

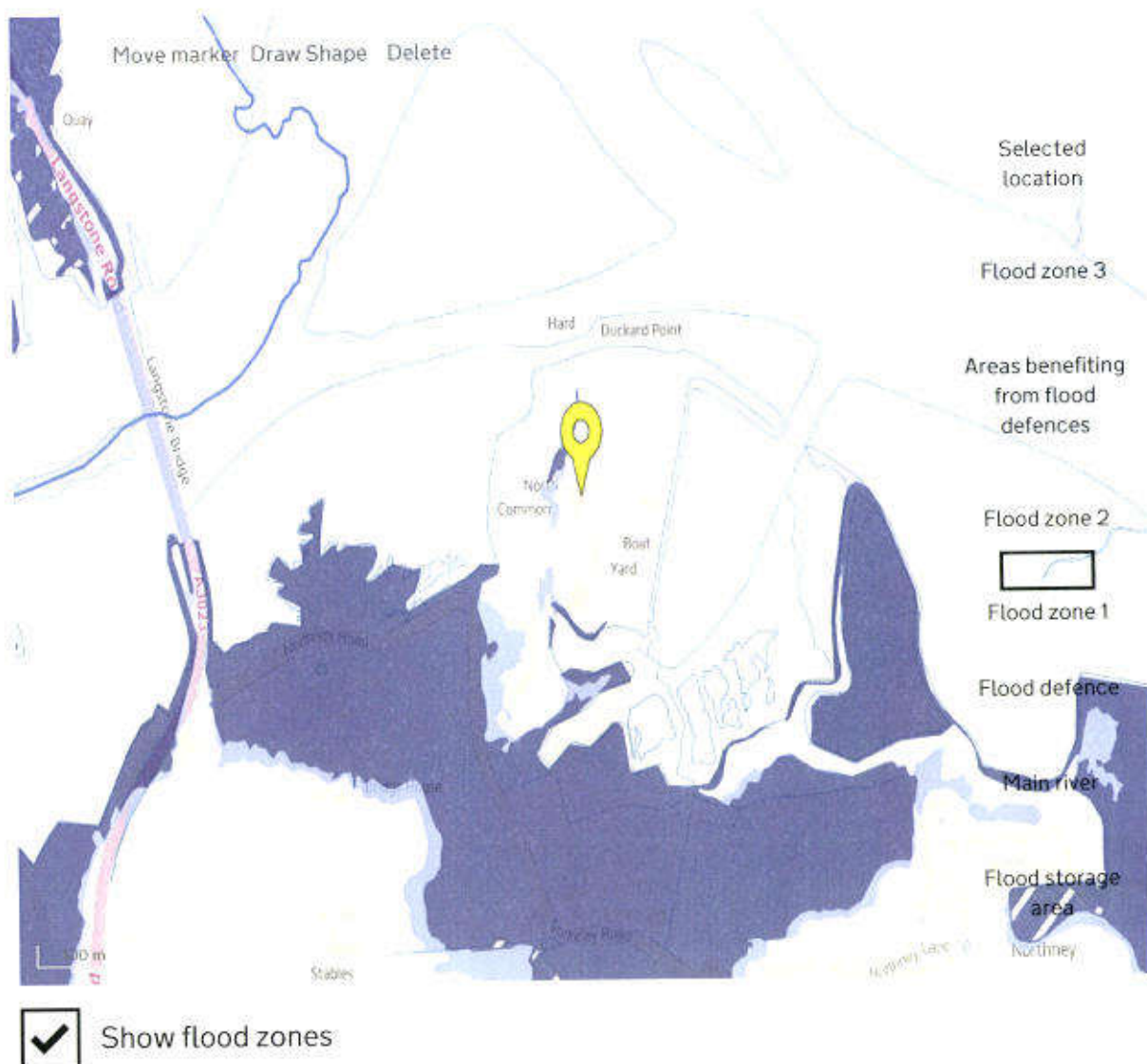
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**PROPOSED EXTENDED COMMERCIAL ACCOMMODATION,
MARINA SERVICES BUILDING, NORTHNEY MARINA,
HAYLING ISLAND**

DESIGN AND ACCESS STATEMENT

1. SUMMARY

The proposal concerns an enlargement of the existing Marina Services Building at Northney Marina, involving addition of a new single storey side wing fronting the Basin waterfront promenade, and arranged accommodating a number of commercial units supporting marine-related services.

2. LOCATION AND ACCESS

- 2.1 Northney Marina is located on the north shore of Hayling Island bordering the Langstone Channel separating from the mainland, and 0.5km east of the connecting Langstone Bridge crossing. In addition to a large extent of inter-tidal margins, the site comprises a substantial reclaimed foreshore area of 4.4 ha. (11 acres) adjoining a large dredged basin providing 228 pontoon berths. The site is arranged to accommodate a large Boatyard and further car parking areas, with various buildings providing a range of services facilities and including a block set centrally along the Basin waterfront accommodating customer support services.
- 2.2 The site immediately adjoins a modern Hotel premises, with which it shares access from Northney Lane skirting the western side and providing direct link to the bridge crossing carrying the A3023, linking the main development at the southern end of the Island with Havant town centre and the M27 2km north of the crossing.
- 2.3 The site is easily accessible by road, with adequate car parking facilities and internal roadway circulation to the Basin waterfrontage and all other facilities. From Langstone Bridge, there are very frequent local bus services in either direction along the A3023 and at Havant providing easy connection to mainline rail services to Portsmouth, Southampton, Brighton and London, and also Gatwick and Southampton airports. The A3023 also provides direct connection to the M27 and M3 Motorways and extensions into Portsmouth.
- 2.4 The Marina Basin opens directly onto the Langstone Channel and Chichester Harbour, and thence the Solent and English Channel, and provides a major centre for the Marine Leisure uses of the Harbour areas. The Marina serves a significant local catchment, prompted by relatively easy road access and proximity to the motorway, and attractions of the extensive sheltered waters of Chichester Harbour and easy access to the open sea waters.



3. EXISTING DEVELOPMENT

- 3.1 The existing accommodation caters for a wide range of marine-related services, with the main berth-holder services provided in the Waterfront Services Building set centrally along the main promenade fronting east onto the Basin. The south end section of the promenade is adjoined by the main Boatyard with slipway and hoist dock, and a substantial Boat Services Building set back to the rear, together with a smaller block of workshop units. To the north side, the waterfrontage contains a large area of car parking extending back into the site and accessed from an internal roadway from the incoming site entrance. The rear area also accommodates a large partly 2-storeyed Marina Centre Building providing a range of commercial floorspace, but awkwardly isolated from the main waterfrontage.
- 3.2 The western and northern side peripheral margins to Langstone Channel are enclosed by raised bunds of dredged materials recovered from Basin dredging, and provide quite effective containment interrupted only by narrow openings for a slipway and the Basin entry. Consequently, the main site area is largely obscured from Harbour aspects, whilst aspects from the adjoining landward faces to south and east are largely at a distance beyond intervening inter-tidal margins.
- 3.3 The present Marina Services Building is a fairly modest single storey building arranged comprising a main square shaped block adjoining the waterfrontage, with front face inset behind colonnade, and with a prominent pyramidal roof incorporating an apex rooflight. This is adjoined to the rear by a secondary wing of narrowed width, and car parking area along the north side flank. The elevations are of dark stained boarding, and roofs of clay tile, all reflecting a traditional Boatyard character. The main frontage block is arranged accommodating the Marina Management Office and reception facilities, and the rear wing providing toilet and shower facilities. A small adjoining open area on the south side and opening off the promenade is utilised for external events associated with Marina functions and activities.
- 3.4 The present building provides an internal floorspace of 380m², of which 190m² is apportioned to the toilet/shower facilities, and remains unchanged from time of first construction (2003).
- 3.5 The large area of site adjoining the existing buildings and contained within the enclosing bundings and basin waterfrontage is shared between Boat Storage and Car Parking, but still retaining some surplus margins. On the basis of earlier identified commercial floorspace apportionments, there is requirement for 110 No. permanent car spaces plus 114 No. Berth-holder spaces, thereby establishing total of 224 No. and currently addressed by availability of approximately 250 spaces.

- 3.6 The Marina Basin accommodates 228 No. pontoon berths, accessed by a number of connecting ramps from the waterfront promenade, although originally approved Consent was for 298 No. One access ramp directly fronts the present Marina Services Building.

4. PLANNING POLICY CONTEXT

- 4.1 Under current Havant Borough Local Plan and Core Strategy (2011) Policy and in context of National Planning Policy Framework (2012), the Marina/ Boatyard uses of Northney Marina Site are recognised and subject of an appropriate Boatyard Policy designation supporting maintenance of Marine Leisure and related Marine Industry uses.
- 4.2 The Marina and associated uses and activities have all been well-established over a significant period, and earlier discussion and agreement with the Planning Authority has secured a number of new developments of additional buildings and facilities, and also option for completion of currently outstanding Marina berthing. This development has been primarily on the basis of an overall scheme prepared in conjunction with a proposed new Boat Services Building, all subject of Permission 97/51153/25 and secured by implementation of the Boat Services accommodation. This scheme identified total Commercial/Industrial floorspace on the site of 4,200m², including a waterfront development of 950m² in the current position and which allocation is partly addressed by the existing Marina Services Building of 380m², approved under subsequent Permission 02/51153/038 and also adjacent workshop units of 390m² approved under Permission 03/51153/041.
- 4.3 An earlier scheme for the present building, approved under Permission 01/51153/034 proposed an essentially similar design, but with inclusion of a second wing set to the side facing onto the promenade. In consequence of funding constraints, the scheme needed to be reduced, but option for this extension was identified and maintained in the superseding and subsequently implemented Permission 02/51153/038. In the circumstances, the principle of a further side wing extension to the present Marina Services Building is presumed earlier established and secured by the current implemented Permission.
- 4.4 Even with part utilisation by the workshop units, total floorspace remains comfortably below the originally authorised waterfrontage footprint, and in the circumstances reclamation of some of the currently outstanding apportionment would remain within earlier identified development parameters. The current site development establishes 3,950m², thereby indicating a residual shortfall of 250m² to the total authorised under Permission 97/51153/25
- 4.5 The site borders, but is not within, the Chichester Harbour Special Protection Area, and the development proposal would involve no disturbance of any protected area or habitat, or prompt any introduction of discordant activities or inappropriate intensification of uses. Location is also within a Green Belt Countryside Zone, but within which a marine-leisure activity represented by the Marina and related support services is deemed admissible and appropriate.

- 4.6 Whilst the situation is within a generally low-lying margin vulnerable to possible flood risk considerations, the site itself remains comfortably above flood level, and significantly higher in the case of the peripheral bunds and mounding; and consequently the development does not attract any flood risk constraints.
- 4.7 For a large Marina premises, Northney provides only fairly limited support facilities, and consequent of its relative detachment and both awkward and indifferent quality of floorspace, any contribution of the present Marina Centre building is severely constrained. In the circumstances, transfer of a modest component of support floorspace to the waterfrontage would clearly be beneficial both for the maintained viability of services providers, and also support of Marine-leisure activities. This would, however, remain related to existing customer base and Marina uses, and accordingly not infer any intensification of reasonable activities, and which could accordingly be considered acceptable within current Policy.
- 4.8 It was earlier demonstrated that an adequate car parking provision could be maintained on the site to address authorised floorspace and any extended berthing and without compromising Boat Storage facilities. Consequently, the site is able to satisfactorily accommodate further development as earlier envisaged, with car parking assumed subject to commensurate rearrangement or adjustments, but maintaining adequate provision.

5. DEVELOPMENT PROPOSAL

- 5.1 The proposal is to provide a new single storey side wing attached to the north side of the present Marina Services Building; and fronting onto the Basin promenade. This would maintain siting, form and extent commensurate with inferences of earlier Consents. The new wing would maintain matching character and materials with the existing, and provide total floorspace of 250m² arranged as a group of small commercial units and accommodating the currently identified residue of originally authorised floorspace under Permission 97/51153/25.
- 5.2 The existing building is comparatively plain and unpretentious, with dark stained boarded wall facing and hipped and pyramidal roofing of profiled concrete tile. The rear wing is more utilitarian, with limited fenestration, but the front block incorporates full height glazing to frontage and north side faces, although that to the front face is significantly subdued set back behind the deep colonnade. In context of the overall scale of the waterfrontage, the building presents a satisfactory relationship, with its strong profile and darker colours duly registering but not over-prominent. In the circumstances, extension of the waterfrontage elevation by addition of the new wing could be effectively absorbed without prompting any undue visual intrusion or discordancy.



- 5.3 There is nevertheless necessity to ensure that the new wing is able to secure satisfactory composition and relationship with the existing building, and avoiding any awkward visual competition with the present front block and its associated prominent pyramid roof. Consequently, the wing is proposed of narrower depth and set back behind line of the colonnade, and its roof with lower-set ridge height run-in to the existing pyramid. The waterfrontage elevation continues the present pattern of full-height glazing, but without effect being subdued by any colonnade, and the overlying roof pitch relieved by inclusion of large rooflight panels. This secures a rather more extrovert quality, but obviously without detriment to maintenance of an overall consistency of general character and materials.
- 5.4 To the rear, the elevations are proposed configured incorporating a good proportion of full height glazing, extended around the end of the wing under fully hipped roof again with incorporated roof-lighting. This will secure a more attractive and likewise subtly extrovert composition to the rear car parking area, in contrast to the more starkly utilitarian face of the present rear wing to the flank. This will offer a better relationship with the rear area and associated approach from the inner parts of the site.
- 5.5 Internally, the wing is arranged to suit subdivision into 3 main units, and with open roof-spaces able to accommodate small mezzanine floors with stairway access from below and with lighting from the rooflight panels. The units are able to accommodate toilet facilities connected to the existing drainage serving the Marina Services accommodation in the rear wing.
- 5.6 The existing building is proposed unchanged excepting closure of the side fenestration to suit addition of the new wing, and repositioning of rear entrance from the car park.
- 5.7 The proposed new wing would extend over an open margin currently forming part of a waterfront car park area, necessitating displacement of approximately 16 No. spaces. This reduction can, however, be absorbed within a current surplus of available spaces on the site, or deemed accommodated by some further extension into adjoining surplus margins.

6. IMPACT OF PROPOSED DEVELOPMENT

- 6.1 The present building was designed anticipating possible addition of front wings either side, prompting the composition of a central frontage block with more prominent pyramid roof and distinctive front colonnade. Consequently, now-proposed addition of the new wing to the north side implements component of the originally conceived design, and which was deemed acceptable and appropriate in context of earlier Planning Approvals.
- 6.2 The design maintains appropriate scale and character, and consistency with the existing building composition, and given earlier confirmed acceptability of a proposal of this form in context of still essentially unchanged Policy, it is considered that the proposal remains appropriate.



- 6.3 The proposed accommodation would remain marine-related use, and provide occupancy for business in support of Marina operations and activities already present on the site, and serving the existing customer base. The accommodation would support improved services, but all remaining relevant to Marina and Boatyard use of the site. Whilst the development would displace some existing car parking, loss could be considered absorbed within currently available surplus or by adjustments elsewhere.
- 6.4 The additional floorspace (250m²) remains consistent with that earlier approved (300m²) under Permissions 01/51153/034 and 02/51153/038, and remaining within margin outstanding under Permission 97/51153/25. Consequently, the now proposed floorspace can be considered already anticipated and arguably secured by implementation of earlier Consents. In the circumstances, the proposed floorspace remains within deemed secured earlier authorisation, and considered under still-relevant Planning Policy. The proposed development would accordingly appear to be appropriate and supportive of existing authorised use of the site for Marine Leisure operations and activities recognised under current Policy.

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