



# **WENDOVER CANAL TRUST**

  

## **METHOD STATEMENT**

  

### **FOR**

  

# **Canal Lining Connection**

  

# **Between Phase 1 and the**

  

# **Narrows**

[Wendover Canal Bringing it to Life - Wendover Canal Trust](#)

**Registered Charity No. 801190**



## Document Location

The editable version of this document is held by the Wendover Canal Trust Site Manager. It is available to all members of the Wendover Canal Trust and the public via the Wendover Canal Trust's website:

[Wendover Canal Bringing it to Life - Wendover Canal Trust](#)

Printed copies may be out-of-date. The latest version is held on the Wendover Arm Trust's website.

## Revision History

Issue	Date	Author	Summary of changes
Rev 1	18 June 2023	M Bradley	First Issue
Rev 2	22 April 2024	M Bradley	Underpinning mooring wall, hold point for inspection, sealing of joints added a site specific risk assessment has been prepared.



**Description of work to be carried out:**

This method statement covers the work to line the canal channel between the Phase 1 work and the Narrows construction. The work will involve connecting the canal lining material and sealing the joint between the concrete mooring wall built during Phase 1 and the brick/block walls of the Narrows.

At the end of the phase 1 work an earth bund was built across the canal. The bund has a width of 4m across the central section and sloping sides. The 'wet' face has been lined with Bentomat. During Phase 1 a 'tail' of Bentomat was left across the bed for connection to phase 2 works. The 'tail' is buried under the earth bund.

The Narrows structure contains a set of stop plank channels.

**Hazards associated with task /work:**

- Uneven ground.
- Falling materials.
- Manual handling.
- Working near water, Leptospirosis.
- Working at height.

**Risk assessments and other method statements / documents to be referred to:**

Risk assessment WCTRA S28. (available on [Wendover Canal Bringing it to Life - Wendover Canal Trust](#))



**Location of the “Narrows” structure**



Tring

Little Tring  
Winding hole

Existing  
bund

Position of  
Narrows

Historic  
refuse tip

STGTHUMB



ST6THUMB



Position of  
narrows

Existing  
bund



### **Methods to be undertaken:**

The Heras security fence on the earth bund will be moved and secured to reduce the width of the informal path over the earth bund. Some vegetation may need to be cut back by strimming.

Timber stop planks will be delivered to site and moved to the Narrows using the site trailer hauled by a 6t dumper.

The stop planks will be off-loaded and installed into the stop plank channels using an 8t excavator. Stop planks will be wedged into place and faced with polythene and tarpaulin.

Ladders will be secured to allow access to the section of canal between the stop planks and earth bund.

Site pumps will be moved to the Narrows and set up to deal with any ingress of water during the work. Discharge hoses will be directed into the canal at the winding hole.

The earth bund will be excavated by hand to expose the Bentomat 'tail'. From observations approximately 300mm will need to be trimmed from the earth bund, but the exact amount can only be determined during excavation. The face of the excavation will be excavated to a safe slope. Currently the face of the bund is at a near vertical profile. The arisings will be stored on site, in the area adjacent to the Narrows, for later reuse. Spoil will be lifted onto the high level in trugs attached to ropes.

Any water seepage will be controlled using the site pumps. No pumps will be left running overnight. Pumping requirements will be reviewed at all stages of the excavation. If water inundation is excessive work will stop and the situation will be assessed.

The existing concrete mooring walls will be underpinned using site mixed concrete placed behind shutters with a 'letterbox' opening. The expansion foam jointing material will be extended to the bottom of the raft foundation to the Narrows brick walls.

Once the excavation to expose the Bentomat 'tail' is complete the detail of the backfilling and lining will be determined.

**HOLD POINT:** The connection will be discussed with Canal and River Trust engineers, who will be given an opportunity to inspect the connection area.

It is anticipated that some 'make-up' of the canal bed will be required. Site mixed mass concrete will be used under the Bentomat for the 'make-up'. The expansion foam jointing material will be placed between the mass concrete and the Narrows raft foundation.

Bentonite granules/paste will be used on any joints between Bentomat sheets. Any Bentomat placed on the bed and 'make-up' will be surcharged with either 300mm of spoil (from the stored excavated material) or 150mm thick site mixed concrete.

Where Bentomat is joined to a vertical concrete face, Bentonite paste will be applied between the concrete and the Bentomat. The Bentomat may be secured using Hilti nails through banding tape.

The joints between the concrete mooring walls and brick/block walls and the bed concrete joint will be sealed with Fosroc Nitoseal MS600 sealant to the manufacturer's instructions.

**A photographic record of the work will be carried out during the work.**

Restoration  
Biodiversity  
Well-being



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On completion of the connection any surplus excavated material will be stored on site for reuse during the canal lining or disposal off site.

The area of canal between the earth bund and stop planks will be filled with water and a still water test carried out to ensure no leakage.

The Heras fence will be secured as close to the original position.



<p><b>PPE:</b></p>	<p>Hard hats and high visibility jackets to be worn at all times. Gloves and other appropriate clothing including suitable safety footwear will be worn.</p>
<p><b>PLANT AND EQUIPMENT:</b></p>	<p>Ladders, 8t excavator, 6t dumper and site trailer, concrete mixer, site pumps c/w hoses, hand tools, trugs, rope.</p>
<p><b>WELFARE FACILITIES:</b></p>	<p>Portaloo on site.</p>
<p><b>FIRST AID:</b></p>	<p>First aid cover will be supplied by the WCT first aiders. First aid kit will be carried by first aiders.</p>
<p><b>EMERGENCY CONTACTS:</b></p> <p><b>FIRE:</b></p> <p><b>AMBULANCE SERVICE:</b></p> <p><b>STOKE MADEVILLE HOSPITAL:</b></p> <p><b>HEMEL HEMPSTEAD HOSPITAL:</b></p> <p><b>LOCAL POLICE:</b></p> <p style="padding-left: 40px;"><b>TRING:</b></p> <p style="padding-left: 40px;"><b>HEMEL HEMPSTEAD:</b></p> <p style="padding-left: 40px;"><b>AYLESBURY:</b></p>	<p><b>IN ANY EMERGENCY DIAL 999</b></p> <p><b>999</b></p> <p><b>01908 262422</b></p> <p><b>01296 315000</b></p> <p><b>01442 213141</b></p> <p><b>01442 827272</b></p> <p><b>01442 271000</b></p> <p><b>01296 396000</b>    <b>Note:</b></p> <p>If asked for location by emergency services, it is important that the exact location of the nearest ROAD ACCESS or BRIDGE is provided. <b>Refer to EMERGENCY CALL OUT INFORMATION sheet.</b></p>