

APPLICATION FOR A MARINE LICENCE FOR MARINE WORKS

Marine Works include, but are not limited to, coast defences, beneficial uses of dredged materials, subsea cables, pontoons, jetties, land reclamation, grab samples and outfall pipes under the Marine and Coastal Access Act 2009

Please read the notes carefully before completing the form.

- The Marine Licensing Team (MLT) administers Part 4 of the Marine and Coastal Access Act 2009 on behalf of the Licensing Authority, the Welsh Ministers.
- The completed application form must be accompanied by a location plan and, where appropriate, descriptive drawing(s) and any supporting environmental assessments. One completed hard copy of the application and supporting documents will always be required. Additional copies are required for consultation purposes.
 - For application and supporting documents less than 10MB we can accept an additional copy via email.
 - For applications larger than 10MB **16** additional copies in CD/DVD format will be required
 - When applications and supporting documents are hard copy only **16** copies will be required.
- Please submit applications to the **Permit Receipt Centre** via the details at the top of this form
- Please submit marine licence applications, including this form and all supporting documents, **at least 4 months before the licence is required.**

Some projects may raise matters that require a significantly longer time for consideration. These are most likely to be:

- Projects that fall **within** The Marine Works (Environmental Impact Assessment) Regulations 2007 – as amended requiring an Environmental Statement
- Large scale projects with substantial volumes of material being deposited or excavated
- Works requiring an Appropriate Assessment to be conducted under The Conservation of Habitats and Species Regulations 2017.
- Information should be provided about the anticipated **duration of the entire project** in respect of works below/seaward of Mean High Water Spring (MHWS). Where appropriate, planned phasing of the work for which consent is sought must be detailed. For projects lasting more than one calendar year, planned phasing details must be given for each 12 month period.

A licence fee is payable in respect of an application. Details of fees can be found on our web pages.

Please note applications will not be processed without the correct relevant fee or invoicing details.

- 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

- **All activities need to comply with the Water Framework Directive (WFD). The framework and guidance can be found on the Natural Resources Wales website, <http://naturalresources.wales>. The results of your WFD assessment must be attached to your marine licence application.**
- Please answer all questions. If any information is not available at the time of application please indicate in the relevant section, giving reasoning in a covering letter. Outstanding details must be submitted as soon as possible. Any delay in forwarding details is likely to result in delays in determining your application.

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.

- Please note any licence may have conditions that must be discharged before works can commence. This will take additional time.
- If you have any queries with regards to completing this application please contact the MLT: marinelicensing@naturalresourceswales.gov.uk

How your application will be processed by the MLT:

- Submit all application to the **Permit Receipt Centre** via the details at the top of this form.
- Checked and acknowledged by the MLT within 21 days of receipt of application and payment
- If the application is complete and no further information is needed at this time, your application will be placed in a work queue to be assigned a permitting officer
- If the application is not complete, further information will be request and need to be provided before the application can be considered as complete
- Our **4 months** service level for determining non-EIA applications will begin from the date the **completed** application is received (*Please note some projects may take significantly longer than 4 months to determine due to their nature*)
- EIA projects may take significantly longer due to their scale and complexity. Therefore we encourage early engagement with the MLT
- Your application and supporting documents will be sent to for an initial consultation period of 28 days (*42 days for EIA projects*)
- For the majority of projects, a public notice must be advertised. Public consultation will be 28 days (*49 days for EIA projects*).
For EIA projects a second public notice will be required. The MLT will advise on how this should be done.
- Responses to consultation will be considered and additional information requested at this time, if necessary.

- A decision on your Marine Licence Application will be made

All information submitted may be referred to within a licence, therefore all works must be in accordance with this information, unless otherwise agreed with NRW acting on behalf of the Licensing Authority during the determination process.

It is the responsibility of the applicant to obtain any other consents/authorisations that may be required.

Application Form Structure

1. Project Description and Cost
2. Applicant Details
3. Details of Agent, Contractor, Vehicles and/or Vessels used to carry out works
4. Environmental Impact Assessment (EIA)
5. Licensable Period
6. Project Description
7. Methods Statement
8. Materials of Project
9. Beach Replenishment, Land Reclamation or Salt Marsh Feeding
10. Temporary Works
11. Dredge and Disposal of Dredge Material
12. Protected Sites
13. Other Consents
14. Statutory Powers
15. Public Register
16. Application Fee
17. Declaration

Check List

Please ensure that you have included all the necessary information before you submit your application. **If any of the below are not completed in the application form, the application is likely to be considered incomplete and may be returned to you**

Item	Yes (✓)
The applicant is a legal entity?	✓
The declaration is signed by the applicant?	✓
Is the application fee correct?	✓
Are the grid references/coordinates correct?	✓
Do the coordinates match map locations?	✓
Have all the relevant supporting documents been submitted?	✓
Has a clear methodology been provided in the application form?	✓
Has Protected sites information been included?	✓
Has a Water Framework Directive (WFD) assessment been submitted?	No*
Are all the continuation sheets for application questions appended with correct corresponding numbers?	✓

*See covering letter

Should you have any queries regarding your application please contact the MLT via marinelicensing@naturalresourceswales.gov.uk

1. Project Description and Cost

1 (a). Project Name

Newport Transporter Bridge

1(b). Please provide a brief description of the proposed project, including location

The proposed development in its entirety comprises the demolition of the existing visitor centre, development of a new visitor centre with associated landscaping works, repair and restoration works to the Bridge and new lighting and displays to enhance the Bridge. The purpose of the proposed development is to reconnect the community with the Bridge and attract visitors to support the regeneration of Newport. The works which are within the marine environment (below MHWS and / or activities traversing the tidal River Usk) comprise the maintenance, repairs, restoration and enhancement works to the Bridge. No new development is proposed in or above the marine environment.

The area of the works below MHWS are located within the polygon described by National Grid References below:

- ST 31692 86232
- ST 31700 86229
- ST 31704 86239
- ST 31872 86176
- ST 31869 86166
- ST 31880 86161
- ST 31893 86188
- ST 31879 86193
- ST 31876 86183
- ST 31707 86247
- ST 31711 86257
- ST 31703 86260

1(c). Please provide an estimated gross cost of the project (Inc. materials and labour) for works that fall below/seaward of Mean High Water Springs (MHWS)

£4,000,000

2. Applicant Details

To whom the licence will be issued. *This must be a legal entity such as an individual, registered company/ charity or public body.*

Title

Mr

Full Name

Michael Lewis

Company or Trading
Name

Newport City Council

Company Registration
Number (if applicable)

Name of Contact or individual (if different)

Position in Company

Museums & Heritage Officer

Address inc. postcode (provide registered Company address if applicable)

Civic Centre,
Godfrey Rd,
Newport
NP20 4UR

Telephone Number

Tel 01633 235249
Mobile 07708 402146

Email Address

mike.lewis@newport.gov.uk

3. Details of Agent, Contractor, Vehicles and/or Vessels used to carry out works

3(a). Agent Details

This is who we will correspond with unless otherwise informed. If no agent we will contact the applicant.

Title

Mr

Full Name

Clon Ulrick

Company or Trading Name

Ove Arup & Partners Limited

Company Registration Number (if applicable)

1312453

Name of Contact or individual (if different)

Position in Company

Associate Director

Address (Inc. postcode)

8 Fitzroy Street, London, W1T 4BJ

Telephone Number

+44 7545742868
+44 20 7755 3517

Email Address

Clon.Ulrick@arup.com

3(b). Does the Applicant wish to be included in all correspondence? Yes ☒ No ☐

3(c). Contractor Details

In order for contractors to benefit from the licence permission, details must be provided.
Any details not provided with application must be confirmed before operations commence.

Contractor Company or Trading Name	Address
Cleveland Bridge UK Ltd	Cleveland House Yarm Road Darlington DL1 4DE

3(d). Will the works require the use of vessels? Yes ☐ No ☒

3(d) (i).Vessel Details (if applicable and available)

In order for contractors to benefit from the licence permission, details must be provided.
Any details not provided with application must be confirmed before operations commence.

Operator	Name of Vessel	Type of Vessel	Vessel Registration Number	Country of Registration

3(e). Will the works require the use of vehicle? Yes ☒ No ☐

3(e) (i). Vehicle Details (if applicable and available) to be used below MHWS

In order for contractors to benefit from the licence permission, details must be provided.
Any details not provided with application must be confirmed before operations commence.

Operator	Type/Description of Vehicle
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3(f). If the contractor or vessels or vehicles are not known at the application stage, when do you expect to provide these details?

These details will need to be confirmed prior to the licence and operations commencement

Details of vehicles will be provided in the detailed method statement. It is not expected that they will be used below MHWS.

4. Environmental Impact Assessment (EIA)

Certain projects, due to their scale, location and/or nature, may require an EIA under the Environmental Impact Assessment Directive (Directive 85/337/EEC – as amended). If a project qualifies under EIA, an Environmental Statement (ES) must be prepared and submitted with the application.

Projects that fall within Annex I of the Directive automatically require an EIA. Projects that fall within Annex II of the Directive are assessed on a case-by-case basis for the requirement for an EIA to be undertaken.

4(a). Do you consider the works to be under the Environmental Impact Assessment Directive (Directive 85/337/EEC – as amended)? Yes ☐ No ☒

4(a) (i) If Yes, which Annex does the proposal fall under? Annex I ☐ Annex II ☐

4(a) (ii) Which number(s) within the Annex does the proposal relate to?

4(b). Have you applied for a screening or scoping opinion from the MLT under the Marine Works (Environmental Impact Assessment) Regulations 2007 (as amended)? Yes ☒ No ☐

4(b) (i). If Yes, please provide the reference number

SC2104

4(c). Has an Environmental Impact Assessment been undertaken? Yes ☐ No ☒

4(c)(i). If Yes, has an Environmental Statement been submitted to support this Marine Licence application? Yes ☐ No ☐

4(d). If an Environmental Impact Assessment has been undertaken, but an ES has not been submitted, please provide an explanation

Please continue on a separate sheet if necessary. Please tick if you have done this ☐

5. Licensable Period

Determination of applications will be based on the works taking place during these dates. Please ensure you have included an adequate contingency period. If works are not completed by the Requested Licence Expiry Date you may be required to submit a new application. *Including a contingency period within your original application does not impact on Licence Fee*

Start Date

Requested Licence Expiry Date

*Please ensure you submit your application for a Marine Licence **at least 4 months** prior to the intended start date. Some projects, such as EIA projects, will take significantly longer to determine.*

6. Project Description

6(a). Please give a description of the proposed project.

This should include the purpose of the project, estimated timescales of construction and operation, and broken down by the phases of works, if applicable. Details should include, but not be limited to, dimensions of project, quantity of material being deposited and removed.

The proposed development in its entirety comprises the demolition of the existing visitor centre, development of a new visitor centre with associated landscaping works, repair and restoration works to the Bridge and new lighting and displays to enhance the Bridge. The purpose of the proposed development is to reconnect the community with the Bridge and attract visitors to support the regeneration of Newport. The works which are within the marine environment (below MHWS and / or activities traversing the tidal River Usk) comprise the maintenance, repairs, restoration and enhancement works to the Bridge. No new development is proposed in or above the marine environment. The remediation works include:

- Repair of the eastern side approach viaduct.
- Replacement of corroded oblique stiffening cables on the main boom and other ancillary cables.
- Repair of the traveller structural framework.
- Reinstatement of a number of original decorative features.
- Repairs to the gondola structural framework
- Mechanical repairs to the drive machinery.
- Investigation of possible movement in the Westside abutment.
- Abutment repair works to the stonework.
- Repairs to pylon saddles.
- Replacement of boom anchor cables.
- Repairs to anchorage house including improved drainage.
- Removal and reapplication of paint to main boom.
- Local repair to pylon paint work.
- Reinstatement of an improved lighting system.

The proposed works is intended to be undertaken over a 12-month programme with the intention to start construction in July 2021.

The Phases of Work are given separately in the **Phases of Work.pdf** document attached

To allow for unforeseen delays the Marine Licence application is to end of 2022

Please continue on a separate sheet if necessary. Please tick if you have done this ☐

6(b). Please detail the location of the proposed construction project. This should be either Ordnance Survey National Grid Reference (i.e. AB 12345 67890) or Latitude and Longitude in decimal degrees to 4 decimal places (i.e. Lat 52.1234 Long -4.1234), defining the extent of the project. **Please specify which coordinate system has been used.**

Site Location Plan (Ref. AWW_A_DWG_NTB) shows the location of the proposed restoration works to the Newport Transporter Bridge in Newport, South Wales; National Grid Reference: ST 31793 86210.

The area of the works below MHWS are located within the polygon described by National Grid References below:

- ST 31692 86232
- ST 31700 86229
- ST 31704 86239
- ST 31872 86176
- ST 31869 86166
- ST 31880 86161
- ST 31893 86188
- ST 31879 86193
- ST 31876 86183
- ST 31707 86247
- ST 31711 86257
- ST 31703 86260

The site area is characterised by the River Usk / Afon Wysg which the proposed development crosses above. The western bank of the river and site area is bounded by the A48 Usk Way. The Newport Transporter Bridge is accessed from Mill Parade on the western bank. On the Eastern Bank, the Bridge is accessed via Stephenson Street which is partly within the redline boundary.

Please continue on a separate sheet if necessary. Please tick if you have done this ☐

6(c). The following must be provided with the completed application form:

- (i) a suitably scaled extract of an Ordnance Survey Map or Admiralty Chart with location of project, complete with **North Arrow** and **Scale**
- (ii) construction plans and sectional drawings showing those proposed works below/seaward of MHWS, which should give details of the materials to be used (for beach replenishment the quantity, particle size and source of material to be deposited and deposit location is also required).
- (iii) a descriptive schematic drawing and suitably scaled location plan which show the full extent of the project clearly in relation to the surrounding area and features.

Please list below **all supporting documents** that have been submitted with this application, including suitable documents/maps/drawing titles and reference numbers

4 (b) Screening opinion:

- ✓ Newport Transporter Bridge EIA Screening Request Feb 2021.pdf
- ✓ EIA Screening Request Appendix A
- ✓ EIA Screening Request Appendix B
- ✓ EIA Screening Request Appendix C Drawings [see scheduled list under 6 (c) (i)]
- ✓ SC2104 EIA 2017 Screening Opinion.pdf

6 a) Phases of Work:

- ✓ Phases of Work.pdf

6 (c) (i) Site Location Plan:

- ✓ Drawing Ref: AWW_A_DWG_NTB, Dr No 0102, Rev P2

6 (c) (ii) Construction Plans & Sectional Drawings of the proposed works:

- ✓ East Landing Bridge GA: Drg No: 072084-CUR-ZZ-00-DR-S-20009
- ✓ Masonry Approach-Proposed Repair Details: Drg No: 072084-CUR-ZZ-ZZ-SK-S-27153

See also drawings in EIA screening request Appendix C:

- ✓ Visitor Centre Proposed Plan.pdf
- ✓ Drainage Plan.pdf : Drg No: CC1991-CAM-ZZ-00-DR-C-52-1101, Rev P03
- ✓ Repair Details Marking Plan: Drg No: 072084-CUR-ZZ-DR-S-27001
- ✓ Repair Details Marking Plan: Drg No: 072084-CUR-ZZ-DR-S-27002
- ✓ Repair Details Marking Plan: Drg No: 072084-CUR-ZZ-DR-S-27003
- ✓ Repair Details Marking Plan: Drg No: 072084-CUR-ZZ-DR-S-27004
- ✓ Repair Details Marking Plan: Drg No: 072084-CUR-ZZ-DR-S-27005
- ✓ Historic Interventions Gondola: Drg No: 072084-CUR-ZZ-ZZ-DR-S-27105
- ✓ Historic Interventions Anchor House: Drg No: 072084-CUR-ZZ-ZZ-DR-S-27104
- ✓ Historic Interventions Tower and Boom: Drg No: 072084-CUR-ZZ-ZZ-DR-S-27103

6 (c) (iii) Relation to surrounding features

- ✓ Transporter Bridge NCC Owned Land.pdf

See also drawings in EIA screening request:

Proposed Site Plan: In Appendix A

Environmental Constraints: In Appendix B

12 (a) Pre- application correspondence with NRW

- ✓ NRW addendum.pdf
- ✓ NRW final comment on AA.pdf
- ✓ NRW response to Appropriate Assessment.pdf
- ✓ NRW response.pdf
- ✓ NRW response 2.pdf

[See also EIA screening correspondence – submitted in response to Q 4 (a)]

12 (b) & (c) Affect on designated conservation site and mitigation

- ✓ 2020-02 EcIA – Newport Transporter Bridge, Newport v3.pdf
- ✓ Appropriate Assessment (Final Version).pdf

13 Other consents

- ✓ Newport Planning Decision Notice.pdf
- ✓ Newport Listed Building Decision Notice.pdf
- ✓ Welsh Government Listed Building Consent pdf

Please continue on a separate sheet if necessary. Please tick if you have done this ☐

The applicant should note that these drawings/plans may be copied to others as part of the MLT's consultation procedures. If they are subject to copyright, it is the **responsibility of the applicant to obtain the necessary approvals to reproduce the documents and to submit up to 16 copies with the application.**

7. Methods Statement

7(a). Please provide a detailed method statement for the works

- This must include methods for all works including temporary structures or deposits such as jetties, cofferdams, moorings or landing stages to be constructed seaward of MHWS

An outline method statement is provided below:

- **Platforms:** All references to platforms are fully encapsulated Haki platforms provided and installed by span access.
- **Skips:** All skips on site will be 14 yard enclosed skips with exception to the 20 yards metal recycling skips. Signage will be placed at the entrances to determine what is to go into them. Skips on site will be a general waste, lead waste, timber waste and a paint skip.
- **Blasting:** For reference the material used for blasting will be Garnet (environmentally friendly).
- **Paint:** All paint products will be provided by Hempel and COSHH assessments will be carried out for these products

- **Repair of the eastern side approach viaduct**

The repair of the East side approach viaduct will be completed by using a scaffold platform below. This area will be encapsulated to stop any debris from falling below. Timbers from the deck will be surveyed and kept if possible. The remaining will be placed into the timber skip for disposal. The area will then be blasted to confirm which girders will be getting kept for refurbishment. This will cause significant debris which will be cleaned at least once daily, double bagged and placed into the enclosed lead waste skip on site. Signage will be erected at the entrance to each skip identifying which to be used for certain materials. Once CBUK have removed all girders, the ones selected for refurbishment will be sent to CBUK Darlington facility to be worked on whilst the remaining girders will be burned into manageable sections and placed into a metal recycling skip.

- **Replacement of corroded oblique stiffening cables on the main boom and other ancillary cables**

CBUK would carry out this work along with their specialist contractor Tensology LTD. Cables will be lowered down to the access platform that has been erected below. The cables will then be grouped and lowered down by crane and disposed of in a metal recycling skip on site. The cables will not be wrapped so not to create extra waste. Any debris from the cables which has collected on the scaffolding deck will be cleaned and disposed of in the enclosed waste skip. Any cables that are not able to fit directly into the metal skip will be cut into manageable sections in a controlled environment.

- **Repair of the traveller structural framework**

The repair and replacement of any of the traveller framework will be carried out in situ. CBUK will have a platform underneath in which to work of and contain any materials. Extra areas will be encapsulated when required and extra care taken to maintain all debris within the work area. At the end of each working shift, the area will be cleaned and debris removed and disposed of into the appropriate skip on site.

- **Reinstatement of a number of original decorative features**

CBUK carry out works to the original paintwork and timber decorative features. All areas will be protected accordingly and sheeted to prevent and lost debris. All Areas shall be cleaned daily and waste removed from the structure. All paints debris will be put into the lead skip and the timber into the timber waste.

- **Repairs to the gondola structural framework**

The repairs to the gondola structural framework will be carried out in situ. CBUK will have a platform underneath in which to work of and contain any materials. This area will be encapsulated and extra in localised areas when required. Care will be taken to maintain all debris within the work area. Timbers removed from the deck will be placed aside and surveyed for re use and the remaining disposed of in the appropriate skip. All members that are being replaced on the gondola will be disposed of in the waste metal skip. The gondola will be cleaned daily when works are being carried out and disposed of accordingly.

- **Mechanical repairs to the drive machinery**

The drive machinery will be repaired in situ with containment set up to collect any waste which will be disposed of accordingly.

- **Investigation of possible movement in the Westside abutment**

CBUK will carry out a non intrusive survey to the west abutment and compare to existing drawings.

- **Abutment repair works to the stonework**

CBUK will have a stonemason on site to carry out these works. Affected mortar and stone will be replaced like for like using heritage grade lime. All the old mortar and stone will be gathered up daily and recycled accordingly.

- **Repairs to pylon saddles**

The pylon saddles will be repaired once the relevant cables are removed to allow access, CBUK will set up a contained area to carry out the repairs. This area will be cleaned regularly and waste double bagged and disposed of in the correct skip.

- **Replacement of boom anchor cables**

The boom anchor cables will be removed using the existing cables to restrain the cable being removed. This will allow CBUK to keep control of the load as it is being lowered. Once lowered the cable will be disposed of in a designated metal waste skip and disposed of accordingly. These items will need to be cut into manageable sections to allow them to fit into the skip. This will be done in a controlled environments and care taken to contain waste.

- **Repairs to anchorage house including improved drainage**

Access to the entrance to the anchorage house will be by the use off an alloy tower and all debris will be captured, removed and disposed of accordingly. Works carried out inside will be enclosed with care taken to keep the area tidy and debris removed on a daily basis into appropriate waste skips.

- **Removal and reapplication of paint to main boom**

CBUK will have a full platform below and have localised encapsulation surrounding the applicable area. If the works require blasting then significant waste will be created. All areas will be cleaned at least once daily to contain all the debris caused. This will be double bagged and placed into the correct waste skip.

- **Local repair to pylon paint work**

CBUK will have a full platform below and encapsulate the affected areas and contain all debris. This will be cleaned daily and double bagged and placed in the correct waste skip.

- **Reinstatement of an improved lighting system**

CBUK will carry out the reinstatement using a full platform underneath. All works will be carried out carefully to allow CBUK to contain all elements and dispose of in designated skips.

Please continue on a separate sheet if necessary. Please tick if you have done this ☐

7(b). Do you intend to undertake activities that could generate underwater noise?

This include piling, use of explosives, geophysical, acoustic deterrent devices and multibeam echosounders.

Yes ☐ No ☒

7(b) (i). If Yes, what type(s) of activities will be undertaken?

7(b) (ii). If Yes, approximately how many days will the activity be undertaken for?

If Yes, you will be required to complete an additional form that will be provided.

7(c). Please state the measures to be taken to:

- (i) Minimise risk to the marine environment

Quoted from the EIA Screening Request:

Ecology & Biodiversity

Potential impacts to ecology and biodiversity have been assessed within an Ecological Appraisal Report and Habitats Regulations Assessment (HRA) - Stage 2: Appropriate Assessment, undertaken and submitted as part of the planning application.

The assessments identified that without mitigation the proposed works have the potential to affect the designations of the River Usk (SAC and SSSI) due to pollution incidents from construction spills, paint spills and construction materials falling into the river. These potential impacts are proposed to be mitigated through implementing:

- *Toolbox talks to all site contractors including management of risks relating to bats, nesting birds and otters.*

- *Measures set out within a Construction Environmental Management Plan (CEMP). Measures to be addressed will include, but not be limited to, safe storage of materials and machinery away from the river.*

A deck to be installed underneath the works areas during metal removal and replacement.

- *Paint works and paint removal will be carried out within a secure capsule, or tent, to manage the risk of particles entering the river; all paint flakes will be hoovered up into bags and disposed of appropriately. A limit on working will be employed to preclude works should wind speed limit reach 15m/s.*

There is also the potential for disturbance effects on otters and bats from temporary noise and lighting during maintenance works. External lighting during the operation of the bridge, illuminating the river can restrict movement of commuting and foraging otters and bats. The following mitigation measures are proposed to be implemented which include:

- *Restriction to working hours to avoid night-time working which may affect the use of the river by nocturnal animals such as otter. No night-time working between the hours of 6pm and 6am.*

- *Any lighting of construction compounds erected as part of the development works will only be lit during night-time for safety reasons. Any lighting will be directional and cowled to ensure no light spill onto the river.*

- *All site machinery and materials will be kept securely in a fenced site compound. The fencing will be designed and used to prevent otter gaining access into the machinery or stored materials. Any excavations that have a depth in excess of 1m and that are left open over night will have a means of escape left for any mammals that may fall into them. A wooden board or equivalent will be left from the bottom to the top of the hole. This will allow a mammal to escape and avoid increased stress from being trapped.*

- *Temporary construction lighting to be efficient and lower levels to reduce potential lighting of the river. Any lighting will be directional and cowled to ensure no light spill onto the river.*

- *The lighting on the Bridge will not be increased and existing lighting will be replaced with softer, more focused lighting of the Bridge to reduce light spill where possible.*

Following the implementation of these mitigation measures there would be no significant effects to the European and national designated sites or ecological receptors using the local area.

Water Environment

The proposed development has the potential to affect water quality from paint spills and accidental drops from metal and paint removal entering the River Usk during renovation works. A number of mitigation measures are proposed to reduce the risk of construction spills polluting the River Usk. Alongside the implementation of a CEMP, which will include best practice procedures (Guidelines for Pollution Prevention (GPP5: works and maintenance in or near water), CIRIA best practice guidance, etc.), it is not considered that the proposed development will have a significant effect on the water quality of the River Usk. As part of the new visitors building the existing highways drain and outfall will be diverted and a new headwall, flap valve, cranked trash screen and kee klamp handrailing structure will be constructed on the western embankment, south of the Bridge, above MHWS. This is an existing discharge into the River Usk therefore it is not considered to have a new impact on the River Usk. All works will be undertaken in accordance with a CEMP and outside of the MHWS area.

A new surface water pipe and headwall will be constructed to the north of the Bridge above MHWS. The discharge of surface water from the development is not considered to have an impact to the water quality of the River Usk. The surface water discharge from the hardstanding areas around the visitors building will occur during rain events, and due to the tidal nature of the River Usk any potential contaminated surface water overflow from the pavements would be dispersed rapidly. The proposed works are also not of the nature to increase the risk of flood impacts. All plant and materials will be stored above flood levels to prevent contamination of surface water in the event of flooding.

Ground Conditions

The proposed works to the Transporter Bridge does not include piling and ground excavation. Works to the western abutment comprises stone repairs. As the proposed activities will not comprise any excavation and no structures, buildings or foundations are to be constructed, it is considered that the risk of disturbing contaminated land and UXOs within the marine environment are low.

Air quality

During construction of the proposed development there will be a small number of HGVs accessing the site. Given the short construction period, any air quality effects from HGV emissions are considered to be minimal and temporary

Noise

It is not considered that the increase in noise from the proposed construction would have a significant effect within the existing environment (heavily dominated by industry) as traffic movements from HGVs would be limited to construction. During operation there is the potential for a slight increase in noise from increased visitor numbers. However, this is considered to be a negligible impact for local residents as visitors would arrive during daytime hours. Noise impacts on ecological receptors are considered within the ecological impacts above

- (ii) Prevent undue interference to others

Population & Human Health

During operation of the proposed development, there is potential for noise, air emission and visual intrusion nuisance for residents near to the site on Brunel Street. Due to the nature of the works and the limited traffic movements it is not considered that the proposed development would result in a significant effect on local residents

Major Accidents & Disasters

The nature of the works are not considered to have the potential to incur a significant major accident. The works would be undertaken in accordance with Construction (Design and Management) Regulations 2015 (CDM Regulations) and relevant Health and Safety Regulations. There will be no specified quantities of hazardous substances stored or used on site for which consent would be required or which could result in any risk of fire or explosion. It is also not considered that there is a pathway for the types of works to interact with nearby COMAH sites or in the event of a major accident involving a COMAH site, would the proposed works worsen the effects.

Transport & Access

During construction, there is the potential for traffic access disruption from vehicles accessing the construction compound on Stephenson Street. Due to the location of the construction compound being placed at the end of Stephenson Street which is not a through road leading to other businesses, it is not considered to have a negative impact to surrounding businesses and traffic. The number of construction vehicles to carry out the Bridge works are also expected to be minimal.

The Wales Coast Path/PRoW 403/2/1 passes adjacent to the proposed construction compound on Stephenson Street. During the construction works the Wales Coast Path / PRoW may be temporarily impacted from temporary diversions around the compound if necessary. This would be short-term during the construction period and re-instated following completion of the construction works.

A Transport Statement has been undertaken as part of the planning application and presents an assessment on the increased potential visitor numbers visiting the Bridge and new visitor centre. The Transport Statement presented a number of mitigation measures implemented into the wider scheme of the proposed development which include altering the visitor centre junction, and relocating the pedestrian crossing further west towards the junction, as well as repositioning six parking bays on Stephenson Street for ease of access. The assessment also identified that the increase in visitors are also likely to arrive by sustainable transport supported by the Travel Plan and developing Newport Active Travel network. It is concluded that the site is suitable for the nature and quantum of the proposed development and that there are no transportation reasons as to why the site should not be developed.

Landscape & Visual

During the maintenance and repair works to the Bridge there would be temporary construction impacts on visual receptors and on the wider landscape setting, from equipment and plant required to replace cables and painting works etc. The overall level of change would however be limited and not a permanent effect. Therefore, the remediation works are not considered to have significant landscape and visual impacts.

- (iii) Maintain navigational safety, including marking and lighting of works

The proposed works do not require use of marine crafts. We do not anticipate that navigational safety will be affected by the works.

8(a). Description of materials to be deposited seaward of MHWS (Please tick all that apply)

Timber	☒	Iron/Steel	☒	Concrete	☒	Biocides/other chemicals	☐
Silt	☐	Stone/Rock	☒	Gravel	☐	Plastic/Synthetics	☐
Sand	☐	Other	☒				

If other, please provide a description of materials.

- Repair and replacement of the traveller structural framework
- Abutment repair works to the stonework, with removal and replacement of the old mortar and stone
- Repaint to main boom and pylons
- Reinstatement of timber decorative features
- Replacement of steel girders of the eastern side approach viaduct
- Replacement of stiffening cables

8(b). Delivery method of materials to site

If sea delivery, please include details of vessels to be used with a chart of proposed route and transshipment area. If vehicle delivery, please provide the proposed access route.

To be provided in the Detailed Method Statement.

Please continue on a separate sheet if necessary. Please tick if you have done this ☐

8(c). Will the works involve removals seaward of MHWS? Yes ☒ No ☐

8(c) (i). Description of materials to be removed seaward of MHWS (Please tick all that apply)

Timber	☒	Iron/Steel	☒	Concrete	☒	Biocides/other chemicals	☐
Silt	☐	Stone/Rock	☒	Gravel	☐	Plastic/Synthetics	☐
Sand	☐	Other	☒				

- Removal of timber from the deck of the East side approach viaduct
- Removal of corroded cables on the main boom and other ancillary cables
- Removal of old paint to main boom and pylons
- Abutment repair works to the stonework, with removal and replacement of the old mortar and stone

9. Beach Replenishment, Land Reclamation or Salt Marsh Feeding

For works involving any of the above, please provide the following information

9(a). Is the material to be deposited like for like to existing material? Yes ☐ No ☒

9(a)(i) If No for Beach Replenishment please provide justification why?

9(b). Description of material to be deposited

Please provide the grading specification of materials to be used, if using a range of grain sizes please state the percentage by weight passing. *If unsure, please refer to the Wentworth Scale*

Please continue on a separate sheet if necessary. Please tick if you have done this ☐

9(c). Source of the material to be deposited

Including dredged or land based stating the origin of material

9(d). Has the material been chemically analysed?

Yes ☐ No ☐

If material has been analysed, we may request this information to determine the application

9(d) (i) If Yes, is the analysis data been included with the application? Yes ☐ No ☐

10. Temporary Works

10(a). Will there be any temporary deposits below MHWS?

Yes ☒ No ☐

This includes construction materials, removed objects/material, jetties or cofferdams

If **Yes**, please continue with section **10**

10(b). Please provide the location of temporary deposits

Please include a map/chart displaying the location of temporary deposits, if necessary.

Exact location map to be provided in the detailed method statement.

10(c). Description of temporary deposits

- Haki Platforms provided
- Access platform and scaffolding deck to remove the corroded cables on the main boom
- Platform for the repair of the traveller structural framework
- Full platform for the reinstatement of the lighting system
- East side approach viaduct will be completed by using a scaffold platform below.

Please continue on a separate sheet if necessary. Please tick if you have done this ☐

11.Dredge and Disposal of Dredge Material

If you are undertaking Dredge and Disposal activities please also complete the Dredge and Disposal application form and submit together.

11(a). Do you intend to apply for a marine licence to dispose of dredged material to sea as part of the works in this application? Yes ☐ No ☒

12.Protected Sites

Licensing Authorities have a duty to ensure that projects will **not have significant adverse environmental impact**, particularly on any designated **European Site of Conservation Importance - Special Areas of Conservation (SAC) and Special Protection Areas (SPA), listed under the Habitats Directive (Council Directive 92/42/EEC on the conservation of natural habitats and of wild fauna and flora)**. In addition, it is Government Policy that Wetlands of International Importance (Ramsar sites) are also considered as European Sites. There is a duty to take reasonable steps to further the conservation and enhancement of nationally designated sites (Sites of Special Scientific Interest (SSSIs).

12(a). Have you had pre-application correspondence with NRW, its legacy bodies or Natural England? Yes ☒ No ☐

12(a)(i). If Yes, please provide copies of correspondence with application and state which team(s) you have contacted?

Please refer to:

- EIA screening opinion request letter and EIA screening decision correspondence; with NRW Permit Receipt Centre.
- Consultation on issues relevant to Appropriate Assessment; with NRW Development Planning and NRW Southeast Planning
- Consultation on planning application; With NRW Development Planning

12(b). Are any part of the works located *within* or *likely* to affect a designated conservation site? (SAC, SPA, SSSI or Ramsar) Yes ☒ No ☐

12(b)(i). If Yes, which designated site(s) may be affected?

Quoted from EIA Screening Request:

The proposed development site lies directly adjacent to and crosses over the River Usk Special Area of Conservation (SAC) and River Usk (Lower Usk) Site of Special Scientific Interest (SSSI). The River Usk is designated as a SAC based primarily on the presence of a number of migratory (Atlantic salmon, Allis shad, twaite shad, sea lamprey) and non-migratory (river lamprey, brook lamprey and bullhead) fish species and presence of European otter. A number of SAC features are not present within the tidal section of the River Usk (SAC Management Unit 1) where the remediation works are proposed. These include brook lamprey, bullhead and watercourses of plain to montane levels with Ranunculus fluitantis and Callitriche-Batrachium vegetation, which are located higher in the catchment. The SSSI is designated based on the aquatic habitats and condition of the river and its plant and animal communities that use the feature across its range. Marshalls non-statutory designated Site of Importance for Nature Conservation (SINC) (LIS6) is designated for its mosaic of neutral grassland, post-industrial land and wetland habitat along the banks of the River Usk. The location of the designated sites are presented on the environmental constraints plan.

12(c). Please provide a description of all mitigation measures proposed to avoid any impact on designated conservation sites.

Quoted from EIA Screening Request:

Potential impacts to ecology and biodiversity have been assessed within an Ecological Appraisal Report and Habitats Regulations Assessment (HRA) - Stage 2: Appropriate Assessment, undertaken and submitted as part of the planning application. The assessments identified that without mitigation the proposed works have the potential to affect the designations of the River Usk (SAC and SSSI) due to pollution incidents from construction spills, paint spills and construction materials falling into the river. These potential impacts are proposed to be mitigated through implementing:

- Toolbox talks to all site contractors including management of risks relating to bats, nesting birds and otters.*
- Measures set out within a Construction Environmental Management Plan (CEMP). Measures to be addressed will include, but not be limited to, safe storage of materials and machinery away from the river.*
- A deck to be installed underneath the works areas during metal removal and replacement.*
- Paint works and paint removal will be carried out within a secure capsule, or tent, to manage the risk of particles entering the river; all paint flakes will be hoovered up into bags and disposed of appropriately. A limit on working will be employed to preclude works should wind speed limit reach 15m/s.*

There is also the potential for disturbance effects on otters and bats from temporary noise and lighting during maintenance works. External lighting during the operation of the bridge, illuminating the river can restrict movement of commuting and foraging otters and bats. The following mitigation measures are proposed to be implemented which include:

- *Restriction to working hours to avoid night-time working which may affect the use of the river by nocturnal animals such as otter. No night-time working between the hours of 6pm and 6am.*
- *Any lighting of construction compounds erected as part of the development works will only be lit during night-time for safety reasons. Any lighting will be directional and cowled to ensure no light spill onto the river.*
- *All site machinery and materials will be kept securely in a fenced site compound. The fencing will be designed and used to prevent otter gaining access into the machinery or stored materials. Any excavations that have a depth in excess of 1m and that are left open over night will have a means of escape left for any mammals that may fall into them. A wooden board or equivalent will be left from the bottom to the top of the hole. This will allow and mammal to escape and avoid increased stress from being trapped.*
- *Temporary construction lighting to be efficient and lower levels to reduce potential lighting of the river. Any lighting will be directional and cowled to ensure no light spill onto the river.*
- *The lighting on the Bridge will not be increased and existing lighting will be replaced with softer, more focused lighting of the Bridge to reduce light spill where possible.*

Following the implementation of these mitigation measures there would be no significant effects to the European and national designated sites or ecological receptors using the local area.

As part of the new visitors building, the existing highways drain and outfall will be diverted and a new headwall, flap valve, cranked trash screen and kee klamp handrailing structure will be constructed on the western embankment, south of the Bridge, above MHWS. This is an existing discharge into the River Usk therefore it is not considered to have a new impact on the River Usk. All works will be undertaken in accordance with a CEMP and outside of the MHWS area.

A new surface water pipe and headwall will be constructed to the north of the Bridge above MHWS (see the drainage plan layout). The discharge of surface water from the development is not considered to have an impact to the water quality of the River Usk. The surface water discharge from the hardstanding areas around the visitors building will occur during rain events, and due to the tidal nature of the River Usk any potential contaminated surface water overflow from the pavements would be dispersed rapidly.

Please continue on a separate sheet if necessary. Please tick if you have done this ☒

12(d). If the works are not located *within* or *likely to affect* a designated conservation site, please indicated the approximate distance to the nearest designated conservation site.

Please note that if the proposed works are in or within 2km of a European Site of Conservation Importance you will have to provide suitable mitigation measure to avoid any impact on designated conservation sites.

13. Other Consents

Please detail all consents that you have applied for or received for these works

Type of Consent	Applied for	To be applied for	Reference Number	Date of Issue and Expiry
Planning Permission under Town and County Planning Act 1990 – From Local Planning Authority (LPA)	√		19/1164	30-Mar-2020 30-Mar-2025
Name and Address of LPA for location of works	Newport City Council Regeneration, Investment and Housing Civic Centre NEWPORT South Wales NP20 4UR			
Land Owners Consent such as The Crown Estate Consent		√		
Port Authority or Local Harbour permissions		√		
Other NRW consents such as Flood Defence or SSSI assent				
Details of NRW consent				
Other consents such as Transport and Works Act Order, Section 36 Electricity Act, grant/loan sanction	√			
Details of other consents	Road Traffic Order confirmed. (Coastal path diversion not required).			
	Listed Building Consent: Ref No 19/1165			

14. Statutory Powers

14(a).Does the applicant have statutory powers to consent any aspect of the project?
E.g. coast protection authority, dredging powers, statutory undertakers Yes ☐ No ☒

14(a)(i).If Yes, please give details and state the relevant legislation that gives these powers

15. Public Register

Under The Marine Licensing (Register of Licensing Information)(Wales) Regulations 2011 and the Environmental Impact Assessment Directive (Directive 85/337/EEC – as amended) , all information contained within or provided in support of this application will be placed on the Public Register unless NRW approve of the applicant's reasons for withholding all or part.

15. Is there any information contained within or provided in support of this application that you consider should NOT be included on the Public Register on the grounds that its disclosure:

15(a). Would be contrary to the interest of National Security? Yes ☐ No ☒

15(b). Would prejudice to an unreasonable degree you, or some other person's commercial interest of those of a third party? Yes ☐ No ☒

If **Yes** to either (a) or (b), please provide full justification as to why all or part of the information you have provided should be withheld

Please continue on a separate sheet if necessary. Please tick if you have done this ☐

16. Application Fee

16(a). What are the corresponding fee band for this application? Band 2 ☐ Band 3 ☒

16(b) Band 2 Only

Projects are charged at a fixed fee of £1920. The application will not be processed until the correct fee has been provided.

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. Can be found on our web pages

16(c) Band 3 Application only

Band 3 applications 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	Newport City Council
FAO	Mike Lewis
Purchase order number	
Address for invoice	Civic Centre, Godfrey Rd, Newport NP20 4UR
Telephone Number	Tel 01633 235249 Mobile 07708 402146
Email Address	mike.lewis@newport.gov.uk

17. 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 24th May 2021

Name (*in capitals*) MIKE LEWIS

Position in Company Culture and Continuing Learning Manager

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

Applications will not be processed unless signed