

30 January 2024



Eastleigh Borough Council
Eastleigh House
Upper Market Street
EASTLEIGH
SO50 9YN

Jim Beavan
E: JBeavan@savills.com
DL: +44 (0) 23 8071 3931

Mountbatten House
1 Grosvenor Square
Southampton SO14 0TB
T: +44 (0) 23 8071 3900
savills.com

Dear Sir/Madam

SUBMISSION OF PLANNING APPLICATION (PP-12658195)

ERECTION OF 2NO. CONTAINERS AND INSTALLATION OF DECKING AT MERCURY YACHT HARBOUR, SATCHELL LANE, HAMBLE-LE-RICE, SOUTHAMPTON SO31 4HQ

On behalf of the applicants, River Hamble Watersports Ltd, please find attached the following information submitted in support of a full planning application for the erection of 2no. containers and installation of decking at Mercury Yacht Harbour, Satchell Lane, Hamble-le-Rice, Southampton.

- Savills covering letter
- Completed Planning Application forms and certificates
- Site and Location Plan
- Proposed Elevations
- 2no. Letters of Support

The Planning Application fee has been paid directly to the Planning Portal (inclusive of the requisite administrative fee).

The Site

Mercury Yacht Harbour is located on the west bank of the River Hamble Estuary, covering 0.6km of the waterfrontage and a total site area of 20.8ha. The site consists of a large car park and boat yard which adjoins the pontoon yacht berths based within the dredged estuary basin. The northern area of the marina holds a selection of industrial buildings, including containers. The site is accessed by Satchell Lane from the south west which leads into Hamble Village which is 1km away. River Hamble Watersports Ltd is seeking to open a specialist Stand Up Paddle Board Centre, to be known as 'Hamble Paddle'.

The proposed location for Hamble Paddle comprises a 71 sqm parcel of land within the north-east of the Marina.

Application Rationale

In April 2023, a Planning Contravention Notice (PCN) was served on Marina Developments Limited (MDL) in respect of the erection of unauthorised holiday lodges glamping pods and a paddle board business. The paddleboard business ('WeSUP') duly ceased trading and the storage container and decking area associated with the use were dismantled and removed from site (see Figure 1).

The Applicant is seeking consent for the erection of 2no. containers and an associated area of decking. If granted planning permission, MDL will then grant a lease - subject to MDL executive approval, in accordance to the heads of terms agreed between the Applicants and MDL, to operate a paddleboard business from the former WeSUP site. The proposed containers and decking will provide storage space, as well as a covered



reception area for customers. The proposed containers would provide ample storage space to ensure that the business can continue to encourage members of the public to enjoy the River Hamble while afloat. The site currently has limited availability of permanent floorspace for storage of associated support facilities due to the constraints the site poses, which has resulted in the use of temporary provisions as the solution.

Relevant Planning History

There is an established principle for the erection and siting of ancillary structures at Mercury Yacht Harbour. Most recently the Authority granted consent for the change of use from existing hardstanding to the siting of shipping containers for use as offices and storage in relation to the marina business (F/23/95548). The conclusions outlined in the Officer's report are instructive (Savills emphasis):

'The relatively minor stature of the units does not create an unacceptable urbanising impact to the countryside and sits well within its existing site. The site, due to its nature, is already populated by other built forms, both permanent and temporary and as such these shipping containers do not clutter the existing character of the site. Moreover, car parking and associated facilities are already on site and do not need to be provided for this development to take place. As such, the character of the countryside here is retained and not detrimentally impacted and policy DM18 is followed.'

Policy Context

Principle of Development

The site is within the countryside where the principle of development is generally not accepted unless it can meet policy requirements within the Local Plan. Local Plan Policy S5 states that planning permission will be granted for new development in the countryside provided it is related to the provision of employment through the extension and replacement of existing employment uses (Policy DM18).

Policy DM20 recognises the important contribution the boatyards on the River Hamble make to the economy and character of the borough through tourism and recreation. It states that at boatyards and marina sites on the River Hamble, the Council will permit development associated with boat building, fitting out, maintenance and repair of boats and ancillary uses, provided that it does not jeopardise river navigation, adversely affect nature conservation, conflict with river environs, or reduce water quality. It also states that the Council will permit development that will complement the use of the site as a marina and allow for the enjoyment of the River Hamble.

The proposed development will be fully utilised by Hamble Paddle and aid in the undertaking of paddleboarding upon the River Hamble which is an established water-based activity within the area. It will allow for more users to enjoy the river and encourage visitors to the area. This is complementary to the main marina use of the site and therefore is fully compliant with Policies DM18 and DM20.

As detailed in the letter of support provided by the Gaff Rigger, the establishment of Hamble Paddle aligns with the broader interests of the Mercury Yacht Harbour community. The benefits of this venture extend beyond the individual business and stand to positively impact the entire community, fostering growth, vitality and sense of unity.

Design

The proposed development will be unobtrusive and viewed within the context of the surrounding containers found on site. Whilst of a functional design, the Proposed Development will be entirely appropriate for the context of the marina site. It is proposed that the containers will be painted black with wood cladding on three sides. The side with doors will be the container material painted black (see Figure 1).

As in the recently approved scheme (F/23/95548), the minor stature of the units will not create an unacceptable urbanising impact to the countryside and will sit well within its existing site. As detailed in the Case Officer's

report for that application, the site, due to its nature, is already populated by other built forms, both permanent and temporary and as such the proposed shipping containers will not serve to clutter the existing character of the site. Moreover, car parking and associated facilities are already on site and do not need to be provided for this development to take place.

The proposed decking will be ancillary to the shipping containers and as such does not create an unacceptable impact to its setting. The decking is minor and only sits to the front of the units where there are no immediate residential properties. Therefore, there is no proposed overlooking or loss of privacy.

Figure 1: Former WeSUP Site



No additional parking is proposed as part of the development. Employee and customer car parking can be accommodated in the existing Harbour car park.

Designated Sites

The proposed development will have no adverse impact on the surrounding environmental designations (SPA, SAC or RAMSAR) due to the pre-existing containers located on site and its location within a busy marina complex. Any necessary biodiversity enhancements can readily be conditioned.

Flooding

According to the Environment Agency online Flood Risk Map for Planning the site is located in Flood Risk Zone 3. Notwithstanding the above, the application does not comprise a change to a more vulnerable use class nor will the proposal materially alter the drainage profile of the site (already hardstanding). Given the minor nature of the proposed development and the necessity for a waterfront location, a proportionate approach to flood risk assessment is therefore sought from the LPA and the Environment Agency.

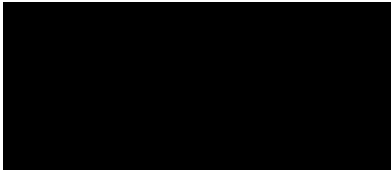
Summary

As outlined by Policy DM20, the proposed development will complement the use of the marina and allow for increased enjoyment of the River Hamble through paddleboarding. As demonstrated in the preceding paragraphs there will be no harm to any of the surrounding uses, the setting of the environmental designations will not be adversely impacted and the proposals will not result in an over-intensification of the existing use.

Paddleboarding is a popular water sport activity which saw a massive increase in participants during the Covid19 pandemic due to its nature as an easily accessible water based activity. The Hamble River is a particular hub for paddleboarding within Hampshire. River Hamble Watersports Ltd has identified the provision of the 2no. containers and decking as a key step to ensuring the continued delivery of paddleboarding services from the Mercury Marina site.

I trust you have everything required to validate and consider this application. If you require any further information please do not hesitate to contact me.

Yours sincerely



Jim Beavan
Savills Planning

Encs