



PLANNING STATEMENT

Salt Shack Cafe, Northney Marina, Hayling Island Hampshire PO11 0NH

July 2021

Luken Beck

1 Introduction

- 1.1 This Planning Statement accompanies a planning application for the retention of the Salt Shack, a modest, but important café facility located within Northney Marina which itself is located within the Chichester Harbour AONB. The building comprises a single storey, timber clad building utilising Previously Developed Land (PDL) sited immediately adjacent to the main Marina Office and includes a small external terrace area. It is used principally by berthholders, employees and visitors to the marina but also is used by local residents and visitors to Hayling Island and therefore serves both as a valuable facility to the marina and local residents and in addition, assists with encouraging tourism to the Island.

2 Planning History

- 2.1 There is no direct planning history relating to the Salt Shack although temporary planning permission was granted in January 2021 for an alternative café facility on land adjoining the site of the existing building. (LPA Reference APP/20/01084). This permission includes condition 3 which requires the removal of the Salt Shack and associated structures within 1 year of 8 January 2021 or prior to the first use of the alternative facility approved whichever is the sooner. However, this consent is not intended to be implemented and consequently, this application seeks the permanent retention of the Salt Shack.

3 The Proposals

- 3.1 As stated above, this application seeks the permanent retention of the existing café building and associated structures and the justification for the retention of the building is set out below under planning considerations. It is noteworthy and encouraging that the Planning Officer dealing with the application for an alternative building commented;

Given the limited size of the building and sitting out areas and the limited 'light refreshments' menu, it is considered unlikely that the use would attract significant custom from people visiting the marina only to use the proposed cafe.

And in relation to the replacement building, immediately adjacent to the current application site it was observed;

The proposal is considered to have a limited and acceptable impact on the character and appearance of the area including the wider landscape of the Chichester Harbour AONB and it is noted that Chichester Harbour Conservancy raise no objections to the proposal.

4 Planning Policy

4.1 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 appeal 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

The Council is in the process of adopting a new Local Plan which is currently at Examination. Once adopted, this plan will replace the existing Local Plan and will cover the period until 2036.

Havant Local Plan (Core Strategy) 2011 (CSLP)

4.2 This plan was adopted prior to the NPPF 2012, and therefore in many respects is out-of-date and fails to acknowledge 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 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 DM5 - Control of Class A3, A4 and A5 Food, Drink and entertainment Uses - This Policy confirms that Class A3 (Now Class E) uses will be supported in any location, provided a number of safeguarding criteria are met. It is believed that the proposals are fully supported by this Policy.

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.

Havant Borough Local Plan (Allocations) 2014 (ALP)

- 4.2 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.

Havant Local Plan 2036 (Draft) (HLP)

- 4.3. The HLP is yet to be adopted and is currently subject to Examination, and therefore, whilst full weight cannot be given, the following Policies are considered relevant to the proposals and should be afforded significant weight

Policy DR1 - Delivering Sustainable Development – advises that the Council has a “clear “open for business approach” and supports sustainable growth in business.

Policy C2 Tourism – confirms that planning permission will be granted for proposals that either promote tourism and visitor economy through the provision of new/and/or improved facilities or support sustainable tourism and provide local employment

Policy C8 Food, drink and entertainment uses – confirms that Planning Permission will be granted for new food, drink or entertainment uses where it can be demonstrated that a number of criteria are met, all of which can be met by the proposals.

Policy E5 - Chichester Harbour AONB – similar to Policy CS12 of the CSLP, this Policy advises that planning permission will be granted where it can be demonstrated that a number of criteria are met.

National Planning Policy Framework 2021 (The Framework)

- 4.4. 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.

4.5 The Framework also advises at Paragraph 81 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

It continues at Paragraph 84

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;*

4.6 Paragraph 176 of the Framework 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. The proposals are considered very limited in scale and extent and not considered to be major development and consequently, Paragraph 177 does not apply to the application.

5 Planning Considerations

5.1. The proposals comprise the retention of a small-scale café within the existing marina complex on PDL. The single storey nature of the development viewed in the context of the backdrop of existing buildings, yachts and general activity, combined with the sensitive use of materials, results in a form of development that is not intrusive or harmful to the wider area. The proposals are subservient to their surroundings and are not viewed extensively from the public domain. As such, it is considered that they accord with the requirements of the Development Plan which supports food and drink establishments as part of its "open for business approach".

5.2. The marina is an important tourism and leisure facility to both Hayling Island and the wider Borough and provides an valued facility which serves berth holders, marina employees and residents, along with visiting Members of the public. It also helps to reduce the use of the car by providing a service which reduces the need for marina users to leave site in search of food and drink. By making more effective use of PDL, it is believed the proposals

are fully in accordance with aims and objectives of the Development Plan and to the thrust of advice within the Framework. The principle of the development is therefore well supported both at National and Local Level.

- 5.3. Whilst the location within the AONB is fully acknowledged, the proposals, by virtue of their small scale and discrete location do not cause harm to the wider landscape or scenic beauty of the AONB. The immediate context of the site includes the Marina Offices, large car park and associated activity along with the movement of yachts and vehicles. The building sits comfortably within this context and yet contributes significantly to the economic and social wellbeing of the area through providing local employment opportunities and providing an important service to employees, residents, and general visitors and in doing so, assists in promoting tourism within Havant Borough.
- 5.4. To be viable, the café needs to operate during normal business times and also in the early evenings to provide a service to the marina users and local residents who live on site. Therefore, it is proposed that the café operates Mondays -Thursdays: 9:00am – 6:00pm and on Fridays and Saturdays: 9:00am – 10:00pm. This will not cause harm or nuisance to existing residents and yet will provide an important service to locals who currently use the facility.
- 5.5. The earlier consent for an alternative facility was granted temporary consent and with very restrictive opening times which would not be viable for the business. It is fully accepted that this was the basis for the application, but MDL have carefully reviewed the consent and have concluded that it is unviable to proceed on that basis. The current proposals therefore seek to retain the existing business within the Salt Shack which causes no harm or adverse impact, and which is supported locally. In addition, it is noted that for the earlier application, no site visit was undertaken due to Covid and therefore the lack of impact of the existing building would not have been appreciated.
- 5.6. It is therefore considered the proposals fully accord with Policies CS5, CS12, CS16 and DM5 and DM9 of the CSLP, along with Policies AL1 of the ALP and Policies E5, DR1, E4, C8 and E1 of the HLP. The Framework also places significant emphasis upon the re-use of PDL and the promotion of sustainable economic growth and maintaining and enhancing tourism.

6 Conclusions

- 6.1 As stated above, the proposals, albeit small scale, are an important facility providing food and drink to marina users, employees, local residents and visitors generally. The proposals are of low impact being single storey in scale with black timber cladding, a material found throughout the AONB. As a result, the café sits discretely against the backdrop of the Marina Office and general activity associated with the marina and will not cause harm to the character and appearance of the area.
- 6.2 The proposals will not cause harm to the amenity of local residents and conditions can be imposed which ensure no material impact will arise. The majority of users will already be on site, and it is not envisaged that undue noise or general disturbance will occur.
- 6.3 Although located within the Chichester Harbour AONB, this does not automatically preclude development, and in this case, it is considered the proposals are entirely appropriate in the context of a working marina and the facilities offered which are a positive and welcome addition to the site which enhance sustainability and reduce reliance on the private car.
- 6.4 having regard to the above, it is hoped that planning permission can now be granted for the existing buildings at the Salt Shack so this small local business can continue to operate in these challenging economic times.

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