

Design Statement:
Proposed New Boat Maintenance Building
Deacons Marina, Bursledon Bridge, Bridge Road, Bursledon, Southampton, SO31 8AZ

12th April 2023

1.0 Introduction

- 1.1 This document is written in support of a submission made to Eastleigh Borough Council for Planning Permission to form a new boat maintenance building at an existing marina site. The application is prepared by Plum Architects Ltd on behalf of the site owners, Dean and Reddyhoff Ltd.
- 1.2 Besides this statement, the application consists of the following:
- Drawing ref PA23-105:01(A) Site location plan
 - Drawing ref PA23-105:02(A) Site layout plan and section as existing
 - Drawing ref 054/01(B) Elevations as proposed
 - Drawing ref 054/02(B) Roof plan and perspective views as proposed
 - Drawing ref PA23-105-04 Floor plan as proposed
 - Construction Environmental Management Plan (CEMP)
- Completed application documentation
- The application fee of £1,848.00 plus handling fee is paid via the Planning Portal automated payment system.

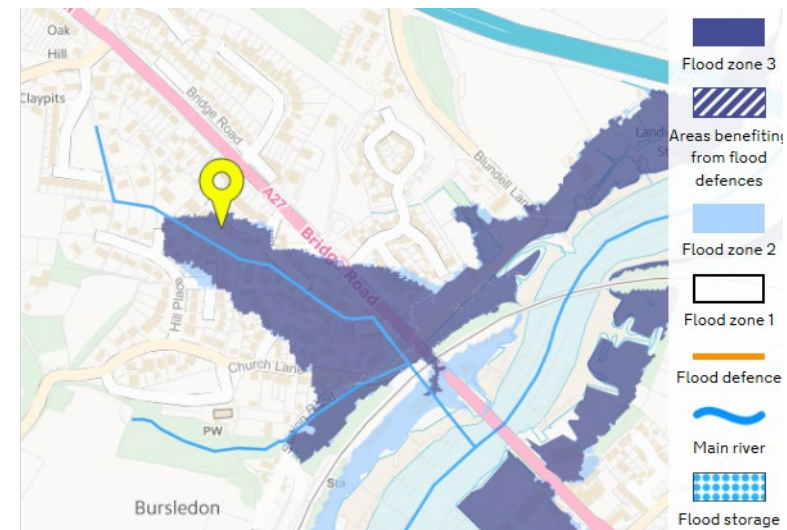
2.0 Site and Surrounding Area Analysis

- 2.1 The site comprises a level plot of land, approximately 11,716m² in size (excluding the river use) strung out along the western bank of the River Hamble to the south of Bursledon Bridge. Over 130 berths sit within the river accessed via timber pontoons.
- 2.2 Whilst the site is dominated by a large, curved roof, metal clad chandlery building, there are also a number of different structures housing a variety of mainly marine related businesses. The front of the site is given over to boat sales which is run from a recently completed structure positioned close to the site entrance, approved under application reference F/21/91355.
- 2.3 A further application was approved under reference F/22/93844 in December 2022 to replace a series of older structures along the northern boundary with the adjacent, tree-lined railway embankment. This replaces a current, black ply and profiled metal clad, two storey structure comprising boat workshops and offices, and, a little further west, a larger, two storey workshop and office construction.

- 2.4 The local area is defined by small boat businesses. A number of boatyards and marinas lie in the immediate vicinity and much associated development has been undertaken over recent years. Away from the river the area is undergoing a huge increase in residential development.
- 2.5 To the northwest is a heavily tree screened boundary which marks the delineation between the boatyard and the railway embankment. A large bridge runs over Bridge Road at this point and the combination means views into the site from the north and west are very limited.
- 2.6 Bridge Road runs along the north-eastern boundary. It crosses over the River Hamble and so views into the marina from here are also limited until relatively close to the site entrance. A thin strip of landscaping either side of the bridge softens the location slightly but a Chinese restaurant opposite and a practically disused public slip road threading between the bridge and site offer a fairly barren setting.
- 2.7 The River Hamble forms the southern and south-eastern boundary. Beyond is the large, tarmac covered mass of the Premier Marina. In contrast with the tree lined boundary of Deacons, this is devoid of any soft landscaping.
- 2.8 Finally, at the southern end of the site is small Elephant Boatyard which has a secondary access via an unmade track through the site.
- 2.9 The site falls within a recognised flood risk zone as identified on the Environment Agency risk mapping below.



Aerial View



Environment Agency Flood Risk Mapping



Aerial View

3.0 Brief

- 3.1 Deacons boatyard was originally established in the 1920s and engineering and maintenance operations have been undertaken here from the outset. However, these facilities require constant upgrading to remain current and competitive with the neighbouring marine business operations.
- 3.2 Over the past 2 years a fully integrated site development masterplan has been developed with the aim of providing an improved, more efficient layout offering better customer facilities in a more aesthetically pleasing and secure environment. This overview has been broken down into a number of smaller projects which have resulted in a significant improvement to the public face of the yard.
- 3.3 The next phase calls for a dedicated boat maintenance and paint spraying building to comply with ever more stringent health and safety rules. This superseded a previous approval reference F/19/85367 from July 2020 for a similar, albeit differently configured structure. Further review has concluded that a differently shaped footprint would better accommodate the disparate needs.
- 3.4 At present, most of the paint spraying and antifouling works are undertaken in an adjacent fabric covered structure. This process is a key part of the boatyard offer and has been offered at the site since its inception. In less informed times the works were often undertaken outside but this is no longer acceptable on an environmental, health and safety, or visual basis.

4.0 Proposals

- 4.1 **Layout.** The new building is located immediately west of the proposed new commercial building creating a more efficient site relationship. This revised shape enables a much lower primary ridge line, in excess of 3m lower than that previously approved. A central loading bay door faces the boatyard to allow the simplest boat-mover access with ancillary functions in the lower, eastern element.
- 4.2 **Architectural Style.** The proposed building is clad in black, profiled metal cladding to the roof and walls which deliberately reflect the older, black painted commercial buildings found on the site. The shapes are fairly typical of the surrounding units.
- 4.3 **Scale and Mass.** The asymmetrical building shape allows a low ridge which sits below the level of the embankment planting behind. Consequently the form does not break the site silhouette. The dark cladding colour also serves to minimise the visual mass.
- 4.4 **Landscaping.** No changes to the external landscaping are proposed under this application.

5.0 Highways

- 5.1 No changes to the vehicular accesses are proposed. It is not intended to intensify the site usage and so parking provision remains unaffected.

6.0 Flood Mitigation

- 6.1 The boatyard has a site-wide flood risk mitigation strategy in place. The main chandlery building is raised on a raised platform and reached by steps. The historic boatyard structures have a concrete flood barrier around them. Portable flood gates are slotted into place once a flood tide is feared.
- 6.2 The new building is designed to have any perishable elements set above the flood risk datum. The main boat space is necessarily set at the surrounding site level to enable hoist movement. This area will have no water damageable elements and is designed to allow water to flow through in the event of an emergency.