



Method Statement

Loughor Tidal Flap - B1- MS-000875/1

1. Summary

The tidal flap is located between Loughor rail viaduct and Loughor road bridge (see figure 1). The condition of the flap appears to be relatively good, however the accumulation of sediment and rock debris in front of the flap is causing water blockage further upstream (see figure 2), thus necessitating remedial actions.

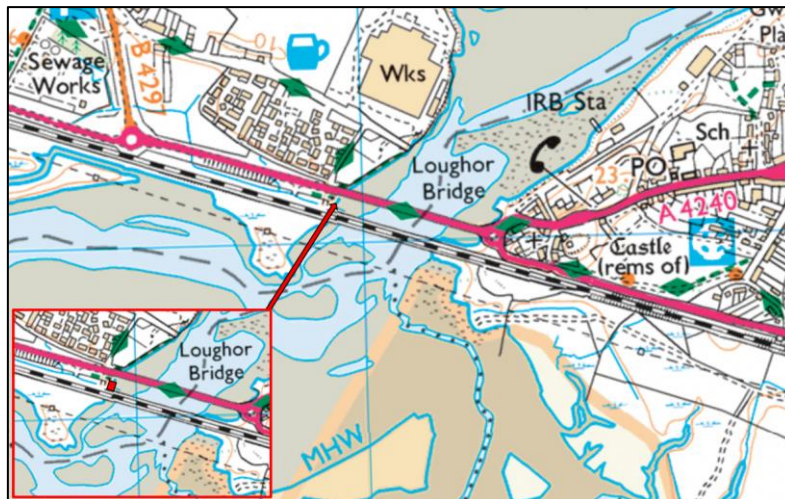


Figure 1: Project Location.



Figure 2: Blocked tidal flap.

2. Scope of works

Works are scheduled to take 1 Day to complete. Three days have been allocated to account for material delays etc.

Site Welfare - Delivery/Setup

No formal compound is required to support the works. Welfare will be provided using mobile welfare vans. Delivery of equipment for the works will be delivered to the existing parking/turning area north of the tidal flap off Yspitty Rd (see figure below).

Access and Egress

Access to the structure will be achieved by driving the plant machine along the upper bank and situated the machine along the rear and edges of the tidal flap to gain access to the debris built up at the front of the flap (see figures below).

The machine will limit its movement to the harder stone substrate to ensure stability. Due to the relatively small working area available behind the flap, the size of the machine will be limited to approx. 8 tonnes.

Excavation and placement of material

The material removed from the front of the tidal flap is to be deposited to the edges and the rear of the asset adjacent to the existing rock armour. From the estimate volume of material (approx. 3m³), it is likely that the material relocation.

Replacement of safety barriers

The current safety barriers at the rear and sides of the outlet structure are in poor condition and may be replaced during these works. Replacement will be a like for like undertaking with the new barriers fixed to the existing structure mounts.

Complete works

Demobilise and remove all site equipment.

3. Access and working areas



Figure 3: Location of project in relation to wider area.



Figure 4: Access route to structure from laydown area.



Figure 5: Machine movement area behind tidal flap.

4. Environmental mitigation

- ◆ All equipment, temporary structures, access tracks, waste and/or debris associated with the works will be removed on completion of the works.
- ◆ Bunding, storage facilities and spill kits will be employed to contain and prevent the release of fuel, oils and chemicals associated with the plant, refuelling and construction equipment into the marine environment.
- ◆ Plant, vehicles and machinery will not be refuelled on the foreshore.
- ◆ Coatings and treatments will be suitable for use in the marine environment and are used in accordance with best environmental practice.
- ◆ All equipment, materials, machinery and PPE used will be in a clean condition prior to their arrival on site, and upon removal from site, to minimise risk of introducing non-native species into the marine environment.
- ◆ In the event of removal of any sensitive species or habitat designated by NRW under Schedule 7 of the Environment (Wales) Act 2016, no further removals will occur at that location or within 20m of that location.

Please list your bespoke mitigations here:

Construction plant will be used on the viaduct within the estuary and hence there is a heightened risk of hydrocarbon release due to leaks of fuels and oils. The contractor will refer to guidance from:

- ◆ GPP 5 - Works and maintenance in or near water
- ◆ GPP 7 - Safe storage – The safe operation of refuelling facilities,
- ◆ GPP 21 - Pollution incident response planning,
- ◆ GPP 22 - Dealing with spills,

Maintenance work will result in a period of noise, however all works will be completed during one day, with the plant machine only operating until the material is cleared from the outlet of the tidal flap.

Noise levels are unlikely to exceed those currently generated by trains and road traffic currently utilising the crossings over the Loughor.

Toolbox talks will be provided by the Environmental Clerk of Works prior to works commencing. This will identify potential impacts and direct localised mitigation where required.

Night working is not to occur. All works will occur during low tide conditions during daytime.

The project will not represent a hard boundary inhibiting access to the wider up and downstream habitats by this species. Timing of works will avoid night-time periods.

Should an Otter be encountered during works, personnel will temporarily cease until the animal has vacated the immediate area under its own volition.

Works will result in periods of noise; however, all works within the watercourse will be completed during 1 day and the clearing itself will only be actively happening for relatively short period of time.

Noise levels are unlikely to exceed those currently generated by passenger trains currently utilising the rail line and road bridge.

No formalised compound is required which would leave an overnight presence. All equipment and welfare will be deployed from vans.

Ecological oversight will be available for the duration of the works.

5. Additional Information

Please find Bio-Security Plan Attached – Appendix A

APPENDIX B- PROJECT TASK BRIEF - TBS001 - LOUGHER TIDAL FLAP CLEARANCE - 1866

6. Customer details

Signature: 

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