



Land adjacent to Yachthaven, Copse Lane, Hayling Island

Planning Statement

On behalf of Yachthaven (Hayling) Limited

March 2013

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1.0 Introduction

1.1 WYG Planning and Environment has been instructed by Yachthaven (Hayling) Limited to prepare a Planning Statement to accompany their revised planning application to Havant Borough Council for the redevelopment of the site for the following:-

- 6 detached houses
- residential boat store and ancillary office building
- boat store for sailing charity
- pontoon for 12 berths
- improvements to slipway and coastal footpath
- creation of one area of coastal meadow and one area of conservation grassland

1.2 This Statement sets out and interprets the policy position set out in the adopted Development Plan and Supplementary Planning Documents. It should be read in conjunction with the Design and Access Statement, Visual Impact Assessment, Ecological Assessment, Arboricultural Implications Assessment and Method Statement, Flood Risk Assessment, Coastal Stabilisation Report and Transport Statement that are submitted as part of this application. The application is accompanied by a full Environmental Impact Assessment.



2.0 The Site & Surroundings

- 2.1 The site is located on the east coast of Hayling Island, accessed along a private drive from Copse Lane. It faces onto Yachthaven, the arm of Mill Rythe north of Verner Common, which is part of Chichester Harbour. The site measures 6.4 hectares in total, only 3.14 hectares of which lies above the mean high water mark. The eastern part of the site contains a number of derelict and partially demolished marine buildings, south of which is a filled in balancing pond. The western part of the site contains a couple of sheds. The central access road leads down to the slipway. It is a mixed greenfield and brownfield site.
- 2.2 In the pre-war era the site was intensively used as a boatyard and chandlers, with the creek being dug out to facilitate trawlers coming in for repair. The aerial photograph at Appendix A highlights how the site looked in 1933. A short stretch of railway track transported vessels from the water to the repair sheds. The commercial use of the boatyard continued into the postwar era, as the plan from the 1960s attached at Appendix B illustrates. The main boatyard building suffered fire damage in the 1970s, since when commercial use of the site has dwindled.
- 2.3 To the east of the site, sharing the same access, is a vacant residential property known as Yachthaven, which has consent for extensions and alterations. Further east are a number of large residential properties accessed via Woodgason Lane, and beyond them the Gutner Point Local Nature Reserve. To the north of the site is the Yewtree Farm camping and caravan site, accessed from Copse Lane. A public footpath runs along the shoreline, linking Copse Lane in the west to Woodgason lane in the east. The footpath is well used by local people during the day.
- 2.4 The site straddles the boundary of the Chichester Harbour Area of Outstanding Natural Beauty, with the southern portion of the site (below the mean high water mark) being within the AONB. The site adjoins a Site of Special Scientific Importance, Special Protection Area and a Ramsar site.



3.0 Planning History

3.1 On 7th March 1996, two planning permissions were granted for the redevelopment of the site:-

- **93/50888/2:** Outline permission for 6 houses arranged in two rows of three in the north-eastern part of the site, where the former boatyard buildings are located.
- **94/50888/3:** Outline permission for a replacement pontoon with 19 moorings, replacement slipway, mast/sail store and boat compound/parking area.

The consents were subject to a legal agreement requiring the commercial use to cease and the open shoreline to be protected.

3.2 Applications to renew these consents have remained undetermined (“not proceeded with”).



4.0 Planning Policy

National Planning Policy

4.1 The National Planning Policy Framework was published in March 2012 and establishes a presumption in favour of sustainable development, encompassing, amongst other things, building a strong competitive economy, delivering a wide choice of high quality homes and good design. It is a requirement that Local Planning Authorities positively seek opportunities to meet the development needs of their area (Paragraph 14).

4.2 There are three dimensions to sustainable development requiring the planning system to perform a number of roles:-

1. Economic role: building a strong economy;
2. Social role: providing the housing which is needed and creating a high quality built environment;
3. Environmental role: protecting and enhancing the natural environment, and improving biodiversity

Successfully balancing these three potentially competing requirements lies at the heart of these proposals.

4.3 The Framework supports economic growth in rural areas through the provision of well designed new buildings. It seeks to deliver a wide choice of high quality homes. It promotes sustainable transport and seeks to minimise the need to travel. Good design is encouraged in all new developments. Great weight is required to be given conserving landscape and scenic beauty in Areas of Outstanding Natural Beauty, along with the minimisation of impacts on biodiversity.



Development Plan

- 4.4 The site is located within the administrative boundary of Havant Borough Council. The development plan comprises the South East Plan, the Havant Borough Core Strategy, the saved policies of the Havant Borough District Wide Local Plan, and the Chichester Harbour AONB Management Plan 2009-2014. The South East Plan is shortly to be revoked and so its policies have not been assessed; whilst there are no saved policies which are relevant to these proposals. There is a Draft Local Plan (Allocations) which has yet to reach the Pre-submission stage and carries limited weight.

Havant Borough Core Strategy

- 4.5 The Core Strategy was adopted in 2011. It contains the following policies of relevance:
- 4.6 Policy CS1 “Health and Wellbeing” supports the modification of existing moorings provided no new moorings are proposed.
- 4.7 Policy CS2 “Employment” seeks to protect marine businesses in waterfront locations from non-marine related employment and other uses.
- 4.8 Policy CS9 “Housing” supports new housing that contributes to meeting the Borough’s housing needs, makes a financial contribution towards affordable housing on schemes of 5 dwellings, and is of an appropriate density for its location.
- 4.9 Policy CS11 “Protecting and Enhancing the Special Environment and Heritage of Havant Borough” seeks to ensure that key built form principles sets out in the Borough’s Landscape and Seascape Character Assessment are adhered to. It seeks to ensure that the Borough’s designated landscapes and habitats are protected and where possible enhanced. It requires developers to have regard to Ramsar sites and SSSIs.



- 4.10 Policy CS12 “Chichester Harbour Area of Outstanding Natural Beauty (AONB)” states that development will be permitted where it carefully assesses the impact of individual proposals on the AONB and its setting. Development should be appropriate to the economic, social and environmental wellbeing of the area. The special qualities of the AONB must be preserved and enhanced. The policy aims of the Chichester Harbour AONB Management Plan must be met.
- 4.11 Policy CS13 “Green Infrastructure” seeks to enhance the existing network of open spaces and footpaths.
- 4.12 Policy CS14 “Efficient Use of Resources” requires new housing to meet Level 3 of the Code for Sustainable Homes.
- 4.13 Policy CS15 “Flood and Coastal Erosion Risk” states that development in areas at risk of flooding will only be permitted where it meets the sequential and exception test. A flood risk assessment must demonstrate that development is safe and will not increase flood risk. Flood protection measures must be incorporated where appropriate.
- 4.14 Policy CS16 “High Quality Design” requires new development to respond to and respect the local context.
- 4.15 Policy CS19 “Effective Provision of Infrastructure” requires new developments to provide for any new required infrastructure.
- 4.16 Policy CS20 “Transport and Access Strategy” seeks to avoid congestion and locate new development where there is a choice of modes of transport.
- 4.17 Policy CS21 “Developer Requirements” sets out the infrastructure contributions that will be required of developers.



- 4.18 Policy DM3 “Protection of Existing Employment and Tourism Sites” states that the development of land last used for B class uses for non-employment uses will only be permitted where it has been demonstrated that the land is not fit for purpose and is not viable for B class uses. Only if other types of economic development are not viable will other uses be considered. 12 months of marketing is required.
- 4.19 Policy DM8 “Conservation, Protection and Enhancement of Existing Natural Features” states that development will only be permitted where it protects natural features and incorporates them into the design.
- 4.20 Policy DM9 “Development in the Coastal Zone” states that planning permission will only be granted where it has no harmful impacts on nature conservation within the Chichester Harbour AONB, maintains and enhances the appearance of the coast, contributes positively to the landscape through well designed coastal buildings, upgrades existing footpaths, improves moorings, and would not harm water based recreation or the safety of navigation.
- 4.21 Policy DM10 “Pollution” requires that development which could give rise to noise, smell or fumes should avoid harm to nearby occupiers and protect the water environment.
- 4.22 Policy DM12 “Mitigating the Effects of Travel” requires that the environmental impacts of new development be mitigated where possible.

Draft Local Plan (Allocations)

- 4.23 The draft plan contains two policies of relevance. Policy AL1 reflects NPPF support for sustainable development, whilst Policy AL4 guards against new residential development in Coastal Change Management Areas (the application site is not within such an area).



Chichester Harbour AONB Management Plan 2009-2014

4.24 The part of the application site above the mean high water mark lies outside the Chichester Harbour Area of Outstanding Natural Beauty and is not covered by the Management Plan. The Plan contains the following policies of relevance to the portion of the site within the water environment:

A1 – opposing applications which introduce large numbers of people into the landscape.

B1 – new residential development only supported in defined settlement boundaries

B3 – design of new buildings to reflect the nature of the landscape

B7 – criteria for requiring EIA

B8 – protected species habitats to be preserved

C1 – new development to contribute to improving non-car modes of transport

D1 – redevelopment of marina sites will only be permitted for uses associated with boat building, unless the site has been unsuccessfully marketed for at least a year, in which case a mixed use including some marine uses would be considered

E2 – proposals to modify the number of moorings will only be allowed if there are no nature conservation or landscape impacts

N1 – landscaping proposals must conform to published guidelines

N3 – legal agreements and conditions will be used to mitigate negative impacts on the environment





- 4.25 Chichester Harbour Conservancy has recently published an “interim policy” on the Protection of the Marine Economy, which seeks to tighten up Policy D1 by insisting on a two-stage marketing exercise, after which a mixed use scheme may be considered provided that any housing proposals are included only to make the scheme viable. Given that the interim policy has not been subject to any consultation or adoption process, it would appear to carry no weight in planning terms.

Supplementary Planning Documents

Borough Design Guide

- 4.26 The Borough Design Guide, adopted in 2011, identifies four key elements of built form that help to define local patterns of development: layout and form, landscape and topography, detail and materials, and density and mix. General principles are set out for new residential development.

Design Guidelines for New Dwellings and Extensions

- 4.27 Published by Chichester Harbour Conservancy in 2010, this document covers only to the southern part of the site below the mean high water mark. Nevertheless, as the proposed development will be visible from the AONB, the guidelines have a bearing on the proposals put forward. The southern part of the site is identified as being within the North Hayling Island Character Area, characterised by:-

- Arable farmland and a network of tree belts giving a strong sense of enclosure
- Panoramic views of the harbour from the coastal footpath
- Linear patterns of cottages and farms
- Mostly undeveloped coastal edge



- 4.28 It is advised that the use of materials in new dwellings should reflect the rural character of the area. For houses in rural settings, materials in muted or darker tones can help houses blend into the background and reduce visual impact. Development should avoid breaking the existing skyline where possible.

Northney and Tye Village Design Statement

- 4.29 Adopted in 2008, the Village Design Statement identifies key design considerations as follows:-

- Authentic rural and linear settlement pattern
- Open characteristics of settlement edges
- Open character of land, hedgerows and shoreline
- Important green spaces
- Houses are set back enhancing space and serenity
- Continuing conservation and enhancement of the wildlife habitats and scenic beauty of the AONB
- Chichester Harbour AONB Design Guidelines for New Dwellings
- Sustainment and enhancement of the mudflat, marsh, farming and domestic garden environment
- Protecting natural biodiversity
- Maintaining ecological connectivity
- Sensitive management of public access to the shoreline
- Use of soft engineering techniques for sea defences
- Work resulting in a change of habitat requires Natural England's view
- Possible effect on environmental designations



4.30 The Parish is split into character areas, for which the following overarching design considerations are set out:-

- Landscape and Design Approach to Each Dwelling: character of landscape and views; open approach to properties maintained
- Buildings: pattern of development/dwelling types to be maintained; street scene drawings required
- Materials and Details: materials to respect colour palette in the area; timbers windows and doors; chimneys to match local area

4.31 The site is within the Southern Area of Tye Character Area, which includes Copse Lane, Gutner Lane, Woodgaston Lane and Chichester Road. The area is characterised by individual properties bounded by fields and in many cases facing the shore, some with their own moorings. The properties are identified as dating in the main from the 1960s onwards, featuring brick, render and timber cladding, and a variety of roof types.



5.0 Consideration of the Proposal

Reuse of the Site

5.1 The site was formerly a boatyard but has not operated to its full capacity since the 1970s. The site is now largely abandoned, with much of it being physically degraded and in urgent need of restoration. Its physical condition is a concern for a number of reasons: visually it is harmful to the adjacent Chichester Harbour Area of Outstanding Natural Beauty; in ecological terms, it is harmful to the adjacent Site of Special Scientific Importance, Special Protection Area and Ramsar site; and in amenity terms, the state of the site is a concern for adjacent residents and footpath users. It is beyond doubt that a landuse solution for the site has to be found, as a continuation of the status quo is not a realistic or viable option.

5.2 The remediation and ecological enhancement requirements for the site are extensive, including:-

- * site demolition and clearance
- * land de-contamination
- * repairs to existing coastal footpaths
- * removal of the original sea defences and making good
- * ongoing maintenance of footpath and nature conservation area

The scope of these works has been discussed with Natural England, who are supportive of the proposals to restore the site and maintain the bulk of it as a nature conservation refuge. The total cost of the works is estimated at £700,000, as set out in the costs schedule prepared by Baqus Construction Consultancy (see Appendix C). A use needs to be identified which can cover the cost of these works.



The Potential for Commercial Reuse

- 5.3 The Core Strategy states that sites last used for B class uses will only be only to change to other uses if the land is not fit for purpose and is not viable for B class uses. A 1 year period of marketing is recommended. The Chichester Harbour Management Plan seeks to impose more onerous requirements, but these are not relevant given that the part of the site above mean high water mark is not within the AONB. The fact that the site has not been used as a proper commercial boatyard for 40 years, and that no suitable buildings exist for commercial occupation, is a clear indication that there is no appetite in the market to reuse the site for commercial purposes.
- 5.4 Natural England have made it clear that for ecological reasons, they will not agree to a commercial marine use that involves access to the water, because of the damage which would be caused to features of the Special Protection Area (wintering, migrant and nesting birds) and underwater ecology. Hence the only commercial options which are feasible are either marine uses that don't require access to the sea or non-marine uses. The first option is preferred by Chichester Harbour Conservancy, but presents three immediate problems:-
- 1) Who will determine which uses fall within the category of "marine uses" (the usual test – the need for access to the water – will not apply)?
 - 2) Who will monitor occupation of the site to ensure that non-marine uses are not being undertaken?
 - 3) Who will monitor the site to ensure that users are not accessing the water in ways that are ecologically harmful?
- 5.5 If non-marine uses are permitted, it immediately raises the question: why here? Non-marine uses will naturally gravitate to more accessible and cheaper locations closer to the A27 corridor, as will marine uses which don't require access to the water. The following



need to be borne in mind:-

- 1) There are a large number of small, inexpensive commercial units available along the A27 corridor, as the marketing particulars at Appendix D demonstrate, hence commercial demand for an inaccessible site such as this is expected to be low.
- 2) Any commercial use which is permitted on this site must have the ability to pay for site remediation. Small scale commercial units could not do this, whilst a development of large industrial sheds, which might be able to pay for the works, would be visually intrusive in the AONB and give rise to a level and type of traffic which would be deemed unacceptable.

5.6 A further important point is that neighbours of the site do not want a commercial use, and it is for this reason that the commercial element was removed from the previous planning application. The peace and tranquillity of the coastline and of the AONB are important considerations, and the introduction of a fully-fledged commercial use needs to be very carefully assessed and the likely consequences understood. The implications of encouraging commercial vehicles to use the narrow access track need to be explored.

5.7 In recognition of the Core Strategy's employment aspirations, the application proposes a quasi-commercial element, by providing accommodation for the Even Keel project, a local maritime charity which has an accommodation requirement in this area, and is fully committed to this site. A letter of support plus details of the Even Keel project are attached at Appendix E.

5.8 In light of the foregoing considerations, we believe that a commercial use is neither viable nor desirable on this site. We do not believe that a period of marketing is necessary in these circumstances. We believe that the aspirations of Policy DM3 have been fully tested, and that it has been proved beyond reasonable doubt that the site cannot support commercial reuse.



Residential Proposals

- 5.9 The question arises: what is the most appropriate use in landscape and ecological terms, which will support the cost of remediation and ecological enhancement, and will be acceptable to local residents? The only feasible option is residential, for the following reasons:-
- * it will not require access to the water (other than to the already licensed moorings)
 - * it will significantly enhance the appearance of the site
 - * it will be compatible with nature conservation
 - * it is acceptable to local residents
 - * it can support the costs of remediation
- 5.10 Consent has previously been granted, though not implemented, for 6 houses in the same area of the site. It is acknowledged that the Core Strategy would not normally support houses in such a location; but this is a brownfield site adjoining an existing ribbon of houses, and as such residential use does not depart significantly from the underpinning principles of the Core Strategy.
- 5.11 The quantum of residential development proposed has been derived from an analysis of the coverage of buildings within the former boatyard, and a visual assessment of the disposition and building line of adjoining houses. The former boatyard buildings covered a substantial portion of the eastern part of the site, and the area proposed for housing reflects this ground coverage. The proposed forward building line of the houses offering a substantial setback from the sea and with the possibility of significant intervening planting.
- 5.12 The scheme proposes large detached dwellings, echoing the character of the nearby dwellings, and ensuring that there will be significant visual gaps between the dwellings when seen from the AONB. The proposed development in depth reflects the dual building



line of the houses to the north, as can be seen from the aerial montage at Appendix F: the majority of dwellings to the north are positioned on a forward building line, which is reflected in the proposed southerly three plots; whereas the immediately adjoining dwellings to the north follow a more recessed building line, which is reflected in the three proposed dwellings to the rear. Generous spacing is retained between the proposed dwellings, reflecting the existing pattern of development to the north.

- 5.13 The site is screened to the north, west and south by existing belts of trees. Adjoining residents will not therefore be impacted, and nor will the dwellings be visible in longer views. The houses have been designed with a contemporary, maritime feel, to reflect the local character and design guide. They are designed to provide an attractive vista from the AONB, significantly enhancing the current appearance of the site. It is considered that the design fully accords with the design considerations contained in the Design Guidelines for New Dwellings and Extensions and the Northney and Tye Village Design Statement.
- 5.14 As such, the proposals are considered to protect and enhance the environment as required by Policy CS11, and preserve and enhance the special qualities of the AONB, as required by Policy CS12. The proposals will upgrade the existing footpath, improve moorings, and create well designed coastal buildings, exactly in accordance with Policy DM9, and also Policies CS13 and CS16. Furthermore, the proposals will protect and enhance the various designated habitats within the site in a way which commercial development cannot, and are thus fully compliant with the requirements of Policies CS11 and DM8.

Other Planning Matters

- 5.15 The new dwellings will be constructed to meet Level 3 of the Code for Sustainable Homes, as required by Policy CS14. BREEAM standards will be met where required for the non-residential buildings on the site.
- 5.16 A flood risk assessment has been submitted which demonstrates that residential development can be undertaken within acceptable flood parameters, subject to the floor



level of the houses being correctly set. The proposals thus comply with Policy CS15.

- 5.17 The proposals will significantly reduce traffic movements compared to the former commercial/industrial use of the site, and are thus considered to represent a sustainable travel solution for the site. Furthermore, the type of traffic generated will be almost exclusively cars, which is more appropriate than the traffic which would be generated by commercial uses. The upgrading of the coastal footpath will attract more pedestrians to use the coastal footpath. The proposals are thus compliant with Policy CS20.
- 5.18 The submitted tree report demonstrates that important trees within the site will be retained and protected, ensuring compliance with Policy DM8.



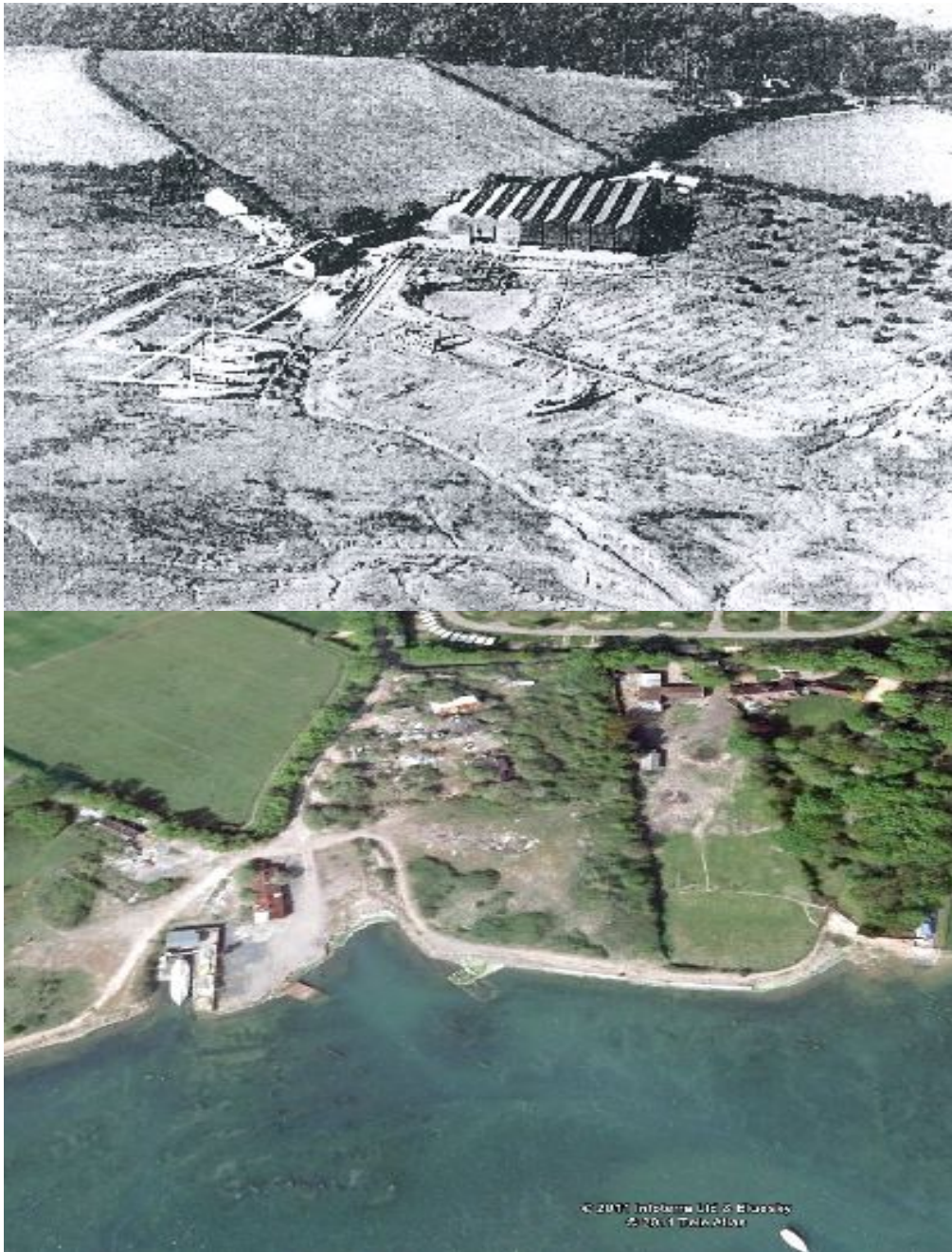
6.0 Conclusions

- 6.1 The site is a mixed greenfield and brownfield site, which has been considerably degraded as a result of previous industrial and marine activities. The site cannot be left as it is because it is unsightly, harmful to protected species and contaminated. The site cannot be used for marine purposes because Natural England will resist any commercial uses requiring direct access to the water. Commercial uses which do not require access to the water have ample availability of well located, cheap accommodation close to the A27 corridor.
- 6.2 The proposals have been carefully designed to respond to the environmentally sensitive nature of the area. They will deliver significant benefits in terms of the remediation of the site, by removing unsightly derelict structures and dealing with contamination, as well as providing significant ecological enhancements. The proposed enhancements are fully supported by Natural England. The enhancements and future management programme are costly endeavours which can only be funded by residential development.
- 6.3 The quantum of residential development reflects the extent of the brownfield element of the site, where the main commercial buildings were formerly clustered. A building line has been chosen which responds to the ribbon of residential development to the east. The houses are suitably spaced to ensure that there are visual gaps between them, with the dwellings having a contemporary, maritime feel. Overall the proposals will deliver a significant visual improvement to the adjacent AONB.



Appendix A

Aerial photograph of the site in 1933



The top photo shows Yachthaven in 1933. It was a boatyard and chandlers.

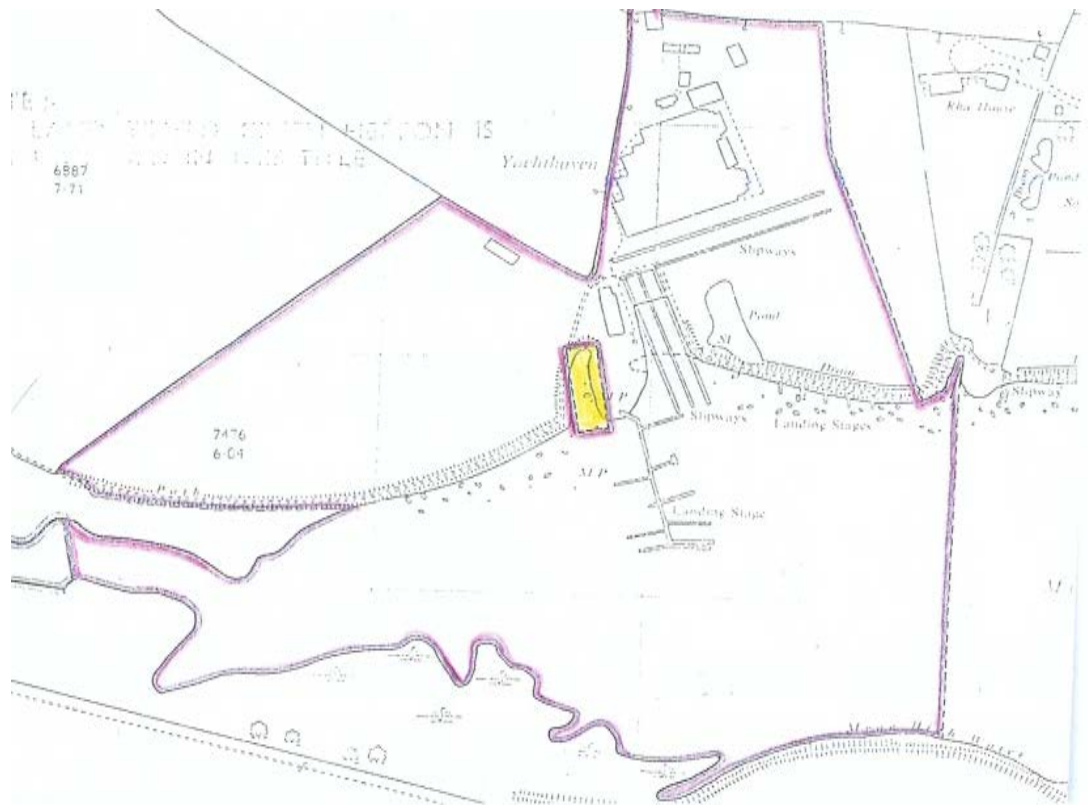
The picture below is from Google Earth 2011 to compare the changes.



Appendix B

Map of the site in the 1960s





Land registry plan from the 1960s showing boatbuilding shed and tracks, pontoon and balancing pond



Appendix C

Remediation and ecological enhancement costs



YACHTHAVEN (HAYLING) LTD

YACHTHAVEN PROPOSED DEVELOPMENT



Costs of Remediation & Ecological Enhancement

1.01	Site demolition & clearance	£50,000
1.02	Land de-contamination; provisional allowance 500m3 of removal off site	£100,000
1.03	Works to existing coastal footpaths; general repairs; provisional allowance 500m of paths	£25,000
1.04	Removal of Original Sea Defences & Making Good	£150,000
1.05	Footpath & nature conservation areas ongoing maintenance; provisional allowance of £15,000 a year for 25 years	£375,000



Appendix D

Marketing details for vacant commercial properties



POA

Mixed Use to rent
Haslar Road, Gosport, PO12

The Haslar Marine Technology Park comprises of a wide VARIETY of buildings, ranging from good quality OFFICE space, through to industrial and storage facilities that would appeal to INTERNATIONAL companies, through to UK based and small to medium sized firms.

[See this property on rightmove.co.uk](#)



£38,000 pa

Heavy Industrial to rent
Hamilton Road, Portchester, Portsmouth, PO6

This large industrial unit, including a 60ton SLIP-WAY (if required) is ideal for heavy industrial storage or workshop space. Simple licence agreement and FLEXIBLE terms to suit you. Free on-site PARKING, 24 hour access, CCTV, a cafe and bar, and a great FRIENDLY and welcoming atmosphere.

[See this property on rightmove.co.uk](#)



£16,000 pa

Light Industrial to rent
Quay Lane, Gosport, PO12

The property comprises an industrial unit of concrete framed construction beneath a pitched CORRUGATED asbestos roof with approximately 30% roof LIGHTING. Additional OFFICES have been constructed at 1st floor level.

[See this property on rightmove.co.uk](#)



£12,000 pa

Workshop & Retail Space to rent
Fairway Business Centre, Airport Service Road, Hilsea, Portsmouth, PO3

This unit is of modern steel framed construction with internal block work with full height external insulated profile steel cladding. The unit has an insulated steel roof with inset ROOF LIGHTS. Internally the property has been adapted to provide mezzanine offices which are FULLY FITTED with CARPET.

[See this property on rightmove.co.uk](#)



£12,000 pa

Factory to rent
Heritage Business Park, Heritage Way, Gosport, PO12

The property is a mid-terraced unit of steel portal frame construction with low level brick and block work elevations with cladding over. The owners have fitted a MODERN RECEPTION/ OFFICE on the ground floor with mezzanine floor over.

[See this property on rightmove.co.uk](#)



£10,100 pa

Storage to rent

Wickham Road, Fareham Common, Fareham, PO17

All units have been refurbished and provide open span space suitable for storage purposes. The majority of the properties have electrically operated loading doors, natural roof lights and 3 phase power.

[See this property on rightmove.co.uk](#)



£10,000 pa

Light Industrial to rent

Unit 8, Palmers Road Industrial Estate, Emsworth, PO10

The property comprises a GROUND FLOOR light industrial workshop located mid terrace and constructed of part brick and block, part profile sheet metal elevations. The unit provides principally open workshop space with an office at the front. The unit has the benefit of a LARGE YARD to the front.

[See this property on rightmove.co.uk](#)



£8,750 pa

Warehouse to rent

Barwell Lane, Gosport, PO13

All units are of structural steel frame with part brick and block, part clad external elevations incorporating glazed panels. Unit 26 provides GROUND FLOOR workshop/storage space and a first floor mezzanine which could be used as OFFICE SPACE or additional storage accommodation.

[See this property on rightmove.co.uk](#)



£6,000 pa

Storage to rent

Hamilton Road, Portchester, Portsmouth, PO6

Need extra space to expand your business? Would a SHORT TERM contract on this store help you? This store would be great to keep your tools and equipment SAFE and out of your way, plus you'd have 24 hour ACCESS. The store could also be used as a light industrial WORKSHOP.

[See this property on rightmove.co.uk](#)



£6,000 pa

Office to rent

Hamilton Road, Portchester, Portsmouth, PO6

This WATERFRONT office is in the heart of our bustling marina site. Sit out on the deck and enjoy your lunch in the sunshine; what a lovely place to come to work. This office would be perfect for a small 3-4 person business with views. 24 hour access, CCTV, a cafe and bar.

[See this property on rightmove.co.uk](#)



£6,000 pa

Workshop & Retail Space to rent
Hamilton Road, Portchester, Portsmouth, PO6

With a WATER FRONT location and conveniently located just off the M27 at Junction 12, our bustling site already has a variety of marine and non-marine based businesses, 24 hour access, CCTV, a cafe and BAR, and a great friendly and welcoming atmosphere.

[See this property on rightmove.co.uk](#)



£1,100 pcm

Commercial property to rent
Downley Road, Havant, PO9

Tenant Network Commercial are pleased to offer this large industrial unit approx 2250 sq ft (209sqm) with B1 light industrial usage in Downley Road Industrial estate, Havant. The property is accessed through a roller shutter and opens out into the large main space measuring approx 1580 sq ft and ...

[See this property on rightmove.co.uk](#)



£100 pw

Storage to rent
Hamilton Road, Portchester, Portsmouth, PO6

Do you need a little extra room to store things away? This storage unit would be idea for any type of business. With 24 hour ACCESS and a flexible, short term contract, this is the perfect solution to your STORAGE needs. 24 hour access, CCTV, a cafe and bar, and a great and friendly atmosphere.

[See this property on rightmove.co.uk](#)



£60,000

Storage for sale
Brooks Lane, Bosham, PO18

Units S1 and S2 unit have been used for STORAGE and are powered by photovoltaic SOLAR panels on the roof and a wind turbine. Very flexible space and viewing is recommended.

[See this property on rightmove.co.uk](#)



£60,000

Storage for sale
Brooks Lane, Bosham, PO18

Units S1 and S2 unit have been used for STORAGE and are powered by photovoltaic SOLAR panels on the roof and a wind turbine. Very flexible space and viewing is recommended.

[See this property on rightmove.co.uk](#)



£219,000

Light Industrial for sale
Brooks Lane, Bosham, PO18

Unit T2 provides OFFICE, kitchenette, WC and car SHOWROOM/storage space with tiled floor and well lit space including cat 2 lighting and roof lights together with ROLLER

SHUTTER door access off hardstanding adjoining area. Brooks Lane Estate is an established small business estate.

[See this property on rightmove.co.uk](#)



£200,000

Light Industrial for sale
Priors Leaze Lane, Hambrook, PO18

The property comprises an asymmetric steel portal frame building forming part of a larger group of former agricultural buildings. It is clad with single skin corrugated cement sheet roofing above block work walls. There is a large loading door on the front and a smaller one on the side elevation.

[See this property on rightmove.co.uk](#)



£200 pcm

Property to rent
BROCKHAMPTON LANE, HAVANT

A range of newly refurbished office suites available close to Havant town centre. The offices vary in size starting at only £50 per week for an approx. 90 sq.ft office. There are a range of sizes available up to 320sq.ft. The Offices are available on an all-inclusive basis and benefit from Gas Ce...

[See this property on rightmove.co.uk](#)



£75,000 pa

Warehouse to rent
Southampton Road, Portsmouth, PO6

The property is a stand alone clad building of steel frame construction providing a main warehouse with OFFICES, toilet facilities and tearoom facilities and a separate goods in warehouse. Both warehouses have loading doors onto a secure YARD area.

[See this property on rightmove.co.uk](#)



£7,500 pa

Light Industrial to rent
Hamilton Road, Portchester, Portsmouth, PO6

Need room to grow your business? We have a small WORKSHOP and OFFICE space ideal for a start-up or growing business. Offers free on-site PARKING, instant internet access and phone system with NO long-term contract and flexible terms to suit you.

[See this property on rightmove.co.uk](#)



Appendix E

Details of the Even Keel Project





Registered Charity. Number 1139917

The Even Keel Project is a sailing charity (no. 1139917) that provides sailing for disabled and the disadvantaged.

EKP is based on Hayling Island, does not have a great deal of money and therefore relies on the time and support of volunteers, many of whom live locally. Prior to having storage at Hayling Yacht Basin which kindly offered EKP reduced rent help with the outgoings, EKP rented yard space at Oving, West Sussex. This was inconvenient to ask people to drive for half an hour to provide voluntary time and therefore the move has helped the charity greatly.

The Even Keel Project currently rent yard space and a shed at Hayling Yacht Basin. With the proposed development EKP will have better security and facilities to store and maintain the fleet of boats.

Whilst the boats are based at Hayling Island Sailing Club winter storage and maintenance is carried out at HYB. Also, whilst maintenance is carried out by volunteers professional repairs are often required, and Hayling Yacht basin represents a better location to the reduced distance to the mainland and the proximity to Hayling Yacht company, where there are many skilled boat building/maintenance tradesman.

At present EKP either tow the boats by road from HISC to HYB or sail from HISC to Hayling Yacht company and then tow to HYB. With the reinstatement of the pontoon at HYB it will be possible to sail the boats from HISC and recover at HYB onto a launching trolley which is a great deal easier than recovering to a road trailer.

The development of HYB will benefit EKP and therefore the beneficiaries of the charity and therefore fully supports the application that has been made.

Robert Allison

Trustee

The Even Keel Project



The Even Keel Project Retrospective 2011

www.theevenkeel.com

Annual Review Contents

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1. The Even Keel Project – Welcome.

Another year gone by and another great year for the Even Keel project with a great deal of successes on the water and off.

Last year saw the project transform into a charity and a board of trustees come on board. This year we plan to keep working towards the goal of Even Keel and get more people out on the water and at more venues. All this would not be possible without the help of our trustees and more importantly to all the people who have donated either their time or funds towards helping the project keep building on its successes. I thank you all and hope that even more can offer the project through time and funds, it means a lot and goes a long way.



While the project has attended quite a few different locations throughout the UK, I think the grand event of the year was the Chichester Harbour Federation week where the fleet took part in the huge regatta amongst able bodied sailors and even managed to go out racing when a lot of the other fleets bailed out due to the weather, this just goes to show that by providing the right equipment and attitude then anything is possible.



I hope you find the information in this retrospective yearbook as fascinating as I do, seeing the hard work of our instructors and staff who still seem to have a smile on their faces even after setting up boats and then a long day on the water, sometimes in the rain but it is clear that there is a true belief in what they are doing. More importantly seeing the faces of our users is priceless. Yet again I feel that a special mention should go to our operations manager Ant. He has organised most of the events last year, carried out endless journeys ferrying boats about, fixed them when needed, sorted out all the administration when required and on a shoe string budget....Well done Ant.

David Rutter
Founder, The Even Keel Project.

2. The Even Keel Project – The Vision.



Our vision is to make sailing available to all; regardless of ability, age, race or background, giving everyone the opportunity to participate on a completely level playing field – on an even keel!

Sailing is one of the few sports in which having a physical disability does not have to be a disadvantage. Through its adaptive sailing programme, the Even Keel Project gives both able-bodied and disabled the opportunity to participate together in an activity that might ordinarily be perceived as being out of reach.

Going one step further, The Even Keel Project specifically uses the Artemis 20 - race boats designed around America's Cup lines which are perfectly suited to match and fleet racing whilst equally able to perform competitively in most regattas.



HRH Princess Ann meets the Even Keel team after the RYA Sunsail Sailability regatta

3. The Even Keel Project – The Team.



David Rutter Founder



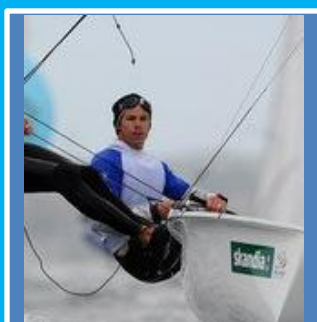
Hon David Roper Curzon Chairman



Robert Alison Trustee



Ross Macallister Trustee



Nick Rogers Trustee, Olympic 470 sailor



Gareth Webb Trustee



Anthony Macmahon Operations Director



Tom Webb Round Britain Superstar



Claire 'Minx' Tibbot Senior Instructor

4. The Even Keel Project – The Events

RYA Sailability Sunsail Regatta

The RYA Sailability Sunsail Regatta 2011 was heralded a success by all at the official prize giving ceremony held in Portsmouth Harbour Yacht Club, which was attended by HRH The Princess Royal.

Held on the Solent, the event saw 55 sailors from all sailing backgrounds and abilities take to the water in six teams, for two days of racing on Sunsail's new F40 Racing fleet, whilst raising money for RYA Sailability.

The sailors competed in three races, enjoying the Solent's typical sea breeze and were also treated to a three course dinner, at the historic and exclusive Royal Yacht Squadron, Whilst the Even Keel Team entered and full of gusto the lack of the sailing instructors was very apparent with the team ensuring the back of the fleet position was well contested!



HRH Meeting the exhausted team after the regatta

MISS ISLE – Natasha Lambert

A fantastic story of a young girl who has achieved so much in a short space of time. Natasha 13 who has athertoid cerebral palsy which affects all her limbs and speech started her sailing career with the Even Keel Project over two years ago when her parents where looking to take her sailing and struggling to find anybody who would take her out . Now Natasha has her own Artemis 20 fitted with Sip Puff and can be seen out on the Solent regularly putting her boat through its paces. A massive well done to her and her parents for showing us all what can be done when you put your mind to things.



5. The Even Keel Project – The Events

Even Keel Week Teignmouth

The Even Keel week enjoyed superb weather and dozens of people, including the disabled, and were able to try out Artemis 20's, which are suitable for both complete novices and the more experienced.

Steve Harrison, from Seaswift, described it as an 'amazing week, the weather held and we were able to go sailing every day without interruption, we ended the week with over 120 people of all abilities coming out for a sail. Teignmouth did itself proud – supportive and friendly throughout the week. The town has won many new admirers from all over the UK. Many of them had never been on the water before, and it has genuinely changed lives.' We are so proud to be associated with such an amazing project. The week exceeded all our expectations.'

WE have to say a massive thank you to all those who took part or helped, including the harbourmaster and harbour commission for use of the river and pontoon; the Dame Hannah Rogers Foundation; the Ship Inn for being such 'great' hosts, and the RNLI for a demonstration exercise.



One of those who took part, Kelly Morton, added: 'A big thank you to everybody for teaching me. I loved every minute, and am still bouncing off the walls from it all. I really want sailing to be part of my life now.'

'Fantastic day for the children & adults, life changing experience for all'

'Excellent, wonderful & brilliant'

'Thumbs up for a local base & regular sailing at Teignmouth'

'Loved every minute of it, thanks to Jac for teaching me'

'The instructors were very helpful & friendly, they supported us really well & everyone had a great experience, thank you all so much'



6. The Even Keel Project – The Events

Tom Webb Solo Around Britain.

Tom a long standing friend and contributor to the project decided to help out by sailing solo around Britain, no mean feat in itself but aged 17 and fitting it in before going to university makes it that little bit more special. The funds he raised went to The Even Keel Project and RYA Sailability helping more people get out on the water,

The trip was 1500NM around the UK starting in Portsmouth, stopping at 28 ports along the way sailing on average 8 hours a day.

A big thanks goes to Tom for his hard work towards the project and also enduring some big seas and heavy winds to help the project out.

Tom also sailed with Even Keel during the Artemis Even Keel challenge during Cowes week coming a respectable 3rd amongst some of the worlds best yachtsman.



The Lymington & New Forest International Food & Drink Festival

A great new annual event that takes place at the home of our chairman at Pyelwell park where the festival organiser made this comment which we think is worth putting into our yearbook as it shows the views of many of our supporters.

Simon Scutt, the festivals driving force commented"

" The Even Keel Project came to my attention in 2010 when I saw one of their videos showing a young girl with severe disability sailing with her father in one of the specially adapted boats. The footage was moving, and demonstrated the projects ability to 'enable' it's participant's allowing them possibly for the first time in their lives, to take part in an activity on an 'Even Keel', in as much as they for a while had the ability and opportunity of an able bodied person to enjoy the elements and exhilaration of a sport like sailing. The image of the young girl, and her father's joy was a powerful, and also humbling experience, that left me no doubt of the credibility of the project and is the chosen charity of the festival."

7. The Even Keel Project – The Events

Southern Water Even Keel Experience

The event sponsored this year by Southern Water & Swale Borough Council for our second year, shaped up to be bigger & better than ever with over 10 local organisations taking the opportunity to come on down & experience the fun & excitement that sailing can deliver. Over 120 children with a range of abilities & disabilities took to the water during the 6 days based at Queenborough all tide landing, Isle of Sheppey to discover new skills & inspire them to believe anything is possible.



Hilary Lister said: "This is a superb scheme. It gives children who have various disabilities access to a whole new experience. It opens up their world and gives them freedom. Looking to the future – the more people who can get involved with this scheme the better – there could be some future Paralympians out there!"

Beverley Thompson, Senior Public Relations Manager for southern water commented;

"Southern Water is delighted to be teaming up with the Even Keel Project to enable even more young people to be able to experience the thrill of sailing.

I hope everyone who takes part has a fantastic time and makes the most of this amazing opportunity"

The weeks event was rounded off with an evening BBQ to held at Isle of Sheppey sailing club where Hilary Lister was present to share her experiences with our new sailors, parents & carers. Gordon Henderson Member of Parliament for Sittingbourne and Sheppey was also in attendance to show his support. An amazing week was had by all.



8. The Even Keel Project – The Events

Chichester Federation Week

For the first time in the events history a disabled class has had access to this main stream able bodied regatta

Within the beautiful surrounding of Chichester harbour on the UK's south coast in August is held one of the UK's largest dinghy & keel boat regattas which attracts around 400 boats annually. Hosted by Hayling Island Sailing Club & delivered by the continuously committed teams provided by Chichester Harbour Federation for the past 85 years it is an event anyone can now be a part of



'Federation week' is an example of what can be achieved by like minded organisations coming together with a common goal. The Federation is made up of around 10 sailing clubs within the harbour & representatives from various other marinas, the conservancy & harbour authority.

RYA Sailability are continuously looking to forge partnerships that can deliver the inclusive sailing message & opportunities for its sailors throughout the sailing world & striving to find organisations to assist in delivering this on the ground.

The coming together with the Even Keel Project has enabled a ground spectacle of sailing to take to the water during the fantastic Federation week. For the first time in the events history a disabled class has had access to this main stream able bodied regatta

Sailability engaged the services of the Even keel project to provide 5 Artemis 20 racing Keel boats to enter the regatta with sailors representing 5 different Sailability sites throughout the UK. Working with Chichester Harbour Federation & Sailability, Even Keel provided the Artemis 20 fleet & racing off the same start line as the Elite Keelboat became a reality, mixing it up amongst the 350 other boats with classes such as the foiling moth, 49er, international 14 & flying 15 was a sight to see



9. The Even Keel Project – The Events

Chichester Federation Week cont.

For the sailors competing a horizon filled with mainstream boats & a start line with the same created a much different experience for all on the water. Moving through fleets of able bodied boats such as the foiling international moths & RS 800's was a defining moment in the search for acceptance for disability sport & inspiring the able bodied sailors to recognise the ability of the Sailability teams within this environment proving given the correct equipment & forward thinking attitudes everyone can get on the water together



The great British summer gave a mixed bag of conditions for the week on the water with the first day delivering fresh 20+ knot breeze to welcome all to the regatta, with the Sailability teams giving the Artemis 20's a good shakedown & learning the tricks of Chichester Harbour.

On day 3 the lack of wind previously on day 2 was replaced with gusts of 27+ knots passing through the harbour from the North East, with 350 other boats on the water the sight of boats turning over everywhere, broken masts & Rib's towing tangled dinghies was an experience for all, but the teams stuck with it and came back intact, no boat damages, exhilarated and some very big grins!



10. A Sailors View

When I set off for the Rutland RYA Sailability Multiclass Regatta I had no idea that a week later I would be sailing an Artemis with The Even Keel Project against over 300 other boats in a ground breaking Chichester Harbour Federation week. For the first time in its 87 year history Federation week was entered by a fleet of five boats designed to be helmed or crewed by disabled sailors and after a demonstration of the Artemis at Rutland I was offered the chance to join the team.

I only started sailing at the very end of last season and until Rutland had only sailed on small lakes – if I had thought Rutland Water was an impressive size nothing could have prepared me for just how large the Federation course would be! Not only was this the first time I sailed on the sea, the first time I sailed a boat other than the access 303 but also the first time I had to use a map to navigate the course; something I accomplished with varying degrees of success!

Any apprehension I may have felt disappeared when a friendly parking warden unloaded my wheelchair and bags for me and I was introduced to the fantastic Even Keel team whose hard work and dedication made the experience possible. Not only were they up at the crack of dawn to get the boats ready but they were always ready and willing to help with anything I needed.

Until this point I'd only ever got in and out of a boat using a hoisting system but one of the Even Keel Project's aims is to stop the divide between 'disabled sailing' and 'able bodied sailing' and remove the tie of only being able to sail at clubs with dedicated facilities. Therefore, it was time to figure out how to get in and out of the boat via bum shuffling; something I discovered was much easier if I stopped stubbornly trying to get back in my wheelchair alone and allowed two muscly boys to help!

One of the wonderful things about sailing is once you're out on the water it's not obvious who's disabled and who isn't – especially sailing a high performance boat like the Artemis. Throughout the week people regularly came up to us to tell us they loved the boat and how impressed they were, especially on the Thursday when the inclement weather put many of the other sailors off.

Thanks to the partnership between Sailability and The Even Keel project I was able to experience something I could never have even dreamt of. Not only did I have a fantastic time but crewing for a brilliant sailor has definitely improved my skills. I've got fingers and toes crossed that both the Even Keel Project and I will be back next summer!

11. A Sailors View

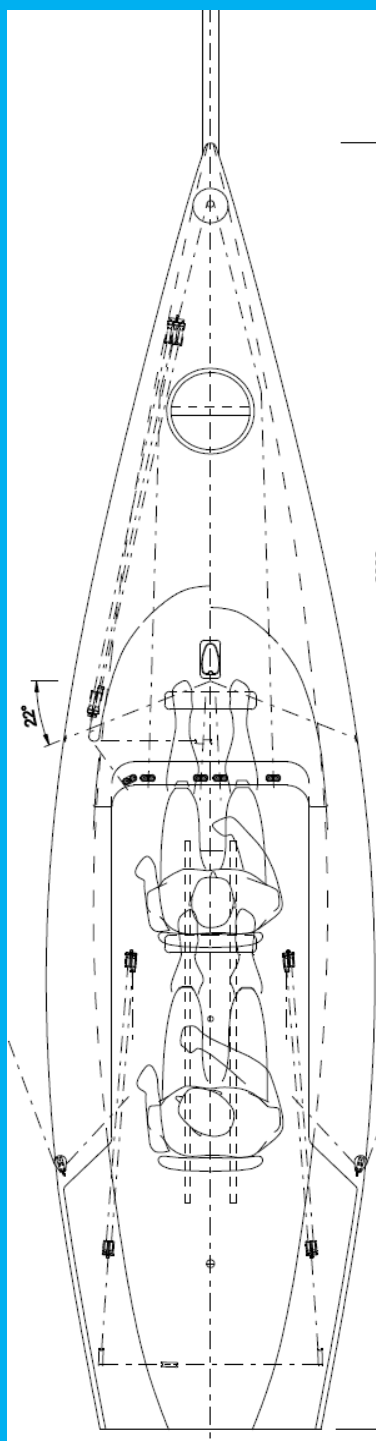
Chichester Federation Week by Andrew Farrow

Racing in events where you're marginalised because of your disability is unpleasant. So having the opportunity to be part of something much larger was too good to turn down. Chichester Federation Week has been running for some eighty years with over 300 boats taking part, all different classes, speeds, shapes and sizes. And this year, Sailability had sponsored the Even Keel Project to bring five disabled sailors and five Artemis 20s to Federation Week for the first time.

Taking part was extraordinary. The boats themselves are a joy to look at (sleek lines, carbon fibre hulls, high masts) and we got many admiring glances, comments and queries on the water. Being stared at because of your boat rather than your disability was wonderful. Over the four days we had every possible combination of weather with strong winds, no winds, heavy tides, rain and glorious sunshine. The racing was a challenge: being on a start-line with hundreds of other boats really tests your skill. But perhaps best of all was the feeling of total integration, the feeling of being part of a national event, the feeling of being judged by your sailing ability, not by your ability to walk. I think we opened a few eyes to what's possible. We didn't have hoists or special pontoons or sheltered harbours. We joined in as fully as everyone else, even in the evening drinking sessions. My hope is through the vision of Sailability in sponsoring us, the Even Keel Project in getting us on the water and the Federation Week team welcoming us that the sight of wheelchairs, sticks and walking frames will become as familiar a sight at national sailing events as the beer glasses. The cheers we got at the prize-giving suggest that the mould's been broken. Here's to a new era of fully integrated sailing.



12. The Artemis20 Keel Boat



The Even Keel Project have selected the Artemis 20 as the chosen boat due to its specific design that enables both able and disable to sail easily. The performance of the boat allows it to be sailed in most environments and can compete in any mixed fleet racing.

“The Artemis 20 is really responsive, even in such light winds. After sailing in big boats, its great to get onboard a small boat, especially this one – it really reminds you what sailing is all about. The Even Keel Project has a fantastic ambition. It is all about accessibility to sailing which is something we all strive to help with.”

Ian Walker, Skipper of Green Dragon, Volvo Ocean Race 2008-9

The Artemis 20 was designed by Simon Rogers and built to be accessible to all. By making a few small adjustments to the control mechanism, the boat can be sailed by people with a wide range of disabilities making it an ideal platform for both the able bodied and disabled sailor to compete on a level playing field. As well as being functional these boats are also stunning to look and great fun to operate making them highly desirable to sail by all.

TECH SPEC

Hull Length	6m
Waterline Length	6.6m
Beam	1.5m
Draft / full	1.4m
Draft / keel up	0.8m
Displacement /measurement trim	540kg
Displacement/sailing condition (2 crew)	750kg
Ballast	275kg
Sail Area Main	11.5m ²
Jib	7.5m ²
Asymmetric spinnaker	25m ²

13. The Artemis20 Keel Boat – Adaptability made simple



Seated Mode

The boat can be sailed in 'seated' or 'conventional' mode or a combination of the two. In seated mode, two canting seats are fitted onto fixed rails which allow the seats not only to heel over to either side but can be slid forward or aft to fit each sailor's need. The mainsheet can be positioned anywhere along the boom so either crew or helm can control it.



Standard Mode

A simple conversion from seated to standard mode. The seats are slid off the rail and the steering mechanism changed to a standard tiller fitted to the rudder stock. A toe rail is fitted in the deck recess which allows the sailors to sit on the rail, however hiking is not allowed in the class rules. In this mode speeds of nearly 18 knots were recorded during the JP Morgan round the island race.



SIP-PUF Mode

The Sip-Puff system has been adapted for use within the marine industry, based on relays that are activated by a simple command of blowing or sucking into a combination of straws which control winch motors, tillers and navigation equipment. This can be easily fitted and is currently in use on Hilary Lister's own Artemis 20 'Me Too'.

14. The Future

The Even Keel project intends to continue on its success from the last few years. The aim is to ensure the charity grows from strength to strength and therefore it enables us to be able to offer even more people the experiences as shown in this year book.

The ideal is to be able to create sites all over the UK and then hopefully on to other countries, whilst it may be a big goal it is entirely feasible with the assistance and partnerships of organisations, willingness of individuals and generosity of likeminded people as shown throughout the year.

We all look forward to the 2012 season where we have a lot planned including another visit to the Isle of Sheppey, Chichester Federation week and perhaps one of the greatest sailing events in the world we hope to attend the final stopover port of the Volvo Ocean Race in Galway.

If you feel you want to take part in an event or help somehow with the project please do drop us a line where we look forward to talking with you and hopefully see you out on the water.

A huge Thank you to all our sponsors and friends



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Appendix F

Aerial montage of the proposals



