



PLANNING STATEMENT (INCLUDING FLOOD RISK ASSESSMENT)

Sparkes Marina, Hayling Island
Hampshire PO11 9SR

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1. Introduction

- 1.1** This Statement accompanies a full planning application for minor engineering operations to the existing hard-surfaced area at Sparkes Marina to create a boat launching area to support existing marina operations. The site, which is described further below, comprises a working marina and the works are intended to simplify boat launching from the site.

2. Site and Surroundings

- 2.1** Sparkes Marina is located at the south eastern end of Hayling Island and forms an artificial promontory extending into Chichester Harbour. The site is located within Chichester and Langstone Harbours Special Protection Area (SPA), the Chichester, the Solent Maritime Special Area of Conservation (SAC), Chichester Harbour Site of Special Scientific Interest (SSSI) and the Chichester Area of Outstanding Natural Beauty. (AONB).



Figure 1 - Aerial Image of site (Courtesy of Google Earth 2021)

- 2.2** Not surprisingly, the site also lies within Flood Zones 2 & 3 where development is limited as a result of flood risk. Please see Section under Flood Risk within Planning Considerations below for a more detailed analysis.
- 2.3** The area of Marina the subject of this application relates to an existing area of tarmac/concrete hardstanding which is intended to be reinforced to enable the use of the Marina forklift. No encroachment into the Harbour will arise.

3 The Proposals

- 3.1.** As mentioned above, the proposals comprise an engineering operation consisting of strengthening works to the existing tarmac/concrete hardstanding within the Marina to improve existing operations. These works will entail a new reinforced ground slab on existing hardstanding along with a raised edge to the existing capping beam. Non percussive piles are proposed to support the slab.



Figure 2 - General Area of works to left of photo

- 3.2.** The submitted drawings and sections show the extent of work proposed which is minor in nature and, subject to adopting good working practice, will not impact upon the ecological importance of the Harbour.

4. Relevant Planning History

- 4.1** Whilst there is an extensive planning history to the Marina, the most relevant planning application is summarised below;

APP/20/00610 Replacement sheet piled quay wall with concrete capping beam APPROVED February 2021

5 Planning Policy

National Planning Policy Framework (NPPF)

- 5.1** Guidance is provided by Government in the form of the NPPF published in 2021 which is significant material consideration in the determination of planning applications. The NPPF confirms that;

11. *Plans and decisions should apply a presumption in favour of sustainable development...*

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay;

- 5.2** The site is located within a SPA, SAC, SSSI and AONB to which Paragraphs 176, 180 and 181 are relevant and which seek to ensure that the landscape and scenic beauty of AONB's is conserved and enhanced and that development within SSSI's, SPA/SAC's does not cause harm or adversely impact upon biodiversity interests.

- 5.3** In addition, the NPPF seeks to promote healthy and safe lifestyles and therefore sport, including sailing, is supported by Paragraph 93 which states (inter alia)

93. To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should [my emphasis in bold]:

*a) **plan positively for the provision** and use of shared spaces, community facilities (such as local shops, meeting places, **sports venues**, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;*

*d) ensure that established shops, facilities **and services are able to develop and modernise**, and are retained for the benefit of the community;*

The Development Plan

- 5.4** 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
- The Havant Local Plan (Allocations) Local Plan adopted 2014

5.5 In addition, the Council is in the process of adopting a new Local Plan which is currently at examination. However, it is considered that until adoption, this plan carried limited weight in the consideration of the current proposals.

5.6 The following policies of the Adopted Core Strategy are considered relevant to the proposals;

- CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
- CS12 (Chichester Harbour Area of Outstanding Natural Beauty (AONB))
- CS15 (Flood and Coastal Erosion)
- DM10 (Pollution)
- DM8 (Conservation, Protection and Enhancement of Existing Natural Features)
- DM9 (Development in the Coastal Zone)

5.7 In addition, the following policy of the Allocations Local Plan 2014 is considered relevant;

- AL1 (Presumption in Favour of Sustainable Development)

6 Planning Considerations

6.1. The proposals are considered minor in scale and nature and will not have a material impact upon the character and appearance of the area or to the landscape and scenic beauty of the AONB. The proposals are directly related to the continuing operation of the Marina to enable more efficient boat launching using the Marina forklift. These works will not be perceptible outside the site and consequently are not considered to cause any impact upon the visual qualities of the area.

6.2. The principal planning consideration relates to avoiding the potential for any pollution or related impacts to the Harbour which is an environmentally sensitive area. However, as for the earlier permission for the replacement quay wall, this can be controlled via a Construction Management Plan submitted and approved by the Council prior to any works commencing on site. The additional piles will be installed using non-percussive methods, which, in association with restrictions on the mixing and storage of concrete, will ensure that no harm arises throughout the construction period.

6.3. The works will not result in an intensification of use but will enable the Marina to launch boats in a safer, more effective manner by enabling the use of the Marina forklift which will greatly improve working practice within this active Marina.

Flood Risk Assessment

- 6.4** The site lies within Flood Zones 2 and 3 and consequently a Flood Risk Assessment is required to be undertaken. Of particular relevance is the Flood Vulnerability Classification, which in the case of docks, marinas and wharves, is considered to be “water compatible development” such that the proposals are considered acceptable and will not increase flood risk.



Figure 3 Extract from Flood mapping showing site within Flood Zones 2 & 3 - Gov.UK website

7 Conclusions

- 7.1** The proposed engineering works are very minor in nature yet will improve the efficiency of the Marina without causing harm or any material impact upon the Harbour or AONB. Any potential impacts upon the integrity of the SSSI/SPA/SAC can be managed through the requirement for a Construction Management Plan which will detail working methods, storage areas and measures to prevent pollution of the Harbour.
- 7.2.** The proposals are therefore considered acceptable and supported by both the Development Plan and the NPPF.