



# Method Statement Template

*This template is intended to be used in conjunction with a Band 1 Marine Licence application. Please complete each section below following the guidance provided (max 500 words per section). For any queries relating to this template please contact: [marinelicensing@cyfoethnaturiolcymru.gov.uk](mailto:marinelicensing@cyfoethnaturiolcymru.gov.uk)*

## 1. Summary

*Please provide a brief summary of the application including location of the works (coordinates - lat/long, decimal degrees). For activities that cover a large area please provide coordinates of the approximate extent of works.*

**Project:** Rumney River Bridge Goods Line – GRIP Stage 4  
**Client:** Network Rail Infrastructure Ltd  
**Location:** Rumney River Bridge located at SWM2 167m 67ch.  
ST 21247 78267

In order to produce a report to develop the required detailed design for the repair and repainting of the structure in-situ, AmcoGiffen propose to undertake the necessary investigations and inspections to the steel bridge, using a floating pontoon to access the underside of the structure.

The results from these investigations will be used to inform the Design and facilitate the Works.

## 2. Scope of works

Please provide a full description of all proposed works including:

- Sequence of works (mobilisation, marine works, site remediation (if required))
- Estimated timing of works (duration, working hours, day/night, plus contingency)
- Plant, machinery or vessel required
- Estimated quantities (removals, deposits, construction materials)

To carry out a detailed tactile condition survey, access to the underside of the bridge will be from a modular pontoon provided by Floating Pontoon Hire. The pontoon will be able to deliver the site team to the bridge and provide access for the dry area inspection works.

A boat will be launched with pontoon in tow from Rumney River Motor Boat Sail & Angling Club to allow:

- Detailed examination of the existing structure to verify the defects previously identified and identify potential further defects
- Paint sampling from the existing structure
- Rear of abutment trial holes (remote from Goods Line track support zone)

Inspection works to the structure are most efficiently going to be undertaken from pontoons during periods of low tides to ensure the highest water level does not flood the abutments nor make the main girder bottom flanges inaccessible at either high or low water marks. The exact timing of the investigation works will depend upon the most suitable tides.

- Hand dig in front of abutments to allow access under main girder bottom flanges – where the silt has built up under span one. This will be hand dug under the lines of the main girder bottom flanges and placed to one side to allow the Engineering Team to inspect and measure the structural elements. On completion of the inspection this material will be reinstated.
- Hand dug trial holes to rear of abutments away from Goods Line track support zone – this will be carried out behind Vortok fencing to separate our staff from train movements.
- A number of paint samples will be taken from the steel structure utilising hand tools to scrape off some flecks of paint into a sample bag, bag sealed and taken away for analysis.
- Topographical survey – in order to verify the existing survey and obtain additional information regarding the Overhead Line Electrification equipment and profile of the river and its banks under the deck; an additional survey will be carried out. This access will be from track level and will be gained during Line Blockages.

The inspection of the underside of the bridge will be carried out from GRP mobile towers fitted to a modular pontoon with Combi-safe edge protection and an outboard motor. The pontoon will be controlled by an experienced skipper. In addition a safety boat will be provided which will be controlled by a further experienced skipper. This safety boat will assist in positioning the pontoon correctly and safely for optimum efficient inspection of the bridge structure.

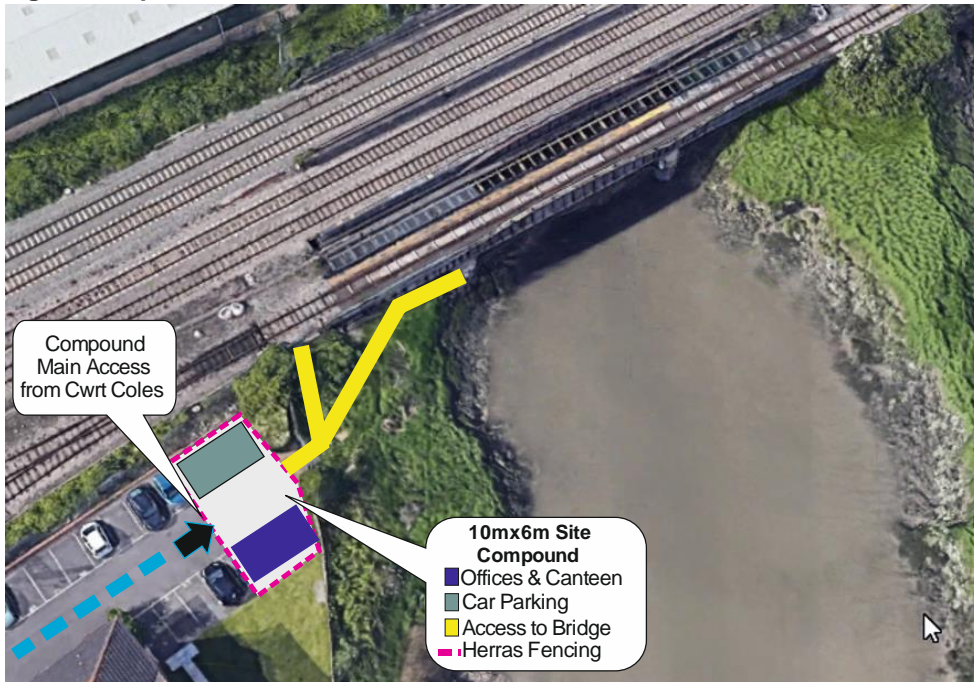
It is anticipated that the inspection from modular pontoon will take 1-day to complete. The hand-dug trial holes will require a further day on site.

### 3. Access and working areas

Please provide details of access to the site and working areas. This should include:

- Attached map of the access/egress route and working areas (annotated aerial image and/or OS map)
- Predicted plant/vehicle movements
- Storage areas for plant, equipment and materials (if required)
- Risks to navigation

**Fig 1: Compound and access**



**Fig 2: Boat access at Rumney River Motor Boat Sail & Angling Club**



## 4. Environmental mitigation

Please list appropriate mitigation measures to minimise impacts on the marine environment these may include:

- Pollution prevention and control procedure (guidance available at: <http://www.netregs.org.uk/media/1304/gpp-5-works-and-maintenance-in-or-near-water.pdf>)
- Spill response kits
- Minimise plant traffic
- Designated access and egress routes
- Storage of materials (fuel, chemicals, construction waste)
- Biosecurity (guidance available at <http://www.snh.gov.uk/docs/A1294630.pdf>)

Note: To assist you, the following mitigation statements will be used as conditions within the licence. By signing this method statement you will be agreeing to adhere to these restrictions. If you are unable to do this, the application will not qualify as Band 1.

- ✓ 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.
- ✓ 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:**

- Guidance for Pollution Prevention – *Works and maintenance in or near water: GPP5* to be followed
- Youngman boards covered over with plywood sheet (laid in opposite direction) combined with plastic sheeting to contain loose debris that may be generated during paint sampling.
- Works to be carried out a low tides.
- Site team to register for flood warnings and work to be re-assessed/stopped in adverse weather conditions.

- Work activities will be limited to daylight hours to minimise disturbance to species and their habitat. If protected species are seen during works they will remain undisturbed and an ecologist will be contacted.
- CHECK-CLEAN-DRY procedure will be implemented to prevent spread of invasive species.
- Working areas will be kept clean and free from litter.

