

Permit Receipt Centre
Natural Resources Wales
29 Newport Road
Cambria House
Cardiff
CF24 0TP
Tel: 0300 065 3000

Email: permitreceiptcentre@naturalresourceswales.gov.uk

APPLICATION TO VARY A MARINE LICENCE

If you would like to make any changes to your licence once it has been granted, you may apply for a variation.

- There are three kinds of variation available:
 - **Administrative changes** to your licence such as changing the address the licence holder.
 - **Routine change** – minor change to your licence which requires no input or minimal input from our advisors for example extending the expiry date of the licence
 - **Complex change** – a change that will required us to seek input from our advisors, for example changes to the method of the works.

Depending on the size and nature of the change requested we will consider whether a complex change can be considered or whether a new application will be required.

- Please submit applications to the **Permit Receipt Centre** via the details at the top of this form
- We recommend that applications are made considering the service levels below;

Administrative changes – 21 days

Routine Change – 8 weeks

Complex change – 4 months for band 2 application, no time limit for band 3

Transferring of licence – 21 days

We recommend that applications are made considering these service levels. Be aware variations cannot be made to expired licences.

Applications must be submitted with the relevant fee

Type	Description	Proposed fee
Variation 1	Administrative change	Fixed fee £240
Variation 2	Complex changes	Hourly Rate of £120
Variation 3	Routine change	Fixed Fee £480

Payments can be made via Cheque, BACS or credit/debit card.

- Cheques should be crossed and made payable to **Natural Resources Wales**.
- For BACS payments ensure you provide the reference number (not remittance number)
- For credit/debit card payments please complete the CC1 form and submit with the application. The CC1 form can be found on our web pages

Further information on payment methods can be found on our web pages

For complex variations, an hourly rate of £120.00 will be charged **and** will be invoiced in arrears, you will need to provide the relevant invoicing details in section 2 of this form.

What happens once I submit my information?

Once we have received this form along with the fee / invoicing details we will add your variation request to our work queue. We will be in touch to acknowledge receipt and to advise of predicted timescales for determination. You may be requested to provide additional information. Determination of your request will only begin once the fee and all the required information has been submitted

Your application may not be considered complete and therefore not processed until key information has been submitted. Your application may be returned if you fail to submit outstanding information within given timescales.

- If you have any queries with regards to completing this application, please contact the Marine licensing team: marinelicensing@naturalresourceswales.gov.uk

Variation request details	
Marine Licence Number	CML1862
Expiry date of current Marine Licence	20 April 2020
Licence Holder Name	Morgan Sindall Construction & Infrastructure Limited
Variation Type <i>Please contact the marine licensing team if you are unsure which variation type is applicable</i>	Administrative Change ☐ Routine Change ☐ Complex Change ☒
Brief description of variation to licence required. (Identify condition numbers and referenced supporting documents within your current licence which is likely to affect).	The variation is in regards to Condition 1.2 to remove 'deposit and removal of temporary access track alongside the outfall'. A trackway will no longer be deposited and hence no longer removed. Vehciles will track directly onto to beach to undertake the works. The method statement has been updated to remove the methodology of use of a trackway and is attached to this application. For reference this was originally provided in Appendix D of the main marine licence application under 'Access Arrangements' which has been amended to remove all reference to trackway. Flail jetting of the pipeline has also been removed from the methodology and no longer required. The Method statement has been amended to provide greater information on the access entry for the vehciles.
List all supporting information submitted in support of this request where applicable.	Method Statement; and

	Coorespondence from Gwynedd Archaeological Trust regarding the WSI
When are you looking to start work requiring the variation?	1 September 2019

1. Information required for all variation requests

2. Application Fee

Please provide the method of payment

Method	Yes (✓)	Reference Number
Cheque		
BACS (not remittance no.)		
World Pay (phone or CC1)		

Please attach **CC1 Form** with application. Form can be found on our web pages

Complex variations only

Complex variations are charged at on hourly rate of £120 and are invoiced in arrears. Please complete the details below which will be required for invoicing.

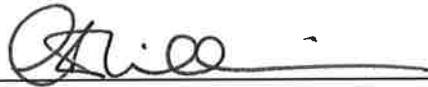
Customer Name	Morgan Sindall
FAO	Geoff Tilling
Purchase order number	M/1W6000/02338
Address for invoice	Ty Awen Spooners Close Celtic Springs Business Park Coedkernew Newport NP10 8FZ
Telephone Number	07712 008291
Email Address	geoff.tilling@morgansindall.com

3. Declaration

I declare that to the best of my knowledge and belief that the information given in this application form and supporting documentation is true.

WARNING: It is an offence under the Marine and Coastal Access Act 2009, under which this application is made, to fail to disclose information or to provide false or misleading information and can invalidate any licence granted.

Signature



Date 09/07/2019

Name (in capitals)

GEOFF TILLING

Position in Company

Senior Contracts Manager

*Applications cannot be processed unless signed by the **Licence Holder** (not agent), the applicant must have appropriate level of authority within the company.*

Applications will not be processed unless signed

From: [John Roberts](#)
To: [Stephanie Chapman](#); [Carol RyanYoung](#)
Cc: [Robert Evans](#); [Gareth McIlquham](#); [Stuart Reilly](#); [Salam Matti](#)
Subject: [External] RE: West Shore Archaeological Watching Brief and Written Scheme of Investigation
Date: 10 July 2019 10:34:32
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.jpg](#)
[image017.jpg](#)
[image018.png](#)
[image019.png](#)
[image020.png](#)
[image021.jpg](#)

Hi Stephanie,

G2619_Ganol_Outfall_WB

Further to earlier, I have reviewed the WSI and discussed it with Carol and subsequently GAPS. GAPS have verbally confirmed that they do not think it is an issue and they do not require a revised WSI and we are of agreement: the WSI does not make specific reference to the trackway and the only reference to it is in Appendix III, which is a reproduction of the *Morgan Sindall* method statement.

I hope this provides sufficient feedback, but please let me know if you require anything further.

Best regards.

John.

John A. Roberts MCIfA IoSH
Prif Archaeolegydd | Principal Archaeologist
Ymddiriedolaeth Archaeolegol Gwynedd
Gwynedd Archaeological Trust
Craig Beuno, Ffordd y Garth,
Bangor, Gwynedd LL57 2RT
Ffon/Tel 01248 366957
Ffacs/Fax 01248 370925



Gwynedd Archaeological Trust is certified to ISO 9001:2015 and ISO 14001:2015 (Cert. No. 74180/B/0001/UK/En) and is a Registered Organisation with the Chartered Institute for Archaeologists and a member of the Federation of Archaeological Managers and Employers (FAME)

Fy oriau gwaith yw/My working hours are:

Llun/Mon – Iau/Thurs: 0830 – 1630;
Gwener/Fri: 0830 – 1600



From: John Roberts
Sent: 10 July 2019 10:17
To: 'Stephanie Chapman'; Carol RyanYoung
Cc: Robert Evans; Gareth McIlquham; Stuart Reilly; Salam Matti
Subject: RE: West Shore Archaeological Watching Brief and Written Scheme of Investigation

Hi Stephanie,

G2619_Ganol_Outfall_WB

Many thanks for your reply and feedback.

Best regards.

John.

John A. Roberts MCIfA IoSH
Prif Archaeolegydd | Principal Archaeologist
Ymddiriedolaeth Archaeolegol Gwynedd
Gwynedd Archaeological Trust
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Gwener/Fri: 0830 – 1600



From: Stephanie Chapman [mailto:Stephanie.Chapman@arup.com]
Sent: 09 July 2019 09:35
To: John Roberts; Carol RyanYoung
Cc: Robert Evans; Gareth McIlquham; Stuart Reilly; Salam Matti

Subject: RE: West Shore Archaeological Watching Brief and Written Scheme of Investigation

Hi John

The route for tracking the vehicles on the beach will be the same as the route that was proposed for the trackway, shown on the original method statement.

Kind regards

Stephanie

From: John Roberts <john.roberts@heneb.co.uk>

Sent: 08 July 2019 16:39

To: Stephanie Chapman <Stephanie.Chapman@arup.com>; Carol RyanYoung <carol.ryanyoung@heneb.co.uk>

Cc: Robert Evans <robert.evans@heneb.co.uk>; Gareth McIlquham <gareth.mcilquham@arup.com>; Stuart Reilly <stuart.reilly@heneb.co.uk>; Salam Matti <Salam.Matti@arup.com>

Subject: [External] RE: West Shore Archaeological Watching Brief and Written Scheme of Investigation

Hi Stephanie,

G2619_Ganol_Outfall_WB

Further to earlier, has Morgan Sindall supplied you with a route for tracking vehicles onto the beach and/or a revised methodology?

Best regards.

John.

John A. Roberts MCIfA IoSH
Prif Archaeolegydd | Principal Archaeologist
Ymddiriedolaeth Archaeolegol Gwynedd
Gwynedd Archaeological Trust
Craig Beuno, Ffordd y Garth,
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Fy oriau gwaith yw/My working hours are:

Llun/Mon – Iau/Thurs: 0830 – 1630;

Gwener/Fri: 0830 – 1600



From: John Roberts

Sent: 08 July 2019 12:47

To: 'Stephanie Chapman'; Carol RyanYoung

Cc: Robert Evans; Gareth McIlquham; Stuart Reilly; Salam Matti

Subject: RE: West Shore Archaeological Watching Brief and Written Scheme of Investigation

Hi Stephanie,

G2619_Ganol_Outfall_WB

On Carol's behalf, many thanks for your email and project update. We will review and feedback presently..

Best regards.

John.

John A. Roberts MCIfA IoSH

Prif Archaeolegydd | Principal Archaeologist

Ymddiriedolaeth Archaeolegol Gwynedd

Gwynedd Archaeological Trust

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Fy oriau gwaith yw/My working hours are:

Llun/Mon – Iau/Thurs: 0830 – 1630;

Gwener/Fri: 0830 – 1600



From: Stephanie Chapman [<mailto:Stephanie.Chapman@arup.com>]
Sent: 05 July 2019 16:34
To: Carol RyanYoung
Cc: John Roberts; Robert Evans; Gareth McIlquham; Stuart Reilly; Salam Matti
Subject: West Shore Archaeological Watching Brief and Written Scheme of Investigation

Hi Carol

Morgan Sindall have informed us that they will no longer be using the trackway in their construction methodology and will directly be tracking vehicles on to the beach.

NRW have informed me that we are required to submit a variation application to apply for the change so they can re-consult with the Archaeological Trust. Please could you review the WSI and let me know whether this impacts the WSI and would require a change? Would it be possible to also let GAPS know the change also to help speed up the consultation process so I can submit with the application either a response from you what the outcome is for the WSI from this change and if possible a response from GAPS whether they think it would be an issue. This way hopefully NRW can speed their consultation with GAPS with having sight of some initial response already.

I look forward to your response

Kind regards

Stephanie

Kind regards

Stephanie Chapman
Senior Environmental Consultant | Consulting West

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West Shore Pumping Station, Llandudno

Short Sea Outfall Survey and Repairs

Methodology for carrying out repairs of existing holes and CCTV inspection to the West Shore Sea Outfall

Scope

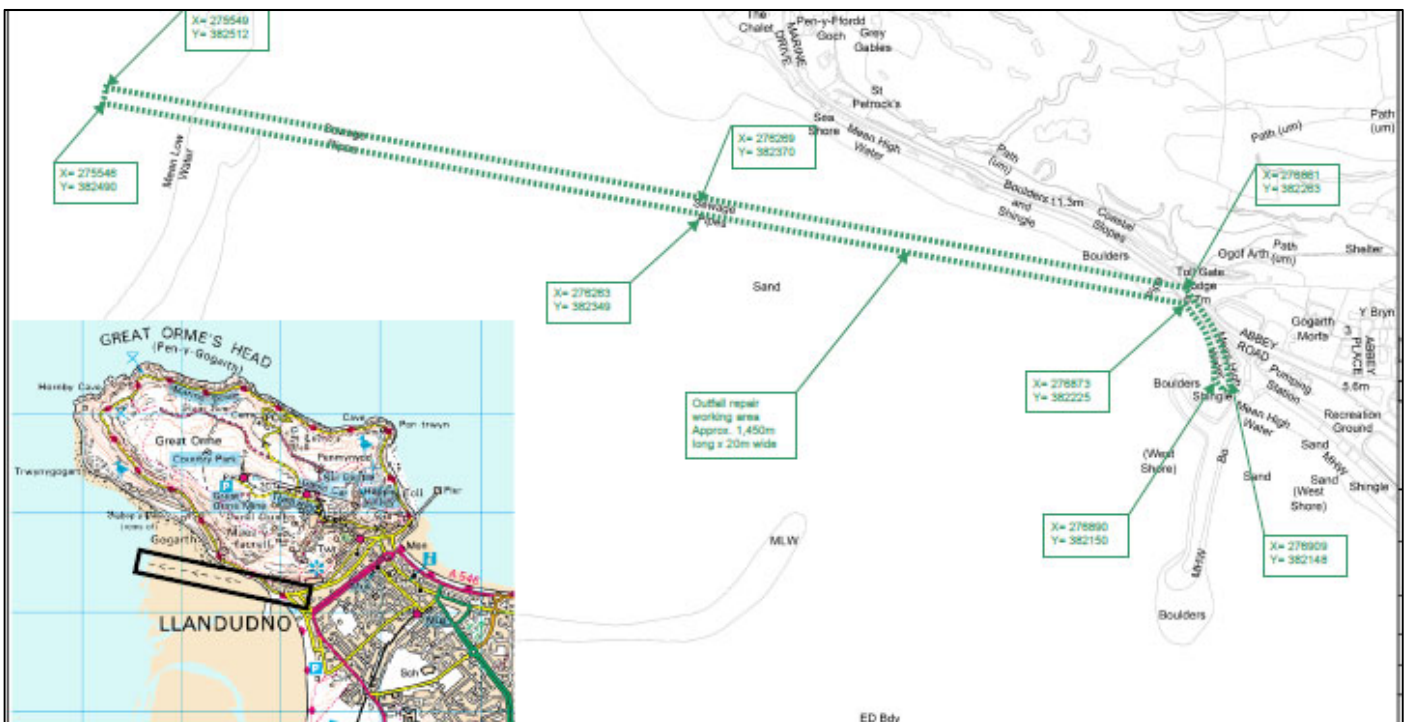
CCTV survey of the existing outfall pipework will determine the need to clean the pipe by jetting and provide structural data to assess the condition of the asset. The pipe has 5 existing holes that have been cut historically by others. Some of these holes can be utilised by enlarging them to accept a wheeled camera unit.

Two new holes will be required to allow a full CCTV survey of the pipe work.

All holes will then be closed using pre-fabricated hatched clamps. The hatches will allow future access for inspection. Holes that are not required for access will be closed with a non-opening repair clamp.

Location

The existing outfall only becomes fully exposed during specific low tidal periods.



Access

Access to the beach and outfall is from Abbey Road, Llandudno. The beach front has a private access from the road onto an existing concrete hard standing.



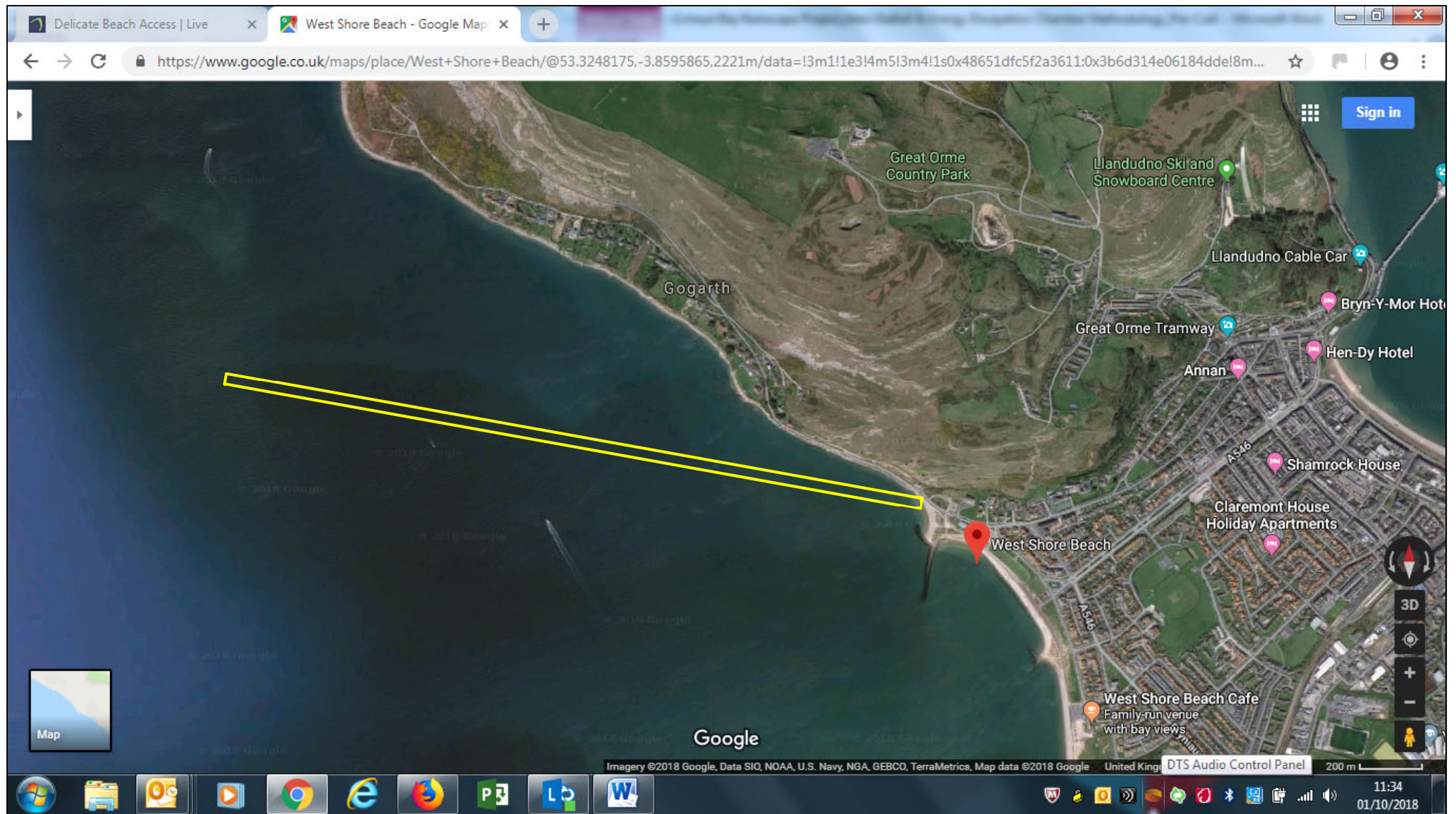
The concrete hard standing leads to the beach via a sandy path which is vegetated on both sides.



The hard standing is used by Conwy Council. During the day it is manned by a beach inspector who is posted as a lookout. Conwy County Borough Council operate a 4x4 all-terrain vehicle to assist visitors in endangered by fast incoming tides. The access is also used by RNLI operatives and will be kept clear at all times.



Plant Access Route onto the Upper Beach Level



Plant Access Route from the Upper Beach Level to the end of the Short Sea Outfall



Approximate depiction of Plant Access Route from the Upper Beach Level to the end of the Short Sea Outfall – Approximately 2000 metres

Works Activities

The first work activity on the outfall pipe will take place between the 31st July and 4th August 2019. This is the only period in the month that the tide recedes far enough to expose the outfall.

Two work activities will be attempted on each visit and will utilise both periods of low water in the 24 hour tidal period. This gives 2 three hour working windows each day.

Two teams of 2-3 men from Jones Bros will access the beach and make their way to one of five pre-determined locations on the outfall.

At each location, Jones Bros operatives will clean any Bladder Wrack and any encrustations from the exterior of the pipe plus any bituminous protective coating from a 1m section of the pipe. An 8t tracked excavator will be used to remove sand built up around the pipework. Any sand removed from the pipe will be left adjacent to the works. The pipe will then be calipered to enable a hatched or non-hatched repair clamp to be fabricated. These will be fitted in the next month's period of low water.

To carry out the work an 8t tracked excavator and all terrain utility vehicle will be driven onto the beach. The tracked excavator will be used to remove any sand that has covered the outfall pipe work. The utility vehicle will carry men and equipment. Only small hand tools and electric grinders will be required to clean the pipe. A small petrol 2.8KW generator will be required to power the grinders.

Teams will carry spills response kits and all equipment will be carried and stored on plant nappies. All personnel will receive specific training in dealing with leaks of diesel, petrol and hydraulic fluid. Re-fuelling of plant and equipment will only take place in the site compound.

Any construction waste will be bagged by the work teams and removed at the end of each shift.

One of the site operatives will be a designated tide safety officer who may, if required, be equipped with a 4x4 utility vehicle. They will be tasked specifically with observing the tidal flow from a remote location in order to warn work teams when it is necessary to leave the working areas and return to the site compound.

No plant or equipment will be left on the beach or shore. All equipment will be taken back to the site compound. Plant and equipment checks will be carried out at the start and end of each shift.

The site team will return to the outfall during the period 31st August 2019 to 5th September 2019 to cut the openings in the existing pipe with a 9" Petrol cut off saw. They will then fit the manufactured repair and hatched access clamps the same methodology as above.

The photos below are examples showing the existing holes in the outfall



Above is an example of the type of steel clamp that will be used to seal any existing holes.

One camera insertion point may be required at a position that it is currently under sand in the upper beach area. This will require a sheeted pit in order to safely provide access for the camera, jetting heads and the repair clamp to be fitted.

The sheeted pit and installation method are as described and pictured below.



The sheeted pit will be provided using lightweight trench sheets and hydraulic manhole braces similar to the depiction below.

The sheeted pit will be constructed using traditional dig and push installation techniques



The sheeted pit will be constructed using an 8t or 13t 360 degree rubber tracked or wheeled backacter working from the Trackway temporary roadway or on the shoreline of the upper beach level.

The sand excavated will be loaded directly into a 6t dumper and taken to a higher level for re-use once the jetting, CCTV and repair clamp have been completed. Any other sand excavated during the works would be reinstated at the end of each working shift to reduce damage to the inter-tidal habitats.

The component parts of the sheeted pit will be disassembled and removed from site on the temporary roadway.

The sand will be brought back from storage and used to backfill the first access point excavation.

Jetting and cleaning the pipe

The site team will return to the outfall during the period 28th September 2019 to 2nd October 2019 to undertake the Jetting and CCTV within the outfall pipeline.



Hagglands BV 206 and equipment trailer (similar to the one above), will be used to transport a jetting unit to the newly installed access hatches to allow cleaning of the outfall using high pressure water. The access hatch covers will be removed temporarily using hand tools and replaced on completion of CCTV survey. Water required for the cleaning operation will be pumped to the jetter via 50mm hose laid from a road tanker parked in Abbey Road. (See location below)



On completion of the jetting clean the CCTV survey will be undertaken at each access point along the length of the outfall. The CCTV equipment will be transported by the Hagglunds BV 206 in a trailer or alternatively carried by a Polaris ATV vehicle as below.



General Working Arrangements

- i) Vehicle parking for workers and visitors will be in a designated area within the site compound area
- ii) Deliveries and offloading of materials will take place off Abbey Road and from within the limits of a fully fenced working area on the existing promenade, with minimal quantities of fuels, materials etc. taken onto the foreshore.
- iii) Re-fuelling of equipment will not take place on the beach.
- iv) There will be a sufficient secure storage area for plant and materials at the place of work – minimising plant and traffic movements on open public highway
- v) While the public will be excluded from the vicinity of the work area, we have a duty of care towards the health and wellbeing of our own employees, and as such we will use dust suppression techniques during the construction activities in accordance with the site-specific mitigation measures for sites according to the Institute of Air Quality Management (IAQM) guidance¹. The following measures from the IAQM guidance are relevant:
 - Ensure all vehicles switch off engines when stationary – no idling vehicles;
 - Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work areas;
 - Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
 - Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- vi) We are working towards a target of Zero to Landfill, and over the last year achieving a recycling rate of over 99% meaning that around 0.8% of the waste we produced went to landfill. We will work with recycling centres in the area to ensure that any arisings as a consequence of our construction works are able to be safely stored and transferred for subsequent sorting and processing for re-use.
- vii) Public use of the beach will remain possible but we will take steps to exclude all members of the public from our working areas by means of pedestrian barriers and/or 2m high security 'Heras' type fencing.

In addition to the above, we will follow the best practices described below during the construction period:

- all works machinery, equipment and PPE will be in a good clean, serviceable condition and will be inspected at the start of each shift
- The works will be carried out in accordance with the principles described in PPG5 & PPG6
- Works are programmed to be carried out outside the bathing water season
- Use of silt run off prevention measures [bales/sand bags/silt netting]
- Waste management plan & documenting & traceability of waste & recycling utilising registered carriers & receivers
- Use of materials suitable for marine environment, & timing of works to suit tidal times and movements

¹ Holman et al (2014). IAQM Guidance on the assessment of dust from demolition and construction, Institute of Air Quality Management, London. http://iaqm.co.uk/wp-content/uploads/guidance/iaqm_guidance_report_draft1.4.pdf

- Secure banded storage of fuels, oils and chemicals in accordance with The Water Resources (Control of Pollution) (Oil Storage) (Wales) Regulations 2016
- The storage and use of hazardous chemicals would be in accordance with the Control of Substances Hazardous to Health (COSHH) Regulations (1998).
- Emergency Spill Response plan will be in place, including an un-announced emergency drill.
- A pre-construction survey will be undertaken of all areas within construction footprint to identify the location of any invasive species (including marine algae and fauna). An Invasive Species Management Plan for preventing the spread of any invasive species will be produced and included within the final method statement. Implementation of these requirements should be undertaken through site set up and provision of Toolbox Talks for all personnel prior to works commencing. Guidance on the control of invasive species^{2 3} would also be followed if any invasive species identified during the pre-construction survey are likely to be affected by the construction.

² Natural England, Department for Environment, Food & Rural Affairs (Defra) and Environment Agency (2014) How to identify, control and dispose of plants that can harm livestock and the environment.

³ Global Invasive Species Database (2005) Species profile: *Sargassum muticum*
<http://www.iucngisd.org/gisd/species.php?sc=727> [Accessed 8th October 2018]