

Penmaenmawr Sea Wall – Groyne Removal

Method Statement

- Consents and permits will all be agreed from marine licencing and NRW prior to commencement on site all paperwork and licencing will be available within the site file, all constraints and protective measures set out on the licences must be adhered to with additional protection measures put in place to protect the beach environment .
- All access will be Via the Networks rail access point, as well as utilising the underpass to the beach.
- All refuelling points will be set up within the compound in the network rail sidings, a minimum of 10mts away from any watercourse with extinguishers and spill kits locally stored, and all COSHH regulations adhered to with bunded containers and warning signage.
- Designated walking routes will be set up using marker posts and site access plans distributed and briefed to all operatives on induction, all works are programmed for low tide working and Task lighting towers will be placed providing access egress lighting across the shore line, these will be removed at the end of each shift. Signage will also be placed at the start of each shift giving information to other beach users of works and minimise disruption to their enjoyment.
- Lighting of the work site will be via 18v task lighting towers.
- An exclusion zone is to be set up during working hours, using weighted chapter 8 barriers, these will be removed at the end of each shift
- Operatives are to excavate around each groyne to an approximate depth 500mm, using hand tools only.
- Removal of the outer timber layer is to be completed using hand tool and removed from site as soon as practicable.
- The steel groynes are to be cut using mechanical disc cutters, when in use, spill kits are to be readily available, with operatives trained and competent in the use of spill kits.
- Steel groynes are to be removed from site at the end of each shift.
- All reinstatement work is to be done by hand, using site won material.