Here is our current plan. The drawings for the wooden jetty have not been finalised but should give you enough information to see if it solves the required problems.

If you wish more information, or would like this information put into a different format, e.g. into a form please let me know.

Please provide a drawing to CRT to allow Martin Teague, Works Inspector to review and approve.

regards,

Philip Handscomb

(Secretary - Wooden Canal boat Society)

1.     We propose to build and install a wooden jetty/decking area. See diagrams. This will provide a level trip-free area and the boats will be able to be moored flush to the jetty enabling safe boarding and disembarking of the boats.
2.    The jetty will straighten out a kink in the bank, removing any need for dredging and any associated SSSI complications. This must be a maximum 1.2m out from bank
3.    There will be no work performed on the "historic" coping stones (which, by the way, we installed from scratch in 2012 using modern methods) as these are secure, and the uneven surface and therefore possible trip hazard will be covered up by the jetty.
4.    The jetty will be modular and will be removable for when boats are slipped out of the canal or launched using the traditional historic method. launch or recover boat from this point has this been agreed I have included the plans, but these plans still need modifications to enable it to be modular and therefore easily removable etc. CRT will need to review and approve modular design & given the uneven nature of the banking we will require details on how WCBS intend to make sure they are level and in the make position when reinstalling
5.    Mooring rings will be installed set into concrete behind the retaining wall. There will also be mooring rings on the wooden jetty when it is in place. 6. Any concrete footings for the jetty will be behind the stone wall. Please see standard detail drawing 05\_02.
7.    The pile of rubble (referred to as "toxic waste" in your report) has been removed.
8.    The existing temporary structure will be rebuilt, recycling the existing materials where possible, and put on wheels so that it can be slid over part of a boat when in the boatyard for restoration.
9.    All paint used is marine paint. Internal painting may be performed with the boat at the jetty. Painting of the superstructure is normally performed at Portland Basin where there is no SSSI implications and where it is welcomed as interesting for museum customers to watch.  Painting of the hull will only be performed when the boat is out of the water in the boatyard when part of a restoration project, however as the traditional method of hauling the boats out is quite a major operation, routing re-blackening of the hulls will normally be performed in a modern boatyard such as Ashton Packet Boat or Portland Basin Marina.
10.    Appropriate surveys were performed as to the retaining walls etc before the soil was dug out by ourselves to lower the ground level on the former rail yard and enable it to be used as a boatyard. Some of the remaining stone walls were part of a rail viaduct over the canal.
11.    The brick building shown at the bottom of the diagram is not part of this application as it has no funding and therefore no set start date. The brick boundary wall on the roadside of the boatyard was designed and built to meet all regulations for being part of this building, and for being a retaining wall when the ground level was subsequently lowered.

12.    The position of a boat when in the boatyard being restored is between what is shown on the drawing by the "4.5m tracks". There is currently no immediate plan to install either the 4.5m or 600mm tracks and so they are not part of this application.