

Mostyn Culvert Tidal Flap Replacement

Method Statement. – Removal of build up and replacement of Tidal Flap

- Works on site are due commence in early 2026. We estimate the time on site will be approximately 2 working week.
- Tidal patterns are to be taken into account by the site manager at all times and working times will reflect this pattern
- A compound will be erected at SJ 15386 81087. This will be comprised of a Heras panel fence with sandbags surrounding to form a bunded area.
- Spill kits and fire extinguishers will be stored in close proximity to the worksites and all recommended, protective measures will be briefed out to operatives, along with all recommended best practice noise dust and vibration reduction measures.
- Consents and permits will all be agreed from NRW and other stakeholders 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 surrounding SSSI and watercourses.
- All machinery will be modern; to prevent excessive engine noise with all reversing alarms disabled and flashing beacons turned off all oils and lubricants will be 'bio-degradable'
- There will be a maximum speed limit on site of 10 MPH.
- All refuelling will be carried out with the use of bunded ground matting and plant nappies, a minimum of 15m from any water course within the port of Mostyn land.
- Fuel will be transported to site as necessary, with no fuel stored on site throughout the works.
- A temporary site fence will be erected using barriers or barrier tape around the works area, with operatives marshalling the area to prevent unauthorised access.
- Operatives will CAT scan the area prior to any excavation on site and compile a permit to dig.
- A 21t excavator will be utilised to create the excavation in front of the defective tidal flap.
- All excavated material will be stored on site, at least 5m away from the excavated area, all material will be reinstated once the tidal flap is installed back to original levels. With any further build up being excavated at the start of each shift.
- The existing tidal flap will be removed with the use of burning equipment to remove the existing corroded bolts, this will be lifted out and removed with the use of the 21t excavator.
- All materials used for this process will be stored above within the Network Rail boundary within COSHH compliant storage units to prevent contamination.
- The new duck-billed tidal flap will be installed in the same position as the existing, with new fixing points drilled in situ. This will be lifted into place with the 21t excavator.
- Following the installation, beach level will be reinstated and graded to previous levels.

- We will instruct Atmos Ecological consultants to carry out monitoring visits throughout the works.
- Thomas Plant hire will have an emergency fitter available to attend site within 1 hour to attend to any breakdown/leaks, any leaks are to be contained within the spill kits on site, these are to be sealed after use, and stored out of the SSSI and away from any water course and labelled as hazardous waste. This will then be disposed of at a licenced hazardous waste removal company.
- In the event of any leaks/spills, NRW are to be contacted on the emergency contact number. 0300 065 3000
- Site pollution prevention measures have been recommended by the Ecological consultant, as below, these are to be followed at all times;
 - Ensure all vehicles on site utilise a plant nappy/drip tray.
 - Ensure a spill kit is located within vehicles and on site at all times, and all staff will be trained in its use.
 - During the works, all materials will be stored at least 10m away from any watercourses and drains.
 - All fuels, materials, tools and vehicles to be stored off site within a compound on hardstanding, to avoid damage to any grasslands or spills near watercourses when left unattended.
 - Refuelling (if needed) to be completed away from works area (at hardstanding compound).
 - All vehicles on site to use bio-oil to reduce the likelihood of any harmful fuels entering a watercourse.
 - It is recommended that a silt curtain (or similar silt prevention measure) be used to stop any further wash off of silt.
 - Stone to be used within the repairs is to be washed prior to use so as to avoid introducing any additional dust/silt to the area.
 - Condition of spill kits and vehicles on site to be checked regularly to ensure they are in good working order.

Site plan and access route shown below;

