

Holy Loch Marina

Capital Dredging Method Statement

Date 7th May 2019

Introduction

It is anticipated that dredging works could be completed within four months if carried out continuously. However, commercial pressure for the use of the dredging vessel, Challenger of Leith, may mean that a continuous operation is impossible. Also, dredging works can only progress once a significant amount of accommodation works, to move vessels and pontoons, has been completed. These accommodation works will need to be carefully programmed, as the whole dredge area cannot be made available at one time - thus ensuring that the marina remains operational during the dredging works. It is proposed that the works will be carried out over a winter season. This is the most efficient time for the project to progress as the impact on marina users will be lowest.

A one-year licence duration has been requested. This duration covers the possibility that unforeseen delays would require dredging throughout the busier summer period. During these times the marina has pre-arranged functions and high use periods where all works would need to be stopped - therefore causing delay to the overall project duration.

Please also refer to sections 2.2 and 3.8 of the enclosed BPEO report to obtain further information about the proposed plough dredging operation.

The main dredging area will be sub-divided into three sections, as shown on the enclosed dredge location plan. Only after dredging works have been completed and the active section is returned to full operation will work progress to the adjacent section. For ease of project planning the works have been split into seven distinct activities. These are:-

1. Move vessels from active dredge section.

Marina operatives would either remove vessels from the water and lay them up for the winter or move them to another part of the marina. This work will be undertaken well in advance of subsequent activities to ensure that as much time as possible is allocated to the mooring chain and pontoon removal.

2. Move mooring chains from the dredging section.

With the assistance of Challenger of Leith, all mooring chains - used for restraining pontoons - will either be lifted, where appropriate, or moved out with the dredging section. Maintenance and repair of the mooring chains will also be carried out at this time.

3. Remove finger pontoons from the dredging section.

Connections with the link pontoons and mooring lines or chains will be cut, and the finger pontoons will be removed from the dredging section. These pontoons will be stored onshore where any maintenance or damage repairs will be carried out.

4. Remove perimeter breakwater pontoon.

Before the start of dredging works the outer breakwater pontoon will be moved to allow the dredging vessel access to deeper water. The breakwater will be relocated for the duration of the works to ensure that Challenger has unrestricted access to the dredging area.

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5. Dredging works.

It is estimated that each of the dredging sections will take fourteen working days to complete. With three sections in total, the assumption is therefore that total dredge will be carried out in forty-two working days. This rate of progress means that the estimated nine thousand three hundred and sixty tonnes of dredge arisings will be moved at an average rate of circa 225t per day.

Dredging works will progress in increasing numerical order over sections 1 to 3.

The plough will be lowered in the shallow South Eastern edge of the marina and pulled in a North Easterly direction toward deeper water. This operation will be undertaken repeatedly until the required depth of water has been obtained.

6. Reinstall finger pontoons.

As each dredging section is completed finger, pontoons will be reinstalled. This procedure will maximise the available space for vessels that have to be relocated from active dredge sections. It also ensures that sections of the marina can be returned to use as quickly as possible.

7. Return vessels to allocated berths.

Sectional completion of the dredging works will be finalised with the return of vessels to their allotted berths. The aim is to have the marina back to full use by the Spring of 2020.