

**Construction Environmental Management Plan:
Proposed New Boat Maintenance Building
Deacons Marina, Bursledon Bridge, Bridge Road, Bursledon, Southampton, SO31 8AZ**

Rev A: 20th July 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. It should be read in conjunction with the following information:
- 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
 - Flood risk assessment and drainage strategy
 - Supporting Design and Access Statement

2.0 Site and Surrounding Area

- 2.1 The site is located within 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 The specific application site is a 431m² piece of land located between an existing spray booth and the main marina industrial and office buildings. It is set approximately 13.5m back from the gabion walls denoting the waters edge and 2m from the north western boundary beyond which runs the mainline railway.
- 2.3 The land is currently used for parking and boat storage. Whilst dressed with a gravel surface it is classified as impermeable in the accompanying Flood Risk Assessment and Drainage Strategy. Trial bore holes and geological analyses is contained within the Cole Easdon report ref 7035 issued Sept 2019.



Aerial View

3.0 Proposals

- 3.1 The proposed development consists of a boat maintenance building with a small staffroom and storage areas. It has a gross internal footprint of 300m².
- 3.2 The building sits adjacent to the recently regraded gravel surface and is accessed via self-propelled boat movers from the neighbouring hoist on the waters edge.
- 3.3 The primary boat maintenance area is set at ground level to enable boat movers to freely enter and exit.

4.0 Construction

- 4.1 The construction will comprise a steel portal frame supported on a CFA (continuous flight augured) pile reinforced concrete raft. Wall and roof construction will be of insulated composite profiled metal panels.
- 4.2 No demolition is required to commence the works and the construction methodology will ensure a minimal amount of spoil will be required to leave site.
- 4.3 Beyond the concrete base, no granular materials are required in the construction process. Most construction elements (e.g. portal frame, cladding rails, cladding) are prefabricated and so the risk of contamination due to flood water ingress is greatly reduced.
- 4.4 Foul and surface water drainage is required and the methodology is detailed in the accompanying FRA and Drainage Strategy report.

5.0 Construction Traffic

- 5.1 Access to the site is via an existing junction with the A27. This is currently used by all site visitors together with large commercial deliveries associated with the marina operation.
- 5.2 The componentised construction type has been in part chosen to reduce the number of delivery vehicles movements but the Principal Designer has identified that all deliveries must be coordinated by the Principal Contractor in advance of arrival to site and a banksman is to accompany all movements once on site.
- 5.3 The site allows for generous turning areas ensuring all site vehicles can enter and exit in a forward gear.

6.0 Construction Area

- 6.1 The construction area is to be securely enclosed with site perimeter hoarding which will be maintained during the construction phase.
- 6.2 Access into the site will be controlled and all visitors will be required to undertake induction training.

7.0 Control of Pollution

- 7.1 The primary identifiable pollution risk is for contaminants to spread to the adjacent river. Whilst the site sits above the tidal influence it is the risk of flooding that takes priority (see accompanying report).
- 7.2 All construction materials are to be stored within the secured site perimeter. Granular products (cement, sand etc) are to be kept on pallets above the flood risk level. Generally, the use of componentised construction (insulated panels, steel portal frame) means that much of the construction will be brought to site pre-finished and require only final fitting. This is seen as key to reducing the pollution risk during the construction phase.
- 7.3 The use of augured piles and an oversite reinforced raft minimises the need for deep excavations and so the risk of disturbance to deeper lying sediments with potential contaminants is significantly reduced.
- 7.4 Augured piling also removes the risk of ground vibrations and reduces the impact of noise disturbance. The industrial nature of the boatyard operation clearly already generates a base level of noise and it is against this datum that the invasiveness of the construction procedures are felt to offer minimal additional impact.
- 7.5 The current site finishes will naturally mitigate the potential for mud contamination of the highway and surrounding area.
- 7.6 Spill kits (including floating booms) will be a requirement of the Principal Contractor and maintained during the construction process. Specific spill guidance can be found in Pollution Prevention Guidance on the gov.uk website.
- 7.7 All liquid products to be kept within the building and any waste products to be stored in flood-proof waterproof and secured) containers within the building enclosure.