

Local Planning Authority planning application reference: APP/17/00178

Site: Hayling Island Sailing Club, Sandy Point, Hayling Island, PO11 9SL

Proposals: ERECTION OF 2NO. PONTOON LOCATING PILES, REPOSITIONING OF 2NO. EXISTING PONTOON LOCATING PILES AND EXTEND PONTOON 10M NORTHWARDS.

RECOMMENDATION

That Chichester District Council, as local planning authority, be advised that Chichester Harbour Conservancy raises no objection to this application, but asks that the following matters be negotiated if possible:-

- Works be carried out from the landward side to minimise disturbance to the designated site or surrounding habitats;
- Works be carried out between 1st April and 30th September to avoid disturbance to overwintering birds;
- A walkover survey of the site for nesting birds be carried out to ensure access routes do not disturb nesting sites;
- Works be carried out in accordance with the submitted details and to use only coatings suitable for the marine environment;
- Any associated equipment / debris / storage structures be removed from the site upon completion;
- All conditions on the Works Licence dated 30th January 2017 be adhered to.

Planning Policy Framework

NPPF paragraphs 14 & 115; CS11, CS12, DM8, DM9: Havant Borough Local Plan 2011; DM23: Havant Borough Local Plan (Allocations) 2014. Chichester Harbour AONB Management Plan 2014-2019: BD1, BD2, BD3, EW1, EW2, EW3, EW4. CHC Planning Principles PP01, PP02, PP11.

Conservancy Officers' comments and reasoned justification

1.0 Site and its context

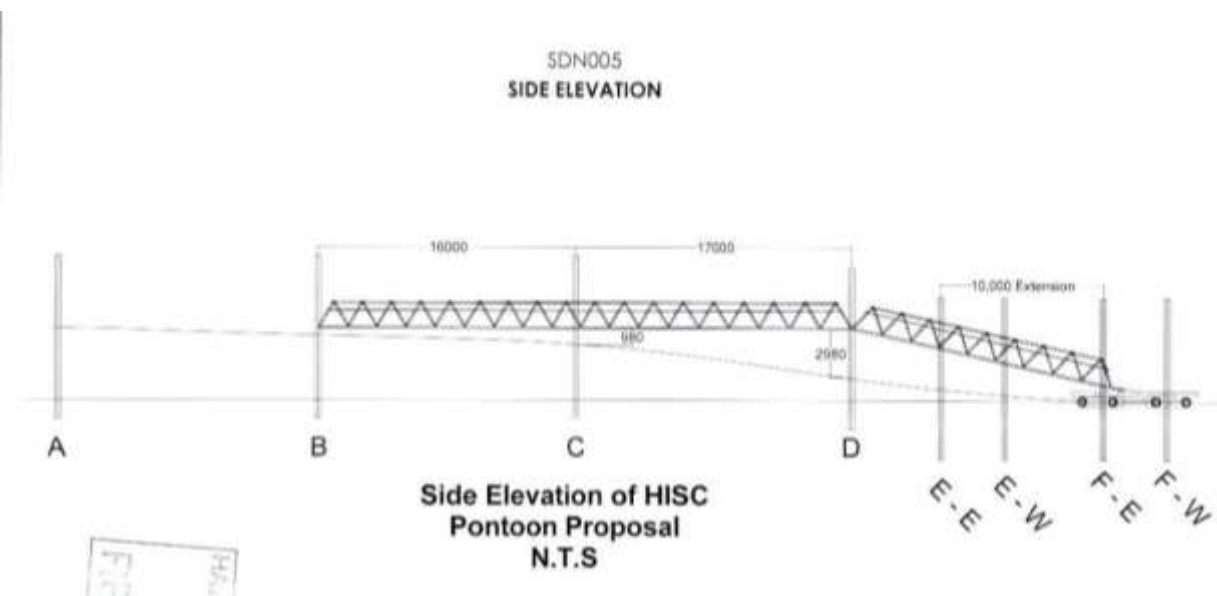
- 1.1 The application relates to Hayling Island Sailing Club (HISC) which is located at Sandy Point, a spit extending northwards into the harbour. The Sailing Club is accessed, by vehicles and pedestrians, via a narrow arm of raised land leading into the main site which houses several large buildings including the main club house. The site is bounded on its southwest side by raised sand dunes, with an open sandy beach to the north.
- 1.2 The club pontoon, used for access for mooring holders and for sailing and training events, which was located on the northern end of the spit, became unusable in recent years, due to sand build-up, and has been removed.

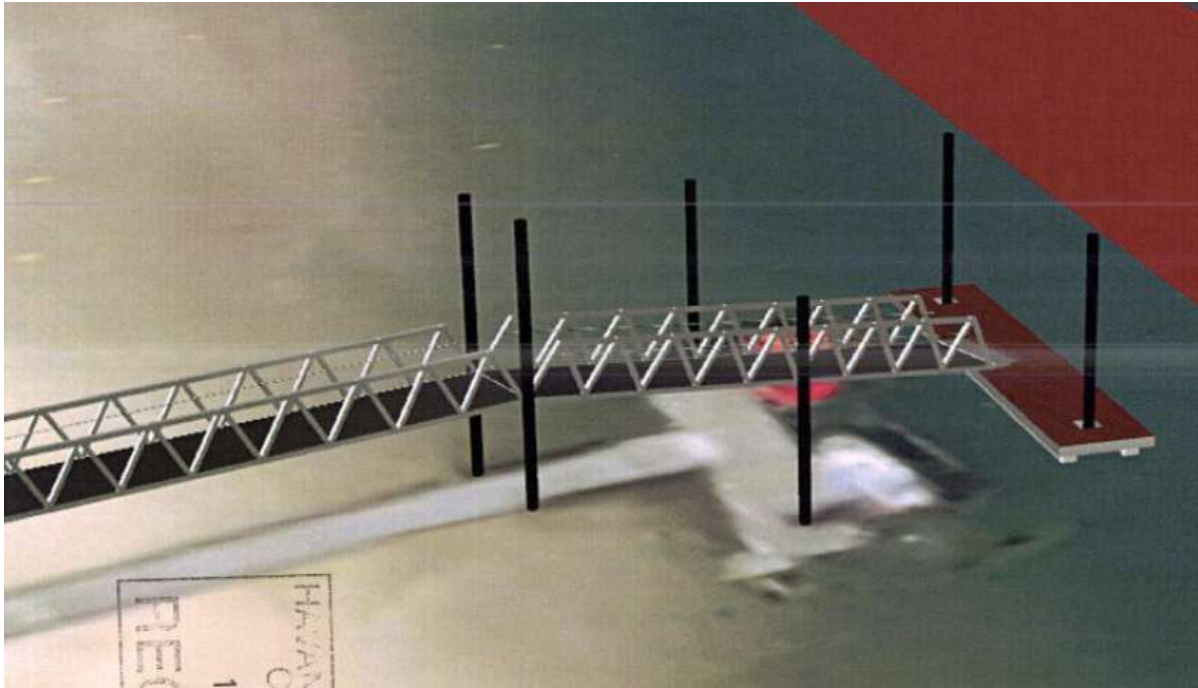


Birds eye view showing previous pontoon to north of HISC

2.0 Proposed development

- 2.1 The application seeks permission to install a new raised jetty with floating 'T-head' on the footprint of the old pontoon, extending a total of 61.5 metres. This will involve a 10-metre extension in comparison with the old pontoon, so that the 'T-head' will sit on the edge of the navigable channel, to enable full tidal access, which had been lost with the previous pontoon due to the sand build-up. The proposed pontoon extension will be supported by the current pontoon piles, with two existing piles relocated alongside existing piles to make 'pairs'. In addition, two new cylindrical steel piles will be located seaward of the existing structure. The raised jetty would mirror the previous pontoon footprint, made up of 2 x 16m sections 2.5m wide, raised above the sand and secured to both new and existing pontoon piles. A hinged bridge 18m long by 1.5m wide would extend to the pontoon head (12.5m x 2.5m) and secured by two new locating piles. Piling work would be carried out from the land. Materials would be a steel frame and piles, with plastic floats, and a wooden deck.
- 2.2 The Sailing Club relies heavily on a full tidal pontoon to service 115 moorings and to support its extensive sailing program. Due to strong tidal currents, access to these moorings can be difficult by tender so most mooring holders rely on the Club launch to access the moorings. It is therefore important to have a pontoon with full tidal access so that mooring holders can embark and disembark safely. Maintaining full tidal access is also an essential part of the training facilities and Events the Club provides and runs.





3.0 Relevant planning history

- 3.1 The principle of a new raised jetty was discussed by the Conservancy and the Advisory Committees in January 2017, whereby the movement of the channel north in response to the build up of sand at HISC was observed, and it was concluded that an extension of the 'T-head' into the channel to regain its original utility should have no greater impact on navigation than before. The Conservancy therefore granted a 'Works Licence' for the new raised jetty subject to conditions, including approval of the detailed plans, a method statement for the works (which are limited to the period 1st April – 30th September), a restriction on vessels permanently being moored on the channel side of the 'T-head', and a requirement that the 'T-head' be moved back to its original position should either the beach retreat southwards, or there is a need to avoid navigational restrictions by the shallowing or movement of the channel.

4.0 Key issues

- 4.1 The main issues from the Conservancy's perspective are the need for the proposed structure, the impact of the proposed structure on the landscape and nature conservation interests of the AONB, and any impact on the safety of navigation by vessels.
- 4.2 The proposed raised jetty and pontoon would replace a structure which was in place until recently, and the need for the proposed extension of 10 metres to provide full tidal access has been clearly demonstrated by the Club, and agreed in principle by the Conservancy and Advisory Committees earlier this year. HISC is a centre of excellence for sailing and the Conservancy's Planning Principle PP11 supports new structures where they are necessary to ensure the continued viability of a marine-related enterprise.
- 4.3 With regard to impact on the AONB landscape, it is considered that the proposed structure would be in keeping with surrounding uses, would replace a similar

sized structure in the same position, and would be constructed from appropriate materials typical of jetties and pontoons in the area. There would be views of the structure from the water and from shoreline public footpath to the west (between the holiday village and Mengham Rythe); however, these views would be either seen against the backdrop of the nearby Marina, or in the context of the Sailing Club and surrounding vessels and sailing paraphernalia and therefore it is not considered that the proposed structure would be harmful to the natural beauty of the wider AONB landscape.

- 4.4 With regard to nature conservation impacts, the proposed structure would be located within the designated sites (SPA, SAC, Ramsar, SSSI). The Sailing Club approached Natural England prior to submitting the application, and it was concluded that the new raised jetty will reduce the direct impact on the designated site because this would be limited to the footprint of the piles, rather than the previous pontoon floats which grounded at low tide, covering a larger area of the designated habitat. It is also considered that the raised jetty will allow a natural sediment transport process, whereas the previous pontoon is thought to have contributed to the sediment build-up that has occurred.
- 4.5 Natural England has commented on the current application and has recommended a restriction on the timing of the work (1st April – 30th September) to prevent disturbance to overwintering birds, a walkover survey of the proposed piling site to ensure there is no disturbance to nesting birds, that only coatings and treatments suitable for the marine environment are used, and that all equipment, temporary structures, waste and/or debris are removed on completion of the works. We would recommend supporting these conditions and in addition, requiring that any land based piling equipment enters the site via the roadway and sandy beach without causing any disturbance to the sand dunes, vegetation, or the designated intertidal/tidal area.

5.0 Conclusion

- 5.1 The proposed raised jetty and pontoon head would provide an essential facility for Hayling Island Sailing Club and are not considered to have a harmful impact on the AONB landscape, nature conservation, or the safety of navigation, subject to suitable conditions including those recommended by Natural England, and those included on the Works Licence granted earlier this year, to minimise impacts to wildlife, and to allow a review of the structure as well as its position in the event of the beach retreating southwards to its original status.

LMJP - For CHC 24.04.17 Planning Consultative Committee

Comments requested by 18th April 2017, extension of time given to comment.