



Construction Environment Management Plan

Proposed Extension to Existing Pontoons

Wilsons Boatyard, Marine Walk, Hayling Island, PO11 9PG

Wilsons Boatyard Ltd.

March 2024

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1.0 Generally

- 1.1 This Construction Environmental Management Plan (CEMP) is a supporting document to Planning Application APP/22/00822, for Extensions to the Existing Pontoons, at Wilsons Boatyard, Marine Walk, Hayling Island, PO11 9PG.
- 1.2 No other purpose is anticipated or accepted. Copyright of this report remains with Critchley Architecture And Design (CAAD) Ltd.
- 1.3 Reference should be made to the planning submitted documents :

19058 - 120 B Location Plan
 121 B Proposed Site Plan
 Design and Access Statement February 2022
 Phillips Ecology - Phase 1 Ecological Assessment
 Lizard Environmental - Shadow Habitats Regulations Assessment - 16/02/2024
 Solent Marine Ltd - Pontoon Layout
 Information Sheet - Simbro Pontoon System

2.0 Overview

- 2.1 There are two distinct and separate parts to the installation of the extended pontoons:
 - A Piling for the extended pontoons and the installation of the pontoon decks.
 - B Removal of the existing swinging mud moorings. (Ten off)
- 2.2.1 The new pontoon sections will be floating. The decks are in prefabricated lengths with sealed float blocks at each end of the deck. The components are relatively light, and will be delivered by road transport. They will be offloaded and craned into position by a mobile crane on the quayside. The floats will rest on the sea bed surface between tides.
- 2.2.2 The pontoons are located and restrained by four number driven piles. The piles do not at any time support the weight of the pontoon decks. The piles are driven into position by a piling rig on a floating barge.

- 2.3.1 The existing mud moorings to be removed are concrete blocks buried in the silt, with a fixing ring, to attach the painter of the moored boat. The moorings are swinging i.e. the boat is free to swing around the mooring block as affected by the wind and the tide. The blocks are spaced sufficiently for the swinging boats to be clear of each other.
- 2.3.2 The mooring blocks are exposed at low tide, and the attached boat will be beached on the silt. The swinging action of the boat as the tide rises and falls will scour a circle in the silt. Clearly, this scouring action will cease when the mooring is removed, and the sea bed will revert to its natural profile.
- 2.3.3 The mooring blocks weigh approximately 0.25 Tonne each. They will be lifted from the silt by a crane on a barge, placed on the barge, and floated to the shore, to be craned off, for disposal.
- 2.4 As 2.1 above, the two activities of environmental concern are the driving of the piles and the lifting of the mooring blocks.

3.0 Piling

- 3.1 As 2.2.2 above, the four piles will be driven by a percussion piling rig mounted on a dedicated barge. The barge is purpose built for this type of work, and will be towed to site, by sea.
- 3.2 The piling operation will be carried out when the tide is in, and the barge will float, and can be manoeuvred in to position. The barge is flat bottomed, and between tides will rest on the sea bed.
- 3.3 Piles will be 200 diameter steel tubes, concrete filled, driven to a depth of 10 - 12 metres. Depth controlled by the driving resistance.
- 3.4 Any coatings applied to piling materials must be appropriate for a marine environment.
- 3.5 As 2.2.2 above, the driving of the piles is the only invasive operation associated with the pontoon works.
- 3.6 The piling works can **only** be carried out between 1st April and 30th September.
- 3.7 Piling works must be carried out in accordance with best practice guidance to reduce noise and vibration. Impact dollies must be used between hammer and pile head.

4.0 Mooring Blocks Removal

- 4.1 The mooring blocks are circular concrete, approximately 50cm thick and weigh 0.25 Tonne each. Ten number blocks are to be removed.
- 4.2 The blocks are buried in the silt. When placed, the natural action of the tides will sink the blocks, under their own weight, in to the silt. Pits for the blocks are not excavated.
- 4.3 Wilsons Boatyard have their own dedicated barge for lifting and moving blocks. The barge is flat bottomed with a hydraulic lifting arm, similar to that of a 'JCB' excavator.
- 4.4 Moving blocks at the Marina is a relatively common operation, hence the requirement for their own barge, and experienced staff to operate the barge.
- 4.5 Lifting of the blocks is undertaken when the tide is in, and the barge can be floated in to position, and then moved to shore with the retrieved block.
- 4.6 None of the operations in respect of lifting the blocks require excavation of the sea bed.
- 4.7 The natural action of the tide will fill the socket left by a block.

5.0 Site Management System

5.1 Site Responsibilities

- 5.1.1 It is essential that Contractors are fully briefed on the importance of all of the following:
- 5.1.2 The Contractor will be responsible for instructing all sub contractors and staff working on the site as to the importance of the following. Regular briefings to be undertaken to keep procedures up to date.
- 5.1.3 Prior to the commencement of works the Contractor must establish links with:

Environment Agency (PSO)

Chichester District Council.

Chichester Harbour ConservancyHealth

Safety Executive (HSE).

Those details to be maintained on site and to be easily and clearly accessible.

- 5.1.4 A minimum of two weeks notice to be given to the above bodies, of an intended commencement of operations.
- 5.1.5 The Contractor must maintain daily site records of works undertaken and material movements in, and out, of the site.

5.2 Site Organisation

- 5.2.1 The delivery of all construction materials will be from road transport. Deliveries shall be planned in advance and adequate storage space on the quays set aside for the purpose.
- 5.2.2 All site accommodation, plant and tool storage, must be on the quays.
- 5.2.3 Under no circumstance can plant or materials be stored on the sea bed and shingle banks.
- 5.2.4 When not in use, barges must be moored along side the quays, and not left to rest on the seabed.
- 5.2.5 All mechanical plant shall have drip trays to be kept clean and fully effective.
- 5.2.6 Measures must be taken to exclude other persons from the site area. e.g. marker buoys, site notices, notices to mariners, marine radio messaging.

5.3 Special Equipment to be Retained on Site

- 5.3.1 Free standing sludge pump with a minimum capacity of 10 l/sec, and 10.0m hose.
- 5.3.2 Bunded enclosure for the storage of site chemicals and hazardous materials.
- 5.3.3 1000 litre storage tank. To receive contaminated effluent
- 5.3.4 80 litre clay spill granules for absorbing liquid spills
- 5.3.5 Absorbent marine booms, 4 off, 0.2m x 3.0m, for spill absorption.

5.4 Special Procedures

- 5.4.1 ANY spillages of hazardous materials to be notified immediately, as 5.1.3 above. Includes spillages to ground adjacent to the works
- 5.4.2 Spillages of hazardous materials to be absorbed as 5.3.4 above, and removed from site.
- 5.4.3 Spillages of liquids in to the tidal areas to be removed with sludge pumps as 5.3.1 above and contained in temporary tanks as 5.3.3 above for disposal off site.
- 5.4.4 All waste materials are to be removed from the site as they arise.
- 5.4.5 No waste material to remain on the sea bed.

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