

Northney Marina Hayling Island, Hampshire

Planning, Design & Access Statement

April 2024

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1. Introduction

- 1.1 This Statement has been prepared to accompany a variation of condition planning application on behalf of our client MDL Marinas, seeking to vary condition 5 of the approved planning consent at Northney Marina for a single-storey extension to create three new units (reference: APP/23/00469). Condition 5 of the planning permission requires the three new units to be used solely for marine related uses, however MDL Marinas are seeking planning permission for the implementation of a membership-based gym to Unit 3. MDL Marinas have successfully been operating a 24-hour gym called MDL Fitness in Plymouth, which this proposal would operate similarly to.
- 1.2 The site comprises a popular, working marina located within the Chichester Harbour AONB and is close to residents in existing settlements in Langstone and Hayling Island who would benefit from a new gym. The gym would have a restricted capacity of up to a maximum of 30 people, which would be controlled at the entrance / exit of the building. A Transport Note has been prepared in support of the planning application to demonstrate the acceptability of the proposal on both access to and from the site and the parking arrangements within the site.
- 1.3 This statement sets out the relevant background to the proposed development, including details of the proposed development and an assessment of relevant planning considerations.
- 1.4 With regards to the planning history of the site, the most relevant application is listed below;

APP/23/00469

Single storey extension to existing Marina Services Building including solar panels (Amendment to Planning Permission APP/22/00479) and alterations to existing car park.

Status: Granted on 21st December 2023

2. Development Proposals

- 2.1 This variation of condition planning application proposes the variation of condition 5 of planning permission APP/23/00469 which restricts the uses of the three new units at Northney Marina to being solely utilised for marine-based purposes. However, the applicant, MDL Marinas are seeking to alter unit 3 to a gymnasium use. The applicant has been successfully operating a gym, MDL Fitness, at Plymouth Marina and are seeking to replicate this business model at Northney Marina.
- 2.2 The proposal will not alter the external appearance of the building and the parking layout will remain as approved on the extant scheme. The proposal will provide up-to 12 pieces of gym equipment and exercise zones as shown in Figure 1 below and will include jobs for two new FTE staff members; one full-time fitness instructor and one self-employed personal trainer.

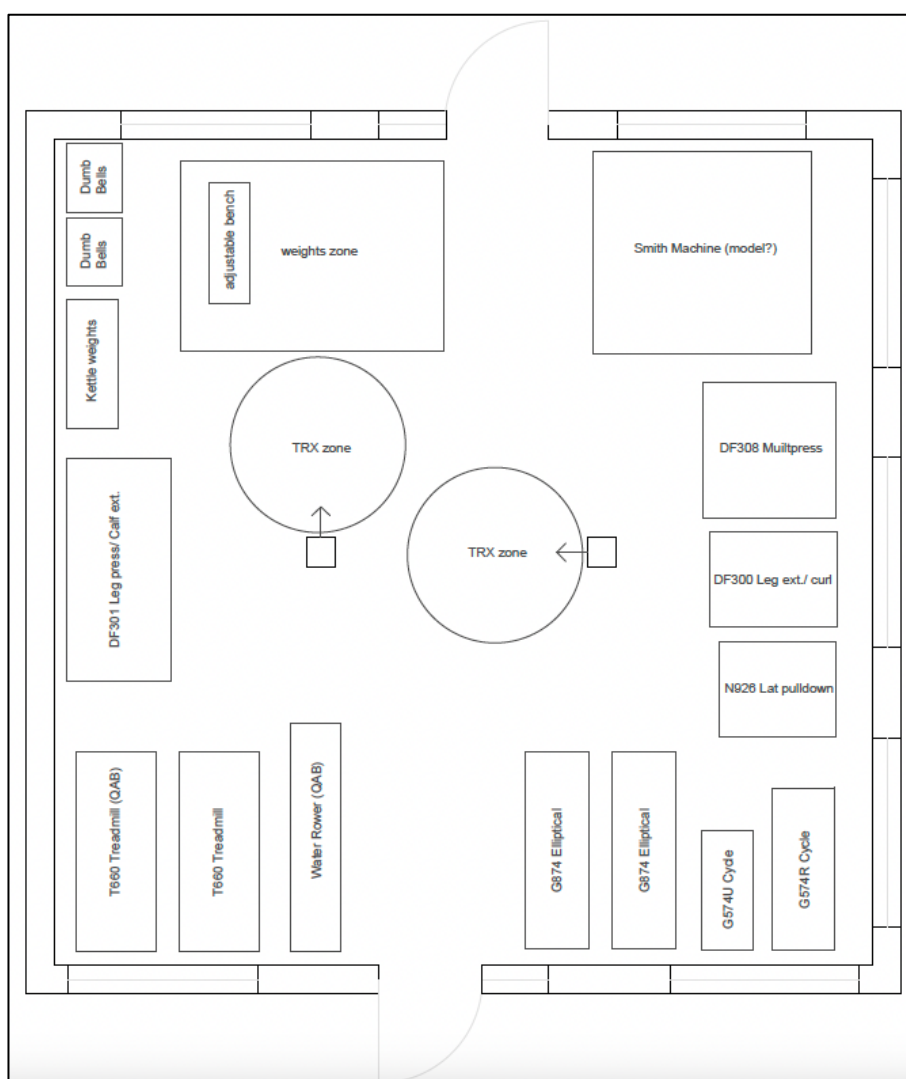


Figure 1: Proposed layout of proposed gymnasium.

3. Planning Policy Context

3.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 sets out a requirement that planning applications be determined in accordance with the Development Plan unless other material considerations indicate otherwise. The current Development Plan for the purposes of this application comprises;

- The Havant Borough Local Plan (Core Strategy) adopted March 2011 (covering the period 2006 to 2026),
- The Havant Local Plan (Allocations) Local Plan adopted 2014

3.2 The Council's emerging Local Plan was withdrawn further to the Inspectors recommendation, and therefore is in very early stage of preparation, and therefore carries very little weight.

Havant Local Plan (Core Strategy) 2011 (CSLP)

3.3 This plan was adopted prior to the NPPF 2012, and therefore in many respects is out-of-date and fails to acknowledge the guidance within the NPPF 2021 and the need to place significant weight supporting economic growth taking into account both local business needs and wider opportunities for development. Notwithstanding this, the following Policies are considered relevant to the determination of this application;

Policy CS2 – Employment – this policy confirms that planning permission will be granted for proposals that (inter alia) **prioritises the use of previously developed for new employment space; promotes existing business clusters** and sectors particularly advanced manufacturing **and marine businesses**.

Policy CS5 – Tourism – This policy provides support to the improvement of existing tourism facilities such as Northney Marina and advises that planning permission will be granted for *“appropriate development proposals”*.

Policy CS12 – Chichester Harbour AONB – This Policy advises that development will be permitted where it meets a number of criteria including being appropriate to the economic, social and environmental wellbeing of the area or is desirable for the understanding and enjoyment of the area provided it conserves and enhances the special qualities of the AONB.

Policy CS16 High Quality Design – This Policy is aimed at ensuring that all development proposals are designed to a high standard which helps create places where people want to live, work, and relax. It then sets out a number of criteria against which development will be assessed.

Policy CS17 Concentration and Distribution of Development within the Urban Areas - seeks to prioritise the use of previously developed land and in this regard is consistent with the NPPF

Policy DM9 – Development in the Coastal Zone – This reaffirms the need to respect the Coastal Zone and sets out further criteria against which development will be assessed.

Policy DM10 – Pollution – Development that may cause pollution will only be permitted where it would not impact neighbouring residents. External lighting should be a minimum level of illumination and duration required for the operational purposes.

Policy DM14 – Car and Cycle Parking on Development (excluding residential) - Development will only be permitted where it provides parking for cars, motorcycles and cycles in accordance with the relevant standards.

Havant Borough Local Plan (Allocations) 2014 (ALP)

3.4 The ALP contains a number of Policies which are relevant to the application, namely;

Policy AL1 – Presumption in Favour of Sustainable Development – confirms that the Council will take a positive approach to sustainable development and also to development that improves the economic, social and environmental conditions in the Borough.

National Planning Policy Framework 2023 (The Framework)

3.5 The Framework is a significant material planning consideration in the determination of planning applications and confirms that the purpose of the planning system is to contribute to the achievement of sustainable development. (Paragraph 7). Furthermore, it advises that there are three objectives to sustainable development, namely economic, social and environmental. With regard to each objective, the NPPF defines their purpose as;

An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural

resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Paragraph 11 of the NPPF also confirms that Plans and decisions should apply a presumption in favour of sustainable development.

3.6 The Framework also advises at Paragraph 85 that :

Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

3.7 It continues at Paragraph 88;

Planning policies and decisions should enable:

a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings; and

c) sustainable rural tourism and leisure developments which respect the character of the countryside;

3.8 Paragraph 182 of the Framework also advises that great weight should be afforded to the protection of landscape and scenic beauty within AONB's and that the scale and extent of development in these areas should be limited.

4. Planning Considerations

- 4.1 The principle of development at Northney Marina has been accepted, as established by the extant permission (APP/23/00469). The proposal makes an effective use of previously developed land the principle of the change of use from marine-related use to a gym is in accordance with aims and objectives of the Policy CS2 of Southampton Core Strategy and the NPPF (2023). Whilst the site is within the AONB, there are no external alterations proposed, therefore there is no material visual impact on the landscape or scenic beauty of the AONB.
- 4.2 The 24-hour gym is set within a marine related site and with no immediate residential neighbours located in the surroundings, the proposed use will not create any harmful impacts by way of noise pollution or disturbance on surrounding neighbouring units and businesses in accordance with CS16 of the Core Strategy.
- 4.3 As part of the existing consent the car park will be reconfigured to retain the current level of car parking (150 spaces). No additional car parking was proposed as part of the planning application and it was accepted by the LPA that there was considerable spare capacity within the existing car park and the permitted units had a modest parking demand. No additional parking is proposed as part of this proposal for a gym use in unit 3.
- 4.4 This application is supported by a Transport Statement which demonstrates that the site benefits from safe access, the proposal will have no material (let alone 'severe') impact on the operation of the local highway network and that an appropriate level of vehicle and cycle parking is available close to the site. The Transport Statement concludes that there are no harmful highway or transport impacts predicted to arise from the proposed development.

Scheme Benefits

- 4.5 The gym use of the new unit will provide a complimentary offering for users of the marina and surrounding residents, who can benefit from this additional facility in the area. Paragraph 85 of the NPPF and Policy CS2 of the Core Strategy make clear that decisions should support helping to create conditions where businesses can invest, expand and adapt and significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 4.6 With a similar format gymnasium being utilised at Plymouth Marina, the social, health and economic benefits of this scheme are evident in practice. The benefits of the scheme should be given significant weight.

Flood Risk Assessment

- 4.7 The site lies within Flood Zone 1 where all development is considered acceptable. Whilst the access road leading to the Marina is located within Flood Zones 2 & 3, the proposals fall within the less vulnerable classification and it is considered that from a flood risk perspective, to be acceptable. The Planning Officer confirmed previously;

4.8 “In relation to flood risk, the site lies within flood zone 1 although it is recognised that the access road passes through flood zones 2/3. The use is less vulnerable use, and it is considered that the development is acceptable in flood risk terms.”



Figure 2: Site Location showing Flood Zones

5. Conclusions

- 5.1 The proposal comprises the opportunity to create a membership-based gymnasium within Unit 3 of the new single-storey extension, which will create a new employment opportunity which surrounding residents can benefit from. There are no external changes proposed which ensures the landscape, scenic beauty, character, and appearance of the AONB and the wider area are protected.
- 5.2 The Transport Note and parking surveys demonstrate that the scheme will ensure the safety of all vehicle, pedestrian and cycle users and that sufficient parking is provided across the site. The membership-based gym will have a controlled capacity restriction of 30 people and will operate 24-hours a day to provide this facility to suit a range of users.
- 5.3 Having regard to the foregoing, it is requested that planning permission be granted for the variation in condition allowing a gym in unit 3 and therefore continuing to support the marina in providing economic benefits to the area and to Havant.



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Management | Development | Planning

W: [lukenbeck.com](https://www.lukenbeck.com)

T: 023 8063 3440

30 Carlton Crescent
Polygon
Southampton
Hampshire
SO15 2EW