

Plan of Construction and Methodology. Supporting Material for Scheduled Monument Application – Cairnbann Rd Remediation.

The general plan of construction would be as follows.

1. The public are diverted off onto the forestry access route. (Arranging this is ongoing. The agent for the main landowner is very agreeable. Final agreement won't be available until after the new year.
2. Set up the floating platform against the pitching. This may require steel pins driven between the pitching into the embankment to limit any movement. We'll need to have signage for the canal users as well as someone to monitor and discuss the works with them. This is primarily to limit the speed of vessels passing the platform.
3. Working on one panel section at a time. Roughly 5m.
4. Remove the post & rylock fence.
5. Remove the overburden that has grown up on the pitching.
6. Prepare for installing the structural system.
 - a. Remove the concrete edge beam & dress of the road edge.
 - b. Excavate the cross tracks for the tie bars.
 - c. Excavate the track for the anchor beam.
7. Install the anchor beam, tie rods & facing beam.
8. Fill any significant gaps between the pitching & timber facing with masonry.
9. Backfill with concrete.
10. Install the new fence posts in existing locations where possible.
11. Install timber strip for top rail and toe rail guard to stiffen the structure during construction. Temporary barriers installed until works are ready for Rylock to be reinstalled.
12. Works extend until suitable tie in location found. Plan for 45m but expect to have materials for 60m available.
13. When main construction is complete the Rylock will be installed to return it to original SC specification. Note the timber for the fence will also be tropical

hard wood to ensure no maintenance on timber is required. Future maintenance should only extend to the Rylock.