

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

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.

Ecoscope Ltd was requested by UK Highways to provide a method statement for works to the Menai Bridge, involving replacement of the parapet railings and posts and footpath slab.

The Menai Strait is a marine Special Area of Conservation (mSAC) and is underpinned along the shoreline by a terrestrial SSSI at Glannau Porthaethwy. Works with potential to affect the marine environment, albeit minor, are subject to a Band 1 Marine Licence Application (MLA-1).

Concrete panels below the pedestrian footway are starting to fail and require replacement. Works are anticipated to commence with commissioning in November 2020 and to last until August 2021.

Start of works NGR SH 55736 71298 end of works NGE SH 55599 71546.

The works include:

- Removal of the footway asphalt surfaces to expose the individual panels that make up the footpath base (Figure 1);*
- Removal and replacement of precast concrete panels 1-25 on south footway and 8-19 on north footway (Figure 1);*

Concrete panels below the footway are starting to fail and require replacement. Each panel will be lifted out in turn by a specially constructed rig and replaced. The replacement panels will be cast off site to remove the risk of concrete spillage etc.

2. Scope of works

Please provide a full description of all proposed works including:

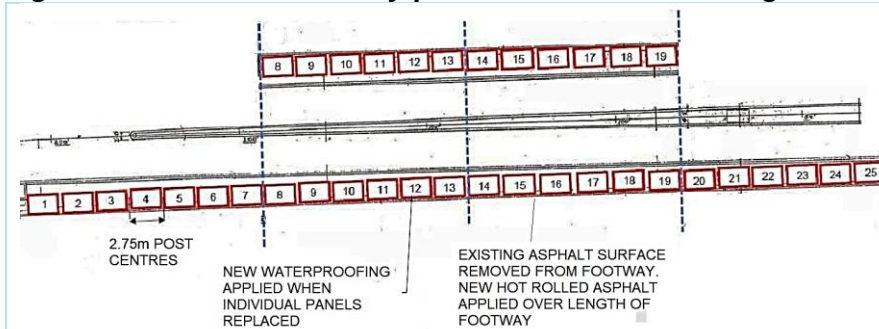
- Sequence of works (mobilisation, marine works, site remediation (if required))
- Estimated timing of works (duration, working hours, day/night, plus contingency)
- Plant, machinery or vessel required
- Estimated quantities (removals, deposits, construction materials)

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- Removal of the footway asphalt surfaces to expose the individual panels that make up the footpath base (Figure 1);
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Figure 1 Subsurface footway panels on the Menai Bridge



Sub-surface panels to be replaced on the footway of Menai Bridge

- Replacement of asphalt surfacing to the footways
- Removing the steel posts of the parapet which are bolted to the corbels and replaced with a new post.
- Removal of the parapet railing panels which are taken from site to be repainted and then re bolted to the parapet posts

Work is estimated to take approximately 5 months, commencing in November.

Works will be undertaken during daylight hours.

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*

No vessels will be required; the worksite will be accessed from the bridge itself and the A5 road. Vehicles on the bridge will be controlled by a lane closure and traffic light system. Materials will be stored on site and delivered on an on time basis.

Debris netting will be installed to prevent any material falling into the sea.



The work area will be accessed from the A5 highway either from the Anglesey or Bangor side of the bridge.

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:

Mitigation for Potential Impacts

Any material falling from the parapet into the SAC has the potential to affect the Favourable Conservation Status, and therefore precautions will involve stopping material from reaching the SAC at construction source.

Strategies to prevent material falling from the bridge into the water will include:

- i. Debris netting to avoid material falling into the water during construction. Netting will be an imperforated debris tarp (or similar). Examples come with a mesh opening of 1.5mm and would catch all but the very smallest of particles. The debris netting would be flame retardant to mitigate the risk of ignition from the hot rolled asphalt. The bottom of the system will be attached using small M8 stainless steel anchors set into the RC beam running below the corbels. The top would be fixed to the bottom member of the parapet to fully restrain the system.

- ii. All replacement structures will be painted off-site before being installed. The paint will comply with NG 1900 of the standards for Protection of Steelworks against Corrosion and its Environmental appendices (1/23). The preferred method of installation would be using a brush particularly for areas of local painting on the stanchions. Any spray-painted items will be completed off-site.

No biosecurity risks are anticipated as the works will be based solely in the terrestrial environment.

Vehicles and plant will be re-fuelled away from the bridge. Full spill kit response will be provided by the contractor in line with Netregs guidance.

5. Additional Information

Please list any additional information that may help with the application:

- *Consents/permissions required*
- *List of plans or drawings attached to method statement*
- *Emergency procedures*
- *Contact details*

Operations Manager: Kerry Evans Tel: 07803 073 657 Kerry.Evans@mottmac.com

Project Ecologist: Stuart Kato Tel: 07714 820 140 stuart@eco-scope.co.uk

Plans and drawings provided with the application:

Ecoscope full method statement Reference dated 12th October

NRW meeting minutes

TAF01 Technical appraisal form

Spencer Engineering sequence drawing (C1890-SPE-ZZ-ZZ-DR-ETW-0001)

6. Customer details

Signature: Stuart Kato

Full name: Stuart James Kato

Organisation name (where appropriate): Ecoscope Ltd. (on behalf of UK Highways Ltd)

Contact e mail: stuart@eco-scope.co.uk

Contact phone number: 07714 820 140