

APP/14/00343

LANGNESS WOODGASTON LANE HAYLING ISLAND PO11 0RL

Replacement of existing sea defences and new slipway

PLANNING POLICY FRAMEWORK*

NPPF - 11, 14, 17, 56-57, 64, 93, 99, 103, 105, 109, 113-115, 118; **NPPG** – ID 6-001/003, ID 7-001/002/030/038/047/050, ID 8-001/004/007/016/018, ID 26-001/002/006-007/019-021; **CHMP & PG** - LS1-LS2, BD1, CD1-CD3, NC1, NC5, WW2 & B3, B8, E3, E8a, E8b, E9-E10; **HBLP** CS11-CS12, CS15-CS17, DM8-DM10; **PHBAP** – AL1-AL2; **SPD**.

CHICHESTER HARBOUR CONSERVANCY'S COMMENTS

It is noted that the work is to take place from the garden side of the sea wall, not the beach side.

This is a very open expanse of land bordering the harbour, with built form largely set well back from the harbour. An adjacent public footpath makes the foreshore, albeit private, walkable at low tide. The current sea wall has been inspected and is in a poor state of repair.

The new slipway would be for private use only and thus accord with the Conservancy's Planning guideline E3.

Whereas an existing site levels survey is provided, not proposed site levels are given. It is therefore hard to assess whether the slipway might actually increase flood risk, something Policy CD2 of The Conservancy's Management Plan seeks to avoid. The Conservancy has received a phone call from a neighbour – Mr Upton-Brown – raising this issue, especially given the recent inundations during this winter's exceptional weather. I did wonder whether the installation of some form of barrier over the mouth of the slipway when not in use might re-assure the objector, but this would be hard to police and the approach by the Environment Agency secures the same effect.

The site is within the lowland coastal settlement landscape type in landscape character area 30 Stoke and North West Hayling, in terms of HBC's Landscape Study and within Character Area G1 – North Hayling Island in terms of The Conservancy commissioned 2005 CBA Landscape Study of the AONB. The latter states “*Distinctive fringe of low*



lying and unimproved coastal grazing marsh which attracts waders and wildfowl & Mostly undeveloped character to the coastal edge". The application site is in the latter description, with moderate to high sensitivity to development and change.

Even if the proposed sea wall were to be marginally taller than the existing, its net visual impact would be minimal, being constructed/faced of railway sleepers, merely arranged vertically rather than horizontally. Indeed, no metal work would be exposed, so a more natural finish would result.

Whereas the Conservancy's usual preference is for the use of darker Purbeck Stone rip rap under its planning guidelines E8a/E10, it is accepted that used in isolation, this could appear visually jarring for this part of the foreshore, where other neighbours have also used railway sleepers for their sea defences. Use of railway sleepers would in this case accord with the conservancy Planning Guideline E8b.

DATE CONSIDERED

17/6/14

CONSIDERED BY

Chichester Harbour Conservancy Officers under delegated powers.

RECOMMENDATION

The Local Planning Authority is advised that the Conservancy raises no objection to this application, subject to the following condition being imposed, as set out below and informatives being attached relating to the other consents that need to be sought, not least from Natural England, the Environment Agency and the Marine Management Organisation before these work can be implemented, so as to safeguard nature conservation interests and safe navigation in the harbour.

Condition

The development hereby permitted shall not be commenced until such time as a scheme to confirm the top height of the sea wall and new slipway has been submitted to, and approved in writing by, the local planning authority.

The scheme shall ensure:

- 1. That the proposed height of the sea defence wall is 3.4mAOD in accordance with the provided sea defence plan.*
- 2. That the top height of the new slipway is set no lower than 3.4mAOD and ties in with the sea defence wall*

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason:

To ensure that the slipway does not form a low point in the sea wall that will result in an increased flood risk.

*Abbreviations used:-

NPPF – National Planning Policy Framework (2012)

NPPG – National Planning Practice Guidelines (2014)

CHMP & PG – Chichester Harbour Management Plan (2014-2019) & Planning Guidelines (as amended 2011-2013)

HBLP – Havant Borough Local Plan (2011).

PHBAP - Publication version Draft Allocations Plan (2013)

SPG/SPD/LP Evidence Base –

- Borough Design Guide (2011)
- CBA Landscape Character Study of the AONB (2005)
- Havant Borough Townscape, Landscape and Seascape Character Assessment