



Swanwick Marina Boat Hoist Method Statement

1.0 Form of Construction

- 1.1 The proposed boat hoist comprises steel tubular piles driven into the river bed to support 2 lines of precast reinforced concrete runway beams as shown on Hamill Davies drawings attached.
- 1.2 The 2no. runway beams supporting the proposed boat hoist, will have a galvanised steel open mesh gangway on the outside of the runway beams, cantilevered off the sides of the runway beams, for access purposes.
- 1.3 Piled runway beams, with top of concrete at top of existing sheet piled river wall capping level, are to be provided to the landward side of the boat hoist and launch pad to prevent overloading of the existing sheet piled wall.
- 1.4 An area of concrete hardstanding is to be provided to the rear of the existing sheet piled wall to allow for the washdown of boats. Discharge from the washdown facility to be collected via trapped gullies to an underground storage tank as shown on the attached Hamill Davies drawings.

2.0 Method of Construction

Land Based Construction

- 2.1 The land based piles to the rear of the existing sheet piled wall for the boat hoist to be constructed as continuous flight augured piles with minimal vibration. Spoil from the piling process to be taken off site.
- 2.2 Land based runway reinforced concrete ground beams, behind the existing sheet piled river wall, to be constructed by excavating on the line of the runway beams, blinding of the excavation bottom and

shuttering of the beam sides. All spoil from the excavation process to be taken to tips off site.

- 2.3 Reinforcement to be placed within the shutters prior to placing of concrete to form the land based runway beams. Concrete to be allowed to cure and gain 28 day strength prior to use.

River Based Construction

- 2.4 Piling equipment to be supported using temporary works spanning between the newly constructed land based runway beams and piles to prevent overloading of existing river sheet piled wall.
- 2.5 Land based piling equipment, located to the rear of the existing piled wall, to install the 4 no. proposed river based driven tubular piles closest to the sheet piled wall, from the land without the requirement for a piling barge. Debris netting to be fixed to the tops of the tubular piles to prevent debris, from future construction operations, from falling into the river.
- 2.6 Precast concrete boat hoist runway beams to be cast on land, with cantilevered access open mesh floor gangways and handrails already fixed to the sides of the runway beams, lifted by land based crane onto the newly installed tubular piles and stitched into place using insitu concrete as per Hamill Davies Drawings attached.
- 2.7 The remainder of the river based tubular piles to be installed using a land based piling rig supported on the newly installed runway beams. The remainder of the precast concrete runway beams with associated gangways and handrails to be cast on land, lifted into position and connected to the river based tubular piles using reinforced concrete as shown by Hamill Davies drawings.

Washdown Area

- 2.8 Excavations to allow for the construction of the washdown area to proceed using land based plant with all spoil taken to tips off site.
- 2.9 Drainage works associated with washdown discharge, including the installation of the buried storage tanks, petrol interceptor and overflow to be constructed using standard construction processes.
- 2.10 The concrete washdown hardstanding area to be formed with falls to centralised trapped gullies and connected to underground storage tanks. On completion of the excavation works and associated drainage works the washdown area to be shuttered and blinded, reinforcement fixed and concrete placed in accordance with good construction practice.