



# METHOD STATEMENT

This method statement is to be read in conjunction with the risk assessments, which will be prepared for these operations on site. Personnel must be fully briefed on the contents of these risk assessments and this method statement prior to carrying out work.

Method Statement Title:	To replace Shieling Tow with modern rope tow including Bridged Culvert at Sheiling tow and associated ground works, landscaping and drainage.	Work to be Authorised By: Keith Bryers HIE Adam Gough NR CML Operations Manager & CML Land Manager	To be authorised by H.C. Planning authority.
Method Statement Number:	LM 003	Revision Status:	
		Risk Assessment No:	

<b>LOCATION OF WORKS TO BE CARRIED OUT</b>	Grid Reference <b>NH993 055</b> Existing Shieling tow and surrounding tow track corridor including bridged culvert over the Allt Coire Cas Burn.
<b>DESCRIPTION OF WORKS TO BE CARRIED OUT</b>	Remove the existing Shieling Ski-Tow and replace with a modern rope-tow of similar length and profile. The current installation is approximately 284m in length with a drive station at the bottom, a return wheel at the top and three intermediate pylons. Decommissioning and Removal of towers and base unit / Rtn wheel extraction and safe storage on site, awaiting disposal of existing ski lift. Form work erection and electrical / engineering installation of new ski lift. Regrade existing bull dozed banks Forming a graded slope suitable for beginners and minimal snow depth operation. Installation of 2x 450mm diameter x 12, metres long plastic pipes running to form bridged culvert. Removal of the existing bridge structures. Regrading and widening of winter ski piste access across the new bridged culverts to improve safety and winter operations. Installation of stone facings around pipe to secure faces and improved landscaping. Landscaping and drainage works associated with new lift.
<b>RESOURCES:</b>  Number of personnel, function role. Specific requirements for competency and supervision. Lines of communication. Subcontractor(s). Plant, equipment, tools (certification). Materials.	Contract management HIE appointed contractor for ground works.  Decommissioning of existing tow CML. – Operations manager To be decided - Installation Engineering/ electrical – Operations manager. Site boundaries landscaping CML Land Manager (direct contact to SEPA and all project contractors and company staff)  Main Contractor Machine operator, banksman, tracked dumper. (3 personnel min) Liability Insurance to be submitted as part of tender process. Risk assessments, Competency of plant and machinery certification to be submitted on successful tender.

	<p>Sub Contractor To be identified on appointment of main contractor</p> <p>CML Company provision Engineering, electrical, Operations management, Land management.</p>
<p><b>DETAILS OF WORK ACTIVITIES:</b></p> <p>Detailed work sequence. Sketch or site plan Access / egress to work area identified.</p>	<p><b>1. Implementation measures prior to construction.</b></p> <ol style="list-style-type: none"> <li>1.1. All contractors to sign Contractor registration at Ranger Base, CML Operations Manager to check all corresponding paper work is in place prior to the set up of site boundary. As required as part of the CML safety management system.</li> <li>1.2. CML decommissioning of existing ski lift and removal to have appropriate Method statement and risk assessment documents agreed prior to commencement.</li> <li>1.3. Access will be on the Hill track to the mid station then onto the existing track to the Fiacail tow base unit. A site cordon for access will be established to control vehicle movement and prevent damage to vegetation.</li> <li>1.4. Electrical isolation of existing ski lift base prior to decommission and secured during works to install new ski lift system.</li> <li>1.5. Implement and maintain sediment reduction measures downstream from work area. This will take the form of small dams made from straw bales, pinned securely in place by metal rods. The purpose of these measures is to act as silt traps and it is the contractor's responsibility to check and maintain these measures. Where possible silt and sediment build up will be extracted by hand and placed in tonne bags to be removed by power barrow or tracked dumper minimising any ground impact.</li> <li>1.6. Pollution Prevention will be the responsibility of the contractor who must maintain silt measures as listed in 1.2. Any incidents out with the control of the Contractor or CML will be reported to SEPA. It is the responsibility of the Contractor to inform the CML Land Manager or CML Duty Manager of any incident in relation to this work.</li> <li>1.7. Cordon all foot traffic to remain on Amwood Path running parallel to works. Set up site boundary as shown in supporting drawings.</li> <li>1.8. Contractor to park up any machinery in lower car park, where all fuelling and proper storage of fuel is to be kept. This area will also require a spill kit on standby. Any washing of plant to be conducted with the agreement of CML and will not be within 50m of any water course or in any area that will detract from the operation of the Visitor Attraction. Any maintenance or repairs to be conducted in lower car park.</li> <li>1.9. No work will commence on site if there has been a sustained level of heavy rainfall therefore causing increased water levels within the Allt Choire Chais leading to higher than average flow rates. When work does commence on site it will be the contractor's responsibility to assess the weather and water levels daily and notify the CML Land Manager or CML Duty manager of any concerns. It is the responsibility of the contractor to notify the CML Operations or Duty Manager of any incidents regarding health and safety or environmental impacts. The contractor must notify CML on any delivery of plant and materials to site and arrange suitable storage measures.</li> <li>1.10. CML Electrical team / Contractor to Identify all Electrical cabling and inform all workers.</li> </ol> <p><b>2. Construction measures</b></p>

	<ol style="list-style-type: none"> <li>2.1. Remove Turf from slopes where digger will use its reach from. Any aggregates and spoil from construction will be stored on terram geotextile to be reused in landscaping. Silt traps to be used as necessary to stop all run off from exposed river bank entering the water course.</li> <li>2.2. Down the entire length of the track, stripping and turf storage for re use in landscaping will be carried out, at this time 250 metres of scalloped ditching along skiers left of the track will be formed.</li> <li>2.3. Regrade existing bull dozed banks, forming a graded slope suitable for beginners and minimal snow depth operation</li> <li>2.4. Store turf appropriately for reuse. This will be stored on terram matting laid out on the area adjacent to the shieling Ski Tow, minimising any sediments being washed into the watercourse.</li> <li>2.5. Access for CML to remove towers and base unit / Rtn wheel extraction via regraded track to mid station.</li> <li>2.6. During bridged culvert construction maintain a half meter exclusion zone from either bank to alleviate compaction and damage from digger, reducing silt from entering watercourse.</li> <li>2.7. Excavate stream bed to allow the culvert pipe to rest along the 12 meter length. Any extraction of river bed boulders to be stored ready for reuse around Pipe work. Stream bed excavations to be limited to 17metres in length. (1m tolerance at each end of Pipe).</li> <li>2.8. Lower sections of 6 metre lengths of pipe and join in accordance to Manufacturers instruction.</li> <li>2.9. Store all won materials appropriately at shieling Ski Tow. Recycle all woodwork that is deemed fit for purpose including railway sleepers. These can be used by CML for future projects. Any waste materials to be disposed of appropriately with the agreement of CML Operations Manager.</li> <li>2.10. Overseed of returfed works to minimise future sediment flowing into Allt Choire Chais watercourse.</li> <li>2.11. Gradually build up hardcore and backfill around Culvert pipe work in accordance with manufacturer's instructions.</li> <li>2.12. Foundations to be in accordance with engineers drawings and specifications.</li> <li>2.13. Excavation and Form work for rtn wheel and drive wheel.</li> <li>2.14. Delivery to site of new lift.</li> <li>2.15. Installation and commissioning of new lift system in accordance to manufacturer's instructions. Method statement risk assessment documentation to be agreed by CML Operations manager prior to commencement of the erection of new lift system.</li> </ol> <p><b>3. Reinstatement of lift track</b></p> <ol style="list-style-type: none"> <li>3.0. Build stone facings around both ends of Culvert to support hardcore and minimise washout. Any further movement of river bed boulders to be carried out by hand. Any concreting and cement to be mixed at least 10 meters from watercourse to minimise contamination of Allt Choire Chais. Stone work where possible to be laid by hand. All stone work to be sourced from site, any changes to be agreed with the CML Land Manager.</li> <li>3.1. During regrading of Amwood path next to new drive station Lay Geotextile layer to separate backfill and hardcore from trail surfacing</li> <li>3.2. Grade and reinstate trail surface creating a smooth slope.</li> <li>3.3. Reinstatement turf and complete surface landscaping including reseeding.</li> </ol>
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	<p>3.4. laying associated drainage perforated twinwall pipe on associated piste next to lift track</p> <p>3.5. Installation of new snow fencing CML / post chapper length 280 metres.</p> <p>3.6. Overseed returned works across the work site</p> <p><b>4. Completion</b>  CML Operations and Land Management team to inspect and sign off work prior to contractor completion.  HIE NR to sign off new lift installation.</p> <p>4.0. Inform SEPA work has been completed.</p> <p>4.1. Inform HC planning Authority</p> <p>4.2. Complete Documentation</p> <p>4.3. File all related documentation.</p>
<p><b>HAZARD AND RISK:</b>  Hazards identified in risk assessments addressed and control measures applied.  (supplementary documentation)</p>	<p><b>Separate risk assessment to be provided to satisfy CML HS advisor</b></p>

<p><b>SAFE SYSTEMS OF WORK</b></p> <p><b>Temporary amended systems</b>  Traffic routes.  Temporary services.  Fire arrangements.</p> <p><b>Specific control measures</b>  PPE</p> <p><b>Emergency Procedures</b>  Evacuation  First Aid  Fire</p> <p><b>Environmental Issues</b>  Spill control</p> <p>Fuelling of plant &amp; equipment</p> <p>Waste</p>	<p><b>Pedestrian traffic cordoned from worksites.</b></p> <p><b>Construction access to be prescribed and monitored.</b>  <b>No services required</b></p> <p><b>As set out in associated Risk assessments</b></p> <p><b>As set out in CML operational procedure</b>  <b>On site by contacting any member of staff</b>  <b>As set out in CML operational procedure</b></p> <p><b>Spillage kits available onsite</b></p> <p><b>All fuelling and oils to be carried out in appropriate areas</b></p> <p><b>All waste to be disposed of appropriately off site or recycled</b></p>
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<p>Protection of water course</p> <p><b>Monitoring</b> Frequency of inspections</p>	<p>appropriately within the CML waste compound at the top of the Car park</p> <p><b>Priority for all work stated above, protection measures as listed in the detailed work activities and supporting documentation.</b></p> <p><b>CML Operations Manager and Land management team to monitor works at critical periods in method statement, Contractor to notify CML management team when critical work is commencing.</b></p>
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ALL PERSONNEL INVOLVED IN THIS OPERATION ARE TO BE FULLY BRIEFED ON THE CONTENTS OF THIS METHOD STATEMENT AND SIGN AS HAVING READ AND FULLY UNDERSTOOD THIS METHOD STATEMENT AND ASSOCIATED RISK ASSESSMENTS.

NAME	DATE	SIGNATURE	

# APPROVED

CAIRNGORMS  
NATIONAL PARK AUTHORITY

ÙGH DARRAS PÀIRC NÀISEANTA A'  
MHONAIDH RUAIDH