



Method Statement

Bynea Tidal Flap - B1- MS-000876/1

1. Summary

The tidal flap is located between on the east facing side of the rail corridor (Grid Ref: SS 56075 99508) situated parallel with the Loughor estuary (see figure 1). The condition of the tidal flap necessitates replacement as it is no longer in a serviceable condition. Furthermore, due it's condition, localised removal of material built up against the flap will require relocation to allow for conditioned flow.

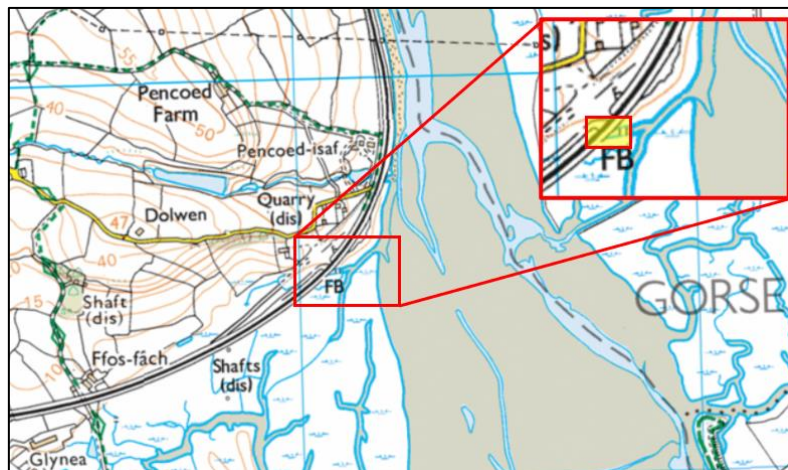


Figure 1: Project Location.



Figure 2: Damaged tidal flap.

2. Scope of works

Works are scheduled to take 1 Day (night shift) to complete. Three over three days over 2 months have been allocated to account for material delays, which would require booking additional possessions which as a 2-week minimum arrangement period, etc.

Possessions that provide the longest availability period (up to 12hrs) are normally on a weekend booking (Saturday Night Possession).

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 transport via the rail network itself, with a Road Rail Vehicle (RRV) which will load and transport a small 3 tonne mini excavator to the tidal flap location.

Access and Egress

Access to the structure will be achieved by from the rail network during a scheduled position with all rail traffic along this section paused while the works are undertaken.

The 3T machine will limit its movement to the area in front of the tidal flap and edges, only for the purpose of ensuring the existing flap is removed and replaced in the most efficient manner possible.

Where possible and safe. Bog matts will be placed down to reduce ground pressure on areas outside of the Network Rail boundary.

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 rail embankment. From the estimate volume of material (approx. 2-3m³), it is likely to arise from the material relocation from the outlet face of the tidal flap.

Replacement of safety barriers

The current safety barriers at the rear and sides of the outlet headwalls are in fair condition, however they may require replacement should they need to be temporarily dismantled to allow for ease of access to the tidal flap. 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 during the single night possession.

3. Access and working areas



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



Figure 4: Close up map of project area.



Figure 5: View of watercourse from Rail corridor that flows into the Loughor.



Figure 6: Image of working area highlighted in red.

4. Environmental mitigation

- ◆ A pre-works ecological assessment will be undertaken to ensure no features pertaining to Otters are present up or down stream of the tidal flap. Otter survey report will be written and forwarded to NRW.
- ◆ 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 or within the designated site boundary.
- ◆ Any 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 currently utilising the rail corridor.

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 to occur on a single night. All works will occur during low tide conditions. If works are not completed in a single night, then a further individual line possession will be booked for a different weekend. There will not be continuous works over several consecutive nights as part of this remit.

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 working consecutive nights to reduce potential cumulative impacts.

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 night shift 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 and freight trains currently utilising the rail corridor.

No bespoke formalised compound is required which would leave a new overnight presence. All equipment and welfare will be deployed from vans parked within the secure Network Rail compound to the north near Llangennech.

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

5. Additional Information

Appendix A - Bio-Security Plan – Bynea

APPENDIX B - PROJECT TASK BRIEF - TBS001 - Bynea TIDAL FLAP REPLACEMENT

Appendix C – Tidal Flap Spec Drawing

6. Customer details

Signature: 

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