

comprehensive proposals for the site in accordance with the emerging Local Plan.

The proposed buildings do not require foundations and are of single storey and of a simple appearance. They are located to the south of the site, close to the entrance and to the boundary with the Langstone Hotel car park. The units are 2.4m in height and are of a standardised portacabin appearance with UPVc doors and windows. The proposal includes the provision of 4no. parking spaces.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS11	(Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS2	(Employment)
DM14	(Car and Cycle Parking on Development (excluding residential))
DM3	(Protection of Existing Employment and Tourism Sites)
DM9	(Development in the Coastal Zone)

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Pre-submission Havant Borough Local Plan 2036

The Pre-submission Havant Borough Local Plan 2036 was approved by the Council on 30 January 2019 and was subsequently published under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for public consultation between 4 February 2019 to 18 March 2019. After this period, the next stage in the plan preparation will be the submission of the Local Plan for independent examination and thereafter adoption.

Until this time, the Pre-Submission Local Plan is a material consideration in the assessment of this planning application in accordance with paragraph 48 of the NPPF, which confirms that weight may be given to policies in emerging plans following publication unless other material considerations indicate otherwise. Based on the current stage of preparation, along with the fact that the policies are compliant with the NPPF, the policies within the Pre-Submission Local Plan referenced below are currently afforded some weight, dependent on the level of objection received to each individual policy during the consultation process.

The relevant planning policies of the emerging Local Plan are:

IN1 - Effective Provision of Infrastructure
IN3 & 5 - Transport and New development
E5 - Chichester Harbour AONB
E15 - Protected Species
E22 - Amenity
KP3 - Hayling Island

Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Chichester Harbour Conservancy

No Objection -

Suggested considerations –

- a temporary period not in excess of 01 August 2021 (as per APP/18/00423) shall apply to the siting and use of these units as described in the application submission
- removal of the units and reinstatement of land shall take place at the end of the temporary period granted
- within this temporary time period a permanent built solution for the temporary office use shall be prepared for formal planning consideration in the future (i.e. no further temporary permission should be issued)
- the portable cabins shall be painted or finished in olive green or light grey unless otherwise agreed
- only uses within Class B1(a) of the Town and Country Planning (Use Classes Order 1987 (as amended) shall occupy the temporary units
- tree retention and protection measures shall remain during the occupation period

Engineering/Drainage

No response

Environment Agency

No response

Hampshire Highways

No Objection - subject to condition

Natural England Government Team

The site is located in a sensitive area with respect to the nearby ecological designated sites – the Chichester and Langstone Harbour SPA, Ramsar site and Solent Maritime SAC. However, due to the location, nature, size and temporary nature of the proposed development, Natural England has no comments with respect to these designated sites.

Planning Policy, PPUD

No Objection

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 34

Number of site notices: 1.

Statutory advertisement: Not applicable.

Number of representations received: 0

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Impact upon the character and appearance of the area, including the AONB
- (iii) Impact upon residential amenity
- (iv) Parking / Highways considerations
- (v) Effect on Sensitive Areas/SSSI etc

(i) Principle of development

In the adopted local plan, Northney Marina is defined as non-urban, and policy AL2 seeks to restrict development in these locations, except in exceptional circumstances. CS17 has a similar function, but also acknowledges that brownfield land should be prioritised for development. As the land in question is previously developed land, and having regard to the temporary nature of the proposal, it is therefore considered that the proposed development is acceptable in principle, provided detailed considerations can be satisfied. In coming to this conclusion, regard has been to the fact that Policy KP3 of the Pre-submission Local Plan 2036 contains a draft allocation for development of this site for housing and employment.

(ii) Impact upon the character and appearance of the area, including the AONB

The units are single storey in height (2.4m) and of a simple modular design. They are located to the southern most part of the site, close to the boundary with the adjacent hotel. Policy CS11 considers the potential impact on the Chichester Harbour AONB. Chichester Harbour Conservancy have been consulted and have responded that they raise no objection to the proposal as the visual impact of the proposed units from and on the Chichester Harbour AONB would be limited, although they raise a number of considerations regarding the timing and nature of any permission. In addition this proposal is a reduction in terms of the size and scale of development permitted under the previous application APP/18/00423, which was for a contentious block of 5 office units.

The site is surrounded by a variety of landscaping and buildings; the previous application, which had a larger application site (red edge), included the area to west and north, which are defined by a mixture of trees and hedging. These areas are now not in this application site, but are shown to be retained in accordance with the Conservancy's consultation request. Overall it is considered that given the location of the application, set back from the harbour edge, seen amongst existing buildings and boating/yachting paraphernalia, in combination with the temporary nature of the units, their retention on a temporary basis would not have a long term impact on the visual amenity of the marina, or the adjacent AONB. This is subject to the units remaining finished in their existing colours to meet with the Conservancy's request. As such the proposal is considered to conserve the character and setting of the AONB.

(iii) Impact upon residential amenity

The site is located within the existing marina, with the Langstone Hotel to the south, there are no private residential properties within the immediate vicinity.

(iv) Parking / Highways considerations

It is not anticipated that any additional highway issues would result from the proposal, as they would mainly be used by existing staff from the rotunda building for the office element. The proposed storage is for use for the yacht club only, which will be controlled by a condition. Parking is proposed in the form of 2 spaces, with an additional 2 visitor spaces. The car parking SPD requires 1 space per 30sqm for the office use, this element of the proposal has a floor area of 31sqm. The car parking SPD requires 1 space per 90sqm for storage (B8) use. This element of the proposal has a floor area of 107sqm. The proposal provides 1 space for each use, which falls slightly short of the Council's adopted parking standards, however the proposal exceeds the visitor car parking requirements. Overall, the minimal short fall of dedicated spaces would not constitute a refusal of the application, as there is other parking available on the site further north which is available for visitors to the marina staff. Furthermore the Highway Authority do not object to this proposal.

(v) Effect on Sensitive Areas/SSSI etc

The site is located adjacent to SSSI/Ramsar etc and within the AONB. Natural England raise no objections to the proposal and it is considered that the impact on nature conservation would be limited and acceptable.

8 **Conclusion**

In conclusion the proposed temporary offices and storage facilities are considered acceptable in principle and will conserve the character and setting of the AONB, and will have an acceptable impact on highways and nature conservation and the application is recommended for approval.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT TEMPORARY PERMISSION** for application APP/19/00941 subject to the following conditions

- 1 This permission shall be for a limited period expiring on 18th November 2022 on or before which date the buildings shall be permanently removed from the site and the land shall be restored to its former state unless the prior written consent of the Local Planning Authority has been obtained in writing for a further period.

Reason: The buildings are of a type not considered suitable for permanent retention and having due regard to policies CS12 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Proposed Plan P120 Rev:P1
Proposed Elevations P150
Site Block Plan P110

Reason: - To ensure provision of a satisfactory development.

- 3 The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be retained for their intended purpose.

Reason: In the interests of highway safety and having due regard to policy DM14 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 4 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, (as amended) and any Town and Country Planning (General Permitted Development) Order, Unit 1 shall only be used as an office (Class B1(a)) and for no other purposes within Class B of the above Use Classes Order.

Reason: In the interests of amenity and having due regard to Policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 5 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, (as amended) and any Town and Country Planning (General Permitted Development) Order, units 2 and 3 shall only be used as Storage (Class B8) for the purposes of the Yacht Club training equipment and for no other purposes within Class B of the above Use Classes Order.

Reason: In the interests of amenity in that a uncontrolled storage use on this site would not be acceptable having due regard to Policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 6 The external walls of the development hereby permitted shall remain at all times finished in the following colours: Goosewing Grey or Juniper Green, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS11, CS12 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.