



Northney Marina Hayling Island, Hampshire

Planning Design and Access Statement
(Incorporating Flood Risk Assessment)

April 2022

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1. Introduction

- 1.1 This Statement accompanies a planning application in relation to a single storey extension to the existing Marina Services building at Northney Marina, Hayling Island. The proposals were previously granted planning permission in January 2018 under Planning Permission 18/00983, but this consent has since lapsed. The application therefore seeks a renewal of this permission, and it is contended that there has been no material change in circumstances to reach a different conclusion.

2. The Proposals

- 2.1. As explained above, the proposals comprise a single storey extension to the existing Marina Services building adopting a design approach that is consistent with the existing building. The choice of materials and modest scale and height of the building ensure that it will sit comfortably on the site and cause no harm or intrusion to the Chichester Harbour AONB or wider area.
- 2.2 The location of the building on an existing hard-surfaced area will not result in harm to biodiversity, subject to appropriate conditions relating to the timing of the works and construction techniques which were imposed previously, and which are agreed by the applicant.
- 2.3. The existing access to the site will remain unchanged although the proposals will displace a number for parking spaces although, as previously, it is not considered this will have any adverse impact upon the operation of the marina.
- 2.4. In terms of use, the intended occupiers will provide services/support to the marine industry and general boating fraternity and as before will fall within the following categories;

Boat Sales and Brokerage

Including Boat sales, Charter/Rental and related Management

Insurance/Financial services

Boat Serving/Valeting

Instruction

Including specialist training, sailing school or similar

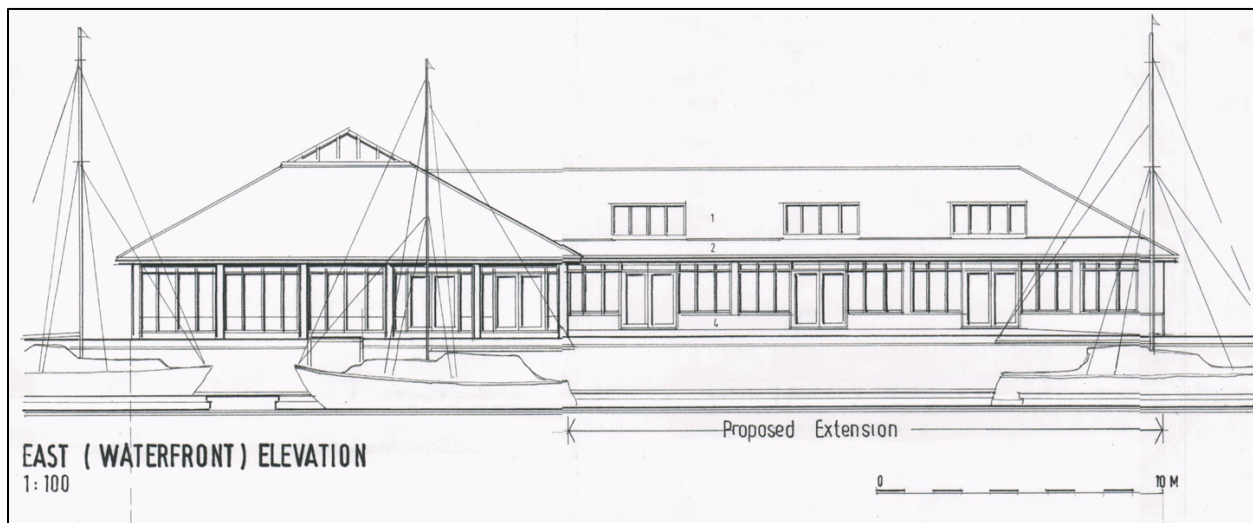
Marine inspection/surveying/safety consultants including related equipment provision and maintenance

Boat Owner Services

Including general chandlery, supplies including clothing

Specialist services installation such as navigation aids/marine communications

Boat transfer/handling and maintenance management



Proposed elevation facing the Marina - note lower roof profile than existing

3. Planning Policy

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

The Council is in the process of preparing a new Local Plan although, following the Inspectors recommendation, the draft Local Plan will need to be reviewed and therefore carries very little weight at the present time.

Havant Local Plan (Core Strategy) 2011 (CSLP)

3.2 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 CS 17 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.

Havant Borough Local Plan (Allocations) 2014 (ALP)

3.3 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 2021 (The Framework)

3.4 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.

3.5 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;

3.6 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.

4. Planning Considerations

- 4.1 The principal consideration relates to the whether the proposals accord with the relevant policies of the development plan, which in this case, is highly supportive of new employment proposals, particularly those in which utilise previously developed land, are within a business cluster and/or are related to the marine industry. The proposals are therefore considered to be in compliance with Policy CS2 - Employment, whilst fully respecting their location within the AONB and Coastal Zone. Furthermore, 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.
- 4.2 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 Services Building, large car park and associated activity along with the movement of yachts and vehicles. The existing building and proposed extension will sit comfortably within this context and yet contribute significantly to the economic and social wellbeing of the area through providing local employment opportunities and providing important marina/boatyard related service and in doing so, assists in promoting economic development and tourism within Havant Borough.
- 4.3. The Council has previously considered the proposals and granted permission in January 2018. There has not been a material change in circumstances since this decision (it is acknowledged that the NPPF has been updated in 2021) and consequently, it is believed that permission can be granted again for this identical development.
- 4.4 In assessing the previous application, the Officer advised;

The application site is located outside the built up area as defined by policies CS17 (Havant Borough Local Plan (Core Strategy) 2011 and AL2 Havant Borough Local Plan (Allocations) 2014. The site is however well established as a marina and the site is considered to be brownfield land that CS17 indicates should be prioritised for development as set out below:

Development will be permitted that makes the most effective use of land in the borough by granting planning permission that:

Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area.

The report continues;

It is considered in this case that the development on this brownfield site within an existing marina complex incorporating a design matching the existing building would result in an acceptable impact on the existing AONB landscape and would be appropriate to its location conserving the landscape.

- 4.5 Having regard to the above it is considered that the principle and design approach are acceptable and that there are no valid reasons to withhold consent.
- 4.6 With regard to access and parking, the site benefits from a safe access and the proposals will not significantly increase traffic movements in/out of the site. Again, as was concluded in 2018 it was stated;

(vi) Parking

The proposal is on an area partly currently used for car parking and the plans now clarify that there would be a reduction in parking of 16 spaces. The uses permitted will primarily serve the existing users of the marina improving facilities and therefore it is not anticipated that the development would result in substantial new on site parking requirements. Concerns have been raised in relation to Berth holders parking, however the Northney Marina site includes a number of existing parking areas and it is a matter for the marina management to rationalise the use and capacity of parking on the site. The Development Engineer has raised no objection to the proposals and the development is on private land where there is unlikely to be any impact on parking beyond the site.

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 perspective, to be acceptable. The Planning Officer confirmed previously;

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.



EA flood mapping showing all of site within Flood Zone 1

5. Conclusions

- 5.1 The proposals, which have previously been granted planning permission, comprise the redevelopment of previously developed land to provide employment opportunities to support the ongoing marina and boatyard operations. The development would therefore be in accordance with both the policies of the Development Plan and to guidance within the National Planning Policy Framework 2021.
- 5.2 It is acknowledged that the site lies within the AONB which is afforded the highest level of protection in landscape and scenic beauty terms, however, the proposals do not comprise major development and will not cause harm to the landscape, scenic beauty, character and appearance of the AONB and wider area.
- 5.3 Having regard to the foregoing, it is requested that planning permission be granted for this employment related development to support the marina whilst providing economic benefits to Havant.

