Supportive Document 6 – Outline Method Statement

1. A full survey of the beach will be undertaken prior to works ensuring the topographical profile and conditions have been fully documented and photographed.

2. Plate bearing tests will be undertaken to ascertain ground strength and compaction loadings.

Note! All survey works will be non-invasive.

3. The beach will be suitably secured during all operations using a controlled exclusion zone to safeguard members of the public from any dangers.

4. The beach will be marked out and prepared removing all larger rocks and debris.

5. Temporary barriers will be erected and an exclusion zone created around the proposed activities to safeguard members of the public. Banksmen will be positioned to control the exclusion zone.

6. The proposal is to lay down temporary trackway on the shingle beach leading from the road to the rear landing point of the vessel.

7. Prior to arrival of the vessel and at low tide; the laying of the Aluminium Trackway will commence, starting at the road and working towards the sea. This trackway is installed using a lorry with a Hiab crane. Trackway will support all vehicle access and crane activities.

8. Approx. 48 metres of temporary trackway will need to be installed from the road transition to the vessel.

9. The Trackway is constructed of aluminium in approximately 3m x 3m sections and it is laid down flat on the beach and secured together using specialist integral fixings.

10. The temporary trackway width will be 9mtrs wide extending to 18mtrs wide where the crane is to be positioned. A detailed layout of the proposed trackway is shown on the accompanying documentation.

11. It will be necessary to excavate a small section of shingle beach to accommodate landing of the rear of the vessel. This will be undertaken at approx. 17.5mtrs from the road to a maximum depth of 1.35mm x 23mtr long by 18mtrs wide. These excavation works will be undertaken by a specialist contractor under the close supervision of the Barge Contractor and Project Engineering Manager.

12. Concrete blocks will be positioned to retain the excavated area. The excavation works can be seen in greater detail on the accompanying documents.

13. All excavated materials will be placed safely aside for reinstatement after works are completed.

14. Prior the vessel landing the beach will be inspected, photographed and documented.

15. Temporary marker Buoys will be installed to mark the landing position. The marker boys will remain in position for the duration of works to alert of the temporary works.

16. Temporary anchor fixings will be placed to secure the vessel on its arrival.

17. Any rocks or other protrusions that could damage the hull of the vessel will be removed.

18. There is the possibility, if there has been a recent storm or surges, that a section of beach will need grading if a storm beach has formed. If this is the case then this shingle will be placed safely aside and replaced as soon as the operation is completed.

19. The vessel will arrive at Gelliswick Beach at High Tide (AM).

20. The vessel may deploy her anchors or anchor to the temporary anchor fixings to hold position as the tide recedes.

21. The tide will recede and the vessel will settle on the beach.

22. The vessel will then be prepared for receiving cargo.

23. Special heavy-duty bridging ramps will be positioned between the end of the trackway and vessel using a suitably rated mobile hydraulic crane.

24. Once the final bridging ramp is in place the cargo will be driven down the trackway using specialist Heavy Haulage contractors and across the temporary jetty on to the vessel.

25. The beach road will be closed for very short periods to allow safe travel of vehicles across and on to the temporary causeway.

26. Trailers will be left on board the vessels and secured. trucks may be driven back off as required.

27. Once loading is complete the heavy-duty bridging ramps will be removed loaded to transport and transported from the beach for future trips.

28. All temporary barriers will be removed, the area made safe and re-opened to the public.

29. The temporary trackway will remain in position and be utilised for all trips.

30. The temporary trackway will be weighted with concrete blocks to prevent movement during tides.

Note!
It is not envisaged the temporary causeway/trackway structure will remain in position for any single period exceeding 25 days.

31. The vessel will wait for high tide (Evening) and re float.

32. All anchor points will be released and the vessel will depart High Tide for Pembroke.

Notes!

a. The Terra Marique is self-propelled and will navigate into and out of Gelliswick beach using is self-propulsion.

b. The Muller 6619 Pontoon has no propulsion and will rely on the Tug EN Avant 7 position her in and out of Gelliswick beach.

c. There will be suitable draught for all tug operations and the propulsion effects will have minimal impact on the adjacent silt beds.

33. Any disturbance to the foreshore by vessel and trackway will be kept to an absolute minimum.

34. A pre and post operation inspection of the foreshore will be carried out, after each vessel landing.

35. The operation will be repeated according to the number of loads required.

36. The beach will remain open to the public between trips. Private security will be deployed to monitor the temporary Jetty and safeguard all assets.

37. Following completion of operations all temporary concrete blocks and Trackway will be removed.

38. All anchor points and marker boys will be removed

39. The foreshore will be returned to its original condition using any placed aside materials.

40. The beach will be surveyed, photographed and documented.

41. Weekly visual surveys of the beach will be undertaken for a period of 1month post works. All findings will be photographed and documented.