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71 Eastoke Avenue, Hayling Island, PO11 9QP

Construction and Environmental Management
Plan

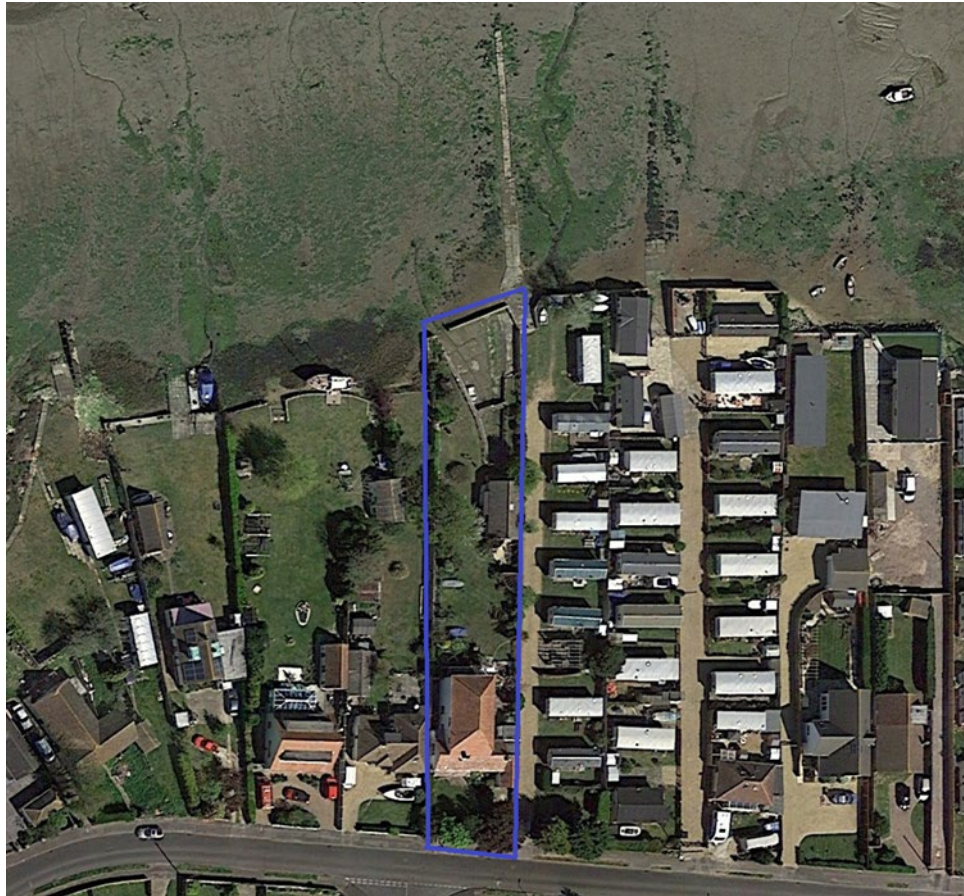
For Application APP/23/00892

Compiled by Dr P Tosswell, Lymington Technical Services Ltd

1. Site Location

The rear of the property contains an existing concrete-based dock area, with a tidal access gate. The dock has a small timber bridge in the middle. There is an existing gazebo type building at the NW end of the garden. The property includes the long slipway.

The image below shows the general site area outlined in blue:



The following image shows the relevant works areas:

Decking area in green; existing gazebo in yellow; repair areas in red.



2. Proposed works

Drawing 11013/2 shows the proposed works.

2.1 The existing gazebo is in a derelict condition and no longer fit for purpose nor repairable. A new wooden gazebo is proposed in the same location.

2.2 New decking in dock area. The decking is supported on vertical members bolted to the existing concrete dock base. The top level of the decking is set at 0.1m below the repaired finish level of the outer wall. This will prevent any visual intrusion from the water side. The decking is purely for the private use of the householder.

2.3 General repairs. The outer dock wall is in poor condition and at risk of failure. It is proposed to repair this from the inside of the dock using suitable stone or blockwork. The top of the wall is uneven and will be finished at 2.9m AOD, which matches the existing wall height to the west of the tidal gate. This is also a similar elevation to the existing ground level. As the repairs will be on the inside face, there will be no visual change from the water.

The walls on the west side of the dock are also failing and these will be repaired using suitable stone or blockwork. The top level will match the existing levels.

The blockwork wall on the east side of the site will be raised to match the existing border fence.

The temporary timber bridge will be rebuilt with a small arch to provide better structural integrity.

3. Protected areas

The site is not within a Marine Conservation Zone, either designated, proposed, or recommended.

The proposed works are within the following protected sites –

Special Area of Conservation (SAC) – Solent Maritime (UK0030059). Whilst this SAC overlays the works area the only Annex 1 habitats of relevance is Estuaries. As this is a concrete dock area there are no other physical habitats. The proposed works can have no effect on the estuary.

Special Protection Areas (SPA) - Chichester and Langstone Harbours (UK9011011). As for the SAC, this proposal has no possible link to feeding or breeding birds.

Shellfish Waters – Chichester Harbour (Emsworth Channel). The accuracy of this boundary (MAGIC) is such that the partial overlay of the dock is an error. There is no possible impact on shellfish waters.

Coastal Sensitive Areas (Eutrophic) – Chichester Harbour (UKENCA56), Nitrate sensitivity. The nature of the existing activities and the proposed works is such that there will be no change to eutrophication.

Area of Outstanding Natural Beauty (AONB) – Chichester Harbour. This boundary covers many properties on Eastoke Avenue as well as the water area. The nature of the site (a concrete dock) is such that it is inconceivable that the proposed works can have any effect on the natural beauty of the area.

Ramsar – Chichester and Langstone Harbours (UK11013). As for shellfish above, there is no possible impact on birds.

SSSI – Chichester Harbour (1000116). As for other sites above, the accuracy of the boundary is questionable. It appears that the boundary was identified at high tide, but the concrete based dock should clearly be excluded. The designation relates specifically to intertidal habitat, there are no such habitats within the works area.

The works are nearby (within 2km) the following site:

Local Nature Reserves – Sandy Point LNR. This is approximately 700m away and separated by dense housing. The works can have no possible impact.

WFD Habitats (from MAGIC website) – higher sensitivity – saltmarsh on the intertidal areas both upstream and downstream of the works area. There is no possible physical link between the saltmarsh and the proposed works.

WFD Habitats (from MAGIC website) – lower sensitivity – intertidal soft sediment indicated in the works area. However, this is impossible as this is a concrete based dock. The accuracy of this data is questionable at the scale of these works.

4. CEMP Impacts

These follow Natural England's list to avoid/mitigate environmental impacts.

Construction work –

All materials will arrive by road and will be manually transported to the works area. No chemicals will be used during the construction. Works will be undertaken in daylight hours, 0800-1800 weekdays with Saturday 0830-1300 and no works on Sunday.

It is important to understand that apart from the gazebo works, which are on existing dry land, all other works will be around low waters and this minimises any risk of pollution of the water.

Pollution control -

The gazebo will require a concrete mixer, as will the wall repairs. All concrete mixing will be within a bunded area to contain any spillage.

Airborne pollution is unlikely, but if any dust is generated it will be wetted down.

Storage and disposal of waste –

The waste will primarily be the old gazebo and temporary bridge over the dock area. These are all largely wood. Very little of this has any possible use. Items that have a potential future use will be stored in the existing garage. Waste items will be removed to a licenced disposal site.

Release of debris into the water during construction –

As care will be taken to prevent any released of debris into the water the risk is very low. In the event that any debris is released into the water, (which can only occur at high water and therefore only when the gazebo is being replaced), it will be removed immediately.

Biosecurity for INNS –

The only plant likely to be used on site will be a concrete mixer and associated wheelbarrows. These will all be washed and dried prior to arrival on site.

No marine plant is involved.

Removal of debris and temporary structures following completion of the works –

Debris (possibly old bricks) will be removed as waste. No temporary structures are proposed.

Noise/visual/vibrational impacts –

The works are being undertaken with manual labour and equipment. No heavy plant or tracked vehicles will be used.

No piling is proposed and there will be no vibratory equipment.

Visual impact will be minimal as the gazebo is a replacement, as are the other works.

No noisy equipment will be used.