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PROPOSED TEMPORARY SITING OF STORAGE CONTAINERS,
NORTHNEY MARINA, HAYLING ISLAND

DESIGN AND ACCESS STATEMENT

1. SUMMARY

The proposal concerns temporary siting of a pair of Container Units within an existing compound area to provide storage accommodation facility for a marine-related business operative.

2. LOCATION AND ACCESS

- 2.1 Northney Marina is located on the north shore of Hayling Island 0.5km (0.3ml) east of the Langstone Bridge (A3023) crossing to the mainland. The site accommodates large Boatyard and Car Parking areas with a number of buildings providing a range of supporting service facilities, together with an adjoining dredged basin arranged with 228 No. pontoon berths.
- 2.2 The site occupies a reclaimed area of former inter-tidal foreshore of approximately 4.4 ha. (11 acres) arranged with primary orientation towards the basin on the east side. The western and northern peripheries to Chichester Harbour (Langstone Channel) are contained by substantial banking of dredged materials, partly extending across the face of the basin. This banking provides a visual screen to the waterfrontage; interrupted at only one point to accommodate a slipway access.
- 2.3 The main Marina Services facilities are disposed to the central and southern end sections of the area, with some secondary accommodation adjoining the basin waterfront; whilst the larger proportion of car and boat parking is laid out around and contained by the enclosing peripheral banking.
- 2.4 The site is accessed from Northney Road which is routed from junction with the A3023 immediately adjoining Langstone Bridge along the harbour shore to the site entry, at which point turning south into the main body of the island. Adjoining the site entry is a large modern hotel accessed from the spur leading to the Marina site entry beyond.
- 2.5 The site is easily accessible by road, with adequate parking facilities and internal circulation to all facilities. The main centre of Havant is 3.5km (2ml) to the north across Langstone Bridge, and providing direct connection to the A27 Trunk Road linking direct to Portsmouth and the M27 and A3/M3 routes to London. Havant supports a comprehensive range of retail, community, leisure and educational facilities, with the major resources of Portsmouth within easy reach. More local facilities are available to the southern end of the island, but primary association is with Havant.

- 2.6 There are frequent local bus services between Havant and Hayling Island via Langstone Bridge, which is within relatively easy level walking distance of the site, but without any pedestrian footway. From the centre of Havant, main line rail services link direct to Portsmouth, Southampton, London, Brighton and Gatwick Airport.
- 2.7 Chichester Harbour is a major centre of marine leisure activities, in respect of which Northney Marina makes significant contribution.

3. EXISTING SITE AND DEVELOPMENT

- 3.1 The Marina site is a large area of 4.4 ha. (11 acres) although the constraint of the peripheral banking margins restrict effective use to around 3.0 ha. (7.5 acres), shared between buildings and open boatyard and car parking space. From the site entry, the incoming roadway skirts the adjacent banking with diversions directed towards the basin waterfrontage, whilst the main limb continues to the slipway access onto Chichester Harbour.
- 3.2 The main Marina activities are concentrated towards the basin frontage, the southern end of which is adjoined by the main working boatyard and adjacent service buildings, as well as hoist and basin slipway facilities. To the rear, the main Marina Centre building is set just off the incoming roadway, but arranged orientated primarily to the waterfrontage margin.
- 3.3 By contrast, the northern end section of the site is generally undeveloped, and utilised solely for boat and car parking space and without any immediately available service facilities. In consequence, this part of the site remains more isolated from the main Marina activities. The slipway provides direct access to Chichester Harbour, available for boat handling unrelated to the Marina berthing, and is also suitable for launching and recovery of craft relating to leisure activities independent of the basin berthing. Consequently, the slipway approach accommodates adjoining boat storage space, and is utilised by a number of site-based marine-leisure operatives.
- 3.4 There are no specific customer facilities in the immediate vicinity; reliance for toilet/shower services being in the main Marina Centre, which is in practice in quite close proximity and easily accessed. There are, however, no specific storage accommodation facilities, apart from a small enclosed compound positioned adjacent the head of the slipway, set back against the inner face of the screening bank to its eastern side. In this location, the compound is largely obscured from harbour aspects, whilst aspects from within the site are against backcloth of the bank, with intervening boat storage area.

- 3.5 In this more isolated margin of the site, security is a significant concern, particularly in respect of small craft and equipment, which are vulnerable to theft or criminal damage. Whilst the compound provides a basic protection, this cannot address all concerns. Consequently, there is case for provision of some secure fully-enclosed storage accommodation in this location. A current operative of marine-leisure activities has particular need for a small craft storage facility, which is accordingly now sought.

4. PLANNING POLICY CONTEXT

- 4.1 Under current Havant Borough Local Plan and new Core Strategy Policy, the Marina Boatyard uses are recognised long-established and legitimate and subject of appropriate Policy designation supporting the maintenance of marine-leisure and associated marine-industry use.
- 4.2 The site adjoins, but is not included within the environmentally designated and protected Chichester Harbour, although its activities obviously impose impact. However, the latter are not deemed deleterious, and consequently neither the boatyard nor its related accommodation are considered prompting any specific concerns in context of Environmental Policies or SSSI/RAMSAR designations.
- 4.3 The location is also within a Green Belt/Countryside context, but within which marine-leisure uses are considered appropriate and admissible, together with a reasonable and justifiable provision of associated supporting services.
- 4.4 The Marina/Boatyard site is long-established, and earlier discussion and agreement with the Planning Authority has secured Consents for a number of new developments and option for completion of currently outstanding earlier authorised berthing. The northern slipway formed component of the originally approved site development, and use of the adjacent areas for boat and car parking established under subsequent Consents.

5. DEVELOPMENT PROPOSAL

- 5.1 The proposal seeks to address current requirement for secure small-boat and equipment storage by temporary siting of a pair of standard metal container units within the existing compound area. These are proposed sited side-by-side and parallel to the bank, thereby ensuring compact composition, and with end access towards the roadway. To reduce visual impact, the units are envisaged finished in darker colour (e.g. Olive Green or Brown), although in practice largely screened by the existing compound enclosure.
- 5.2 The units would be used solely for small boat and equipment storage associated with marine-leisure activities based on the Marina.

6. IMPACT OF PROPOSED DEVELOPMENT

- 6.1 The form of accommodation proposed is conceded inappropriate as a permanent arrangement, but would nevertheless not introduce any unduly intrusive or discordant impact to preclude consideration as a shorter-term arrangement and over which the Authority consequently has appropriate measure of control.
- 6.2 Provision of the proposed temporary facility would support marine leisure uses of the site, and in principle remain consistent with relevant Policy.
- 6.3 Visual impact would be extremely subdued, consequent of existing bank screening from the harbour waterfrontage, and discreet situation within the site enclosed by boat storage and compound screening. In practice, the siting and scale would not appear to represent any intrusive visual impact or deleterious effects.
- 6.4 In the circumstances, the suggested temporary arrangement for secure storage facilities provided by siting of the pair of units, would appear to be unobtrusive and prompting no conflict with intents of established Planning Policies.