

PROPOSED BOAT SALES OFFICES (TEMPORARY)
HAMBLE POINT MARINA, HAMBLE

DESIGN AND ACCESS STATEMENT

1. SUMMARY

The proposal relates to siting a pair of existing office accommodation units at Hamble Point Marina for a further temporary period.

2. LOCATION AND ACCESS.

- 2.1 Hamble Point is situated at the mouth of the Hamble River Estuary on the northern shore of Southampton Water; 8 km (5 miles) downstream of Southampton City Centre. The site occupies part of a low-lying peninsular extending from the western foreshore of the estuary and formed in the lee of a former shingle spit projecting into the estuary. Behind, the ground rises gently to a low plateau, on the flank of which Hamble Village is located with water-frontage to the estuary 1.5 km (1 mile) upstream of the site.
- 2.2 The main body of the peninsular remains in natural and part inter-tidal condition, and now constitutes Hamble Common, providing a public amenity facility. The end section adjoining the estuary mouth has been extended by reclamation of former inter-tidal marsh, and now supports a sizeable industrial estate and Marina/Boatyard occupying an area of 6.4 ha (16 acres) and an attached Marina Basin accommodating 220 pontoon berths.
- 2.3 The original site development related to establishment of a Marine Aviation premises on ground reclaimed behind the spit, subsequently developed with industrial accommodation, but without significant raising of ground levels. A subsequent upstream expansion to accommodate a large boatyard and further accommodation, with quayside to the estuary and a marina basin, was able to secure higher levels. Consequently, the site still perpetuates a higher and lower level section, although the latter is now provided with raised bund protection to the waterfront. A further extension forward of the spit into Southampton Water has now been properly consolidated and provided with a screening mound. The boundary of the higher set boatyard area to the Common is also provided with a screening mound barrier.
- 2.4 Access to the site is via a single road (School Lane) traversing the Common, and immediately within the site diverting into one road (Firefly Road) following the line of the spit to the end of the peninsular; and a second road (Huntsman Road) diverging to the quayside and Marina.

- 2.5 Although a significant industrial and commercial premises providing appreciable local employment, the site is detached from the main centre of Hamble Village and has no public transport service connections. Primary access to the site is therefore reliant upon private car transport. There is a footway connection to Hamble Village either via School Lane or traversing the Common, involving a 1.5km (1 mile) walking distance, and connecting to frequent local bus services to Southampton City Centre. The Village provides a limited, but adequate range of local services, with larger supermarket a further 5km (3 miles) north and obviously an extensive range of services in Southampton City Centre.

3. EXISTING DEVELOPMENT.

- 3.1 The site has long-established use for Industrial, Boatyard and Marina activities, and is a major centre of the Marine Industry on the Hamble River, supporting specialist skilled marine-related businesses. The main Industrial accommodation is concentrated on the older lower-lying area, whilst the main Marina and Boatyard activities occupy the adjoining higher section with quayside to the estuary frontage at the head of the incoming Huntsman Road. The boatyard covers the whole margin along the common boundary, with a hoist dock and lift-out facilities on the attached portion of the quayside.
- 3.2 The main area of the quayside forms an open area accommodating a waterfront car park, and providing access to the pontoon berthing. There are a couple of small buildings and a larger commercial building, (Saltmakers House) fronting the quayside, with a larger shed partly accommodating a Chandlery set to the rear adjoining Huntsman Road. Opposite the Chandlery is a pair of small single storey buildings subject of Temporary Consent, providing accommodation for brokerage businesses with sales space in the adjoining area of the Lower Yard.

4. PLANNING CONTEXT.

- 4.1 Overall Policy is being addressed by the emerging Policies of the Eastleigh Local Plan 2011-2029 and currently saved Policies of the Eastleigh Local Plan First Alteration (2004), within which the site is designated as a Boatyard use category area subject of Policy 118E. This recognises the present use and establishes presumption for majority marine-related use.
- 4.2 In the context of earlier discussions and a previous development scheme considered under Outline Permission 19237/042, the general principles of an overall site development were recognised, as well as increased quota of industrial and commercial floorspace. Envisaged new and replacement accommodation was proposed located on the present lower yard industrial area, adjacent the main site entrance and adjoining the quayside and waterfrontage.

- 4.3 In anticipation of implementation of progressive redevelopment, a number of obsolete industrial buildings in the lower yard were removed, and some older floorspace refurbished, and temporary arrangements effected to accommodate certain existing site users. The latter provisions included the pair of temporary office units alongside Huntsman Road, for which Consent was maintained under earlier Permission F/15/77471.
- 4.4 More recently submitted proposals for progression of the quayside area redevelopment were unfortunately obstructed by inability to secure consent for the critical waterfrontage component, a situation now continued compromised by continued uncertain commercial climate. In the circumstances, any current progression remains precluded, and existing temporary accommodation arrangements consequently maintained for a further period.
- 4.5 Accordingly, the earlier temporary office accommodation along Huntsman Road is now required maintained to support existing marine-related business activities, and for which renewed consent is therefore now sought. Given that overall Planning Policy remains essentially unchanged and supports such use on the site, coupled with temporary duration, it is considered that further extension of temporary consent would not contradict any current Planning Policy considerations.

5. PROPOSED DEVELOPMENT

- 5.1 The proposal seeks further 3 year period of retention of the existing single storey temporary accommodation for occupancy of existing marine-related commercial businesses related to Brokerage activities based on the adjacent yard. The existing car parking alongside Huntsman Road is maintained.
- 5.2 The accommodation is provided in a pair of units of approximately 62m² each, sited parallel to the road frontage, and consequent of the lower-set yard area to rear thereby elevated to the adjacent Sales and Boat Display area behind. The buildings are, by comparison with the generally larger scale of the majority of the site development, extremely modest and inconsequential and visual impact is minimal.
- 5.3 In practice, the visual character and scale of Huntsman Road is dominated by the adjacent larger buildings and substantial bodies of land-stored boats, whilst being sufficiently set back from the waterfrontage to exert no impact upon any aspects from the estuary. The buildings are viewed against a general backcloth of boats, and larger industrial buildings beyond. Whilst recognised likely unsuitable as permanent accommodation solutions, the buildings nevertheless represent a tolerable temporary arrangement pending availability of future permanent accommodation.

- 5.4 The siting is convenient for existing car parking, and close to the main commercial centre of Hamble Point Marina, and remains clear of the main industrial and working boatyard areas, and is accordingly considered most appropriate for this marine-related business activity.

6. IMPACT OF PROPOSED DEVELOPMENT

- 6.1 Retention of the existing accommodation for a further temporary period would maintain the present occupancy and use entirely supportive of the current Boatyard Policy. As such, effect of maintained use is beneficial, offering contribution to the significant Marine Industry based on the Hamble River Estuary, and supporting appreciable level of skilled employment.
- 6.2 The accommodation is of discreet and modest scale, imposing negligible visual impact upon Huntsman Road and adjoining Boatyard areas, and without any intrusion into aspects from the estuary or quayside area. Given the nature and overall scale of the site, any impact is effectively inconsequential.
- 6.3 Nevertheless, the buildings present a practicable accommodation and a character not inappropriate for the situation and considered reasonable as a temporary provision.