

Method Statement

Note: This method statement must be read in conjunction with any developed task statements.

Method Statement Title:		Scheme Title: Menai Straits (16888)		
Methodology Beach works at Glandwr Rd, Bangor		RA/MS Number: X X X X		
		Start Date: April 2024, exact date TBC		
Prepared by:	Job title: Senior Engineer (Morgan Sindall)	Signed:	Date:	
Accepted for use by:	Job title: Project Manager (Morgan Sindall)	Signed:	Date:	
Issued by:	Job title: SHE Co-ordinator	Issue: First Issue	Status Accepted For Use	Issue Date:
Review Process (This method statement accepted as current working document).	Name (Print)	Signed:	Status	1 st Review Date:
	Name (Print)	Signed:	Status	2nd Review Date:
Issued to:	Job title:	Please acknowledge receipt of your copy of this MS by signing and returning the transmittal note.		Transmittal date:

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
SH1 FRM 04	SH PRO 1	Rev 01	Carole Bardell-Wise		Sept 2022	Page 1 of 13
Applies to:	Aviation	Energy and Water	Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Method Statement

Control sheet:

Risk Assessment / Method statement – Tracking Sheet

Name	Job title	Signature	Status	Comments

Review process

No	Prompt List	Yes	No	In Part	N/A
1.	Unique project specific number and title identified for the document?				
2.	Does the method statement / risk assessment include suitable arrangements if sub-sub contractors are involved?				
3.	Authorisation and distribution personnel identified?				
4.	Brief overview including location and duration of the works described?				
5.	Specific Risk Assessment † attached and satisfactory? Are all the hazards/environmental impacts identified? Have all the risks been evaluated and controls identified?				
6.	High risk/safety critical / COSHH activities identified / controls specified? (Controls e.g. – Statutory permits/ licences, Security, Testing / commissioning / special training)				
7.	Scope of works identifying / listing all activities? Philosophy identified? Are all parameters identified / listed?				
8.	Temporary Works schemes identified? Philosophy identified? Temporary work drawings listed including relevant calculations?				

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
SH1 FRM 04	SH PRO 1	Rev 01	Carole Bardell-Wise		Sept 2022	Page 2 of 13
Applies to:	Aviation	Energy and Water	Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Method Statement

	Permits required? Interfaces identified?				
9.	Names / titles / contact details of key personnel / supervisors responsible?				
10.	Resources identified e.g., personnel, supervision, equipment, plant, materials? Craneage – lifting plan in place? Lifting equipment – plan / certificates in place? Access / scaffolding requirements clearly set out?				
11.	Induction / training / permit requirements identified? Permit issue authorisation regime identified? Daily briefing and toolbox talk regime identified?				
12.	General site requirements identifying access / egress / traffic measures? Details of services / works isolation? PPE / evacuation requirements identified? Welfare / first aid facilities identified?				
13.	Monitoring & compliance Monitoring by whom Enforcement – how by whom- equipment (meters / sampling)				
14.	Interfaces / security of the client / public / other contractors identified?				
15.	Environmental controls / Waste Controller / Environmental Controls identified?				
16.	QC monitoring and inspection / testing regime identified? I&T Plans refs				
17.	Contingency plan e.g., emergency / fire / rescue / spill response identified?				
18.	Any special conditions identified e.g.,				
19.	Management of Change – process in place to identify change requirements				
20.	Review date as required				
21.	Approvals statement incorporated?				
22.	Confirmation of Operatives briefing / Operatives induction sheet incorporated?				
23.	Any other (specify)?				
† Any Risk Assessment shall be amended / confirmed as site specific. * Status A Work can proceed as described B Work can proceed when comments are incorporated C Resubmit and agree before work can proceed					

Document Reference	Process Parent	Rev Status	Doc Owner	Date	Page		
SH1 FRM 04	SH PRO 1	Rev 01	Carole Bardell-Wise	Sept 2022	Page 3 of 13		
Applies to:	Aviation	Energy and Water	Highways	Nuclear	Rail	Engineering Solutions	Magnor Plant

Method Statement

Comments

Not for construction

Method Statement methodology only.

Risk Assessment not undertaken.

Contract Title	Menai Straits (16888)
Contractor	Morgan Sindall Infrastructure
MS No	002

This method statement has been developed further to the completion of the following references risk assessments:

Risk Assessment Number	Title
Not required at this stage	N/A

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
SH1 FRM 04	SH PRO 1	Rev 01	Carole Bardell-Wise		Sept 2022	Page 4 of 13
Applies to:	Aviation	Energy and Water	Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Method Statement

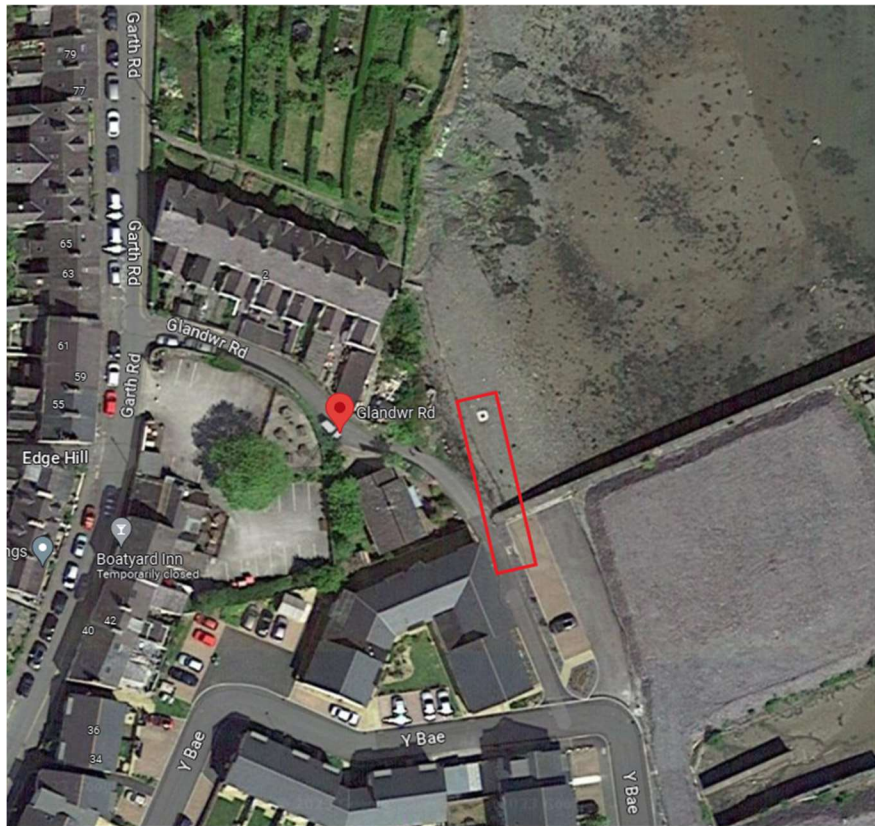
Section 1 – General Details

Scope of Works:

- Lining existing 450 sewer between MH 5001 and MH 5902
- Fill and abandon MH 5001
- Sealing MH 5902 to stop the water ingress

Location of the Works (Use sketch boxes if required):

Glandwr Road
Bangor
LL57 1AD



Prepared by:			
Position held:			
Signed:		Date:	

Document Reference	Process Parent	Rev Status	Doc Owner	Date	Page		
SH1 FRM 04	SH PRO 1	Rev 01	Carole Bardell-Wise	Sept 2022	Page 5 of 13		
Applies to:	Aviation	Energy and Water	Highways	Nuclear	Rail	Engineering Solutions	Magnor Plant

Method Statement

Review date:	
Work Supervisor(s);	TBC
Refer to Method Statement Tracking and Content Sheet	

Section 2 – Programme of Operations

Start date / time:	April 2024, exact date TBC				
Preceding Works to be Completed:	None				
Duration:	TBC				
Permit required:					
Permit to Work (General)	<input type="checkbox"/>	Permit to Enter (Confined Spaces)	<input checked="" type="checkbox"/>	Permit to Dig	<input checked="" type="checkbox"/>
Hot Work Permit	<input type="checkbox"/>	Out of Hours Work Permit	<input type="checkbox"/>	Other (specify)	<input checked="" type="checkbox"/>
AF01 Access to Assets Procedure					

Section 3 – Personnel

Include details of all personnel involved in the task and any special training, skills or qualifications required

Name	Role	Competence Details
TBC	Site Agent	
TBC	Senior Engineer	
TBC	Site Engineer / Supervisor	
TBC	Site Manager / Senior General Foreman	
TBC	Ganger	

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
SH1 FRM 04	SH PRO 1	Rev 01	Carole Bardell-Wise		Sept 2022	Page 6 of 13
Applies to:	Aviation	Energy and Water	Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Method Statement

Section 4 – Safe System of Work to be Adopted

Existing site services



Fig.1

Document Reference	Process Parent	Rev Status	Doc Owner	Date	Page		
SH1 FRM 04	SH PRO 1	Rev 01	Carole Bardell-Wise	Sept 2022	Page 7 of 13		
Applies to:	Aviation	Energy and Water	Highways	Nuclear	Rail	Engineering Solutions	Magnor Plant

Method Statement

Methodology

1) Lining existing 450 sewer between MH 5001 and MH 5902

- Establish Signing, Lighting and Guarding including Barriers. Providing adequate pedestrian access as required
- Once guarded, open manhole chamber and check for hazardous atmosphere using gas monitor. Monitor for 10mins prior to any confined space entry.
- Continually monitor during the activity
- If man-entry required, establish Safe System of Work as per Confined Spaces SSW. If the category of confined space is classified as 3 or 4 then a site-specific method statement and a permit to enter must be put in place. Do not enter if hazardous substances are suspected
- Clean sewer using high-pressure water jetting equipment to be situated in the car park East of the beach or on nearby road.
- Set up and test CCTV equipment. Undertake CCTV Survey. During CCTV survey all incoming connection locations are recorded for use when re-opening after lining
- Set up over pumping – sewer flow control and drainage protection. (Where practicable, flows will be over pumped using diesel driven pumps, discharging via “layflat” hoses suitably protected and running to the downstream manhole of the section being lined. Where “layflat” hoses cannot be used, flows will be over pumped using a tanker) equipment to be situated in the car park East of the beach or on nearby road.
- The lining rig and liner will be sited in the car park East of the beach
- The winch and compressor will be located on hardstanding off the beach.
- Work will commence preparing each end of the lining run by Installing a Pulley and Roller system.
- A draw cord is then passed through the pipe. This is passed through using either the CCTV unit or a cobra wheel. The winch wire is attached to the draw cord at the launch end and is then fixed to the winch already established at the reception end.
- The winch is used to feed in the liner in a lay flat form into the Manhole
- The liner must be removed from the transportation packaging and fed in to the launch end of the lining run. A leading edge will be made at the end of the liner; this will enable the winch cable to be securely fastened (The leading edge is formed by simply folding the liner back and securing with a strop to attach the winch). The liner is fed from ground level into the Manhole and winched into pipe. Once in position the winch is disconnected and removed.
- Once the liner has been fed in, the ends will have to be closed using packers.(If required the packers will be anchored using Raw bolts and straps) The liner is then inflated to approx. 250-450 mBar (dependent upon the diameter being installed) using compressed air)
- Before the light train is inserted into the liner, a pre-determined test will be undertaken inside the lining vehicle, this will consist of switching on the light cores for approximately 30 seconds this will pre-determine if any of the bulbs/sensors are dis-functional
- Now the liner has been set up the UVA light core is fed into the liner from the reception end. The light core will be pulled through to visually inspect the inflated liner using its integral camera to ensure correct positioning before curing.
- The light cores must only be switched on once they have been completely inserted in the liner. The light core will then be winched through the liner at the predetermined speed set in accordance with the liner diameter. Winching speeds as per table within the operating manual. For a 150mm /225mm liner, the speed will be set at 0.8 Meters per minute (dependent upon weather/site conditions), data will be recorded at 30-second intervals during liner inflation through to the end of the curing process.
- On completion of the curing works the liner will be allowed to cool for between 15 to 20 mins.
- The lining ends and intermediate MH if applicable are cut and trimmed using air driven tools

Document Reference	Process Parent	Rev Status	Doc Owner	Date	Page		
SH1 FRM 04	SH PRO 1	Rev 01	Carole Bardell-Wise	Sept 2022	Page 8 of 13		
Applies to:	Aviation	Energy and Water	Highways	Nuclear	Rail	Engineering Solutions	Magnor Plant

Method Statement

- Carry out post CCTV survey
- Complete job sheet and survey details and dispatch to office for coding and preparation of reports etc
- All flow control and by-pass equipment are removed (pumps, hoses, stoppers etc.)
- Carry out a chambers check to ensure they are left clean and free from obstructions. Gas detectors are removed and the covers replaced.
- Remove signing, lighting and guarding taking note of potentially changed traffic conditions
- Ensure the site is tidy, dispose of any waste and arising’s responsibly

2) Fill and abandon MH 5001

- The chamber will be surveyed in advance and a former made to be fitted inside the chamber.
- Works will be undertaken aligned with the tide on a date to give most dry working time at the beach.
- The small excavator will track onto the beach from the small slipway and track down to the chamber.
- The cover, brickwork and MH cover slab will be removed by the excavator and loaded into a dumper for removal form the area.
- The former will then be fitted and secured in position and sealed.
- The area above the former will then be filled with concrete by a concrete pump.
- The concrete pump will be located in the car park to the East of the beach.
- The area around the chamber will be covered in visqueen to prevent concrete spills onto the beach.
- Once the concrete has been poured to top of ring level the beach will be locally reinstated over the buried and abandoned chamber.
- All plant and materials removed from the beach.

3) Sealing MH 5902 to stop the water ingress

- Establish Signing, Lighting and Guarding including Barriers. Providing adequate pedestrian access, where required.
- Lift the MH cover and check for hazardous atmosphere using gas monitor (monitor for 10 mins prior to any Confined Space activity – only proceed if atmosphere is safe)
- Continually monitor during the activity.
- If man-entry required, establish Safe System of Work as per Confined Spaces SSW (see CSE SSoW.
 - Person entering to wear correct PPE including (harness, hard hat, gloves, goggles)
 - Ensure gas detector and escape BA are lowered into chamber
 - Safely deploy Winch and tripod
 - Attached winch line to safety harness
 - Proceed to enter if safe to do so (entrant MUST not look up during entry)
 - Complete Confined Space entry permit and checklist
- If the category of confined space is a 3 or 4 then a site specific method statement, and/or permit to enter is required to be completed.
- Do not enter if hazardous substances are suspected.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
SH1 FRM 04	SH PRO 1	Rev 01	Carole Bardell-Wise		Sept 2022	Page 9 of 13
Applies to:	Aviation	Energy and Water	Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Method Statement

- Enter the confined space while attached to the approved vertical lift rescue harness, attached to a fall arrest device or man winch.
- Jet wash manhole to remove all surface contamination.
- Inspect entire manhole for water ingress.
- Treat all live water leaks by drilling 14mm holes, inserting bore packers and injecting using MC Injekt 2088 foaming polyurethane leak sealing resin.
- The following day remove all bore packers and pump drill holes with Nafufill KM 250.
- Fill joints with the using Nafufill KM 250 concrete repair mortar.
- Form angle fillets to all 90 degree corner details using Nafufill KM 250 concrete repair mortar.
- To a clean, well prepared substrate apply MC-Proof 101 HS (formerly Oxal DS-HS), building in layers and tanking the repaired areas.
- On completion remove all dust and debris.
- Check chamber to ensure that all tools / equipment has been removed.
- Refit MH cover and generally check site for cleanliness and security.
- Remove signing lighting and guarding taking note of potentially changed traffic conditions.

Section 5 – Plant, Equipment

Match plant and equipment to qualified personnel and include any specific PPE details.

Plant and Equipment

Equipment description	Test Certificates in date (matched to equipment)	Operator details
TBC	TBC	TBC

Personal Protective Equipment (PPE)

Equipment description	Specification (e.g., type, grade)	Training required
TBC	TBC	TBC

Document Reference	Process Parent	Rev Status	Doc Owner	Date	Page
SH1 FRM 04	SH PRO 1	Rev 01	Carole Bardell-Wise	Sept 2022	Page 10 of 13
Applies to:	Aviation	Energy and Water	Highways	Nuclear	Rail
				Engineering Solutions	Magnor Plant

Method Statement

Section 6 – How environmental matters are controlled

Precautions to prevent on-site Pollution:

- Vehicle movements on the beach limited to the 1no excavator and 1no dumper.
- Visqueen to be used to catch any concrete drips.
- Care will be taken to ensure that neither watercourse nor the groundwater becomes polluted, particularly by, for example Biodegradable drilling fluid Pure-Bore, diesel fuel, petrol and oil from machinery and plant.
- All fuels, oils and chemicals will be stored securely and any large containers left on site will be bunded. Care will be taken when filling machinery and plant to ensure that no diesel/petrol or oils are spilt onto the ground that could lead to pollution by migration or direct run off. Spillages must not be washed away but will be absorbed by some medium and then removed from site to a suitable licensed waste facility.
- Site roads and other access roads will be kept free from mud and dust.
- Appropriate emergency spillage kits and absorbents will be made available at all times.
- Plant and fuel storage facilities will be protected by secure fencing and locked where possible to prevent accidental spillages
- Spill kits will be kept with all machinery, in the vicinity of the works and within the site compound.
- Bulk fuel will be stored in a double bunded tank inside the site compound.
- Diesel and petrol will be contained in clearly marked suitable containers and stored in secure storage COSHH container within the site compound. All refuelling will be done over hardstanding.
- Biodegradable oils will be used for vehicles and plant where possible.
- Prior to commencing within the working areas Heras fencing will be erected to demarcate and secure the working areas.
- Silt fencing, if deemed necessary, will be correctly installed along access tracks or around and within construction works.
- Drip trays/ plant nappies will be placed underneath all standing plant (at all times and when working in the vicinity of the ditches).
- Any drip trays / plant nappies with a mixture of water and contaminant will be emptied into plastic container using a funnel. The container will be disposed of at the end of the construction or when full.

Document Reference	Process Parent	Rev Status	Doc Owner		Date	Page
SH1 FRM 04	SH PRO 1	Rev 01	Carole Bardell-Wise		Sept 2022	Page 11 of 13
Applies to:	Aviation	Energy and Water	Highways	Nuclear	Rail	Engineering Solutions Magnor Plant

Safety, Health, and Environment risk assessment

Document Reference	Process Parent	Rev Status	Doc Owner	Date	Page		
SH1 FRM 03	SH PRO 01	Rev 01	Carole Bardell-Wise	Nov 2022	Page 13 of 13		
Applies to:	Aviation	Energy Water	Highways	Nuclear	Rail	Engineering Solutions	Magnor Plant

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