TAY ROWING CLUB

APPENDIX A

CONSTRUCTION METHOD STATEMENT

REFURBISHMENT OF EXISTING SLIPWAY

Introduction

This Method Statement covers the refurbishment of the existing slipway to be carried out by Club Members on a voluntary basis.

This structure was originally constructed as a pier Circa 1900. In the late fifties or early sixties it was partially demolished leaving an unsurfaced slipway in between the partial remanent of the original external walls. The lower section and footings of the demolished section of wall remain. The slipway has been disused for several years. Outline proposals for the refurbishment are shown on Drawing #9 to the Planning Approval 17/01886/FLL. Most of the works lie below high tide level.

The work is to carried out in several phases as follows:

1 Removal of vegetation and topsoil / silt from remanent of original structure.

2 Lay approximately 150mm thick x 450mm wide mass concrete directly over existing remanent base walls.

3 Lay approximately 150mm thick 3m x 8m mass concrete slab between remaining high side walls.

4 Lay approximately 150mm thick 4.5m x 8.5m mass concrete slab as infill between 1&2 above.

5 Lay approximately 12m long .3m x .45m mass concrete strip to support protective bollards adjacent to the existing layby.

The tide on this section of the Tay is unusual in that it typically takes 3 hours to come in then 9 hours to go out. This is advantageous for this project in that it gives a single useable work window of up to 6 hours, dependant upon the specific tides on any particular day. All of the areas of work lie within the upper third of the tidal range.

The club has obtained a specific concrete mix design for this project from CEMEX, who's plant is only .7mile from the site. The characteristics of this mix are:

- 40kn / DC2 / fibre reinforced, this avoids the necessity of setting up reinforcement bars, specifically the time taken to do so.
- "Promptis" rapid setting additive. This retains workability for 2 hours, but is set enough to strip shuttering in 6 hours.
- "Anti-Wash" additive. Further protects the finished surface from degradation when exposed to flowing water, which also minimises pollution by fine particles.

Environmental / Ecological Risks

The Club have identified the following risks.

Possibility of silt from topsoil discharging into the river.

Possibility of fine particles from unset concrete washing into the river.

The culverted stream is well outside the area of the works, there is therefore no risk of damaging the culvert.

The works will take place after the end of July, and the club is not aware of any ground nesting birds on the site. Nest disturbance is therefore not a risk.

All work will be carried out by hand, noise will therefore not be an issue.

Awareness and Actions Required

The Club is aware that the works require a Marine Licence under the Marine [Scotland] Act 2010.

All work sessions will be planned having consulted the published tide tables. Work will not commence until 30mins after the tide has dropped past the area of work, work will stop at least 30mins before the tide returns.

All excavated material will be removed by hand, then taken immediately by wheelbarrow, from the slipway/riverside and used to infill depressions in the main site; turn around, car park and rigging area. No excavated material will be deposited, temporarily or permanently, below high tide level.

All shuttering will be in timber held in place by steel stakes and will be installed the day before pouring concrete and will be struck the day after. This will maximise the time window available for pouring and will further protect the finished surface from degradation by flowing water, it will also minimise pollution by fine particles.

Concrete pours will commence a maximum of 1hour after the tide has dropped below the area of work. Given the 2 hour workability window of the concrete mix, each pour will be complete a maximum of 3 hours after the tide has dropped below the area of work and will therefore have time to set before the tide returns.