Development Control
Application No C/13/72018
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31 July 2013

Town and Country Planning Act 1990
Town and Country Planning (Development Management Procedure) (England) Order 2010

Application No. C/13/72018

In pursuance of their powers under the above Act and in accordance with your application received on 1 February 2013, with subsequent amendments dated

03.05.2013, 15.05.13, 13.06.13

the Council, as Local Planning Authority hereby PERMIT the following :

Description: Reconfiguration of berthing and on shore facilities (including floating all-tide slipway, disabled access berth, crane and holding berth and extension of public footpath) along with the installation of additional pontoons. Capital dredge works, installation of a new sheet pile quay wall and demolition of part of the existing quay wall, removal of inspection piles and existing slipway.

Site: Royal Southern Yacht Club, Rope Walk, Hamble-Le-Rice, Southampton, SO31 4HB

Subject to due compliance with the following conditions:
(1) The development hereby permitted shall be carried out in accordance with the following approved plans: MP189-A-108.1 Rev 0, MP189-A-109.1 Rev 0, MP189-A-200 Rev 1, MP189-A-201 Rev 1, MP189-A-202 Rev 1, MP189-A-203 Rev 1, MP189-A-203.1 Rev 1, MP189-A-203.2 Rev 1, MP189-A-204 Rev 1, MP189-A-205, MP189-A-210 Rev 0, MP189-A-211 Rev 1, MP189 Royal Southern Yacht Club Car Parking overview 30.04.2013, MP189 Environment Note Version 5 11.01.13 Reason: For the avoidance of doubt and in the interests of proper planning.

(2) The development hereby permitted shall start no later than three years from the date of this decision. Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

(3) No development shall start on site until the Local Planning Authority has approved in writing a full scheme of works for the implementation of a scheme of mitigation for the loss of intertidal mud flats including the removal of two redundant pontoons and reinstatement of the habitat as set out in Marine Projects Environmental Note Version 5 dated 11.01.13. The development must accord with this approved scheme of mitigation. Reason: In the interest of biodiversity.

(4) No development shall start on site until the Local Planning Authority has approved in writing details of the length of individual boats berthed on the upstream finger pontoons of the RAFYC berthing facility. At no time, shall the boats moored here exceed the permitted lengths. Reason: In the interest of navigational safety

(5) No development shall start on site until a construction method statement is submitted to and approved in writing by the local planning authority. The development shall accord with these approved details. The statement shall include details of the phasing of works, hours of work, noise mitigation measures, construction methods, details of contractors car parking and welfare areas, pollution control methods and make provision for a survey of the existing roads and immediate neighbouring properties in Rope Walk prior to work commencing and once work has been completed. Any damage attributed to the construction shall be repaired within 6 months of the development being completed.. Reason: To limit the impact the development has on the amenity of the locality

(6) No development shall start on site until the Local Planning Authority has approved in writing a full scheme of works for dredging including details of the type of dredging, phasing and timescales, and how dredging along the southerly edge of the site will be carried out to ensure slope stabilisation. The development shall accord with these approved details. Reason: In the interest of protecting the adjoining structures and foreshore.

(7) No development shall start until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall cover all hard & soft landscaping [including trees and boundary treatment] and shall provide details of timings for all landscaping and any future maintenance. The works shall be carried out in accordance with the approved plans and to the appropriate British Standard. Reason: In the interests of the visual amenity of the locality and to safeguard the amenities of neighbouring residents.

(8) No development shall start until details and samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. Reason: To ensure a satisfactory visual appearance in the interest of the amenities of the area.

(9) Prior to the commencement of development, a disabled public access strategy shall be submitted to, and approved in writing by the Local Planning Authority. This strategy shall include details of publicity, charges, booking procedures, and clubs disabled facilities such as showers, parking, toilet and clubhouse use. The development must not be used until the strategy is fully implemented. Reason: To ensure public access to the special disabled facilities.

(10) Prior to the commencement of development, a Community Sailing Strategy shall be submitted to, and approved in writing by the Local Planning Authority. The strategy shall demonstrate how the facilities will be made available to non-club members from the wider community. The development shall not be used until the strategy is implemented. Reason: To improve public access to the River Hamble.

(11) Prior to the commencement of development details of the drainage arrangements, surfacing, lighting and landscaping of the car park shall be submitted to, and approved in writing by, the Local Planning Authority. The development must accord with these approved details. Reason: To ensure the development is of an appearance appropriate to its conservation area location.

(12) The relocated crane shall not exceed 6m in height. Reason: To ensure the development is of an appearance appropriate to its conservation area location.

(13) No dredging or piling works shall take place except between the period of November 15th to March 15th inclusive. Reason: To protect migratory salmonoids.

(14) Unless otherwise agreed in writing by the local planning authority, vibro-piling shall be used as standard. In the event that percussive piling methods become necessary to use, details of this form of construction will need to be submitted to and approved in writing by the local planning authority. The development must accord with these details. Reason: In the interest of nature conservation.

(15) The development hereby permitted shall not be brought into use until the car park and boat storage areas have been constructed, surfaced and marked out in accordance with the approved plan. The approved parking and storage areas shall not thereafter be used for any purpose other than the turning, parking, loading and unloading of vehicles within the car park and the storage of boats within the boat storage area. Reason: To make provision for off street parking for the purpose of highway safety.

(16) For a period of no less than 5 years after planting, any trees or plants which are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of the same species, size and number as originally approved in the landscaping scheme. Reason: In the interests of the visual amenities of the locality.

(17) There shall be no double berthing or rafting on hammerheads of the outer pontoons (i.e. on the main channel side) and on the inshore 10 metres at the upstream end of the inner pontoon which forms the entrance to the complex. Reason: In the interest of navigational safety.

(18) On days when a major event is held at the Royal Southern Yacht Club (defined as when a marquee or other structure is placed on the car park resulting in the loss of approved parking spaces) the local planning authority shall be notified in advance of such an event and the Major Event Parking Strategy shall be implemented as set out in Car Parking Overview dated 30.04.13. Reason: In the interest of highway safety.

Note to Applicant: The concerns of Hamble-le-Rice Parish Council are noted in respect to the possible impact on the upstream edge of the slipway. Securing mitigation for this should some erosion occur as a result of the development falls outside of the planning process. However, the LPA welcome the applicant's offer to

agree an indemnity agreement with the Parish Council to rectify matters at some future time if needed.

Note to Applicant: It is considered that, subject to compliance with the conditions and any obligations attached to this permission, the proposed development is acceptable because it will not materially harm the character of the area, the amenity of neighbours, nature conservation, navigational safety or highway safety and it is in accordance with the policies and proposals of the development plan, as listed below, and after due regard to all other relevant material considerations including the National Planning Policy Framework and the emerging draft Eastleigh Borough Local Plan [2011 - 2029] the local planning authority is of the opinion that permission should be granted.

The following development plan saved policies and emerging draft local plan policies are relevant to this decision and the conditions attached to it:

Eastleigh Borough Local Plan Review 2001-2011, saved Policies
1.CO, 22.NC, 23.NC, 25.NC, 39.ES, 43.ES, 59.BE, 100.T, 104.T, 155.OS, 156.OS, 159.TA, 160.TA, 168.TA, 169.LB, 171.LB
Pre-submission Eastleigh Borough Local Plan 2011-2029 Policies
S9, DM1, DM5, DM10, DM34

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Eastleigh Borough Council takes a positive approach to the handling of development proposals so as to achieve, whenever possible, a positive outcome and to ensure all proposals are dealt with in a timely manner.

Under the Town and Country Planning [England] Regulations 2012, a fee is now required for Discharge of Condition Applications. N.B. Conditions not fully discharged, invalidate the planning permission.



C L Thomas
Head of Development Control

N.B. See Enclosed Notes (PER)