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PLANNING, DESIGN AND ACCESS STATEMENT (INCLUDING VISUAL IMPACT ASSESSMENT)

**IN SUPPORT OF AN APPLICATION FOR THE RETENTION OF
TEMPORARY BUILDINGS FOR EDUCATIONAL USE**

ON LAND AT

**NORTHNEY MARINA,
HAYLING ISLAND, PO11 0NH**



NOVEMBER 2022

Director: A.J.Ayles BA (Hons) BTP MRTPI

AJ Planning and Development is the trading name of AJ Planning and Development Limited. Reg. No. 10318286

1.0 INTRODUCTION

- 1.1 AJ Planning and Development has been instructed by Releasing Potential (the applicant) to prepare a Planning, Design and Access Statement in support of an application for a temporary 3-year permission for the *'Retention of single storey temporary buildings comprising of 1No. classroom, 1No. ancillary office, 1No. ancillary changing space, 2No. steel container store and shed store'* on land at Northney Marina, Hayling Island, PO11 0NH. These buildings support the applicant's provision of educational opportunities for Special Education Needs (SEN) pupils.

Releasing Potential – Profile

- 1.2 Releasing Potential was founded in 2001 to help marginalised young people develop social, emotional and practical skills through engagement with the outdoors. Releasing Potential's approach is holistic and systemic, creating an environment in which children and young people can be supported, regardless of their background or level of ability; the organisation's philosophy of belonging, safety, and risk underpins everything they do.
- 1.3 Since 2001, Releasing Potential has been a registered charity and a company limited by guarantee, governed by a board of trustees gathered from the worlds of education, social care and business, as well as an education steering committee that looks after the school.
- 1.4 The charity now operates out of two school sites in Havant and Chichester, as well as a farm site, allotments, Linkenholt Adventure Centre, and several small social enterprise businesses. Since 2003, the applicant's provision has developed to include an Outdoor Education Centre of Excellence, Academic Institute, Educational Mediation Service and Social Enterprise Businesses.
- 1.5 Further information regarding Releasing Potential is available on the company website: www.releasingpotential.com
- 1.6 The application has regard to Havant Borough Council's development plan, the National Planning Policy Framework (NPPF) and supplementary planning guidance. In addition, the applicant engaged with the council at pre-application stage and these discussions are summarised below.

Pre-application Consultation (LPA Reference: GEN/22/00551, dated 13th July 2022)

- 1.7 Prior to the submission of this application and in accordance with paragraph 39 of the NPPF, which encourages early engagement between the applicant and local planning authorities, the applicant submitted a pre-application enquiry to the council.
- 1.8 The LPA's pre-application response letter informed the applicant that:
- The Marina is in the Chichester Harbour of Outstanding Natural Beauty (AONB) and is in Flood Zones 2 and 3.
 - The planning officer acknowledged that it is his understanding that the wooden structures are on a base, supported by stilts and are designed to be removeable as and when required. In addition, he commented that the wooden structures would not be connected to any permanent utilities and would be used for teaching space, changing rooms and ancillary storage. Having reviewed the site's planning history and the Town and Country Planning (General Permitted Development) (England) Order 2015, the planning officer confirmed that the proposal would require formal planning permission.
 - The planning officer stated that, if the council were content at planning application stage with the principle and design of the development, then they would be likely to consider a temporary consent, taking into account the fact that the wooden structures are not designed to be permanent and so their use would be time limited. This application seeks a 3-year temporary permission, in taking on board this advice.

2.0 SITE DESCRIPTION

- 2.1 The application site is discreetly sited in a corner of Northney Marina, situated on the north shore of Hayling Island within Chichester Harbour. The Marina, as shown on the aerial view below, is characterised by a main office, Roundhouse apartment building, car park, café, trailer park, boat yard, marine supply shop and book shop.
- 2.2 In terms of the established built form, the site accommodates a variety of single storey wooden structures for indoor teaching, office, changing and storage use.

Aerial View of Northney Marina, Hayling Island



- 2.3 The application site lies within the marina complex, accessed from Northney Road, sited a short distance to the north-west of the Roundhouse building. There is established site access in place at the northern end of the internal road and a surface car park adjacent to the educational facility.
- 2.4 In terms of the surrounding area within the marina setting, there are a range of uses including commercial, residential and community/leisure uses, including a yacht repair shipyard, marine broker/sales and supply shops, rowing club and hotel complex.
- 2.5 The subject buildings, as per the planning drawings, are shown on the photographs below.

Site Photographs

Photo 1
Existing
'Maidstone'
wooden
outbuilding (5.3m
x 4.5m) used as
office.



<u>Photo 2</u> Existing 'Skinner Shed' wooden outbuilding (2.4m x 4.3m) used as changing room.	
<u>Photo 3</u> Existing 'Skinner Shed' wooden outbuilding (5.8m x 5.6m) used as classroom.	
<u>Photo 4</u> Existing Steel Container, coloured dark green (2.4m x 6m) used for storage. The small shed, measuring 3m x 3m lies to the rear of the container.	

- 2.6 As identified at pre-application stage, the marina is covered by several land use designations, including: (CS12) Chichester Harbour Area of Outstanding Natural Beauty (AONB) and flood zones 2 & 3.

3.0 THE DEVELOPMENT PROPOSAL

- 3.1 The application seeks temporary planning permission (3 years) for the retention of single storey buildings comprising of 1No. classroom, 1No. ancillary office, 1No. ancillary changing space, 2No. steel container store and shed store in association with the applicant's Special Education Needs (SEN) school on land at Northney Marina.
- 3.2 The proposal provides young people with the chance to experience and learn about the natural environment and through this will continue to provide students with positive educational, health and social benefits.
- 3.3 As shown on the site layout plan, the proposal is to retain the following existing single storey outbuildings, which are sited on a gravelled area to the north end of the marina complex (please refer to photographs provided in section 2 and the submitted planning drawings):
- 'Maidstone' wooden outbuilding (5.3m x 4.5m) for continued use as an office for staff.
 - 'Skinner Shed' wooden outbuilding (2.4m x 4.3m) for continued use as a changing room.
 - 'Skinner Shed' wooden outbuilding (6m x 6m) for continued use as a classroom.
 - Steel container (2.4 x 6m) for continued storage use, plus an additional container of the same dimensions for sailing and paddling storage.
 - 'Skinner Shed' (3m x 3m) wooden outbuilding for continued rowing storage use. It is noted that this smaller wooden building is obscured from view and to the rear of the steel container.
- 3.4 The marina contains several surface car parking areas and there is appropriate parking for school vehicles immediately to the east. The use does not generate significant transport movements to and from site by private vehicles.

3.5 The proposed operating hours for the educational facility are:

- Monday to Friday - 9.30am to 5pm;
- Saturday, Sunday and Bank Holidays – 10am to 4pm.

4.0 **PLANNING ASSESSMENT**

The National Planning Policy Framework (July 2021) (the NPPF)

4.1 Central government planning policies and guidance of relevance to the application include the following planning policy aims and objectives, as contained in the NPPF:

- Paragraph 10 states that “... *at the heart of the Framework is a presumption in favour of sustainable development*”.
- Paragraph 38 informs that local planning authorities (LPA’s) should approach decisions on proposed development in a positive and creative way and states that “*Decision-makers at every level should seek to approve applications and sustainable development where possible*”.
- Paragraph 39, relating to pre-application engagement, advises that “*Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community*”. As above, the applicant submitted a pre-application enquiry to the local planning authority.
- In relation to promoting healthy and safe communities, Paragraph 95 states that “*It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education*” [our emphasis].
- Paragraph 119 advises that planning policies and decisions should promote an effective use of land in meeting the needs for homes and other uses. The proposal makes best use of the land for educational purposes and provides an important

community/educational facility in support of the applicant's main school campuses.

- Paragraph 126 states that *“Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”*.

4.2 The following chapters of the NPPF are also relevant to the development proposal:

- Chapter 14 – Meeting the challenge of climate change, flooding and coastal change.
- Chapter 15 – Conserving and enhancing the natural environment. Paragraph 176 of the guidance confirms that the government attaches great weight to conserving and enhancing landscape and scenic beauty in designated areas including Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues. Furthermore, the advice is that the scale and extent of development within these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impact on the designated areas.

Local Planning Policy

4.3 The Adopted Local Plan is made up of the Core Strategy (Adopted March 2011) and the Site Allocations Plan (Adopted July 2014). This will remain in place until the emerging Local Plan is adopted.

4.4 The Core Strategy identifies that Hayling Island is surrounded by a variety of nature designations including some of national and international importance, with the coastline and harbours being attractive features and policies supporting the retention and enhancement of tourism and tourist facilities. The Core Strategy identifies the key priorities of the Sustainable Community Strategy, including Health and Wellbeing, Regeneration and Community Support and Caring for our Borough. Policy CS1 identifies that development proposals that support improving the educational and life chances for young adults by facilitating access into employment is to be advocated (Criteria 14).

- 4.5 In terms of natural environment, Core Strategy policies CS11, CS12, CS15 and CS16 seek to ensure that development proposals have no adverse impacts upon special environment and heritage, Chichester Harbour Area of Outstanding Natural Beauty (AONB), take into account flood and erosion risk and delivers high quality design.
- 4.6 As advised on the council's planning website, in terms of the emerging plan, the Havant Borough Local Plan was withdrawn from examination on 16th March 2022 and work has started on a new Local Plan for Havant Borough. The Havant Borough Local Plan (with changes), as considered by the Full Council, on 9th September 2020, aids the understanding of opportunities and constraints associated with sites which were included in that Plan.
- 4.7 In review of Havant Borough Council's Local Plan (Pre-Submission version with changes) policies of relevance in consideration of this application include the following:
- IN3: Transport and Parking
 - E1: High Quality Design
 - E2: Health and Wellbeing
 - E4: Development on the Coast
 - E5: Chichester Harbour Area of Outstanding Natural Beauty
 - E11: Sports and Recreation
 - E12: Efficient Use of Resources and Low Carbon Design
 - E14: The Local Ecological Network
 - E15: Protected Species
 - E16: Recreation impact on the Solent European Sites
 - E19: Managing Flood Risk in New Development
 - E22: Amenity and Pollution

Supplementary Guidance

- Borough Design Guide SPD (Adopted 2011)
- Parking SPD (Adopted July 2016)
- Joint SPD – Chichester Harbour Area of Outstanding Natural Beauty

Vision Statement

- 4.8 The Local Plan's 'Vision for Havant in 2037' expresses the importance of people having access to high quality new employment, education and training opportunities to boost economic growth and address the skills gap. This is pertinent to Releasing Potential educational proposal, which provides access to outdoor educational opportunities for pupils in addition to standard classroom education.

Policy IN3: Transport and Parking

- 4.9 This policy states that *“Development proposals will be permitted, provided that the site is designed so that:*
- a. Safe and suitable access to the site is provided for all people and modes of transport;*
 - b. Sustainable modes of travel are encouraged and supported through on and/or off-site measures;*
 - c. The site layout encourages lower vehicle speeds, and prioritises the safe and convenient movement of pedestrians and cyclists within the site;*
 - d. Pedestrian and cycle routes are provided which conveniently reach all parts of the site, and link with the wider network beyond the site, providing a high level of permeability;*
 - e. Any existing public rights of way are safeguarded and where appropriate improved, and new routes provided where appropriate;*
 - f. The streets and public and private parking areas contribute positively to the design of the development and deliver a high quality public realm, including the use of high quality materials and integration of landscaping;*
 - g. Sufficient visibility and lighting is provided for the safe and convenient use of the roads, cycle routes, walking routes and parking places;*
 - h. Adequate provision is made for varying sizes of vehicles, including refuse and emergency vehicles, to access all parts of the site, park, load, unload and turn safely and conveniently;*
 - i. Provision is made for the parking of cars, motorcycles and cycles in line with Council standards;*
 - j. Electric Vehicle charging infrastructure is provided for: i. Each new residential unit with private off-street parking; ii. An appropriate number of spaces in shared parking at residential and commercial development where long-term parking for staff or residents is provided.*

k. Where required, a satisfactory Transport Statement or Transport Assessment is submitted in support of the planning application to evaluate transport impacts, and to demonstrate that proposed transport improvements will meet the needs of the development and mitigate adverse impacts;

l. The traffic generated by the development, taking into account any proposed avoidance and mitigation measures, would not result in severe cumulative impacts on the transport network or the environment;

m. A Travel Plan is provided in support of a planning application where appropriate in relation to the scale and type of development.”

- 4.10 The facilities benefit from a sizeable established hardstanding and car park offering plentiful parking adjacent to the buildings. The retention of the buildings for their continuing use as educational/office, changing facilities and storage use will not present in any traffic/parking changes.

Policy E1: High Quality Design

- 4.11 Policy E1 informs that planning permission will be granted for development that:
- a. Is designed to a high standard, which helps to create places where people want to live, work, visit and enjoy;*
 - b. Demonstrates that neighbourhood plans, local design statements, and the design elements of conservation area appraisals which identify local character and distinctiveness have been taken into account;*
 - c. Demonstrates that it: i. Responds to and draws inspiration from its local context and where appropriate, forges a new sense of place through design; ii. Considers characteristics such as height, massing, existing building lines, plot widths and depths and proportions of building features such as windows and doors; iii. Identifies and positively responds to existing natural and built features including listed buildings, conservation areas and other heritage assets within or close to the development; iv. Makes a positive contribution to the overall appearance of the street scene and wider area by use of good quality materials of appropriate scale, profile, finish, colour and durability; v. Produces a positive relationship with and between existing and proposed buildings, streets and spaces; vi. Avoids over-dominance and does not cause unacceptable harm to the amenity of neighbours through overshadowing, massing, the loss of privacy, outlook, overlooking, and through odour, noise or disturbance; vii.*

Reduces opportunities for crime and anti-social behaviour and contributes to the creation of safe and inclusive communities; and viii. Integrates with existing local landscape and biodiversity features and characteristics of the area, by using high quality landscaping.

d. Demonstrates that any adverts, signage, lighting and other security features are fit for purpose, fully integrated with the design, and do not adversely affect the visual amenity of the street scene or the amenity of neighbours.

4.12 As detailed within the plans, the temporary buildings are sited within a discreet location at the northern end of the sizeable Marina complex and are of lower height and scale comparatively to the variety of buildings in the locale, therefore not resulting in any dominance or harm to neighbouring buildings. Furthermore, natural screening from trees along the access road and a panel fence at the entrance ensure that views in the medium to long distance view (from the south and east) are restricted. The buildings are below the ground level of the densely vegetated coastal land to the west, therefore no direct views of the buildings are achievable from this area.

4.13 The opportunities provided by Releasing Potential in this location contribute invaluablely to the creation of safe and inclusive communities, encouraging young people who are not necessarily best served through mainstream education opportunities whilst allowing them to thrive in an alternative and inclusive educational outdoor setting.

Policy E2: Health and Wellbeing

4.14 Policy E2 states that, “*Planning permission will be granted for development proposals that: a. Promote and facilitate an inclusive community through the maintenance and, where possible, enhancement of the Borough’s built, natural and historic environment to create a sense of place and community belonging; b. Promote and facilitate active and healthy lifestyles through good urban design and co-location of community facilities to ensure easy access and encourage linked trips to local services, facilities and the Borough’s environment; c. Facilitates easy and safe access to education and employment; d. Enhance existing and facilitate new opportunities for active travel (walking and cycling), informal play and social interaction by.....Improving the*

Borough's network of good quality, accessible and safe open spaces with multi-functional recreation value."

- 4.15 The retention of the buildings will enable Releasing Potential to continue to promote and facilitate an inclusive community, providing an alternative and welcoming environment to pupils for educational, social, health and wellbeing development. The activities undertaken at this location make excellent use of the natural environment, incorporating water sports, outdoor learning and recreational use to maximise the quality of these experiences.

Policy E4: Development on the Coast

- 4.16 Policy E4 informs that development will be permitted where it:
- i. Protects and enhances existing public access to the waterfront and opportunities for water-based recreation; and*
 - ii. Does not increase the number of moorings or berths, or intertidal structures such as jetties and slipways in Chichester Harbour or Langstone Harbour; and*
 - iii. Does not detrimentally affect navigational safety; and*
 - iv. Is in line with the Marine Plan for the area.*
- 4.17 The facility maximises opportunities offered to pupils with its easy access to the waterfront and water-based recreation. There are no known impacts upon the future plans for the wider marina area, with temporary permission sought for a 3-year period.

Policy E11: Sports and Recreation

- 4.18 Paragraph 5.102 of the LDP informs that "*The NPPF recognises the role of sport and recreation as a fundamental part of sustainable development. It is acknowledged that access to high quality sport and recreation facilities can make an important contribution to the physical and mental health and wellbeing of communities.*"
- 4.19 Paragraph 5.104 continues, "*Sport is not only important for its role in improving the health and wellbeing of individuals, it also has a wider role in creating sustainable communities. Benefits include among other things: ▪ Stimulating regeneration and community development; ▪ Reducing crime and anti-social behaviour; ▪ Enhancing individual's happiness, social and cultural wellbeing, as well as physical and mental*

health; ▪ Creating and supporting economic growth; and ▪ Providing new opportunities for children and young people.

- 4.20 Sports and recreation planning permission will be granted for development that:
- a. Promotes healthy lifestyles and encourages physical activity by either: i. Protecting existing sports and recreation facilities from loss; or ii. Enhancing existing sports and recreation facilities through improving their quality, accessibility and/or management.
 - b. Provides new/improved sports, leisure and/or recreation facilities that are fit for purpose, publicly accessible and meet the demands for participation now and in the future; and
 - c. Provides sport provision and associated facilities which take advantage of the area's natural environment and heritage.
- 4.21 The development proposal promotes outdoor learning as part of the applicant's curriculum in a fun, safe and enjoyable environment and to the benefit of pupils. It is considered that the scheme meets the wellbeing and educational aims and objectives of the Local Plan.

Principle of the development

- 4.22 The proposal provides young people with the chance to experience and learn about the natural environment and through this will continue to provide students with positive health and social benefits.
- 4.23 The educational facility provides a dedicated space for Releasing Potential to deliver programs that engage children and young people with nature as a tool to develop their social and emotional capabilities.
- 4.24 Releasing Potential is well-established and is a fundamental component of the marina area. It is considered that the proposal is of a scale, density and design that would not cause damage to the qualities, character and amenity of the area in which it is situated. The development proposal has no recognisable adverse impact on the wider setting and there is a negligible impact upon flora, fauna and flood risk considerations.

- 4.25 The scheme is consistent with sustainable development objectives, nothing in this application undermines objectives for energy conservation, affects natural resources nor causes pollution.
- 4.26 The development proposal has no adverse implications for crime and disorder and accords with national and local policy guidance. The development proposal will not compromise the security of the marina or expose it to unwarranted criminal activity.

Flood Risk

- 4.27 Paragraph 5.63 of the Local Plan informs that “...*development in coastal areas must have particular regard to flood risk (Policy E19), development on the coast (Policy E4) and nature conservation (Policy E14).*”
- 4.28 Therefore, Development Plan Policy requires development proposals to ensure that they would prevent either i) life being endangered or ii) an unacceptable likelihood of damage to property and iii) development proposals must incorporate adequate measures for the disposal of surface water from the development. The low-key development is operational within the marina context and has not been historically subjected to any flooding. The hours of operation are limited to daytime hours with the buildings in use for a classroom and ancillary office, changing and storage units.

Ecology

- 4.29 The subject buildings are sited on an established gravelled area and no trees, hedgerow or natural features are affected by the retention of the temporary, single-storey buildings within this context.

5.0 VISUAL IMPACT ASSESMENT

- 5.1 As noted above, the Local Plan Proposals Map identifies that the application site is within Chichester Harbour Area of Outstanding Natural Beauty (AONB).
- 5.2 Policy E5: Chichester Harbour Area of Outstanding Natural Beauty advises that the impact of individual proposals and their cumulative effect on the Chichester Harbour AONB will be carefully assessed. Planning permission will be granted where it is demonstrated that the proposal:

- a. Conserves and enhances the natural beauty and the special qualities of the AONB, as defined in the Chichester Harbour AONB Management Plan. **Given the small scale, discreet siting and nature of the low-key development, there are no recognisable adverse impacts upon the local environment. The single-storey buildings are sited within the developed area of the marina, served by existing access and car parking provision, as opposed to greenfield land.**
- b. Meets the policy aims of the Chichester Harbour AONB Management Plan. **In review of the Management Plan, there is no conflict with these policy aims and their future proposals. Furthermore, the application proposal seeks temporary permission (3 years) for the ongoing use of the land and buildings for educational purposes.**
- c. Provides mitigation for any detrimental effects caused by the proposal and, where appropriate, landscape enhancements to address existing harm. **There are no recognisable adverse impacts upon the natural and built environment presented by the small-scale retrospective proposal.**
- d. Is appropriate to the economic, social and environmental wellbeing of the area or is desirable for the understanding and enjoyment of the area. **The application proposal is fully in line with supporting and delivering the applicant's curriculum for supportive outdoor learning to the benefit of the wellbeing of staff and pupils.**

5.3 Paragraph 5.61 further informs that “*Chichester Harbour AONB is a unique landscape comprising sheltered open water areas with contrasting narrow channels. The movement of the tide exposes bare mudflats and saltmarsh creating a wide, open and remote wilderness. The undeveloped character of the harbour is almost unique on the south coast and is complemented by its status as an internationally important area of nature conservation. The largely flat hinterland includes highly productive farmland, as well as woodlands and hedgerows that contribute to the rural character of the area. The flatness of the landscape makes the AONB particularly vulnerable to visual intrusion from inappropriate development, both within or adjacent to the boundary, which can often be seen from significant distances across inlets, the main harbour channels, or open countryside. Havant Borough Council will have particular regard to these characteristics in determining development proposals affecting the AONB. The single-storey units are sited in a discreet location which goes largely unnoticed in the medium to long distance view from within the marina complex.*

There are a number of factors that contribute to the reduced visual impact, namely intervening tree screens to the east, raised land to the west (which is densely vegetated), fencing adjacent to the site access and due to the very small scale and height of the buildings themselves. To the casual observer, the development would go largely unnoticed, sited to the north-west corner of the expansive marina complex and adjacent to boatyards and car parking areas and associated built form.

5.4 Paragraph 5.37 of the Local plan states that, “Where a scheme is likely to have a significant impact on the landscape, townscape or seascape, a Landscape and Visual Impact Assessment may be required. This should be based on an appreciation of the existing landscape and a thorough understanding of the development proposal, 47 Havant Borough Landscape Character Assessment (February 2007) 48 Havant Borough Design Guide Supplementary Planning Document (December 2011) Pre-Submission Havant Borough Local Plan with changes the magnitude of change, the sensitivity to change and the potential to mitigate impacts. The cumulative impacts on character should also be considered in the context of the receiving landscape. Guidance on the methodology for Landscape and Visual Impact Assessments recommends the following methodology:

- Recording and analysing existing landscape features and characteristics and the way the landscape is experienced;
- Assessment of the nature and magnitude of change likely to result from the development and the sensitivity of the existing landscape to the change;
- Identifying the effects of the proposed change on views and visual amenity and assessing their significance, taking account of the nature of the visual receptors (people viewing the landscape) and the nature of the change on visual amenity;
- Evaluation of the significance of the changes identified (both landscape and visual effects) taking account of any mitigation strategies.

5.5 In terms of the site analysis, it has been established that the single-storey buildings are already in situ and the proposal seeks their retention for a temporary period of 3 years.

5.6 It is evident, with reference to the site photographs below, as taken in September 2022, that there are very minimal visual impacts upon the coastal setting resulting from the

stationing of the units within an existing hardstanding and well related to the established road and car parking infrastructure serving the marina.

5.7 In assessment of visual impact in the long, medium and short distance view, it is acknowledged that:

1) Long distance view from beyond the marina boundary – there is no view of the development in the long-distance view from beyond the site boundary in all orientations. This reflects the low-key and discreet siting of the small single-storey buildings.

2) Medium distance view from within the marina complex – the only views of the buildings achievable are from the internal road on approach to The Round House, although screening from intervening trees and a fence at the entrance to the education facility only allow glimpses of the upper sections of the office building. From the west there are no views achievable of the buildings, as is the case from a central position (to the east) and within the main complex of buildings.

3) Short distance views – the buildings are only visible in the short distance view on approach from the internal road off Northing Road and at the site entrance. Even from within the serving car parking area to the east, the buildings are afforded screening by a row of tall trees in the foreground. Given that the siting of the buildings is below the level of the car park, the visual impact is further reduced in this orientation.

Photo 1

View from within 50 metres to the west. There is no view of the lower sections of any of the subject buildings.



Photo 2

Surface car park adjacent to the application site – even in the short distance view, only glimpses of the single storey outbuildings are achievable given the presence of the tree screening.



Photos 3 and 4

General views within the marina complex including public buildings and the former offices, as converted to residential.



- 5.8 In review of the planning drawings and buildings on site, it is concluded that there is a negligible visual impact upon the local environment and the development is in keeping with the marina setting.

6.0 ACCESS

- 6.1 The development proposal has no adverse or other impact on accessibility to the marina site which is accessed via a long-established vehicle access point.
- 6.2 The classroom and associated buildings do not interfere with either traffic or pedestrian movements at the site frontage, being appropriately located within the site.
- 6.3 The provision of car parking space is existing and lies adjacent to the east. This parking area is within a safe and convenient location of the new development.

7.0 CONCLUSION

- 7.1 The planning application seeks retrospective temporary planning permission (3 years) in relation to the *'Retention of single storey temporary buildings comprising of 1No. classroom, 1No. ancillary office, 1No. ancillary changing space, 2No. steel container store and shed store'* on land at Northney Marina, Hayling Island, PO11 0NH.
- 7.2 The existing educational facility provides a dedicated space for Releasing Potential to deliver programs that engage children and young people with outdoor learning as a tool to develop their social and emotional capabilities.
- 7.3 In consideration of the national and local planning policy aims and objectives, it is evident that the development proposal makes continued and best use of the land as an educational facility whilst having a negligible impact on the natural and built environment.
- 7.4 Given the scale, unobtrusive siting, design and appearance of the built form it is consistent with and sympathetic to its AONB location and does not give rise to any detrimental impact on any adjoining land uses or the visual amenities of the marina area.

- 7.5 The single storey buildings for retention are not visible from outside of the marina complex due to the significant degree of containment offered by boundary vegetation, tree cover and due to the local topography.
- 7.6 Therefore, permission should be granted on its collective merits and having taken in to account all the material planning considerations as outlined in the application submission.