**TILHILL FORESTRY LTd – FAIRHAUGH BRIDGE, KIDLAND FOREST.**

**METHOD STATEMENT.**

The following method statement outlines the work to be carried out in relation to installation of a Mabey C200 temporary bridge over the Usway burn to avoid use of the existing ford during timber harvesting operations. It is hoped to begin construction of the bridge in early May & take 3 weeks to complete.

1. Set up site & install sedimats along with oil spill boom downstream of works. PPG5 & Forest & Water Guidelines refer – No fuel to be held on site during erection of bridge. However Full spill kits will be available at all times in event of hydraulic or fuel pipe failure. Excavator to be cleaned & free from oil or fuel leaks before delivery to site.

2. Excavation of abutment foundation will be carried out immediately before construction of the abutment. Pumps will be used the de-water the excavation if necessary and discharged onto grassland before re-entering the watercourse. The small concrete mixer on site will have a dedicated visqueen lined wash out lagoon situated well away from the watercourse. This element of the work to be complete by mid May 2016.The innovative design is a timber clad reinforced earth structure limiting the amount of materials, particularly concrete, that are brought to this remote site. Locally won material will be used to backfill abutments.

3. Passage of the excavator through the existing ford will be limited to 5 or 6 times to gain access to the far bank.

4.Once the timber clad/earth abutments are complete a 12m span Mabey Compact C200 temporary bridge(Bailey Type) will be erected on the LH bank, placed on rollers, supported by an excavator & pulled over the burn. No part of the structure will ever be in contact with the watercourse.

5. Existing tracks will be upgraded & tied into the bridge deck levels. The bridge will now be available for use by rubber wheeled timber forwarders who will secondary extract timber products from stacking area to the nearest lorry road approx 1km away.

6. It is hoped to extract all timber by end of September 2017. Sedimats would be removed in September 2016 & replaced before work started in spring 2017. The bridge would then be dismantled & placed in storage until next use. Abutments would remain and be available for future use.