# PROPOSED SOLAR PANEL INSTALLATIONS FACILITIES BUILDING, SPARKES MARINA, EASTOKE, HAYLING ISLAND

## DESIGN AND ACCESS STATEMENT

### 1. SUMMARY

The proposal concerns the installation of solar energy panels on part of the roof of an existing single storey service building, in the interests of energy conservation and sustainability considerations.

### 2. LOCATION AND ACCESS

2.1 Sparkes Marina is situated at the extreme eastern end of Hayling Island seafrontage, set back within the mouth of an entry channel into the more sheltered enclosed waters of Chichester Harbour.

2.2 Hayling is one of a series of low-lying islands and promontories set within the expanse of Chichester Harbour, which is consequently dissected into a number of shallow lagoons with connecting creeks and channels. Hayling Island itself has a seafrontage of approx. 3km (2 miles) and depth of 6km (4 miles) north to the inner reaches of the harbour, and is located centrally within the harbour area. To the east the area remains more open and natural, but the west end section has been engulfed within the Portsmouth conurbation. On the island, largely residential development is concentrated, spread along the seafrontage, but the inner end of the island remains less disturbed.

2.3 The island remains comparatively isolated, dependant upon a single crossing connecting to Havant or the adjoining hinterland. From Havant the A3023 is routed over the bridge and down the western side of the island to the seafrontage, from whence secondary routes diverge to either end of the shoreline development. The road affords easy access at Havant to the coastwise A27 / M27 and also the A3M, allowing relatively easy connections to London, Southampton, Portsmouth and Chichester. From Havant, main line rail services provide matching connections, and also through service to Gatwick Airport.

2.4 The island supports an adequate range of local services and facilities, with the benefit of rather new generous facilities at Havant, and obviously a very comprehensive range available at Portsmouth 18km (12 miles) distant. Frequent bus services provide easy connections to Havant, which acts as the main commercial centre, the island development being entirely residential.

2.5 There are a few boatyards and marinas located adjoining the more sheltered Harbour waterfrontages, which cater for a predominantly local marine leisure

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activity. Sparkes Marina is obviously well situated for the Harbour access, but is also convenient for access towards the Solent and coast.

## 3. EXISTING SITE & DEVELOPMENT

3.1 Sparkes Marina is located at the end of a narrow peninsular forming the eastern end of the main waterfrontage to the Solent, and projecting into the tidal channel entry into Chichester Harbour. The lee side pf the peninsular in intersected by a pair of creeks, draining into the Harbour. The site is set immediately within the Channel entrance, occupying a small spit projecting northwards into the Harbour and extending partially across the mouth of the adjoining creek.

3.2 The spit is a low-lying wedge-shaped platform of approximately 1.3km (3.1 acres) extending from a broadened shoreline base to the south to a tapered point at its northern end. The east side waterfront opens onto the Harbour entrance channel, but with part protection of an outer spit (Black Point) forming a small shoreline lagoon. The more sheltered western flank facing up the creek is adjoined by a compact dredged basin accommodating 150 No. pontoon berths with entry from the north, and pontoon access from the south end of the quayside.

3.3 The platform is primarily a large surfaced area arranged to provide boat and car parking space, but also including a group of modest single storey industrial buildings accommodating related Marina services and Workshop facilities. The two main buildings, respectively accommodating Marina Office/Chandlery and Toilets/Workshop, are located towards the shore end of the main western quayside, with the site access road to the east face, connecting to an entrance into the site from the adjoining residential Garnley Road.

3.4 The Office/Chandlery building is arranged set parallel to the quayside, with pitched metal roofs consequently facing to east and west. The adjacent Toilet/Workshop building to the south side, however, is set at right angles to the quayside and with roof pitches consequently to north and south. The remaining accommodation on the site is small and inconsequential.

## 4. PLANNING POLICY CONTEXT

4.1 Hayling Island is wholly within the boundary of Havant Borough Council, and is consequently subject of the saved policies of the current Havant Borough Local Plan. This identifies the Marina as a recognised boatyard use site subject of appropriate policy designation supporting the maintenance of Marine Industry and leisure activities.

4.2 The existing berthing, accommodation and boatyard / car parking facilities are all fully recognised with benefit of established approval use.

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4.3 Immediate proximity to the environmentally sensitive Chichester Harbour area, subject of National and European designations, prompts related controls and general restriction upon any significant expansion or intensification of use that might be deemed deleterious to environmental considerations.

4.4 National policy encourages adoption of more sustainable development and reduced carbon emissions, in which context the older industrial accommodation is particularly inefficient. In the circumstances, the operation are anxious to secure an improved energy efficiency and sustainability, which is in principle supported by National and Local Planning Policy aspirations.

4.5 Earlier advice from the Authority has indicated that whilst adoption of solar energy installations is to be encouraged, formal consent is nevertheless required to any installations affecting the visual character of the buildings.

## 5. SCHEME PROPOSAL

5.1 The proposal concerns the siting of a group of solar energy panels on the south-facing roof pitch of the existing Toilet/Workshop building, to secure a more sustainable accommodation with reduced dependency upon off-site energy sources.

5.2 The scheme proposes installation of 4 No. solar energy panel units 2.9 x 0.85m set mounted onto the existing corrugated metal roof pitch, which will be able to attract maximum solar exposure throughout the year. These will be linked to calorifiers within the building, calculated able to substantially address requirements for hot water services.

5.3 The units are to be proprietary panels 'Ecotube' as supplied by Riomay Ltd, grouped as pairs along the lower section of the roof, to which they will be set-down with minimal upstand. At this point, the roof eaves are no more than approximately 2.5m height, and the panels will be indiscernible from either gable end. In practice, although exposed to southerly aspect, the shallow pitch precludes any conspicuous visual aspect, and longer distance aspect will be partly obstructed by intervening structures and parked boats. It is considered that the presence of the panels would not compromise any significant visual consideration.

5.4 The practical benefit of the installation will be to improve conservation of energy and secure greater self-sufficiency, all wholly consistent with Development Policy, but without prompting any adverse visual impact.

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## 6. IMPACT OF PROPOSED DEVELOPMENT

6.1 Visual impact can be considered inconsequential, and with contribution to improved building efficiency and reduction in carbon emissions, the proposal would appear wholly compliant with Development Policy.

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