

Work Method Statement: Barmouth Viaduct and Felga Fach - Plain Line Renewal Works

Core track works at Barmouth Viaduct and Felga Fach is conventional Plain Line renewal between ELR: between DJP: 099m 042yds - 100m 0909yds. The renewal will involve like-for-like replacement of existing section of track on the railway to upgrade to modern equipment, with no alteration to current operational requirements. Worksite is between Grid Reference SH 61624 15543 and SH 61967 15469 & between SH 62442 14871 and SH 62844 14210.

Track renewal works will include the following:

1. Cutting existing rail in order to facilitate removal of smaller sections, using handheld welding sets and/or rail saws.
2. Removing the cut rail panel (i.e the sleepers and rail) with train and wagons. Build up panels off site.
3. Excavating of existing ballast (RRV to load on to waiting train to be transported to offsite recovery/recycling centre)
4. Laying new geo-membrane along track bed (unrolled by hand).
5. Unloading, dosing and compacting new ballast (from train wagon – automatic where possible. Alternatively using RRV unloader; bulldozer will spread ballast evenly to level requirements set by laser; remotely operated whacker plate will compact ballast).
6. Laying new panels and sleepers using RRV with sleeper layer attachment to correctly position and space sleepers. Where applicable, new panels will be installed in panel form.
7. Laying and clipping new rail to sleepers using RRV to lay new rail, and use of handheld welding sets to weld and clip rail to sleepers using small tools.

Follow up works will include the following:

1. Stressing & grinding to ensure track meets specification by pulling sections of rail together using hydraulic jacks, welding rail sections together using handheld welding sets and removing excess material from the welds using a handheld grinder.
2. Tamping new track to ensure fit for purpose using a rail track machine to pack ballast under the track to ensure the line and sleepers are stable and that the lines are parallel.

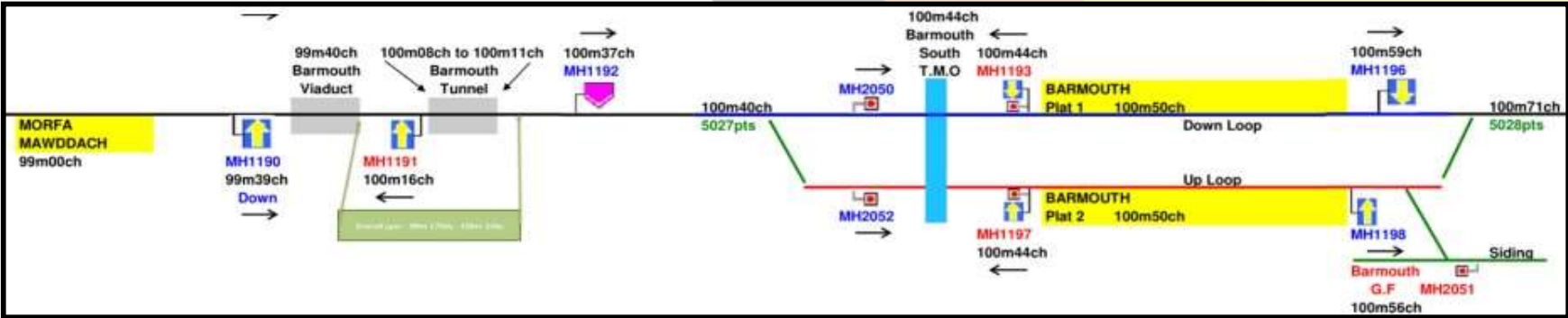
Mitigation / Control of Pollution:

Pollution of site drains, watercourses, water receptors and sediment will be avoided through the implementation of a site-specific Environmental Incident Response Plan for Barmouth Viaduct and Felga Fach works.

- All potentially polluting materials will be stored away from watercourse in an appropriate manner during the works and removed off-site at the end of the shift. Operatives will be briefed on Spill Awareness and Response and suitable spill kits will be always available on-site.
- Machinery and plant used during track works will also be individually equipped with adequate spill kits for use in an emergency.
- Generators used at site compounds will be placed on an adequately sized nappy with accompanying spill kit and away from any watercourse or receptor.
- Where refuelling of plant is unavoidably required, a designated area for refuelling will be provided and no refuelling activities will take place on/near any drain, watercourse, or water receptor.
- There will be no storage of fuels (including generators) near any sensitive water receptor or refuelling of machinery within 10m of any watercourse or receptor.

Barmouth

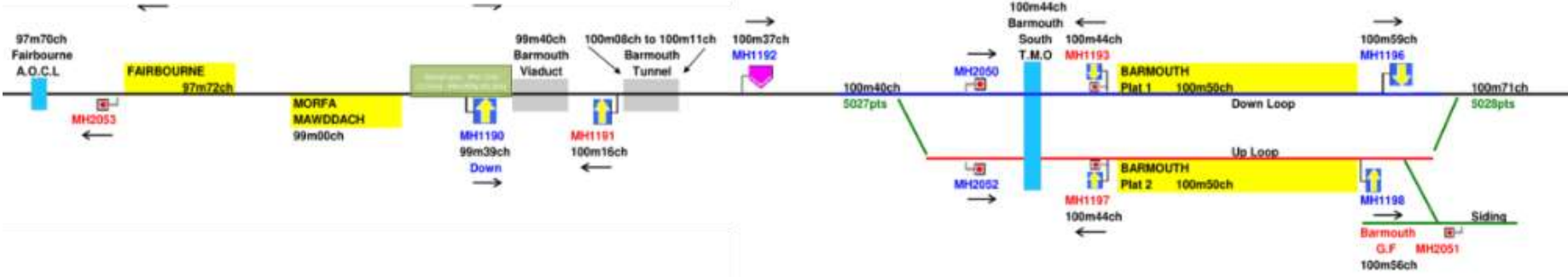
Overview



Renewal	CAT	Renewal Road / TID	ELR	Length	Mileage Start	Mileage End
Plain line Renewal	11- Reballast, Resleeper, Rerail – Trax (all non steel sleeper types)	Down (Single) / 3100	DJP	336	99m 1750yds	100m 0326yds

FelgaFach

Overview



Renewal	CAT	Renewal Road / TID	ELR	Length	Mileage Start	Mileage End
Plain line Renewal	11- Reballast, Resleeper, Rerail – Trax (all non steel sleeper types)	Down (Single) / 3100	DJP	656	100m 0253yds	100m 0909yds



Site Map - Barmouth Viaduct and Felga Fach

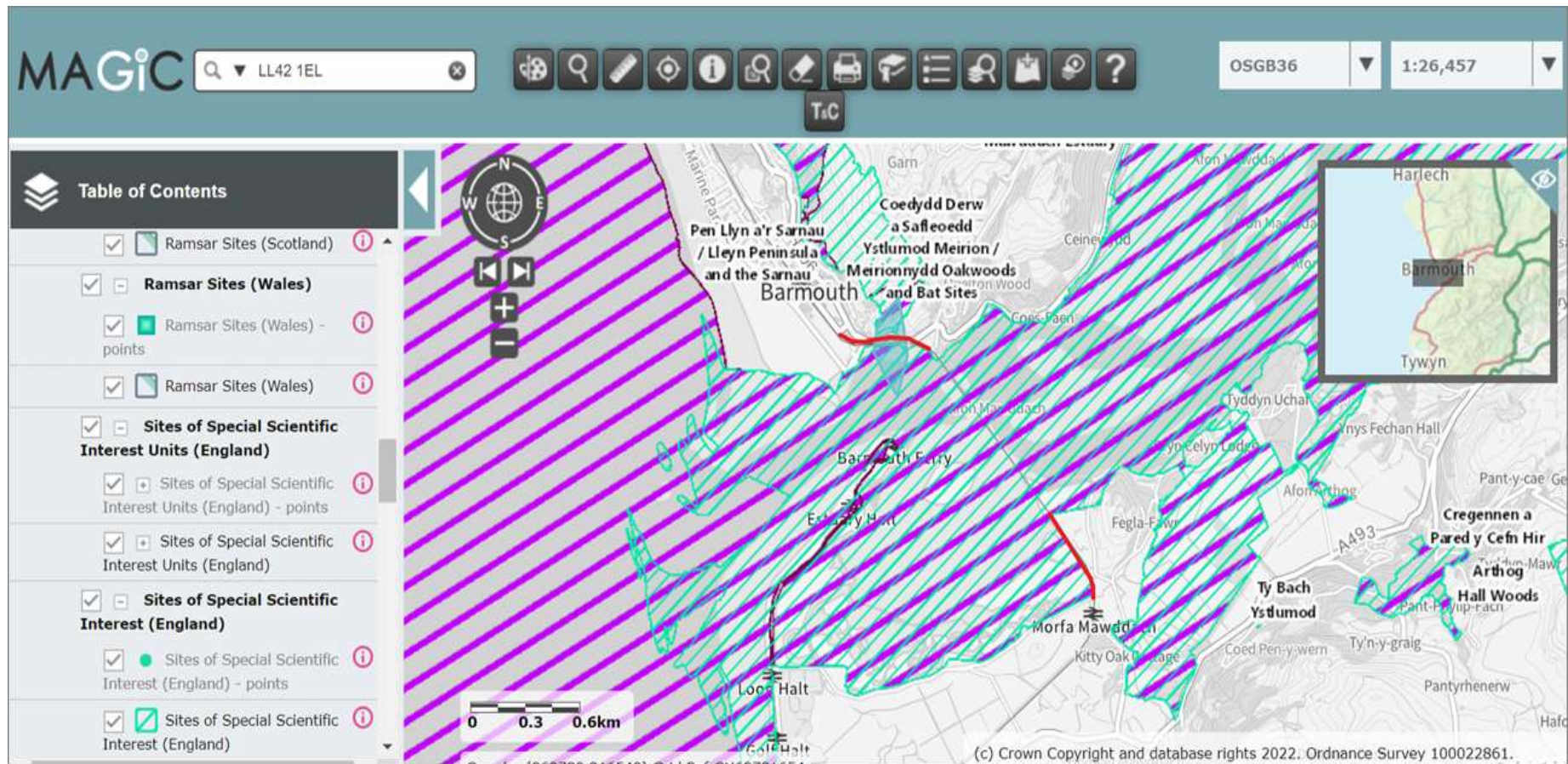


Figure 2.2.1: Aber Mawddach SSSI and Pen Llŷn a'r Sarnau SAC. Habitat Regulations Screening Assessment completed for with conclusion reached following this screening assessment that track renewal works at Barmouth Viaduct and Felga Fach is not likely to have any significant effects on Pen Llŷn a'r Sarnau Special Area of Conservation (SAC) or any of its qualifying features (Habitat & Species), either alone or in combination with other planned projects.

Track renewal sections highlighted in red.



Barmouth Viaduct worksite



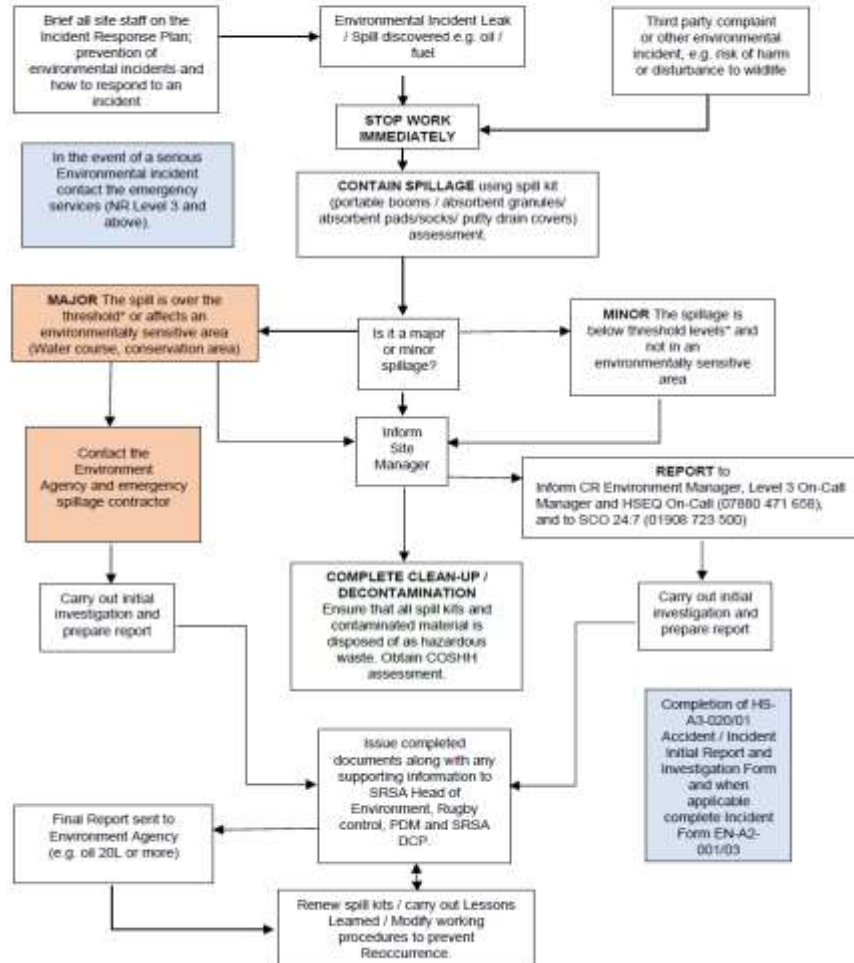
Felga Fach worksite

Emergency Incident Response Plan, Contact Details & Reporting

SOUTH
RAIL
SYSTEMS
ALLIANCE



INCIDENT RESPONSE FLOW CHART



SOUTH
RAIL
SYSTEMS
ALLIANCE



ENVIRONMENTAL INCIDENT REPORT FORM:

Name:	Job title:		
Date:	Time:		
INCIDENT DETAILS			
Nearest Station:	Mileage / Chainage, TID:		
Name of site:			
Date / Time of incident:			
Other information:			
Incident Type:	Spillage	Protected Species	Protected Habitat or Area
	Other (please specify):		
Details (how the incident / leakage / spillage occurred):			
Impact (impact of the incident / leakage / spillage including affected parties / species, substance and quantities involved / whether any water course / drain, Sites of Special Scientific Interest (SSSI) / protected species or their habitat are affected):			
Plant / equipment involved (details of any Traction units, On Track Machines (OTMs), etc. involved including owner, machine type and serial number where applicable):			
Assets Affected:	Culvert	Rail Formation	Track Drainage
	Other Drainage:	Other (please specify):	Watercourse
End Points of Affected Drainage:			
Adjacent Landowner / Occupier Affected:	YES		NO
Actions taken (initial actions undertaken to reduce the impact of the incident or mitigate the ongoing risk e.g. by use of spill kit or cessation of work):			

Note: Please also provide photographs of the incident, including pre & post remediation works.