METHOD STATEMENT

Eglinton Sea Defences Section 16E Main Works approx MP87.75

Method Statement	**MS ID: Eglinton Sea Defences 16E Main Works**	**Rev: 0**	**Issue Date: 11/11/2025**
Project	Sea Defence Repairs		
Title	**Method Statement for sea defence repair**		
Description of project	Sea Defence Repairs		
Works to be undertaken within this method statement	• Comply with DEFRA & CODA regulations • Mobilisation • Stockpiling of materials • Travel to site • Devegetation • Clear existing area/failed defences • Re-grade embankment slope • Installation of new rock armour sea defences • Demobilisation		
References	• NIR Rule Book • NIR Working Timetable • NIR Working Operating Notice and Supplementary • NIR T2/Redzone Document • NIR Access Register • Subcontractor RAMS • Tide Times • PEA document • BS EN 13383-1-2013 Armour Stone • Construction Drawings Refer to NIR Safety Hub for latest versions of reference documentation		
Lead Responsibility	Project Manager:		
Contractors Personnel on site	**Site Manager** / **Emergency Contact Number** Dayshift Site Manager/Foreman Nightshift Site Manager/Foreman PICOP ES/s EO TSC/s Skilled Operative/s Plant Operator/s RRVO/s RRVC/s Engineer/s Airport Security Escort Team		
Hierarchy of Safety	**Off-track working >3m from the line:** Works in the compound/field/airport with lineside fencing **T3 track possession:** All works to take place under T3 protection **T2 track possession:** T2s can be used during dayshifts for inspection purposes **Red zone working:** N/A		
Site Rules	• NIR Rule book to be adhered to at all times and is to take precedence over any details within this document.		

	• Where works are deemed unsafe by anyone on the team, all activities must cease immediately and these will be reassessed, with approval by the site foreman/ lead responsibility, before they can recommence.
Limits of Site	• From access point to structure and within NIR boundaries and public areas. • Additional Storage area at compound to be agreed between NIR & Landowner for temporary use.
Site Conditions	• The TSC will inspect each location/site of works. From this inspection they will note all factors affecting condition of the site and access to and from the works area, in order to create the safe system of works. • The TSC must then chose the correct safe system of works to use for this location. • This information must be relayed to the remaining personnel through the TSC briefing which is to be carried out onsite.

Plant & Equipment	• Drip Trays • Easi Blocs • ES Kit • Excavator Grab • Excavator Mounted Compaction Plate • First aid kit • Fuel Bowser • Harnesses and Fall Arrest Lanyards • Hedgecutter • Heras Fencing • Lifejackets • Life Ring & Grab Rope • Lifting Chains/Slings • Menzi (Excavator) • PICOP Kit • Plant Nappies • RRV w/trailer & box • Safety Boat • Spill Kits inc Floating Booms • Strimmer • Telehandler • TSC kits • Tilt Rotator Hitch • Tower Lights • Vibrating Plate • Water Bowser • Welfare Van
Materials	• Geofabrics HPS11 Coastal • LMA 30/600 Armour Stone (1200T) • Type 3 Granular Fill • Railway Ballast • Diesel/Oil/Petrol • Silt Fence • Stainless Steel Fixing Pins • Terram
Regular Inspections	• Tools and equipment are to be checked on a daily basis. • TSC to inspect the Safe Systems of Works to ensure it still works. • SHE inspections
Equipment Inspections	• Equipment to be inspected at the start of each period of use for defects by the competent operator who will use it. If any defects are found the equipment is to be quarantined and they must reported • Agreement to abide by this process is by signature on this method statement.

Proposed Working Hours / Special Considerations	• Access through airport grounds will be made with appropriate airport security escorts. • Deliveries to the storage compound within the airport lands to take place during Dayshift working hours. • Storage of rock armour near the track crossing gate within the airport perimeter must maintain the height below the plane of the runway. • Works to be completed during nightshift T3 possessions. • Installation of rock armour toe and rock armour face to be completed during nightshift T3 possessions. • All site visitors and inspectors must phone the supervisor in advance of attending site to ensure safe working procedures can be maintained at all times. • Third party access agreement required to enter the East Access Gate into the airport.
Programme	Works programmed from September 2026
Public Nuisance	• Staff and personnel to be courteous and polite to members of the public at all times. • Responsible parking of vans in the designated area during the works is required to ensure that public nuisance is minimised and access to properties is respected. • Parking is available at the locations stated within the site-specific section below, specific parking spots cannot be guaranteed.
Safety of Public	• Access point access gates to be shut and locked once passed through. • Keep contact with the public to a minimum.
Noise and Vibration	N/A
Risk Assessments	The following risk assessments apply to this activity; • 2025-11-11 CODA Sea Defences Section 16E Main Works-RA See appendix risk assessment document at rear
Emergency Plan	In the event of an emergency notify the supervisor and proceed to the muster point as follows:  Airport Track Crossing A fire warden and first aider will be designated during each site briefing. Powder and CO2 extinguishers will be available. CODA duty officer must be contacted and made aware of the emergency. If there is a requirement to egress via the airport due to the emergency the CODA duty officer will advise the supervisor to await airport security or may instruct other actions at the time.

COSHH Assessments	• Petrol/Diesel/Oil • Cleaning Products • Aggregates
Environmental controls	Control of invasive species – • See invasive species sections below Prevention of pollution – • Designated refuelling area to be setup in the main compound and on site, the location will have drip trays, spill kits and plant nappies located in this area. • Equipment on site will use biodegradable hydraulic oil. • All litter and waste arising from works will be collected and bagged for disposal off site. • Any contaminated material removed from site will be disposed of in the appropriate licenced waste facility. • Floating Boom/s deployed in the river in advance of works to capture any oils etc. • Use of a clamshell bucket for excavation in and around the waters edge and any other areas where appropriate to reduce the chance of sediment entering the river.
Invasive Species	**Japanese Knotweed**  **How to Identify Japanese Knotweed:** • Green, heart-shaped leaves. • Japanese Knotweed grows to 2-3m high. • Bamboo like stems with dark red or purple speckles. Mature Japanese Knotweed canes are hollow, resemble bamboo stems and can be snapped easily. • Zig-zag leaf pattern due to the leaves growing from the stems. Leaves are usually light green with red or purple flecks. • Cream, white cluster of flowers. The flowers will usually bloom very late summer (August/September). **Actions relating to Japanese Knotweed:** • If Knotweed is found stop work immediately within 7m of the plant and inform your line manager and TSC. • Do not excavate or move soil within 7m of the plant

- Do not track plant or vehicles over the area.
- Do not stockpile potential contaminated soil/material within 10m of a watercourse.
- It is a criminal offence to directly or indirectly promote the spread of Knotweed. This includes cutting or disturbing roots.

Himalayan Balsam

How to identify Himalayan Balsam;

- Large, pink flowers shaped like a bonnet; these are followed by hanging, green seed pods.
- Flowers from July to October
- Height: up to 2m

Actions relating to Himalayan Balsam:

- Immediately stop work on site if Himalayan Balsam is suspected in the area and inform your line manager and TSC.
- Don't disturb the seed pods.
- Don't move soil which may contain the seeds of the plant unless specifically instructed to do so.

Giant Hogweed

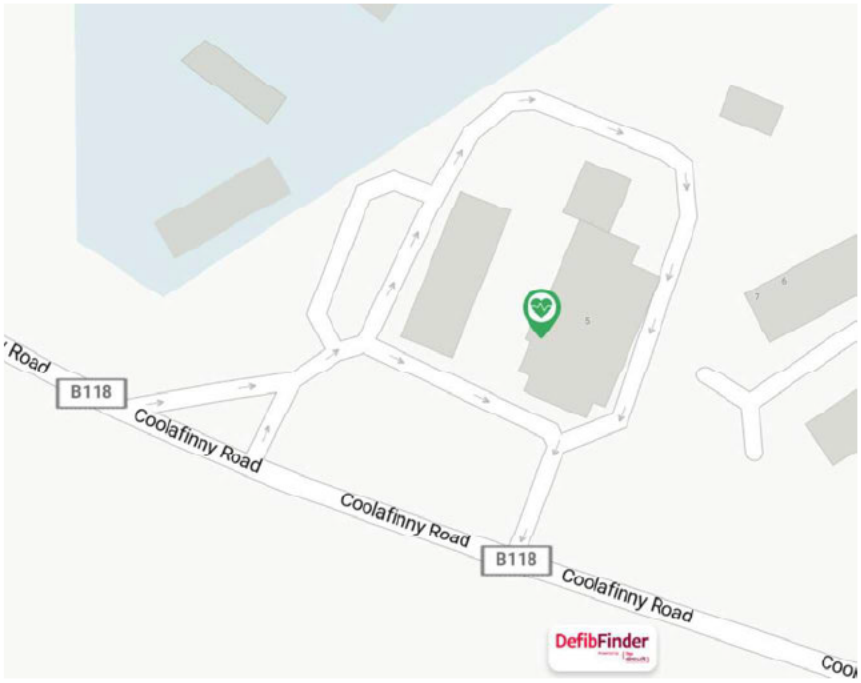
How to identify Giant Hogweed:

- Giant Hogweed will grow to 4 metres tall or more before flowering.
- Common hogweed prefers roadsides to riversides, but it will grow almost anywhere. Giant Hogweed is almost exclusively a riverside plant.
- Giant Hogweed will have 50 or more flower stems on each flower umbel. The number of stems on each flower of common hogweed will normally not get to more than 21.
- The main stem of giant hogweed is reasonably smooth in comparison to common hogweed, except at the leaf joints which are markedly more hairy than the rest of the stem.
- The leaves of Giant Hogweed are larger, shinier, more sharply serrated and more importantly, hairless

Actions relating to Giant Hogweed:

- Immediately stop work on site if Hogweed is suspected and inform your line manager and TSC.
- Seek medical advice if you have come into contact with the plant. The danger with Giant Hogweed is not poisoning, but in the way that its sap reacts with your skin. If you get the sap on you then it will react with the melanin in your skin and removes any protection that patch has from UV light.
- If the hairs or sap come into contact with your eyes they can cause blindness. The furocumarins that cause this effect are present in all parts of the plant.
- Wear protective clothing prior to touching the plant.
- Don't touch the plant unless directed to do so.
- Never move soil which may contain seeds unless specifically advised to do so.

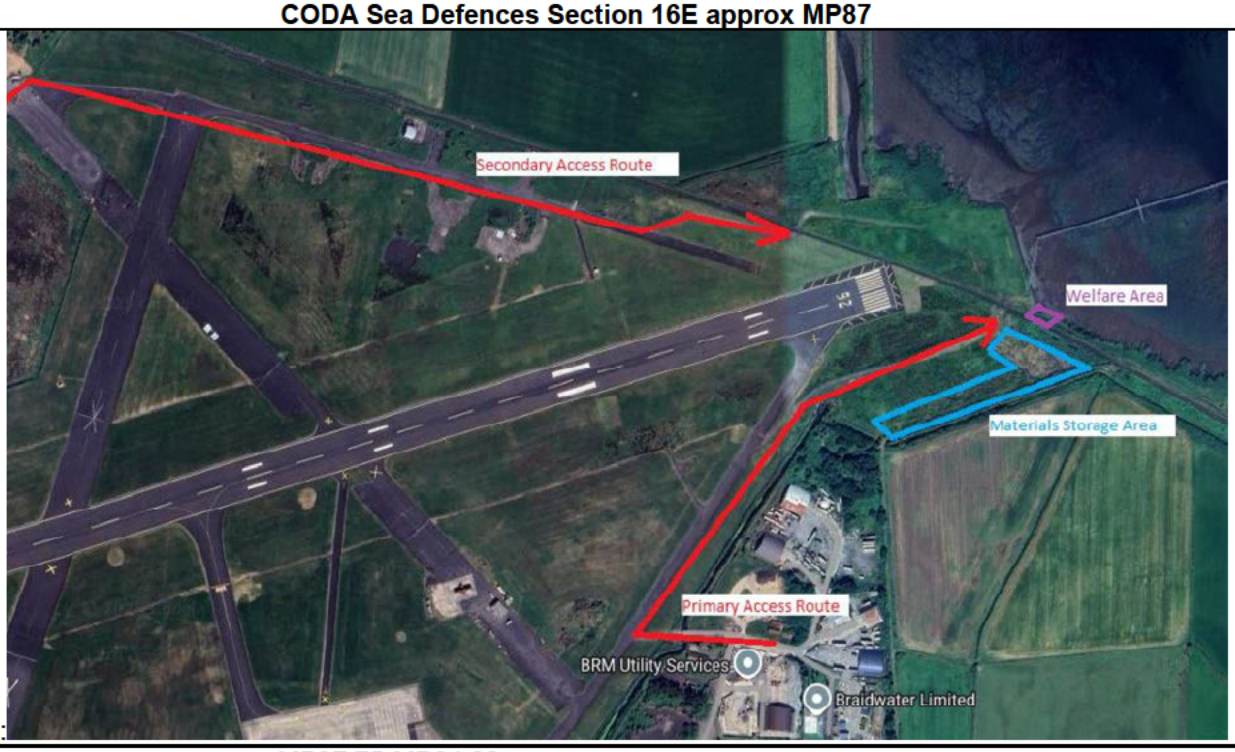
Personal Protective Equipment	The following items of PPE are to be worn within the site boundaries: • Full orange NIR certified PPE high visibility coat and trousers • Protective non-slip footwear, with ankle protection • Hard hat (not yellow, red or green) • Protective gloves • Goggles / eye protection • Lifejackets to be worn by operatives working on the sloped embankment into the river. • Harnesses and lanyards to be used when workers are operating on the slope during high tide. Supplementary PPE such as masks, goggles and ear defenders must be worn in accordance with the risk assessments. All PPE must conform to the Translink Infrastructure Workwear Policy.
First Aid Provisions	• A first aid kit is held in the works van for these works. First aid kits will also be available on site. • The nominated first aider is: Stephen Kelly • The location of the onsite first Aid kits and the nominated first aider will be briefed to the working group at the start of each shift, during the TSC/POWP briefings.
Training requirements	• All site operatives/personnel accessing the track must hold, as a minimum, NIR PTS accreditation. Appropriate competency cards must be held (in date) for all other track competencies required for the works. All track competency cards must be carried at all times when working on or near the line and be produced on request by an authorised official. • Task specific competencies for each site
Permits to work	• TSC Briefing prior to track access • PEM Form • Permi to Dig • Translink to confirm requirements for Forms A-D • Airport Security clearance and pass for all operatives on site
Emergency Contacts & Procedures	In the event of an emergency, notify your supervisor immediately. Tell them the specific location and nature of the incident plus anything else you can ascertain. A copy of emergency contact numbers will be held in each of the Site Transportation Vehicles, the location of which will be at the access point stated in the site-specific information below. For all works On or Near the Line, the following procedure must be carried out by the TSC, and in their absence the site Supervisor. **In the case of an emergency On or Near the Line, or that could impact upon the railway, contact:** **NIR Signal Cabin:** **Coleraine 02870321860** **Approximate milepost 86.50** 1. First, state "THIS IS AN EMERGENCY CALL". 2. Give your name, grade, and your location. 3. State the nature of the incident, and where it happened (use signal numbers and mile posts references where possible). 4. State the emergency service support you require. 5. Give your telephone or radio number. 6. Ask for the entire message to be repeated. 7. Stay in contact until nothing further is required.

Nearest AED	Spar/Maxol Fuel Station 5 Coolafinny Rd, BT47 3PG (24h)  Alternative: Maydown Telephone Box, Enagh Crescent, BT47 6UG 
Pre-Works	• The Foreman/Supervisor/TSC and will visit the site of works to conduct an assessment of the works location. • The Foreman/Supervisor will complete their Point Of Work Plan. • The above should be completed onsite and not in advance of the visit. • The Foreman/Supervisor will brief the team on the POWP • NO WORKS TO COMMENCE UNTIL POWP HAS BEEN COMPLETED AND BRIEFED TO ALL WORK PARTY MEMBERS ON SITE. • Foreman to make it known that, site welfare arrangements will be via welfare van/portaloo. Additional hand wipes sanitiser and first aid kit to be held in the van.

Safe System of Works Procedure	• From the information and assessments made above the TSC will deduce their safe system of works in accordance with their training and the NIR Rule Book. • Once the PICOP has granted possession of the line the ES will setup the worksite and authorise the TSCs when this has been setup. • Where accessing through gates, doors and fences please ensure gloves are worn. • Operatives to ensure all gates/ doors are closed behind them. • Note: it is every persons responsibility to ensure that all tools and equipment they take onto the track are placed safely for the passage of trains and then removed when they leave the track. • PEM sheet must be completed prior to accessing and when leaving the track.

CODA Sea Defences Section 16E approx MP87

Site Plan:



Site Limits:	MP87.75-MP84.00
Off Track Access:	Access Road off Airport Roundabout via 3rd party crossing into airport. BT47 3GY 55°02'29.7"N 7°09'00.5"W

Access Photo:

NIR Access Points :	XL214 Eglington AHB MP87.75 55°03'02.1"N 7°11'07.1"W Donnybrewer MP87.00 55°02'55.5"N 7°09'58.5"W
Road Name & Postcode:	Station Road, Eglinton, BT47 3PS
Access Photo:	

RRV Access Point:	XL214 Eglington AHB MP87.75 55°03'02.1"N 7°11'07.1"W
Road Name & Postcode:	Station Road, Eglinton, BT47 3PS
Nearest Hospital:	Altnagelvin Hospital, Glenshane Rd, BT47 6SB
Safe System of Works:	Separated, Safeguarded (Off track, T2, T3)
Landowner Details:	NIR/NITHCO

Methodology:

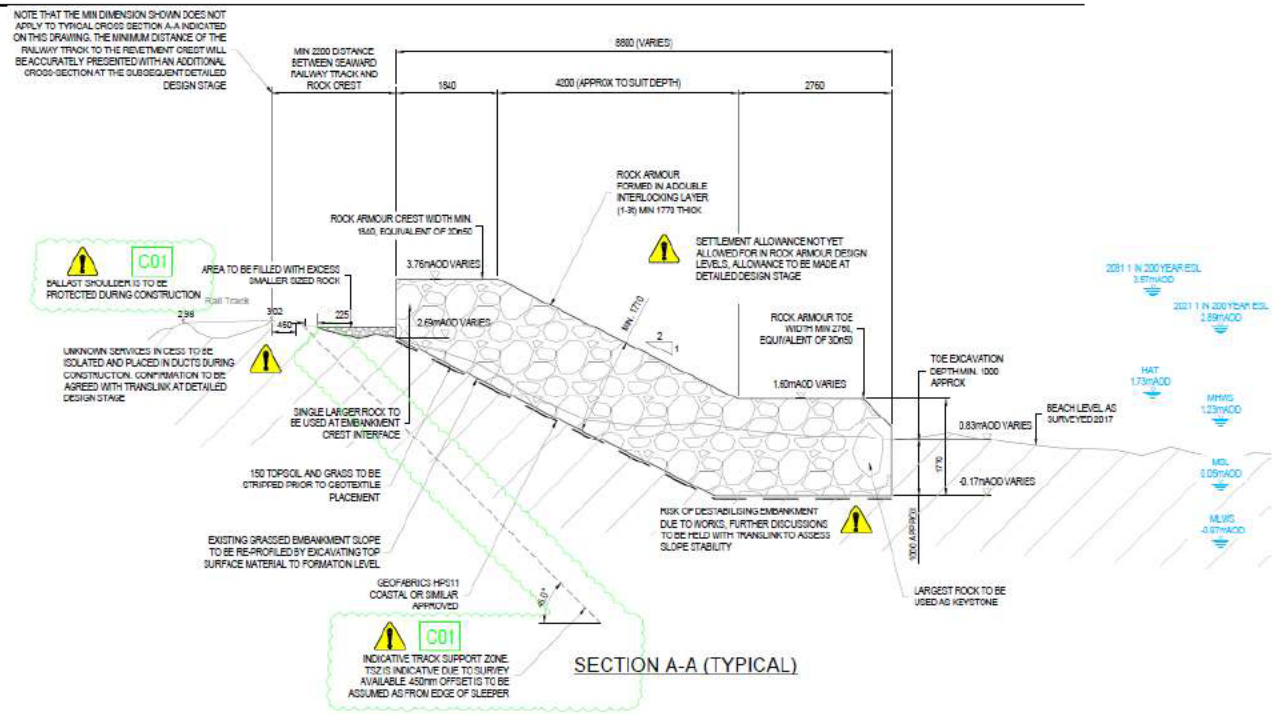
- **Site deliveries to Airport Storage Grounds:**
- All briefings and permits must be completed prior to starting work.
- Nightshift working will be required for forming suitable ground storage areas within the airport. All works within the airport except deliveries must be carried out at night so as not to restrict flight schedules.
- Proposed storage area to be surveyed for ground levels and storage height must not be allowed to exceed the ground level of the runway plane including slip off angle (to be notified by CODA).
- The Survey Engineer will take readings from the airport runway and storage area using a GPS/Total Stn.
- At the edges of the storage area posts will be installed with the top of the post set to the maximum allowable height for storage of materials based off the runway plane to give a clear indicator of levels for the delivery drivers.
- A Telehandler and Excavator will be delivered to site to offload Easiblocs, materials etc. All plant will have a banksman to co-ordinate movements inside the storage area provided by the airport.
- All excavation and installation of posts or items into the ground must follow safe digging procedures whereby the permit to dig will be completed and the area scanned for services using a CAT & Genny.
- Easiblocs will be set up as stop blocks preventing lorry movements exceeding a safe section of pathway near any ditches in the storage area.
- A Welfare Van will be used for all storage and delivery works, this will be driven out of the airport at the end of each shift and not stored within the airport.
- The full compound area will be reviewed for soft spots and these are to be stoned up as necessary using 6" Clean stone compacted (4 passes per layer) using a vibrating plate until the site engineer/manager is satisfied the ground is suitable for delivery lorries to travel it.
- The materials storage area is to have a light geotextile (eg Terram) ran across it as areas are needed and will be used for storage of imported stone. Storage area must maintain an access route for delivery vehicles and plant. Areas of unweighted geotextile must be removed and put into storage or have stone added to prevent blowing away.
- Delivery by lorry of rock armour will be carried out during dayshifts.
- The delivery vehicle/s must arrive at the East Airport access gate off Airport Roundabout where they will be met by an Airport Security Escort who will brief and instruct the drivers on routing, timing and special conditions.
- All deliveries must be logged and quantities included in the end of shift report.
- Delivery driver will check with the airport escort to obtain permission to tip stone into the storage area, the lorry will travel while tipping to control the height of the deposited material. Where individual stones fall above this height the site operatives will move them via manual techniques and handheld equipment.
- Rock armour will be used to complete works on nightshifts and incoming quantities will be matched to requirements by the site engineer to prevent overflow of rock armour within the airport.
- At the end of each shift the site will be secured before leaving.

- **Materials transport to site 16E and pre works:**
- All briefings and permits must be completed prior to starting work.
- Works may only take place during nightshifts to prevent disruption of air travel.
- No access is permitted to the line until the T3 possession has been granted by the PICOP. Access permission will be notified by the TSC/s.
- Work party will access via airport East Gate off Airport Roundabout with Airport Escort/Security Team. Telehandlers and Tractor with dump trailer stored outside the airport will also access from here.
- The telehandler will load rock armour from the storage area within the airport into the trailer of the tractor.
- With permission from the TSC the tractor will cross the track via the airport Northern track crossing and deposit the rock armour at the shore.

- Quantity and type of material moved to site storage areas must be recorded in the end of shift report.
- A limited amount of rock armour can be stored at the worksite, this must not exceed the runway planes in height as setout by the engineer.
- At the end of each shift all personnel and equipment will be removed back to their access points. All work parties will ensure everything has been removed from their works area and the TSC will double check this has been cleared and record as such in their PEM sheet.
- Site must be left tidy, safe and clear for the passage of trains.
- Personnel and equipment will be removed from the airport and signed out by the escort.
- Temporary plant storage outside the airport will be secured and locked.

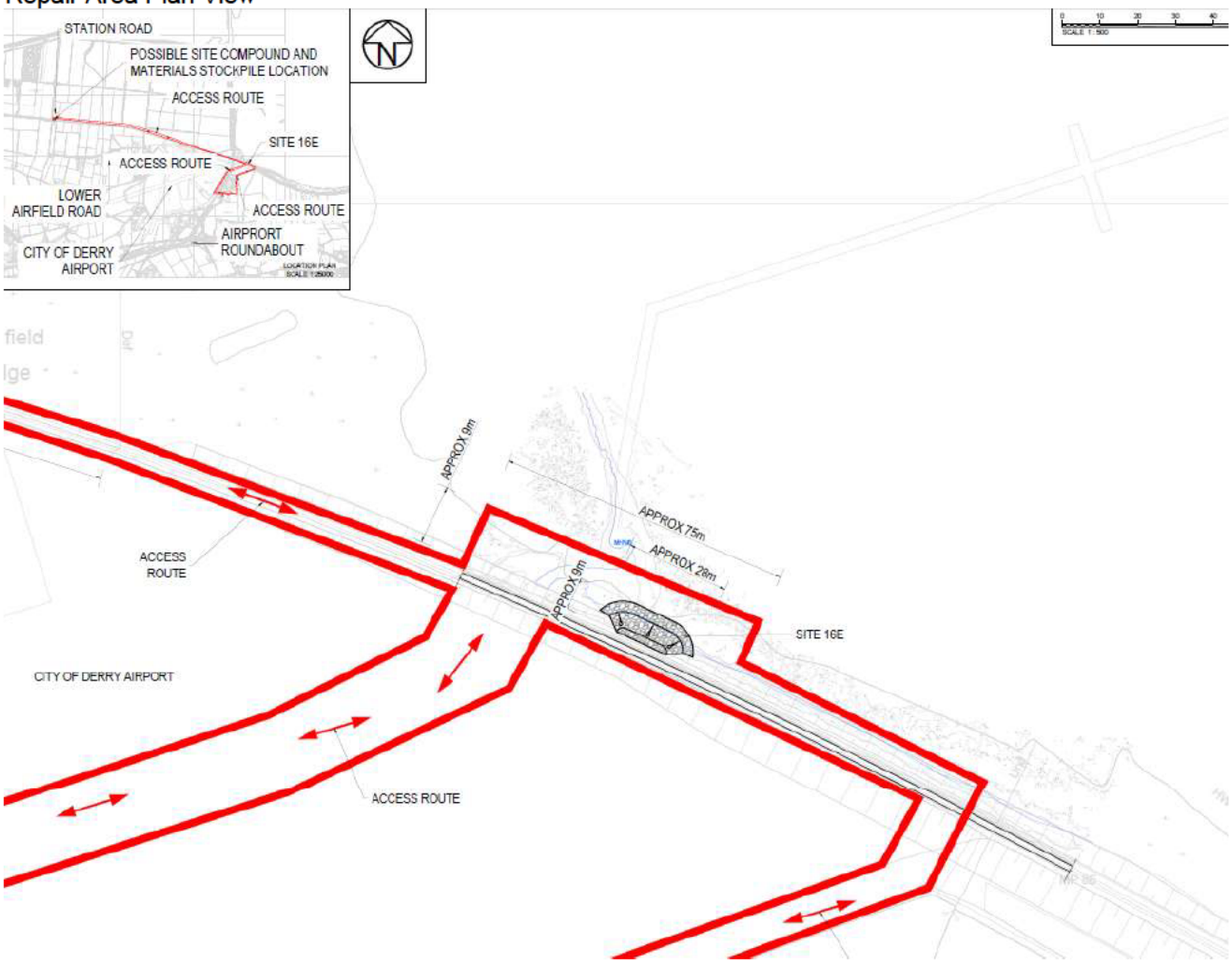
- **Main works 16E:**
- All briefings and permits must be completed prior to starting work.
- Main works must be completed during nightshifts only.
- Work parties accessing the airport will be escorted by an Airport Security Team and adhere to any other requirements of the airport.
- No access is permitted to the line until the T3 possession has been granted by the PICOP. Access permission will be notified by the TSC/s.
- All excavations and embedment into the ground will be have a permit to dig completed and the area scanned using CAT and Genny to verify it is clear of services. If services are found a trial hole will be dug to locate and verify the position and line of services and the services will be protected using split ducting or beams.
- Work party on foot will access the track under instruction from the TSC at the Northern airport track crossing.
- Menzi wheeled excavators will arrive at the East Airport Access gate and be accompanied to site by the Airport Security team. Crossing the track at the Northern airport track crossing.
- Any operatives working on the embankment or toe of the slope during high tide must wear a life jacket.
- Guide ropes will be tied to the sleepers at the extents of the section works and the rope ran down the embankment.
- The life ring and grab rope will be positioned at the top of the embankment where the guide rope has been placed. In the event of a person falling into the water operatives may, if safe to do so, use the guide rope to descend the embankment and throw the life ring and grab rope to the person in the water until they can be pulled back to shore.
- At the discretion of the Site Manager and operatives harnesses and fall arrest systems may be used, these may be fixed to points such as sleepers or around the trunk of large trees nearby.
- Floating booms will be let out from the edges of the embankment and tied off to a fixed structure or post at the edge of the extents.
- Flat plates will be placed over the ballast where the Excavator is accessing and used to protect any S&T services if present.

Section A-A Cross Section



SECTION A-A (TYPICAL)

- Repair Area Plan View



- Excavator to scrape off existing embankment (approx. 150mm depth) and deposit the arisings into the tractor trailer for removal from site, the bank is to be re-profiled as per drawing. Where possible the direction of excavation should be such as to prevent or reduce any soils transmittal to the watercourse. This may include excavating from a higher ground level.

- An RRV operating from Eglinton LC with two trailers will also be used to assist in removal or spoil from site.
- For excavation of the toe or within areas interfaced directly with the river a clamshell bucket may be used to excavate material and hold it until it can be placed in the spoil heap or trailer to be removed from site as a mitigation measure to prevent sediment being issued to the bay.
- A layer of Geofabrics HSP11 Coastal is to be ran across the length of the embankment and pinned in place as per manufacturers instructions. The geofabric must be placed during low tide as it will float in water due to entrapped air pockets in the fabric. If required some rock armour stones may be placed as ballast onto the geofabric by the Menzi using its grab attachment to ballast the area in the water.
- Sections of geofabric to be cut and rolled out from the top of the embankment, each longitudinal section is to have a 1000mm overlap. The toe of the geofabric should be wrapped back on itself with approx. 1000mm lap.
- Estimated section lengths required are approx. 11m inc toe wrap.
- Stainless steel pins may be used at the discretion of the site manager accounting for on site conditions to aid in holding the Geofabric in place until rock armour has been positioned.
- Where required to provide a continuous profile to the embankment, depressions should be filled with type 3 granular material which will be compacted using an excavator mounted compactor (3 passes per layer), with the acceptable shape confirmed by the on site engineer.
- Rock armour stones to be placed by Excavator using the grab.
- Larger HMA 300/1000 rock armour stones will be used as toe stones and for tying into the sides and top of the section.
- Rock armour to be placed up the bank at a slope of 1:2. Stones to be placed to interlock with other adjacent stones. The stones will be lightly pushed by the excavator to ensure they are properly seated.
- The toe stones must be placed first and completed prior to the tide coming back in. The embankment toe shall be formed by a double layer of rock armour minimum of 1770mm depth and 2760mm width across the length of the repair section.
- Positioning may be checked using a GPS and any variance agreed onsite with the engineer.
- When the toe armour is in place the Excavator will start at one edge and work to place additional rock armour at a grade of 1:2. Larger stones are to be used for the edges of the section. The rock armour layer should maintain a minimum thickness of 1770mm throughout the rise, up to the top of the slope.
- Crest of the section is to be a min 1840mm width and be made up of the larger armour stones. Smaller armour stone to be used to infill behind the crest to shape into the existing ground.
- Once the rock armour sections have been completed all equipment and materials remaining will be removed from site. Floating booms to be recovered and grab ropes removed.
- An RRV will restore the ballast shoulder using its profiling bucket at the end of each shift.
- Demoblisation to take place following all works completed and signed off.
- All waste must be removed and disposed of at an appropriate facility.