
MARINA PROJECTS LTD: FILE NOTE

Premier Marinas Ltd

Swanwick Shore Road Car Park Refurbishment

Revision 01 – 05/04/2018

1. INTRODUCTION

Premier Marinas Ltd are responsible for the upkeep and maintenance of the Swanwick Shore Road Car Park, found to the East of Swanwick Marina and as shown in Figure 1.

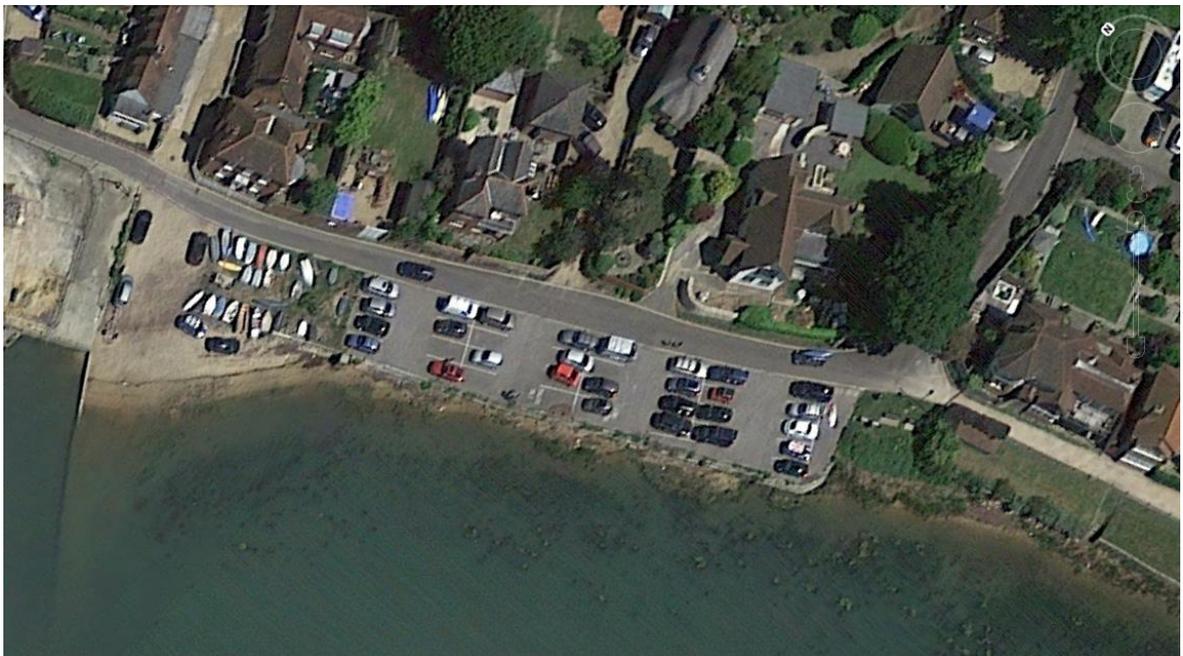


Figure 1 - Swanwick Shore Road Car Park

The car park is of relatively simple layout, comprising marked spaced on a tarmac area, with an informal tender storage area at the Western End. The car park plays an important part in servicing use of the adjacent slipway that is popular for a number of different river users.

The frontage of the car park has, to all intents and purposes failed through age, where the frontage no longer retains or protects the material from the action of the tide – fine material is lost through the wall/revetment with significant voids appearing underneath the tarmac.

Premier Marinas therefore propose to address the car park frontage and complete a low-key refresh of the car park area to make it more appealing and in keeping with the

surroundings. Better regulation of the parking spaces and dinghy/tender storage will improve usability.

2. PROPOSED WORKS

Premier Marinas propose to conduct work on the car park in accordance with the drawing attached in support of this application, Hamill Davies Drawing 14-2310-102.

Within this drawing there are three main areas of work;

- Removal of all of the existing frontage structure and its replacement with gabions (wired cages), filled with inert clean material (such as Maccaferri stone – Figure 2) and backed by a geotextile membrane to protect the car park from tidal scour. Within the top of the gabions a continuous bench rail set on square posts cut from reclaimed timber piles will be installed. During the excavation of the existing frontage and placement of the gabions the voids will be backfilled with type 6N granular material which is retained by the membrane.
- Once the gabions are filled and the voids backfilled the existing surface will be scarified and resurfaced with a tarmac overlay, with lines repainted. It is proposed that 1x disabled space is marked within the hatched access area.
- The dinghy park area will be tidied up and block paving installed to provide a formalised dinghy storage area. This dinghy park will be surrounded by key clamp low level railing to which tenders can be locked. It is proposed that the existing anchor feature is retained and placed on the boundary of car park and dinghy area as an interest feature.

3. METHODOLOGY

Whilst detailed methodology will be confirmed once a contractor is appointed post consenting Premier Marinas will ensure that all works will be conducted from the land without the need to access or utilise the foreshore for access by mechanical plant. The existing frontage will require excavation, with debris removed from site for disposal or recycling as appropriate. A levelled grade will be created through a thin layer of graded stone on which to commence the new wall construction.

Gabions will arrive empty, before they are placed, wired together and then filled appropriately with material following best practice guidelines and manufacturer's instructions. The void behind the wall will be filled and material compacted in layers as the wall is increased in height.

As the gabions are filled the reclaimed timber posts can be set into them, after which the bench rail can be secured. With the gabions and geotextile in place the excavated area behind will be backfilled to meet existing material before the surface is scarified and new tarmac placed between the new edging stones.

It is proposed that works will take place during standard 8am – 8pm hours, with an estimated duration of 2 weeks.

4. IMPACTS

The largest potential for impact is considered to be the excavation of existing frontage and installation of gabions. The outline methodology does however ensure that the works are conducted from the land side, removing the need for machinery to access the intertidal foreshore. Given the location and proximity to the slipway and current car park function is it not considered that a tidal timing restriction is necessary.

It is worth noting that there is no encroachment onto the foreshore beyond the current boundary and so there is no net loss of habitat as a result of the works. There is also no risk of flooding or drainage because of the works as the geotextile is permeable and the surface area of the car park will remain the same.

Once the gabions are installed and filled the works become very much akin to standard highway maintenance, with works carried out in accordance with standard working practices and mitigation measures.

4.1 ECOLOGICAL ENHANCEMENT

The applicant has engaged with the Harbour Authority and considered opportunities to include ecological enhancement within the new frontage. It has however been concluded that due to the location of the site, the position high on the tidal foreshore and therefore infrequent submersion it is unlikely that ecological enhancement will see a tangible benefit. The applicant will however remain in dialogue with the Harbour Authority in case they wish to explore any test or experimental opportunities during installation.

5. OTHER CONSENTS

Consent for this maintenance activity will be sought from the Marine Management Organisation (Marine Licence) – limited to the wall works only, Fareham Borough Council (amendment to existing Planning Permission) and the Environment Agency

(Flood Risk Activity Permit) before works are carried out. It is considered that the activity will take place in accordance with any conditions specifying timings during 2018.

Marina Projects Ltd
05/04/2018