that are above MLWS and when they are exposed at low water. Paint debris will be caught and removed from site. The base of the piles may require exposing (local removal of beach material to gain access to the scour zone) by hand digging or the use of excavators (to pull back beach material), where necessary. Any beach material removed from the base of the piles is replaced. The piles may also be encased at the scour zone, and this might also require repair or replacement.

Works to the building envelope involve conventional building trades and using small hand tools for works to windows, doors, cladding, roofing, drainage and services and generally involves replacing elements where worn or damaged on a 'like for like' basis using similar materials as existing, or re-coating or re-sealing works where degraded.

Works to the slipway might require buttressing with marine grade concrete and/or void or joint filling where scoured, and this might include the use of concrete bagwork (marine use) and/or tremied marine grade concrete. This work will generally be carried out from the slipway but with diver support (including safety/work boats). This may also require the use of small lifting / transporting equipment such as carts, mini-diggers, telehandlers, etc. Marine grade concrete is usually pre-mixed, but some repairs might involve larger volumes and require the use of a mixer in situ.

All works will be carried out in compliance with the regulatory requirements for:

- a) Works on or near water
- b) Reporting an environmental incident
- c) Managing waste
- d) Storing oil

The Station Specific Information in table 2 below contains details of any particular variations from this General Method Statement.

Table 2- Station Specific Information- Annex to General Method Statement

Lifeboat Station & Works	Site No.	Predicted Scale of Activity and Frequency	Additional Comments
The Mumbles ALB (old station)	7	reactive	The old station is likely to have very limited works carried out as it is no longer operationally used, and so maintenance works will be limited to those necessary to ensure the integrity of the structure. A kittiwake colony is present on Mumbles Pier and the old lifeboat station. This bird species is on the Red List of Birds of Conservation Concern. All non-emergency should be scheduled outside of the breeding period (February - August) to avoid any unnecessary disturbance to the kittiwake colony. If urgent works, lasting in excess

			of 2 days, need to take place during the breeding period, NRW should be contacted.
St David's (old ALB)	18	reactive	The old station is likely to have very limited works carried out as it is no longer operationally used, and so maintenance works will be limited to those necessary to ensure the integrity of the structure.

RNLI West Division- Regional Licence Application General Method Statement for Category 4 (b) Works

Regional Method Statement- Scope of Activities

The RNLI's maintenance activities in this application are split into six categories:

1. Maintenance to moorings (including replacement of fittings)
2. Maintenance to pontoon berths (and associated pilings, link-spans, quay walls and approach structures)
3. Minor beach re-profiling works (and launch route clearance works or minor re-charge works)
4. Maintenance to lifeboat station boathouses (and associated slipways, quay walls, pilings, etc.) of the following form:
 - a. Boathouses seaward of MHWS
 - b. Boathouses where only a slipway or launch ramp is seaward of MHWS
5. Maintenance works associated with 'Other Infrastructure' and 'Safety of Launch and Recovery' in the following form:
 - a. Boarding and berthing structures (including Jetties and pilings)
 - b. Wave screens, lifeboat pens and quay walls
 - c. Infrastructure related to the safety of launch and recovery e.g. recovery anchors, channel markers, beach strengthening mats etc.).
6. Installation, removal and maintenance of beach lifeguard units of the following form:
 - a. Standard RNLI lifeguard beach units
 - b. Non-standard RNLI lifeguard beach units

This Method Statement covers Category 4 (b) Works and supports the Regional Licence Application:

Category 4 (b) Works- Maintenance Works to Boathouse Slipways, Launch Ramps where only the slipway or ramp is below or seaward of MHWS

The RNLI has a range of different infrastructure and slipways may be of varying form and construction, and include adjacent associated structures i.e. quay walls, sheet pile works, approach platforms etc.

Category 4 (b) activities generally comprise:

- Maintenance, refurbishment or replacement of slipway fittings or minor alterations (deck panels, rollers, keelway linings, power & water supplies, railings, signs, lighting, safety equipment, etc.)
- Repair, replacement and maintenance works to concrete elements of slipway or launch ramp structure (pre-cast or in situ concrete) including joint repairs, line marking, slip resistance surfacing, etc.
- Repair, replacement and maintenance works to steel elements of structure

- Repair, replacement and maintenance works of timber elements of structure (including rubbing strakes, fenders, etc.)
- Repair works to masonry elements of structure
- Re-coating works to steel elements of structure
- Re-coating works to piles
- Works to anodes
- Works to slipway toe (below water marine grade concrete repairs), including minor extensions
- Provision of scour protection
- Inspections of infrastructure generally (including diving and rope access) and other inspections of the underside of the structure (including cleaning for the purposes of the inspection)
- Maintenance and repair of bank-seat structures (concrete or masonry walling)
- Maintenance and repair of steel or timber approach structures (including railings, deck replacement, etc.)
- Scaffolding and access towers (including rope access technology) associated with any of the above works
- Slipway cleaning (and other access structures) for safety purposes

The lifeboat launching and retrieval generates wear on the slipway requiring maintenance to ensure operational effectiveness and the safety of crew members operating on the slipway.

Some maintenance actions are required on predictable cycles, whereas others are reactive.

The frequency of these maintenance works is influenced by environmental and operational degradation but anticipated / predicted cycles of works are summarised in Table 1 below:

Table 1- Predicted Activity Schedule

Activity	Predicted Scale of Activity and Frequency	Comment
General maintenance of slipway – fittings and fixtures	Every 3 years and reactive and reactive	Minor fixtures and fittings require regular maintenance, repair or renewal due to general degradation
Slipway - Painting of bilge beams	Every 3 years and reactive and reactive	The bilge keel of the lifeboat travels over and abrades the slipway bilge beams and these require regular re-coating to prevent corrosion
Slipway - Grid replacement / repair (steel deck panels)	6 -12 years and reactive replacement	The deck panels have a life of around 10 -15 years to full renewal but they are subject to impact damage from the lifeboat and therefore require reactive replacement when severely damaged for safety reasons.
Slipway - Roller replacement / repair	Replacement every 4 – 8 years but removal and servicing more frequently (2 – 4 years) and reactive	The rollers need to be removed and serviced, and replaced when worn

Slipway - Feroform Keelway replacement of panels	Replacement every 18 months to 3 years and reactive	The Feroform panels protect the lower keelway beams as the lifeboat is launched and are low friction materials that absorb the high heat generated. The panel wear on a predictable basis
Slipway - Pile Cleaning and Re-coating	Every 5 – 15 years and reactive	This is targeted at combatting the onset of corrosion to ensure the long-term integrity of the structure and consequently is a critical maintenance activity. Generally the re-coating works comprises marine paint, but can include scour protection at the base (sheathing in HDPE membranes or similar, or concrete encasement)
Works to anodes	Reactive but likely every 3 – 5 years	Required to prevent corrosion of main elements of structure (may include diving operations)
Slipway - Concrete repair to elements of structure (above and below MLWS)	Every 5 years or reactive	To respond to damage or age related deterioration and including minor extensions where scour or undermining has taken place, including bag work and other remedial activities
Slipway - steel repair to elements of structure (above and below MLWS)	Every 5 years or reactive	To respond to damage or age related deterioration (including re-coating works as needed)
Slipway - Works to slipway toe (due to scour or other degradation)	Every 5 years or reactive	To respond to wave action and bed movement
Slipway – inspections (including diving and rope access)	Every 3 years or reactive	Required for asset management. The boathouse piling (where below MLWS) may also be included in this inspection work
Works to bank-seat structures	Every 3 – 5 years or reactive	The shoreside bank-seat is usually formed by concrete or masonry walling, which is effectively is a form of sea wall and which may support the landward end of the boathouse. Concrete repairs or masonry repairs (local re-building or re-pointing of joints) may be required from time to time due to the aggressive environment (wave action or storm damage)
Scaffolding (access towers)	As required	

The timing of the maintenance activities varies. The works are all limited in scope and generally carried out within a short programme of 1-2 weeks, but sometimes completed within a single day's visit.

The slipway remains fully operational during these maintenance activities and therefore all works are generally carried out with small hand tools, with 2-4 person teams, and with limited materials.

Generally access from the beach or foreshore is not required (and is generally avoided where possible) and materials are brought by hand directly to the slipway if required.

Scaffolding erection may require direct access to the beach and foreshore, but this is limited to the installation of the scaffolding falsework only, and is kept in place for the minimum amount of time. Scaffolding may also be required for access for pile works, bank-seat works, etc. (or alternatively by cherry picker or similar, where pile base is above MLWS).

Generally, replacement is on a 'like for like' basis, and carried out in small batches to avoid conflict with launching.

Pile Cleaning/Coating works; pile cleaning is carried out with hand tools (scraping) and high-pressure water only. Specialist marine coating is applied with brush and/or roller. Access is via small workboats 'chasing the tide', or by foot onto the foreshore to carry out painting at the base of the piles that are above MLWS and when they are exposed at low water. Paint debris will be caught and removed from site. The base of the piles may require exposing (local removal of beach material to gain access to the scour zone) by hand digging or the use of excavators (to pull back beach material), where necessary. Any beach material removed from the base of the piles is replaced. The piles may also be encased at the scour zone, and this might also require repair or replacement.

Works to the slipway might require buttressing with marine grade concrete and/or void or joint filling where scoured, and this might include the use of concrete bagwork (marine use) and/or tremied marine grade concrete. This work will generally be carried out from the slipway but with diver support (including safety/work boats). This may also require the use of small lifting / transporting equipment such as carts, mini-diggers, tele-handlers, etc. Marine grade concrete is usually pre-mixed, but some repairs might involve larger volumes and require the use of a mixer in situ.

All works will be carried out in compliance with the regulatory requirements for:

- a) Works on or near water
- b) Reporting an environmental incident
- c) Managing waste
- d) Storing oil

The Station Specific Information in table 2 below contains details of any particular variations from this General Method Statement.

Table 2- Station Specific Information- Annex to General Method Statement

Lifeboat Station & Works	Site No.	Predicted Scale of Activity and Frequency	Additional Comments
The Mumbles Lifeboat Station (ILB)	5	Reactive	Situated within Langland Bay to Mumbles Head and Mumbles Hill SINC (site ref 344). There are

			records of <i>s. alveolata</i> , <i>ostrea edulis</i> (native oyster_ and <i>mytilus edulis</i> (blue mussel bed) in the area. The works are only in the immediate footprint of the slipway structure and therefore will not affect these intertidal features.
--	--	--	--

RNLI West Division- Regional Licence Application General Method Statement for Category 5 Works

Regional Method Statement- Scope of Activities

The RNLI's maintenance activities in this application are spilt into six categories:

1. Maintenance to moorings (including replacement of fittings)
2. Maintenance to pontoon berths (and associated pilings, link-spans, quay walls and approach structure)
3. Minor beach re-profiling works (and launch route clearance works or minor re-charge works)
4. Maintenance to lifeboat station boathouses (and associated slipways, quay walls, piling, etc.) of the following form:
 - a. Boathouses seaward of MHWS
 - b. Boathouses where only a slipway or launch ramp is seaward of MHWS
5. Maintenance works associated with 'Other Infrastructure' and 'Safety of Launch and Recovery' in the following form:
 - a. Boarding and berthing structures (including Jetties and pilings)
 - b. Wave screens, lifeboat pens and quay walls
 - c. Infrastructure related to the safety of launch and recovery e.g. recovery anchors, channel markers, beach strengthening mats etc.).
6. Installation, removal and maintenance of beach lifeguard units of the following form:
 - a. Standard RNLI lifeguard beach units
 - b. Non-standard RNLI lifeguard beach units

This Method Statement covers Category 5 Works and supports the Regional Licence application:

Category 5 Works- Maintenance activities Associated with Miscellaneous Infrastructure, Safety of Lifeboat Launching, and Non-Standard Launch Infrastructure

Category 5 activities generally comprise:

- Works to miscellaneous infrastructure, fittings, fixtures, etc. generally including wave screens (or similar structures), davits, miscellaneous steel or concrete structures, etc. (Note these works generally involve works of a similar nature to those categorised in Method Statement 4(a), and this Method Statement should be read in conjunction with that Method Statement i.e. the nature of works being similar in nature, scope and requirement)
- Works to gabion walling, groynes, rock armour, and similar protective structures
- Installation of Health & Safety equipment
- Replacement of safety anchor chains, tackle and blocks (including inspections)
- Placement and removal of beach strengthening mats, armourflex, rock armour and similar
- Non-standard Infrastructure associated with lifeboat launching

The lifeboat launching at some stations require non-standard infrastructure and other infrastructure needed for safety purposes. This infrastructure (and fittings and fixtures) requires regular maintenance, renewal and repair due to the aggressive marine environment to ensure operational effectiveness and the safety of crew members operating the lifeboat.

The works in this category are all station specific.

Some maintenance actions are required on predictable cycles, whereas others are reactive.

The frequency of these maintenance works is influenced by environmental and operational degradation but anticipated / predicted cycles of works are summarised in Table 1 below:

Table 1- Station Specific Information- Annex to General Method Statement

Lifeboat Station & Works	Site No.	Predicted Scale of Activity and Frequency	Additional Comments
Fishguard Lifeboat station Moorings	22	Annually	The ALB is moored adjacent to a pier, but with independent mooring lines running to both sinkers (anchor blocks on sea bed) and to chains anchored into the quay wall. Works on the moorings might also necessitate works to the quays walls; refer Method Statement 4a, whereas the works on the sea bed sinkers are undertaken in accordance with Method Statement 1.

RNLI West Division- Regional Licence Application General Method Statement for Category 6 Works

Regional Method Statement- Scope of Activities

The RNLI's maintenance activities in this application are split into six categories:

1. Maintenance to moorings (including replacement of fittings)
2. Maintenance to pontoon berths (and associated pilings, link-spans, quay walls and approach structures)
3. Minor beach re-profiling works (and launch route clearance works or minor re-charge works)
4. Maintenance to lifeboat station boathouses (and associated slipways, quay walls, pilings, etc.) of the following form:
 - a. Boathouses seaward of MHWS
 - b. Boathouses where only a slipway or launch ramp is seaward of MHWS
5. Maintenance to works associated with 'Other Infrastructure' and 'Safety of Launch and Recovery' in the following form:
 - a. Boarding and berthing structures (including Jetties and pilings)
 - b. Wave screens, lifeboat pens and quay walls
 - c. Infrastructure related to the safety of launch and recovery e.g. recovery anchors, channel markers, beach strengthening mats etc.)
6. Installation, removal and maintenance of beach lifeguard units:

This Method Statement covers Category 6 Works and supports the Regional Licence application:

Category 6 Works- Installation, Removal & Maintenance of Standard Beach Lifeguard Units

Category 6 activities generally comprise:

- Levelling of beach as required prior to installation of standard Lifeguard Tower unit, non-standard lifeguard tower, hut or beach unit
- Excavation and of beach material for installation / removal for installation of Lifeguard Tower Unit, non-standard lifeguard tower, hut or beach unit
- Excavation of beach material for installation / removal of steel stanchion base plates (including timber bearers as needed, or foundations for hut/tower)
- Installation / removal of steel stanchion base plates (and timber bearers).
- Installation / removal of Lifeguard Tower Unit (steel tower frame + lifeguard hut), or non-standard tower, hut or beach unit
- Minor maintenance works to unit comprising repair and/or replacement of internal fittings/fixtures and external fittings/fixtures
- Maintenance to external envelope of non-standard towers, huts or beach units (cladding, roof, windows, doors, etc.)

- Repairs to lifeguard units (towers, etc.) structure as might be needed for health & safety purposes or to ensure continued operation of units (Note: this items covers unplanned works arising from damage in use)

The beach units vary in construction, materials and size but generally fulfil a similar function, which is to provide the RNLI with an enclosed hut or unit for carrying out beach lifeguarding activities. This includes the storage of operational and safety equipment and operational are left in place and not removed at the end of the season.

The standard lifeguard tower units are generally installed prior to the beginning of each season and removed at the end of each season. The season being nominally 1st May to 31st September. Therefore the units are generally installed from the middle of April onwards, and removed at the beginning of October (with all removal complete by the end of that month). Importantly, some units are left in place and not removed at the end of the season. Note that some beach unit removals and installations may take place outside of the main season and the general installation / removal times described above.

The lifeguard units are assembled on the beach from standardised steel framing, and comprise stanchions and base plates, flooring beams, decking, bracing, steps, handrailing, and the prefabricated lifeguard 'hut', all with associated signage, flags and safety equipment, etc. Each unit measures approximately 4.6m x 3.6m on plan.

The stanchion base plates sit within excavated pockets within the beach material (at a depth to suit the consistency of the material, but generally no more than 0.5m below beach level). This required some excavation of the beach material and also some levelling (re-grading) local to the unit), with the use of a mechanical excavator, forklift or tele-handler, depending on location and beach conditions.

The units are transported in sections to the beach on a small flatbed lorry or carried with forklift, tele-handler or similar machine. This requires accessing the beach at a location suitable for vehicular access/egress and trafficking across the beach to the lifeguard location.

The timing of the activities varies, but typically the installation is completed within 1-3 days, and removal is carried out over a similar timeframe.

Apart from the main installation and removal works which are as described above, all in situ maintenance works are carried out with small hand tools, with 2-4 person teams, and with limited materials.

Some beach units (non-standard) remain in place throughout the year (with maintenance in situ), whilst others are installed prior to the beginning of each season and removed at the end of each season. Some beach unit removals/installations may take place outside the main season and the general installation/removal times described above.

The lifeguard units are assembled on the beach at a defined location.

When left in place over the winter period, the units might require local re-profiling of the beach material prior to the commencement of the season.

Non-standard units might require conventional building maintenance works to the external fabric of the unit, including re-painting and repair of damaged or deteriorated components. All works will be carried out in compliance with the regulatory requirements for:

- a) Works on or near water

- b) Reporting an environmental incident
- c) Managing waste
- d) Storing oil

Table 1- Station Specific Information- Annex to General Method Statement

Lifeboat Station & Works	Site No.	Predicted Scale of Activity and Frequency	Additional Comments
Langlands (Lifeguard area- Swansea)	4	Annually	Situated within Langland Bay to Mumbles Head and Mumbles Hill SINC (site ref. 344). There are records of sabellaria alveolata (honeycomb worm reefs) in the area. The actual site of the lifeguard tower is situated towards the top of the beach, near buildings in an area likely to be well used by people. The lifeguard tower is placed in the same location every year. As such it is unlikely that there will be sabellaria alveolata or other rare invertebrates such as whorl snail in the area. However, if during works to install or remove the lifeguard tower evidence of any sabellaria alveolata or other rare invertebrates (such as whorl snails) are seen, works will be halted and NRW contacted to discuss mitigation before the works are recommenced.

ILLUSTRATIVE PHOTOGRAPHS OF LIFEBOAT STATIONS FOR WELSH REGIONAL LICENCE

The following photographs are intended to illustrate the type of station infrastructure and thereby the categories of maintenance works.



Photo 1- View of Tenby Lifeboat Station Boathouse (Licensable activity 4a)



Photo 2- View of Barry Dock Pontoon Berth (Licensable activity 2)



Photo 3- View of Porthcawl Slipway (Licensable Activity 4bi)



Photo 4- View of Penarth Slipway (Licensable activity 4bii)



Photo 5- Typical Breasting Mooring Arrangement for All Weather Lifeboats with 3 anchors, to central mooring buoy and pick-up float (Licensable activity 1)



Photo 6- View of standard steel framed lifeguard Unit (licensable activity 6)

Marine Policy Statement and Welsh National Marine Plan

The works proposed in this application do not constitute new development but relate to the operation and maintenance of existing infrastructure. The licensable activity which would be permitted by the proposed regional marine licence is low impact maintenance activity and is sustainable use of the marine environment which is consistent with the policies (GEN 1 'general planning principle').

The proposed maintenance activity provides the social benefit of a functioning life-saving service, promoting health and wellbeing that benefits not only coastal communities but also those who travel to and use the marine and coastal environment (GEN 3 'social benefit').

'Landscape and seascape are important elements of people's enjoyment of the coastal and marine environment. They are also important as the setting for coastal communities, contributing to sense of place, economic livelihoods and quality of life.' (GEN 7 'landscape/seascape'). It is not envisaged that the proposed maintenance activities would develop, change or adversely impact the landscape character and visual amenity of each site, as no new development is proposed as part of this marine licence application.

The RNLI has undertaken a high level review of each site included in this application for a regional marine licence to identify sites that are located within 2km of a Protected Area (see Habitats Assessment at page 98). The RNLI has consulted Natural Resources Wales (NRW) in relation to the potential impact that the proposed low impact maintenance activities may have on the legally protected areas and species in the marine environment (GEN 9 'Natural Heritage'); see Appendix 1 for NRW pre-consultation response.

The proposed maintenance activities should not result in a deterioration of the quality of water (GEN 12 'Water quality and resource') (see WFD assessment at page 95). The maintenance activities do not involve any new pathways that might introduce marine non-native species (MNNS) (GEN 10 'Invasive non-native species'). The proposed activities will not result in additional marine litter (GEN 11 'Marine litter') (see Method Statements at page 66).

As the proposed activities are low impact, there will not be any significant adverse effects of man-made noise and vibration in the marine environment (GEN 13 'Noise').

The maintenance activities proposed for the sites in this regional marine licence application would not have a significant cumulative impact that would outweigh the benefit of the activities (GEN 21 'Cumulative impacts'). These are low impact activities that are essential to keep RNLI lifeboat stations operational in order to launch and recover lifeboats in response to emergency call-outs.

The Welsh Government is currently developing the first [Welsh National Marine Plan](#) (WNMP). Consultation for the draft WNMP is closed on 29 March 2018.

WATER FRAMEWORK DIRECTIVE (2000/60/EC) ASSESSMENT

1. WFD requirements

- 1.1. River basins comprise all transitional waters (estuaries) and coastal waters extending 3nm seaward from the territorial baseline. Any proposed development within 3nm must have regard to the requirements of the Water Framework Directive (WFD) (2000/60/EC) to ensure that all transitional and coastal water bodies achieve 'Good Ecological Status' and that there is no deterioration in status.
- 1.2. The WFD was implemented in England and Wales by The Water Environment (Water Framework Directive) (England and Wales) Regulations 2003 ("the Regulations").
- 1.3. The WFD requires all European countries to manage the water environment to consistent standards. this will be achieved through a number of directives, which include:
 - Prevent deterioration in the status of aquatic ecosystems, protect them, and improve the ecological condition of waters.
 - Aim to achieve at least good status for all water bodies by 2015. Where this is not possible and subject to the criteria set out in the Directive, aim to achieve good status by 2021 or 2017.
- 1.4. If a project is determined as resulting in an adverse effect to a water body causing a potential deterioration in status or if it prevents the actions which are required to raise the status of the water body, then the project must be assessed and justified with mitigation proposed as is specified in Article 4(7) of the WFD.
- 1.5. The aim of this screening assessment is to determine whether the works associated with the RNLI Regional Licence application are WFD compliant or will cause an adverse impact and thus whether an assessment under Section 4(7) of the WFD is required.

2. Works Activities

- 2.1. The RNLI's proposed regional licence covers maintenance activities to moorings, slipway structures, launch ramps, boathouses, pontoon berths and beach lifeguard units.

3. Intention of assessment

- 3.1. The assessment is guided by the Environment Agency 'Clearing the Waters' documents, but is not a comprehensive assessment based on that process, rather a high level review of the likely or potential impacts i.e. it constitutes a screening process.
- 3.2. The intention of this assessment is to set out whether the RNLI low impact maintenance activities will affect status at water body level, or where it does that a potential effect on status can be successfully mitigated, and on that basis to demonstrate that the activity is WFD compliant and the consenting process can continue.

4. Consideration of Exemption

- 4.1. One of the objectives of the WFD is to ensure the status of rivers, lakes, estuaries, coastal waters and groundwater is protected from deterioration. In specific circumstances, the Directive does provide for exemptions or reasons why this objective should not be applied. Although protecting the water environment is a priority, some new modifications may provide important benefits to human health, human safety and /or sustainable development. Such benefits can include:
- Public water supply
 - Flood defence / alleviation
 - Hydropower generation
 - Navigation
- 4.2. This licence application does not specifically seek exemption, but the impact of the proposed activities is not considered to have an effect that is likely to be significant at water body level.
- 4.3. The activities directly impact on safety at sea through the lifesaving function of the infrastructure and consequently, this assessment recognises the social and human safety benefit of the licence i.e. that given the scale and nature of the activities that an exemption might be appropriate.

5. WFD Assessment

- 5.1. To provide a proportionate assessment of whether any activities might have a significant adverse impact on a water body, the activities have been assessed against the following criteria:
- No changes that will result in a deterioration of current ecological potential;
 - No changes that will cause failure to meet GEP; and
 - No changes that will permanently prevent or compromise the relevant Environmental Objectives being met in other water bodies.
- 5.2. The ecological status of the water bodies potentially impacted by the activities have been reviewed, based on currently available mapping data from the Environment Agency i.e. River Basin Management- coastal and Estuarine waters. Generally it is evident that both the scale and nature of the activity is insignificant compared with the extent of the water body and its potential to be deteriorated by the nature of the works.
- 5.3. The screening assessment suggests that the potential effect on the water body is limited to chemical pollutants, but that this can be mitigated by standard precautionary measures, and appropriate licensing conditions i.e. all works will be carried out in compliance with the regulatory requirements for:
- a) works on or near water
 - b) reporting an environmental incident
 - c) managing waste
 - d) storing oil

6. Findings of Assessment

The findings are that the proposed maintenance activities are unlikely to lead to a deterioration of the ecological potential of any water body, and that no further assessment (scoping) or mitigation beyond that already planned is required.

HABITATS REGULATION ASSESSMENT

A high level review has been carried out at each site to determine the protected sites each site is in or near (within 2 km) if any. The table below lists the RNLI sites in geographical sequence from Penarth to Connah's Quay.

The proposed activities are not considered to have a significant effect on those sites identified as being in or near a protected Site.

Natural Resources Wales has provided their initial assessment following pre-application consultation (see Appendix 1).

RNLI WEST DIVISION (WALES) SITES- Review of Protected Sites

RNLI Site Ref	Name of Station	Postcode	Protected sites which each site is located is in or near (within 2km)
1	Penarth Lifeboat station	CF64 3AU	Severn Estuary SAC Severn Estuary SPA Severn Estuary Ramsar Severn Estuary SSSI
2	Barry Dock Lifeboat station	CF62 5QS	Barry Island SSSI
3	Porthcawl Lifeboat station	CF36 3BN	None
4	Langlands- Lifeguard Area Swansea	SA3 4SQ	Langland Bay (Rotherslade) SSSI Gower AONB
5	The Mumbles ILB Lifeboat station	SA3 3EN	Bracelet Bay SSSI
6	The Mumbles ALB Lifeboat station (new station)	SA3 3EN	Bracelet Bay SSSI
7	The Mumbles ALB Lifeboat station (old station)	SA3 3EN	Bracelet Bay SSSI
8	The Mumbles Lifeboat station Mooring	SA3 3EN	Bracelet Bay SSSI
9	Horton and Port Eynon Lifeboat station	SA3 1LQ	Horton, Eastern and Western Slade SSSI Gower AONB Gower Historic Landscape Area
10	Tenby Lifeboat Station	SA79 7BS	Camarthen Bay and Estuaries SAC Camarthen Bay SPA Tenby Cliffs and St Catherine's Island SSSI
11	Tenby Lifeboat station Mooring	-	Camarthen Bay and Estuaries SAC Camarthen Bay SPA Tenby Cliffs and St Catherine's Island SSSI
12	Pembrokeshire	-	Camarthen Bay and Estuaries SAC

	(Tenby North Lifeguard Area)		Camarthen Bay SPA Tenby Cliffs and St Catherine's Island SSSI
13	Pembrokeshire (Castle Lifeguard Area)	-	Camarthen Bay and Estuaries SAC Camarthen Bay SPA Tenby Cliffs and St Catherine's Island SSSI
14	Tenby South Lifeguard Area	-	Camarthen Bay and Estuaries SAC Lydstep Head to Tenby Burrows SSSI Tenby Cliffs and St Catherine's Island SSSI
15	Angle Lifeboat Station	SA71 5AT	Pembrokeshire Marine SAC Milford Haven Waterway SSSI Milford Haven Waterway Historic Landscape Area
16	Angle Lifeboat station Moorings	SA71 5AT	Pembrokeshire Marine SAC Milford Haven Waterway SSSI Milford Haven Waterway Historic Landscape Area
17	St David's Lifeboat station (new station)	SA62 6PY	Pembrokeshire Marine SAC St David's SAC Ramsey and St David's Peninsula Coast SPA St David's Peninsula Coast SSSI St David's Peninsula and Ramsey Island Historic Landscape Area
18	St David's Lifeboat station (old station)	SA62 6PY	Pembrokeshire Marine SAC St David's SAC Ramsey and St David's Peninsula Coast SPA St David's Peninsula Coast SSSI St David's Peninsula and Ramsey Island Historic Landscape Area
19	St David's Lifeboat station Mooring	-	Pembrokeshire Marine SAC St David's SAC Ramsey and St David's Peninsula Coast SPA St David's Peninsula Coast SSSI St David's Peninsula and Ramsey Island Historic Landscape Area
20	Ramsey Sound Mooring	-	Pembrokeshire Marine SAC Ramsey and St David's Peninsula Coast SPA Ramsey SSSI Ramsey Island NNR St David's Peninsula and Ramsey Island Historic Landscape Area
21	Fishguard lifeboat	SA64 0BU	Pen Gaer

	station (ILB)		Garn Fawr Stumble Head Historic Landscape Area
22	Fishguard Lifeboat station (ALB)	SA64 0BU	Pen Gaer Garn Fawr Stumble Head Historic Landscape Area
23	Cardigan Lifeboat station	SA43 3LN	Cardigan Bay SAC Aberarth- Carreg Wylan SSSI Afon Teifi SAC Afon Teifi SSSI Lower Teifi Valley Historic Landscape Area
24	Ceredigion (Poppit Sands beach Lifeguard Area)	-	Cardigan Bay SAC Aberarth- Carreg Wylan SSSI Afon Teifi SAC Afon Teifi SSSI Lower Teifi Valley Historic Landscape Area
25	Ceredigion (Tresaith beach Lifeguard Area)	-	Cardigan Bay SAC Aberarth- Carreg Wylan SSSI
26	New Quay Lifeboat station	CA45 9PS	Cardigan Bay SAC Aberarth- Carreg Wylan SSSI
27	New Quay Lifeboat station Mooring	CA45 9PS	Cardigan Bay SAC Aberarth- Carreg Wylan SSSI
28	Ceredigion (New Quay Beach Area)	-	Cardigan Bay SAC Aberarth- Carreg Wylan SSSI
29	Aberystwyth Lifeboat station	SY23 1JY	None
30	Borth Lifeboat station	SY24 5LJ	Lleyn Peninsula and the Sarnau SAC Borth-Clarach SSSI
31	Aberdovey Lifeboat station	LL35 0RA	Lleyn Peninsula and the Sarnau SAC Dyfi Estuary SPA Dyfi SSSI
32	Barmouth Lifeboat station	LL42 1NF	Lleyn Peninsula and the Sarnau SAC Mawddach Estuary SSSI Mawddach Historic Landscape Area
33	Criccieth Lifeboat station	LL52 0DN	Lleyn Peninsula and the Sarnau SAC Glanllynau a Glannau Pen-y-chain SSSI (to the west) Tiroedd a Glannau Rhwng Criccieth ac Afon Glaslyn SSSI (to the east)
34	Pwllheli Lifeboat station	LL53 5AY	None
35	Pwllheli Lifeboat	LL53 5AY	None

	station (launch route)		
36	Abersoch Lifeboat station	LL53 7AG	Pen-Benar SSSI Llyn AONB Lleyn and Bardsey Island Historic Landscape Area
37	Porthdinllaen Lifeboat station	LL53 6DB	Lleyn Peninsula and the Sarnau SAC Seacliffs of Lleyn SAC Porth Dinllaen i Borth Pistyll SSSI Llyn AONB Llyn and Bardsey Historic Landscape Area
38	Porthdinllaen Lifeboat station Moorings	LL53 6DB	Lleyn Peninsula and the Sarnau SAC Seacliffs of Lleyn SAC Porth Dinllaen i Borth Pistyll SSSI Llyn AONB Llyn and Bardsey Historic Landscape Area
39	Holyhead Lifeboat station	LL65 1YA	None
40	Moelfre Lifeboat station	LL72 8LG	Menai Strait and Conwy Bay SAC Liverpool Bay SPA Anglesey AONB
41	Moelfre Lifeboat station Mooring	LL72 8LG	Menai Strait and Conwy Bay SAC Liverpool Bay SPA Anglesey AONB
42	Beaumaris Lifeboat station	LL58 8BS	Menai Strait and Conwy Bay SAC Anglesey AONB Penmon Historic Landscape Area
43	Llandudno Lifeboat station (new Station)	LL30 2YG	Menai Strait and Conwy Bay SAC Liverpool Bay SPA Creuddyn a Conwy Historic Landscape Area
44	Rhyl Lifeboat station	LL18 3AN	Liverpool Bay SPA
45	Flint Lifeboat station	CH6 5PE	Dee Estuary SAC The Dee Estuary SPA The Dee Estuary Ramsar Dee Estuary SSSI
46	Connah's Quay (Alternative launch/recovery site for Flint Lifeboat station)	CH5	Dee Estuary SAC Dee Estuary SPA Dee Estuary Ramsar Dee Estuary SSSI

APPENDIX 1- NRW Advice in relation to proposal for maintenance marine licence for RNLI stations in Wales

We support the general principle of having a single long-term over-arching licensing arrangement that permits 'normal' maintenance activities at multiple sites. Our view is made largely on the understanding that the proposed works and the methods by which they are to be carried out are unlikely to have a significant impact on the environment and other users of the foreshore.

The sites

The measurements provided in this appendix are approximate as NRW's mapping system uses a different geographic coordinate system to the coordinates provided.

Penarth- the lifeboat house is not located within a protected site boundary, however, slipway structure and general foreshore area is within: Severn Estuary SAC; Severn Estuary SPA; Severn Estuary Ramsar; Severn Estuary SSSI. The proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended).

Barry Dock- the pontoon berths are not located within a protected site boundary, however are within approximately 300m of the Barry Island SSSI.

Porthcawl- the lifeboat house and slipway are not located within or near a protected site boundary. We hold records of *Sabellaria alveolata* reef, a section 42 habitat principle importance, less than 100m to the west of the breakwater.

Langlands- the lifeboat house and slipway structure do not lie within a protected site boundary, however is within approximately 500m of the Langland Bay (Rotherslade) SSSI. The foreshore is within the Gower AONB. We hold records of *Sabellaria alveolata* reef, a section 42 habitat of principle importance, on the lower shore opposite the boat house and slipway structure.

Mumbles- the proposed area of works is not located within a protected site boundary, however is within approximately 260m of the Bracelet Bay SSSI. The proposed area of works is adjacent to the Gower AONB.

Horton and Port Eynon- the proposed area of works is not located within a protected site boundary, however is within approximately 260m of the Horton, Eastern and Western Slade SSSI. The proposed area of works is located within Gower AONB, with the Gower Historic Landscape Area also located nearby. We hold records of *Sabellaria alveolata* reef, a section 42, habitat of principle importance, 450m to the south west of slipway / access structure.

Tenby- the proposed works in this area lie within or adjacent to the following protected sites: Camarthen Bay and Estuaries SAC; Camarthen Bay SPA; and Tenby Cliffs and St Catherine's Island SSSI. We advise that the proposed work in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended). We hold records of small patches of Blue mussel beds, a section 42 habitat of principle importance, in the area although these do not appear to be in the immediate vicinity of the works.

Tenby South Lifeguard Area- the lifeguard area is located within or adjacent to the following protected sites: Camarthen Bay and Estuaries SAC; Lydstep Head to Tenby Burrows SSSI; Tenby Cliffs and St Catherine's Island SSSI. We advise that the proposed works in this area

will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended).

Angle- the proposed works in this area lie within or adjacent to the following protected sites: Pembrokeshire Marine SAC; Milford Haven Waterway SSSI. We advise that the proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended). The proposed work in this area also lies within the Milford Haven Waterway Historic Landscape Area.

St David's- the proposed works in this area lie within or adjacent to the following protected sites: Pembrokeshire Marine SAC; St David's SAC; Ramsey and St David's Peninsula Coast SPA; and St David's Peninsula Coast SSSI. We advise that the proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended). The proposed work in this area will also lie within the St David's Peninsula and Ramsey Island Historic Landscape Area.

Ramsey Sound- the proposed works in this area lie within the following protected site: Pembrokeshire Marine SAC. The proposed works in this area lie within approximately 100m of the following protected sites: Ramsey and St David's Peninsula Coast SPA; Ramsey SSSI; Ramsey Island NNR. We advise that the proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended). The proposed work in this area also lies within the St David's Peninsula and Ramsey Island Historic Landscape Area.

Fishguard- the proposed work in this area is approximately 200m from the Pen Gaer: Garn Fawr and Strumble Head Historic Landscape Area.

Cardigan / Poppit Sands- The proposed works in this area lie within the following protected sites: Cardigan Bay SAC; and Aberarth – Carreg Wylan SSSI. The proposed works in this area lie within approximately 70m of the following protected sites: Afon Teifi SAC; and Afon Teifi SSSI. We advise that the proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended). The proposed work in this area also lies within the Lower Teifi Valley Historic Landscape Area.

Tresaith- the proposed works in this area lie within the following protected sites: Cardigan Bay SAC; and Aberarth- Carreg Wylan SSSI. We advise that the proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended).

New Quay- the proposed works in this area lie within or adjacent to the following protected sites: Cardigan Bay SAC; and Aberarth- Carreg Wylan SSSI. We advise that the proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended).

Aberystwyth- no specific comments.

Borth- the proposed area of works is located adjacent to the following protected sites: Llyn Peninsula and the Sarnau SAC; and Borth-Clarach SSSI. We advise that the proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended). We hold records of *Sabellaria alveolata* reef, a Section 42 habitat of principle importance, >100m to the south of the slipway.

Aberdovey- the proposed area of works is located within or adjacent to the following protected sites: Llyn Peninsula and the Sarnau SAC; Dyfi Estuary SPA; and Dyfi SSSI. We advise that the proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended).

Barmouth- the proposed works in this area lie within approximately 270m of the following protected sites: Llyn Peninsula and the Sarnau SAC; Mawddach Estuary SSSI. We advise that the proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended). The proposed work in this area also lies within the Mawddach Historic Landscape Area.

Criccieth- The proposed area of works is located within or adjacent to the following protected sites: Llyn Peninsula and the Sarnau SAC. The proposed works in this area lies within approximately 370m of the following protected sites: Glanllynau a Glannau Pen-y-chain SSSI (to the west); and Tiroedd a Glannau Rhwng Criccieth ac Afon Glaslyn SSSI (to the east). We advise that the proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended). We hold records of *Sabellaria alveolata* reef, a Section 42 habitat of principle importance, on the lower shore, immediately opposite the lifeboat station house.

Pwllheli- we hold records of small patches of Intertidal Mudflats, a section 41 habitat of principle importance, on the lower shore, close to the proposed area of works.

Abersoch- the proposed works in this area lie within approximately 50m of the following protected site: Pen-Benar SSSI. The proposed work in this area also lies within the Llyn AONB and the Llyn and Bardsey Island Historic Landscape Area.

Porthdinllaen Moorings- The proposed area of works is located within or adjacent to the following protected sites: Llyn Peninsula and the Sarnau SAC; Seacliffs of Llyn SAC; and Porth Dinllaen i Borth Pistyll SSSI. We advise that the proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended). The proposed work in this area also lies within the Llyn AONB and the Llyn and Bardsey Island Historic Landscape Area. Further conditions (over and above those listed in Annex 1) may be recommended for any works undertaken at Porth Dinllaen site due to proximity to sensitive seagrass beds. The seagrass is a typical species of the bays and mudflats features of the Llyn Peninsula and the Sarnau SAC. We advise that a site specific method statement is produced for the proposed works at this site, detailing how potential impact pathways to the seagrass beds will be minimised. We can provide contact details for the site officer responsible for the Llyn Peninsula and the Sarnau SAC should you wish to discuss this matter further.

Holyhead- the highly invasive non-native sea squirt *Didemnum vexillum* is known to occur in locations within and adjacent to Holyhead Marina. As such we advise that a site-specific bio-security risk assessment is undertaken for this site to ensure that the species is not further spread as a result of works in this area.

Moelfre- The proposed area of works is located within or adjacent to the following protected sites: Menai Strait and Conwy Bay SAC; and Liverpool Bay SPA. We advise that the proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended). The proposed work in this area also lies within the Anglesey AONB.

Beaumaris- The proposed area of works is located close to the following protected site, which follows the line of mean low water: Menai Strait and Conwy Bay SAC. We advise that the proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended). The proposed work in this area also lies within the Anglesey AONB and the Penmon Historic Landscape Area.

Llandudno- The proposed area of works is located close to the following protected sites, which follows the line of mean low water: Menai Strait and Conwy Bay SAC; and Liverpool Bay SPA. We advise that the proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended). The proposed work in this area also lies within the Creuddyn a Conwy Historic Landscape Area.

Rhyl- The proposed area of works is located within 400m of the following protected site, which follows the line of mean low water: Liverpool Bay SPA. We advise that the proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended).

Flint- The proposed area of works is located within or adjacent to the following protected sites: Dee Estuary SAC; The Dee Estuary SPA; The Dee Estuary Ramsar; and Dee Estuary SSSI. We advise that the proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended). We hold records of small patches of Intertidal Mudflats and Coastal Saltmarsh, Section 42 habitats of principle importance, in the vicinity of the works.

Connah's Quay- the proposed area of works is located within or adjacent to the following protected sites: Dee Estuary SAC; the Dee Estuary SPA; the Dee Estuary Ramsar; and Dee Estuary SSSI. We advise that the proposed works in this area will need to be considered under Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended).

APPENDIX 2- Natural Resources Wales: Application for a marine licence for marine works