

Tarbert (Loch Fyne) Harbour Authority

Access Slipway and Car Park – Construction Method Statement

Project Description:

The proposed project comprises the construction of the following:

- Land reclaim on the foreshore to extend the existing car park and provide additional car parking spaces / boat storage (as an extension of current use)
- A reinforced concrete access slipway for boat recovery/launching
- An access pontoon (adjacent to the access slipway) for use as a launching point for seaports activities and for access during boat recovery/launching
- Installation of a boat washdown facility

This will allow the applicant, Tarbert (Loch Fyne) Harbour Authority, to broaden the range of services which they can offer, and support the development of a future watersports activity centre and associated building (to be built on nearby harbour land, subject to funding).

Planning permission has been received, details of the planning permission and associated conditions is provided in Appendix 10.

An EPS licence for the construction works will be applied for separately.

Project Timescales:

The project is currently at tender stage, anticipated dates have been provided below:

Tender Returns:	End November 2025
Contract Award:	End December 2025 / early January 2026
Construction Start:	On award of marine construction licence, and discharge of marine construction licence conditions and planning conditions
Construction End:	October 2026

The following is a summary of the main tasks and methods associated with the construction of the maritime aspects of the works, in the chronological sequence in which they are expected to be undertaken. This has been prepared by Mott MacDonald Ltd on behalf of the applicant.

The methods used will be confirmed following the appointment of a Contractor to undertake the works.

Anticipated durations for tasks have been provided, for the maritime works this will be dependent on suitable tides / weather windows, therefore an extended licence period has been applied for (to 2027) to make allowance for any delay/overrun.

Site Establishment:

A site compound (including laydown areas and site accommodation will be established on the existing carpark area, refer to drawings 107065-MMD-01-XX-DR-C-0153 & 0154 for proposed location). Site access routes to the site compound/works will be established, along with pedestrian routes. Good general practice will be followed in the establishment and maintenance of the compound.

Material & Plant Deliveries:

Methods for delivering plant and materials to site may either be by land or by sea, and this is dependant on the successful tenderers method.

It is anticipated that the majority of materials will be delivered to site via land, using access routes demarcated on drawings 107065-MMD-01-XX-DR-C-0153 & 0154.

Access for delivery of materials from sea would be via landing craft or similar, landing onto a temporary working platform where materials can be stockpiled. In event of this approach being used, the temporary landing platform would comprise deposit of rockfill (reinforced with geotextile/geogrid) on the foreshore, which has been included in the licence application. It is envisioned that any temporary working platform would be within the envelope of the permanent works, and incorporated into the permanent works.

Site Clearance:

Site clearance will be undertaken, refer to drawing 107065-MMD-01-XX-DR-C-0161 within the Project Drawings (Appendix 4), for details of items which will be demolished or removed from the foreshore.

Anticipated method for removal of boulders (for retention and reuse in landscaping works) will be via a land based excavator. Existing pontoon and associated mooring lines etc will be removed from the foreshore using land based excavator, and disposed off-site. Demolition of the existing concrete retaining wall will likely be via excavator with pneumatic breaker, operating when tides are out and always above the waterline. Similarly the existing rock revetment rock armour will be removed and reincorporated into the works, either as rock armour in the permanent works (subject to compliance with testing) or as fill material.

Construction of Land Reclaim:

To be read in conjunction with Project Drawings (Appendix 4), in particular 107065-MMD-01-XX-DR-C-0160 to 0166 series drawings.

Construction is anticipated to commence on the western side of the site, create a working platform which can be used to construct the land reclaim, moving in an eastward direction as works progress. Assuming land based plant is used, the main activities are expected to be as follows:

- Create a working platform on the foreshore (requirement to be confirmed by Contractor), using reclaim material and potentially geotextiles. This will permit access to construct the rock armour revetment toe. This will be constructed using long reach excavators, dependant on levels, divers may be required to lay the geotextile.
- Construct the toe of the revetment using rock armour. Rock to be placed/pushed into soft foreshore deposits, no excavation permitted.
- Remainder of reclaim material placed to build out reclaim. Primary and secondary rock armour placed up to level of reclaim. Geogrid/geotextile will be installed and anchored into position, divers may be required to lay this.
- Sequential placement of fill, secondary armour, primary armour and geogrid to form reclaim. Fill material is to be faced with secondary and primary armour after placement to minimise any washout of fine material.
- Existing outfalls (3nr) are to be extended through revetment/reclaim.

The above comprises activities which are to be constructed below the MHWS mark, subsequent activities (above the MHWS mark) will include the following

- Completion of placement of fill material placed to top of subbase level
- Completion of rock armour placement to finished top of revetment level

- Installation of boat washdown bunded area and water treatment equipment, including a new outfall (1nr) for treated washdown water, discharge 650mm above MHWS mark
- Drainage and service duct installation
- Kerb and pedestal plinths installed
- Surfacing and white lining
- Electrical, lighting and water service / pedestal installation testing and commissioning

Construction of Slipway and Pontoon:

To be read in conjunction with Project Drawings (Appendix 4), in particular 107065-MMD-01-XX-DR-C-0170 to 0176 series drawings.

Construction of the slipway is anticipated to take place as follows:

- Removal of existing foreshore material along inner (landward) side of slipway and at toe beam. Based on current ground investigation information this material is expected to be rock, and any arising are planned to be incorporated into the permanent works. Subject to further testing and site investigation, should the excavation of soft material be required, this will be discussed with MD-LOT and a dredge licence will be applied for if necessary
- Fill material will be placed, compacted and trimmed to correct level
- Rock armour and blinding concrete placed
- Placement of toe beam in-situ reinforcement, first stage toe beam in-situ pour to correct level
- Precast toe beam placed at correct location and level. It is anticipated that the toe beam will be moved into position using either land based lifting plant or floated into position using bag lift approach. Second stage toe beam in-situ concrete pours.
- Slipway precast steel support beams connected to toe beam and installed to correct line and level. Support beams bedded in concrete to secure them in position. Blinding concrete placed between support beams
- Precast slipway slab placed onto support beams - it is anticipated that precast slab will be lifted onto support beams using land based plant, starting from the lowest point and working upwards
- In-situ concrete pour below precast units, anticipated that this will be for 2nr bays at a time
- Repeat of stage 2 (installation of support beams) and stage 3 until all precast units are laid into position and all in-situ pours are complete
- Excavation of foundations (in rock) for pontoon pile guides. *Note while referred to as piles these are tubes cast into concrete foundations and no percussive pile driving is required.* Preparation, placing of reinforcement and pouring of concrete for in-situ reinforced concrete slab and pile guide foundations for the pontoon. It is anticipated that the precast pile guideblock will be moved into position using either land based lifting plant or floated into position using bag lift approach
- Wheel guide installed
- Precast cope beams installed
- Pontoon installed
- Navigation marker to be installed (markings to be agreed/confirmed)