

Britannia Bridge Lintel Support Project Method Statement – Revision 3

Britannia Bridge Lintel Support Project has been issued a Band 1 Marine Licence from Natural Resources Wales; ref CML2048 and CML2154. It is classed as a 'low risk' activity.

General 'low risk' criteria

To qualify as a Band 1 application, the activity should be low potential impact, and low risk. We believe that the Britannia Bridge Lintel Support work:

- will not have a negative impact on protected or sensitive areas, species or resources
- does not occur in an area used for military defence purposes
- does not occur in an area hosting cables or pipelines
- will not generate unacceptable levels of noise
- will not cause detrimental effects in combination with other activities
- will not have a significant impact on the environment
- will not pose a navigational hazard or a danger to others

The Marine Licensing (Application Fees) (Wales) Regulations 2017 refers to 'any activity of a similar minor nature'. The suitability of other activities is dependent on the nature and scale of the activity, and the environmental sensitivity of the area in which the activity will take place. A more comprehensive list of activities that may be considered under a Band 1 licence application includes the following:

Minor construction and repairs

- Scaffolding/access towers to facilitate the maintenance of existing structures. Note - any licence or exemption requirements for the maintenance activity must also be considered.

Our work will involve the use of scaffolding and access towers to maintain the existing bridge structure.

- Minor maintenance including repairing, replacing or reasonably improving within the original design envelope, bolts, flaps, valves, cathodic protection, access covers, grills, joints, decking on a pier or pontoon, health and safety equipment or other ancillary equipment attached to existing structures. Note - This does not include fundamental alterations to the use of a structure. Repairs must be within the existing boundaries of the structure or assets being maintained.

The addition of the FRP beams will be within the existing boundary of the bridge towers.

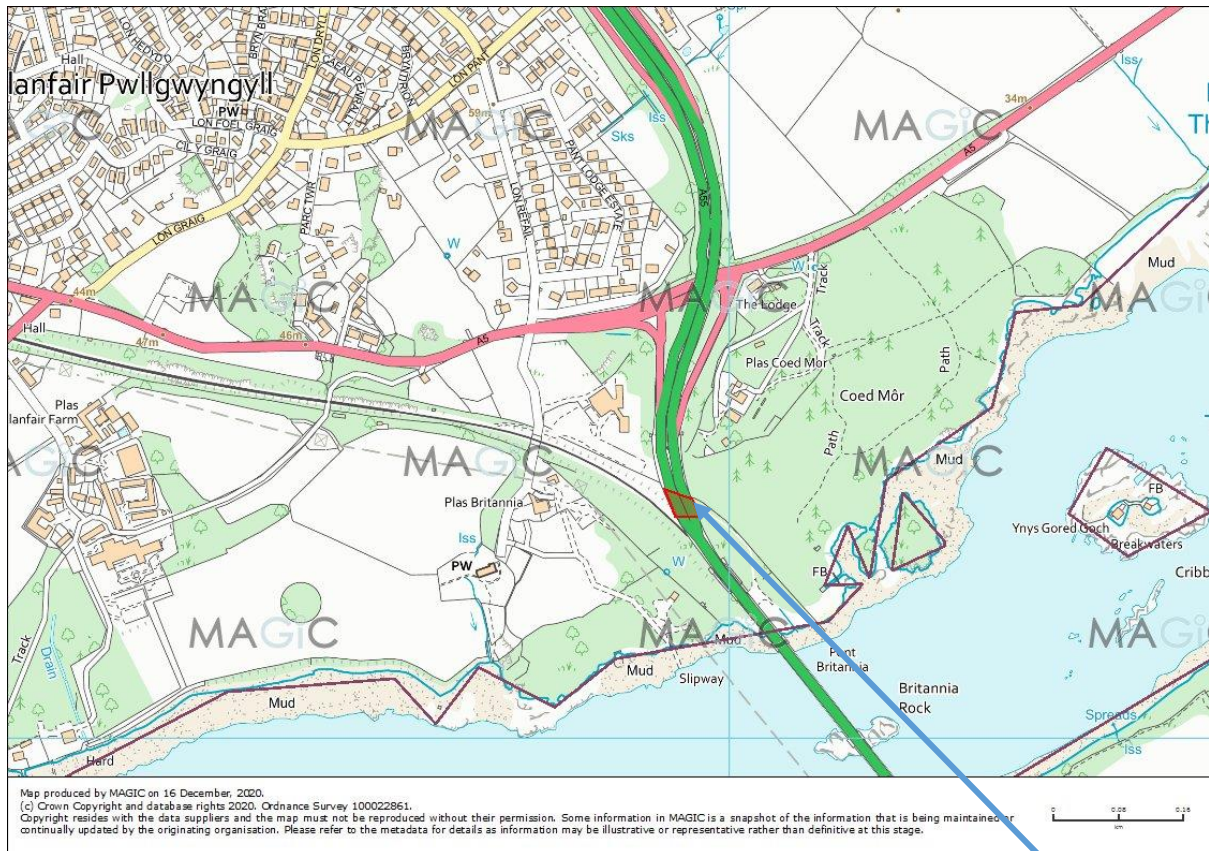
- Replacing render or concrete, including resurfacing slipways. Note - repair to coast protection structures, such as sea walls cannot be considered a band 1 activity.

Any drill holes created will be repaired.

- Installation of ladders.

Use of Haki stairs as part of scaffold design.

Britannia Bridge, A55, Bangor, Gwynedd



Compound location
 OSGR: SH539713

One of the bridge towers
 New FRP beams have been installed below soffit of masonry lintels on each tower (3No.)



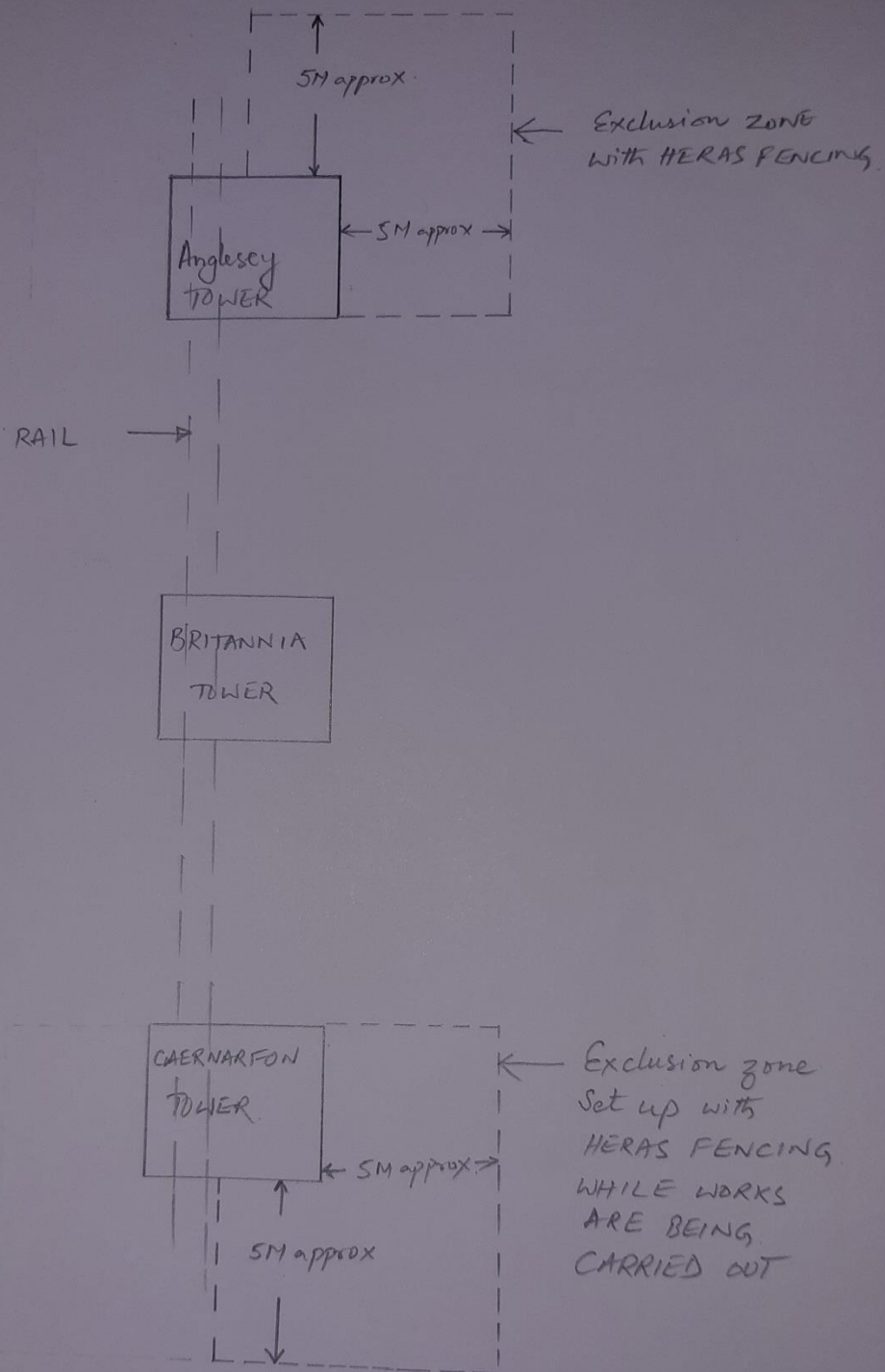
The image above shows the access route to the Anglesey side foreshore that we will utilise to set up an exclusion zone beneath the tower.

Note: it is the same access route out from the compound, but instead of turning right under the A55 up on to the service road, you follow the route around and to the foreshore.

The sketch on the next page indicates the area of exclusion zone that will need to be in place underneath Anglesey and Caernarfon Towers, due to working at height.

The exclusion zones are approximately 25m² and will be demarcated with Heras fence panels.

The fence panels will be removed during site demobilisation.



BRITANNIA BRIDGE LINTEL SUPPORTS.

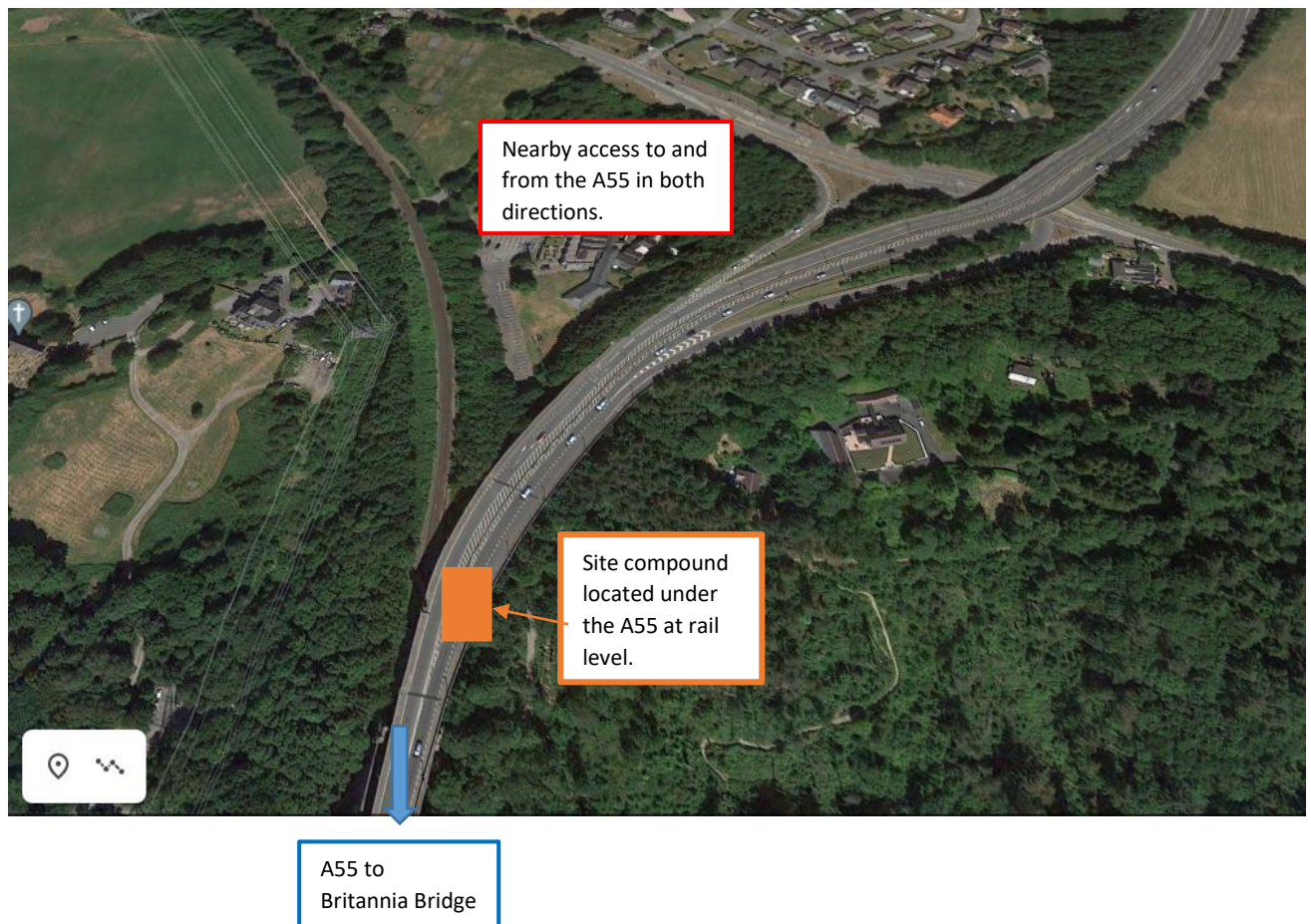
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The works will consist of the following:

1. Traffic Management on the A55 (to remove scaffold crash deck per tower)
2. Scaffold removal from service road level.
3. Compound de-mobilisation.

1. Compound

Our main site compound will be formed to the north of the bridge, located under the A55 at rail level. Access is via the NR access gate at Pentre Uchaf, Llanfair Pwllgwyngyll, Menai Bridge, Isle of Anglesey, Wales, LL61 6AD.



Full site access to the welfare and storage facilities within the compound will be available, this will be manned during the day. Also mobile welfare will be provided on site by a welfare van.

1. Establish Traffic Management.

AmcoGiffen will employ a traffic management subcontractor to provide an approved TMP in line with the already approved TTRO supplied by NR, during the removal of the scaffold crash deck.

A single lane road closure to be in place by night between 1900-0500 on the A55 as described on the approved TTRO.

A 30mph speed restriction will be in place on the open carriage in order to provide a safer worksite for the workforce.

2. *Remove scaffold arrangement.*

Approved Temporary Works Design (TWD) and access arrangements to the location of works – Removal of scaffold access Haki stairs and crash deck from rail level.

Scaffold to be removed in conjunction with the approved TWD and Listed Building Consent. Considerations will be made to the weather conditions.

Scaffold to be removed by a competent and trained CIRS approved sub-contractor in accordance with the approved temporary works design (under BS5975:2008+A1:2011). Ensuring adequate fall prevention and rescue plans are in place.

A PCP will be compiled in liaison with the wind monitoring system in place alongside the weather forecasts to provide a robust contingency plan should the thresholds be exceeded.

The prevailing wind conditions will be the limiting factor for using all plant on the deck and all work activities and we will ensure that no operations are undertaken once the wind speed rises above 22mph.

3. Site Clearance and Demobilisation

On completion of the works all equipment, plant and materials will be demobilised from site, including all hired in plant.

Lane closures will be utilised to remove the scaffold crash deck and all materials will be loaded onto hi-ab waggons located within the traffic management. All temporary fixings points to the structure will be repairs and made good with agree repairs.

A litter sweep will be conducted at the site, removing any debris arising from the works. Finally, the site will be fully demobilised of small plant, materials and personnel.