

App. No: 130442	Decision Due Date: 12 September 2013	Ward: Sovereign
Officer: Ray Deans	Site visit date: Numerous	Type: Planning Permission
Site Notice(s) Expiry date: 28 August 2013		
Neigh. Con Expiry: 27 August 2013		
Weekly list Expiry: 3 August 2013		
Press Notice(s): 3 August 2013		
Over 8/13 week reason: Major application requiring detailed internal and external consultation and the detailed evaluation of the submitted scheme and associated documentation		
Location: Atlantic Drive, Site 3, Land rear of 29 The Waterfront		
Proposal: Proposed Fishing Quay comprising of buildings with storage and chiller Space and office accommodation to upper floors and separate Visitor Centre.		
Applicant: Mr G Doswell, Eastbourne U10 Fishermen CIC		
Recommendation: Approve subject to conditions		

Executive Summary:

The proposal represents a sustainable form of development as it provides purpose built accommodation to meet the needs of the fishermen within the heart of the Harbour and also provides enhanced facilities for local residents and visitors.

The proposals will have no detrimental impact on the visual amenities of the locality and will result in improvements to the appearance of the site.

The proposals are acceptable in terms of their impact on the highway network.

The development will have no significant detrimental effects on the amenities of occupiers of surrounding residential properties.

For the above reasons, the proposals are acceptable and conform with all relevant planning policies.

Planning Status:

- Archaeological Notification Area
- Within 250 Metres of a Former Landfill Site

- Tidal Flood Zone 3a

Relevant Planning Policies:

The **National Planning Policy Framework** (NPPF) was published in March 2012 and supersedes Planning Policy Guidance Notes and Planning Policy Statements and provides a concise policy document. The NPPF introduces a '*presumption in favour of sustainable development*' although it still requires proposals to be determined in accordance with the development plan.

The **Eastbourne Core Strategy Local Plan** (2013) was adopted by the Council in February 2013 and the following policies are considered relevant to this application:

- Policy B1 Spatial Development Strategy and Distribution
- Policy B2 Creating Sustainable Neighbourhoods
- Policy C14 Sovereign Harbour Neighbourhood Policy
- Policy D2 Economy
- Policy D8 Sustainable Travel
- Policy D10a Design

The following 'saved' policies of the **Eastbourne Borough Plan** (2003) are considered to be relevant to this application:

- Policy NE15 Protection of Water Quality
- Policy NE16 Development Within 250 Metres of a Former Landfill Site
- Policy NE28 Environmental Amenity
- Policy UHT1 Design of New Development
- Policy UHT2 Height of Buildings
- Policy UHT4 Visual Amenity
- Policy UHT7 Landscaping
- Policy HO2 Predominantly Residential Area
- Policy HO20 Residential Amenity
- Policy TR2 Travel Demands
- Policy TR6 Facilities for Cyclists
- Policy TR7 Provision for Pedestrians
- Policy TR11 Car Parking
- Policy US3 Infrastructure Services for Foul Sewage and Surface Water Disposal
- Policy US5 Tidal Flood Risk

Supplementary Planning Documents

Sovereign Harbour Supplementary Planning Document (SPD) (2013)

The Sovereign Harbour SPD provides detail to the Eastbourne Core Strategy Local Plan Policy C14 in order to guide development and ensure that new and improved community facilities are at the heart of future building plans.

Sovereign Harbour is identified in the Core Strategy Local Plan as a Sustainable Centre and sets a vision and policy for the Sovereign Harbour Neighbourhood (Policy C14), which is a priority location for balanced housing growth alongside delivering significant improvements to the provision of community facilities and services and improving linkages.

The SPD provides a detailed strategy for the implementation of the policy by providing guidance on the uses considered to be appropriate for each of the remaining development sites at Sovereign Harbour, including details of the size, scale and form of development and the specific community benefits to be delivered.

The SPD identifies the application site as Site 3 – rear of The Harvester pub/restaurant. The Vision for this site is as follows:

'There is an opportunity to provide enhanced, permanent facilities for the fishermen on this site with appropriate storage. In addition, the provision of a new pedestrian link between The Waterfront and Atlantic Drive, via a new harbour walkway is likely to result in the site becoming more of a destination. It is therefore envisaged that alongside the fishermen, other ancillary and associated uses, such as a fresh fish shop could be provided, to the benefit of residents, visitors and Eastbourne's fishing community.'

The SPD acknowledges that one option for Site 3 is for the fishermen to continue using it to store their equipment, park their vehicles and land their catch. The site is screened from The Waterfront so the current use has no detrimental impact on visual amenity. In addition, the West Channel is one of only two places in the Harbour (the other being adjacent to Site 4) that has deep water and can allow large fishing vessels to pull up against the Harbour walls.

It is understood that it was originally intended for the fishermen to be located in the inner basin of the Outer Harbour, however this would require substantial works to be undertaken which would involve dredging the Outer Harbour, providing pontoons and access to the higher level spit. Bearing in mind the costs likely to be associated with these engineering works, it is considered unlikely that the fishermen would be able to relocate to the Outer Harbour.

The SPD confirms that the preferred option for Site 3 is to provide a permanent home for the fishermen to enable them to land their catch and to store their equipment. In addition, it is considered the site would also be suitable for associated and ancillary uses such as net shops.

National Planning Policy Framework (NPPF)

With the adoption of the NPPF, greater weight should be given to sustainable developments, having regard to the environmental, economic and social impact of the proposal. Where a proposal is acceptable in principle, every effort should be made to work up a scheme that addresses any outstanding planning issues, and that addresses the long term needs of a place, as identified in the Core Strategy Local Plan.

Site Description:

The application site has an area of approximately 0.32 hectares and is located at the rear of the Harvester pub/restaurant at The Waterfront.

The site which is essentially rectangular in shape, extends to a maximum width of 110 metres and a maximum depth of 41 metres.

The site, which is owned by Sovereign Harbour Limited and leased to Premier Marinas, is currently used by fishermen for the storage of equipment and parking of their vehicles and a number of their boats are moored immediately adjacent to the site. The fishing fleet consists of some 32 boats and employs up to 65 fishermen, 40 full time and 25 seasonal workers.

The southern boundary of the site adjoins the West Channel of the Harbour with three storey terraced residential properties on the opposite side of the channel. The northern boundary of the site adjoins the service road at the end of Atlantic Drive which provides vehicular access to the site and delivery access for The Waterfront premises.

Whilst Site 3 is centrally located within Sovereign Harbour and is accessible by many residents, it does not occupy a prominent position, being sited at the rear of The Waterfront and backing on to the service areas of the adjacent bars and restaurants.

Pedestrian linkage from The Waterfront is currently constrained by the existing layout around the West Harbour Bridge with a reduced width, changes in level and a lack of clear line of sight.

Relevant Planning History:

The original outline planning permission for the harbour development, comprising a comprehensive mixed use development for residential, commercial business, hotel, leisure and retail, including the construction of harbours and associated works was granted in 1988, following the completion of legal agreements (EB/86/431). The current application site was included in this original outline approval.

An application for approval of reserved matters was submitted in 2006 for the erection of 8 No. 1 bedroom flats, 8 No. two bedroom flats, 4 No. three bedroom houses and 3 No. four bedroom houses with associated parking. Approval was sought for the siting, design, external appearance, landscaping and means of access pursuant to the outline planning permission EB/86/431.

The application was recommended for approval, but was refused by the Planning Committee in August 2006 for the following reason:

'That the proposal represents an undesirable form of development, which by reason of its size, scale and form would result in an unacceptable over-

development of the site and would be detrimental to the amenities of occupiers of surrounding residential properties. As such the proposed development would be contrary to Policies UHT1 and HO20 of the Eastbourne Borough Plan 2001-2011.'

Proposed development:

Planning permission is sought for the complete redevelopment of the site, transforming it from a makeshift storage and shipping area to a fully functioning fishing quay.

The main driver for the scheme is to provide a suitable and sustainable place for the fishing fleet to land their catch and store fish and shellfish prior to sale.

The development will involve the erection of three buildings on the site. Two buildings will be used for storing equipment, storage and preparation of fish as well as other associated uses on the ground floor and office space on the upper floors. The third building is proposed to be a Visitor Centre which will be used to promote fishing as a sustainable local industry and educate visitors about the history of the fleet, the harbour and the significance of fishing in general.

Building 1 will be the most important for the scheme. This building will house the majority of the chillier equipment, cold room, fish preparation areas and storage.

Building 2 will be the largest building on site and will contain storage on the ground and first floors with office space provided on the second floor.

The Visitor Centre will be connected to Building 1 in order to provide a view into the storage and preparation area. There will be open display space and other spaces for the use of training and education.

The proposal has been designed to meet the particular needs of the fleet as well as producing buildings that are well designed, with their own architectural merit.

The buildings take design inspiration from the traditional coastal fishing buildings with the use of 'boarded' elevations, as well as more contemporary architecture. The use of modern composite cladding will reflect the timber cladding used in traditional quay side buildings and net shops.

The Visitors Centre will have a contemporary design with a flowing 'wave' roof which creates shaded glazed elevations, coupled with elevations constructed and clad like the other buildings.

The design of the buildings allows them to be adaptable in order to be altered as the needs of the fishing fleet change. Essentially an open super-structure with clear spans and sympathetic cladding means that in years to come the buildings could be completely altered if the needs of the fleet change. This should enhance the lifetime of the development and ensure its viability for many years to come.

The proposal includes the creation of formal on site parking for use by the fishing fleet as well as the creation of additional disabled parking spaces and cycle storage.

To the rear of the site adjacent to Atlantic Drive it is proposed to provide 10 parking spaces and 3 disabled bays. There will also be adequate space to park the crew's trucks on the quay side in a similar fashion to the way they currently do.

It is not envisaged that there will be a large increase in traffic. The development of the quay will make the fishing operations more efficient.

The proposal will also include improved pedestrian access between The Waterfront and Atlantic Drive by way of a raised path way running in front of the proposed buildings. This will offer improved views of the waterside and enable visitors to observe the fishermen at work.

The application site is essentially an unmade yard at present with no landscaping. The level changes, proposed landscaping and street furniture will improve the character and appearance of the site.

An Ecology Assessment has been submitted with the application and confirms that the site is 'insignificant' in terms of ecology.

A Flood Risk Assessment has been submitted with the application and confirms that the development is 'Water Compatible' and 'not significant' in terms of flood risk.

Applicant's Points:

- The Eastbourne fishing fleet currently run 32 boats and employ up to 65 people. Annually the fleet land fish and shellfish worth between £1.8 - £2 million
- The proposed development will offer additional employment opportunities on shore. The jobs available on the quayside directly linked to the fleet, will range from fish preparation to the management and maintenance of the quay
- The new facilities will allow the fleet to begin catching Sprat and Herring and most significantly Spider Crabs and Velvet Crabs. The prominence of shellfish and its added value offers greater potential to create more jobs and more money. These species aren't hugely popular in the UK and will for the most part be exported to Europe or further afield. Rough projections suggest that around 100 tonnes of Spider crab could be landed in Eastbourne at a value of around £170,000
- The proposals include the construction of safe, flat hardstanding for stacking and carrying materials safely around
- The proposals will remove the sloping unfinished ground from the site
- Adequate drainage will be provided as the site is currently prone to puddling and in winter the site ices over
- Currently there isn't any suitable lighting on site, and the fishermen have to provide their own lights due to the hours they have to work

- Many of the fishermen work with the seasons and use different equipment at different times of the year. The proposed development will provide enclosed storage sheds for storing a variety of different kit and equipment. Being able to stow this equipment away when not in use will significantly reduce the visual clutter that is currently seen on the site
- There are currently no cold storage facilities on the site and this is one of the most important aspects of the proposals
- There is currently no facility to make or keep ice on the site
- There are no welfare facilities on site. The fleet has a great desire to improve their working conditions and the proposed development will provide toilets and showers
- Working hours are obviously a concern to local residents when proposing a scheme of this type. The use is established; the majority of boats start at 5 am and return around 2-3 pm. Work then continues on shore. Most are finished by 5 pm. There are exceptions notably quick shooting for soles, which start at midnight and most boats are finished by 8 am. Bass drifting takes place at night starting at 4-5 pm and continuing till 8 am. On windy days most crew and skippers will work on the quay performing maintenance and repairs to both boats and gear, this is from 8 am to 5 pm
- Deliveries and collection times are normally kept between 8am and 8pm
- The fleet causes minimal disturbance and the residents are used to the noise levels the fleet generate.

Consultations:

Southern Water raises no objection to the proposals however they advise that if permission is granted then the following informative should be attached.

'A formal application for connection to the public sewerage system is required in order to service the development, please contact Atkins Ltd, Anglo St James House, and 39A Southgate Street Winchester.'
(Memo received 21/08/2013)

Sovereign Harbour Residents Association have written in support of the application and have confirmed the following:

'A major justification for the Eastbourne Harbour Act which became law in 1980, was that the harbour would provide a permanent home for the Eastbourne fishing fleet. It is sad that 30 years after the Act was passed by Parliament, this objective has still not been fulfilled.

After many years of being pushed from one temporary site to another, it is of great credit to the fishermen that they are now working together to establish that permanent home. It is also of great credit that they plan to construct and finance the scheme with their own resources and management company.

The design of the buildings and associated landscaping proposed are entirely appropriate for the intended purpose and also attractive and innovative.

One of the harbour's least attractive sites will be transformed into a commercial area of great significance. When complete the development will provide security for the fishermen and provide ancillary jobs for local people. It will enhance the Waterfront offering and attract tourists and visitors to the area. The increased business activity will benefit the local economy and the economy of Eastbourne in general.

Concerns have been raised that local residents could be subjected to increased levels of noise. However it seems likely that having purpose built facilities and carefully controlled access to the site will probably result in reduced impact on residents.

Overall the benefits of the proposed development heavily outweigh any possible disadvantages.

The Sovereign Harbour Residents Association have therefore no hesitation of giving this application their full support.'

Neighbour Representations:

One letter of objection and two further letters expressing concern have been received from local residents and the comments made are summarised below:

- Concerned for residents in Daytona Quay and would not want to see visitors' cars parking in residential streets.
- Restrictions on trading hours should be put in place to ensure no noise nuisance for residents.
- Biggest concern is noise pollution. Some fishing boats are extremely noisy and some boats are unloaded directly into large refrigerated trucks that frequently arrive hours before the boats arrive and the engines are left running. It is extremely noisy and disturbs sleep. Another major source of noise relates to the power washing of the lobster pots.
- Proposed refrigerated storage unit must be silent.
- There is a constant smell of fish which is unpleasant.
- An extension to The Harvester restaurant would be a better use of the site.
- Operating times of stalls needs to be strictly enforced.
- Adequate washing down facilities need to be in place to ensure material is not washed into canals, polluting them and attracting seagulls.
- Storage of waste should be kept enclosed to deter vermin and seagulls.

In addition comments have been received from five local residents in support of the proposals and the comments made can be summarised as follows:

- The fishermen and boats are very important to the enjoyment of the harbour.
- The proposed development will enhance the attractiveness and success of the harbour.
- Particularly welcome the idea of the learning centre as well as the opportunity to buy fresh fish locally.

- There are no negatives with this application. It will tidy up an eyesore site and enhance the general environment as well as securing the base for the long established fleet.
- The Visitor Centre should bring economic benefit to the whole area.
- Development will enhance the appearance of the harbour to residents and visitors alike.

Appraisal:

The main issues to consider in the determination of this application are as follows:

- The principle of the development having regard to the existing use of the site
- The principle of the development having regard to the Development Plan, national policy and other material planning considerations
- The effect the proposed development will have on the visual amenities of the locality
- The effect the proposed development will have on the amenities of occupiers of surrounding residential properties
- Highways and parking considerations
- Other material considerations

The principle of the development having regard to the existing use of the site

The site is currently occupied by the Eastbourne U10 Fishermen CIC. The fleet consists of some 32 boats and employs up to 65 fishermen; 40 full time and 25 seasonal workers.

The site is currently used for the storage of fishing equipment and the landing of catch. The site is open and there are currently no buildings; just an open yard with no services or hardstandings.

The proposal is for a mixed use redevelopment of the site primarily for the use of landing and preparing fish and shellfish, along with safe and secure storage for fishing equipment. The proposal includes provision of a Visitor Centre in order to promote fishing as a sustainable local industry and educate visitors about the history of the fleet, the harbour and the significance of fishing in general.

Having regard to the existing use of the site, the principle of the proposed development is considered to be acceptable.

The principle of the development having regard to the Development Plan, national policy and other material planning considerations

Section 38(6) of the Planning and Compulsory Purchase Act (2004) outlines that a planning application should be determined in accordance with the Development Plan, unless other material planning considerations indicate otherwise. The principle of development will therefore firstly be considered in line with Eastbourne's Development Plan which consists of the adopted Core Strategy Local Plan (2013) and saved policies of the Eastbourne Borough Plan (2003).

Consideration will then be given to national policy contained in the National Planning Policy Framework and then other material planning considerations, to indicate whether a departure should be made from the Development Plan.

Development Plan

Sovereign Harbour is identified in the Eastbourne Core Strategy Local Plan as a Sustainable Centre and sets a vision and policy for the Sovereign Harbour Neighbourhood (Policy C14), which is a priority location for balanced housing growth alongside delivering significant improvements to the provision of community facilities and services and improving linkages.

The proposed development which will include the provision of a Visitor Centre and shops selling fresh fish will provide improved facilities for the local community. It will also provide employment opportunities for local people and will result in an improved linkage between The Waterfront and Atlantic Drive. For these reasons it is considered that the development will contribute to the Core Strategy Local Plan Vision for Sovereign Harbour as a Sustainable Centre.

The proposal contributes to sustainable development (Policy D1 of the Core Strategy Local Plan) by delivering some employment opportunities and improving the provision of services and facilities within the Sovereign Harbour neighbourhood.

In accordance with Policies B2: 'Creating Sustainable Neighbourhoods', and D8: 'Sustainable Travel', the site is considered to be sustainable, as a large number of visitors to the site will arrive on foot. The site will also become increasingly accessible by public transport with the planned bus link between the North and South Harbour areas.

The site currently provides no formal parking however the proposal will result in 10 on site car parking spaces, three disabled parking spaces and cycle parking. In addition, the fishermen will still be able to park their vehicles adjacent to the quayside.

The proposed development also complies with the following saved Policies of the Eastbourne Borough Plan:

- UHT1 Design of New Development
- Policy UHT2 Height of Buildings
- Policy UHT4 Visual Amenity
- Policy UHT7 Landscaping
- Policy HO20 Residential Amenity
- Policy TR6 Facilities for Cyclists
- Policy TR7 Provision for Pedestrians
- Policy TR11 Car Parking
- Policy US5 Tidal Flood Risk

The height, design, scale and landscaping of the proposed development is considered to be acceptable and will result in improvements to the visual amenities of this part of Sovereign Harbour.

The proposed development will not result in any significant detrimental effects on the amenities of occupiers of surrounding residential properties and this will be discussed in more detail below.

The development provides adequate car and cycle parking and is further served by the nearby Waterfront car park.

The submitted Flood Risk Assessment confirms that the development is 'water compatible' and is 'not significant' in terms of flood risk.

National Planning Policy Framework (NPPF)

Relevant policies of the NPPF which should be considered as part of the planning application include:

1. Building a strong, competitive economy

Para. 19 - Significant weight should be placed on the need to support economic growth through the planning system.

Para. 21 - Support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area.

7. Requiring good design:

Para 58. - Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks'

8. Promoting healthy communities

Para 70. - Ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community.

Sovereign Harbour Supplementary Planning Document (SPD)

The Sovereign Harbour SPD confirms that the preferred option for Site 3 is to provide a permanent home for the fishermen to enable them to land their catch and to store their equipment. In addition, it is considered the site would also be suitable for associated and ancillary uses such as net shops.

Summary

To conclude from a planning policy point of view, the proposal:

- is well integrated within Sovereign Harbour
- the site is already being used by the fishermen

- promotes the development of services accessible to the local community
- is of economic benefit to the local neighbourhood
- is considered sustainable development and conforms with both the Development Plan and national policy contained in the NPPF.

In summary, given that the proposal accords with the Development Plan and the NPPF there are no planning policy objections to the proposed development.

The effect the proposed development will have on the visual amenities of the locality

There are currently no buildings on site. The sloping site is currently used as an open yard with outside storage of the fishermen's equipment.

The application site is currently one of the harbour's least attractive sites and it is considered that the proposed development will transform the appearance of the site with the provision of attractive modern buildings. Furthermore, it will enhance The Waterfront offer and attract tourists and visitors to the area.

The design of the new buildings is considered to be wholly appropriate for the location as they reflect the appearance of traditional quayside buildings and the provision of the proposed Visitor Centre with its contemporary design will reflect the character and appearance of other modern buildings in the Harbour.

For these reasons it is considered that the proposals will have a significant positive effect on the visual amenities of the locality.

The effect the proposed development will have on the amenities of occupiers of surrounding residential properties

The comments made by residents relating to the following concerns are noted:

- Noise nuisance caused by the fishermen and their boats
- Noise from refrigerated vehicles visiting the site
- Noise related to the power washing of the lobster pots
- Proposed refrigerated storage unit must be silent
- There is a constant smell of fish which is unpleasant
- Adequate washing down facilities need to be in place to ensure material is not washed into canals, polluting them and attracting seagulls
- Storage of waste should be kept enclosed to deter vermin and seagulls

Considering each of the comments in turn, it is considered that the noise associated with the boats is unavoidable and the fishermen already operate from the site. However the documents that have been submitted with the application confirm that there is no intention to increase the size of the fleet, and as such there will be no increase in the noise associated with the boats.

It is acknowledged that large refrigerated lorries currently visit the site and often leave their engines running. However the proposed development will have its own

refrigeration facilities which will mean the refrigerated lorries will no longer have to access the site.

The purpose built facilities will enable the fishermen to clean and repair their equipment inside rather than outside on the quayside. The buildings will also allow the fish to be prepared inside. This should result in a significant reduction in the noise, disturbance and odours that are currently experienced by local residents.

Furthermore, it is recommended that a condition is attached to any grant of consent to control any noise associated with any plant or equipment on site so there will be far more control over noise than there is now.

Finally, it is proposed to have an enclosed refuse/waste store within a secure compound and the Waste Minimisation Statement that accompanied the application confirms that the waste will be dealt with as follows:

Cardboard - allocated bins specifically for cardboard will be sited within the waste compound.

Nylon - off-cuts of nylon nets can be quite springy and take up a lot of space, so the fleet plan to invest in a baler in order to reduce the space taken up by these off-cuts. The bales can then be easily stacked then taken off to be recycled.

Fish offal - the fishing quay will have a certain amount of fish processing on site; the fear of this can be an unpleasant odour permeating from the waste compound. This waste is actually a valuable commodity; the strategy for all of this material is to recycle it into bait. This will be kept to one side in the on-site refrigeration facility, then taken to sea each morning. Little or no organic waste from fish processing will be sent to landfill.

General waste - it is inevitable that general waste will be produced. Where possible plastic and glass will be separated, but the remaining waste will have to be collected in bins by contractors who will have a duty of care to dispose of the waste responsibly.

Therefore to conclude, it is acknowledged that a few residents have expressed concerns that they could be subjected to increased levels of noise. However it is considered that having purpose built facilities and carefully controlled access to the site will be likely to result in a reduced impact on residents. The proposed development is therefore considered to be acceptable in terms of its effect on the amenities of occupiers of surrounding residential properties.

Highways and parking considerations

The current site has little in the way of facilities and there are no formal parking arrangements. Parking is currently provided on a first come first served basis.

The proposed development stands to benefit from the provision of dedicated on site car and cycle parking.

The site is in close proximity to the Sovereign Harbour Retail Park and the car park serving The Waterfront and these areas have good pedestrian linkages to the application site. In addition, a new pedestrian walkway is to be provided alongside the Harvester to provide visitors and residents the opportunity of viewing the fishermen at work.

The site is currently used by the fishermen each day. Eight or nine pick-up trucks park on the site while the crews are at sea. Most crews operate an informal truck sharing scheme in order to reduce the number of vehicles that need to park on the site. The majority of the crew members are picked up and dropped off at home.

The site is currently served by trucks and lorries at intervals throughout the week. 2/3 vehicles up to a maximum of 7.5 tonnes visit the site each day to make collections. Around once a week an articulated lorry will visit to collect other catch. The remaining catch is transported away in the crew's trucks.

The times when the collection vans and lorries can visit the site is limited to 8am-8pm each day.

The largest vehicle to visit the site is a 44 tonne articulated lorry, which currently has to reverse across the unmade ground of the site.

The proposal includes the creation of formal on-site parking for the use of the fishing fleet as well as the creation of additional disabled parking spaces and cycle storage.

To the rear of the site adjacent to Atlantic Drive the formation of 10 parking spaces and 3 disabled bays will be provided. There will also be adequate space to park the crew's trucks on the quayside in a similar fashion to the way they do now.

The scheme will also benefit from the proposed bus link between the North and South Harbour areas.

It is considered that the proposal will not lead to a significant increase in traffic movements using Atlantic Drive. The development of the quay will make the fishing operations more efficient, and the aim isn't to drastically increase the size of the catch as there is a limit to what can be caught by the 32 boats that operate from the quay. The fleet will not increase in size, so the number of fishermen will stay the same.

The main increase in vehicle traffic is likely to be attributed to those visiting the site. The fishing quay and Visitor Centre will hopefully become a significant draw in terms of tourism. However as detailed above, the additional traffic generated should have minimal impact due to the established use by the fishing fleet as well as the established car parking at the Retail Park and The Waterfront.

Therefore, the traffic impact of the proposal should be minimal as there is already an established use on site. The development provides improvements in terms of efficiency and not an increase in traffic.

The office space and Visitor Centre has the potential to increase vehicle traffic in the area, however this is likely to be minimal. A small number of staff will be able to park on site, but the majority of visitors will be expected to use the existing Waterfront car park.

Therefore in light of the above, the proposed development is considered to be acceptable in highway and parking terms,

Other material considerations

The site currently has no drainage facilities and is prone to puddling, and in the winter the site ices over. As part of the development it is proposed to provide a full drainage scheme.

An Ecology Assessment has been submitted with the application and confirms that the site is 'insignificant' in terms of ecology.

A Flood Risk Assessment has been submitted with the application and confirms that the development is 'Water Compatible' and "not significant" in terms of flood risk.

In terms of energy efficiency, the new buildings have been designed to achieve BREEAM 'very good', in line with policy, and will incorporate sustainable design and construction methodologies and other techniques to improve energy efficiency.

Conclusion:

The proposals represent a sustainable form of development as they will transform a currently unattractive site into an enhanced facility not only for the fishing fleet but also for residents and visitors. It is considered that the new fishing quay will become a new destination to contribute to the 'offer' already available at The Waterfront.

The proposals will have no detrimental impact on ecology or the visual amenities of the locality.

The proposals are acceptable in terms of their impact on the highway network.

Finally, subject to conditions being attached to any grant of consent to manage the construction process and to ensure any plant or equipment does not cause a noise nuisance, the proposals will have no detrimental impact on the amenities of occupiers of surrounding residential properties.

For the above reasons, the proposals are acceptable and conform with all relevant planning policies.

Human Rights Implications:

It is considered that the proposal would not affect the rights of occupiers of surrounding residential properties to the peaceful enjoyment of possessions and

protection of property. Furthermore the proposals will not result in any breach of the Equalities Act 2010.

Recommendation:

That planning permission be granted subject to the following conditions:

- (1) Commencement of development within three years
- (2) Drawing Nos. of approved plans
- (3) Samples of all materials
- (4) Further details of building operations
- (5) Submission and approval of a Construction Environmental Management Plan
- (6) Submission and approval of a Construction Traffic Management Scheme
- (7) Programme of archaeological works
- (8) Site contamination
- (9) Drainage Strategy (surface water, use of SuDs and foul)
- (10) Lighting Strategy
- (11) Refuse and recycling details
- (12) Landscaping details
- (13) Boundary treatment details
- (14) Car parking spaces to be provided
- (15) Cycle parking
- (16) No building to be occupied until certificate has been issued certifying BREEAM rating of 'Very Good'
- (17) Method statement for handling unspecified contamination
- (18) Wheel washing facilities on site
- (19) Restriction of external noise levels
- (20) Hours of building operations
- (21) No burning of waste on site
- (22) Servicing details
- (23) In accordance with FRA
- (24) Details of all plant and machinery (e.g. air conditioning, refrigeration units, extraction system) including predicted noise levels
- (25) Construction access details and details of location and size of any temporary structures
- (26) Details of directional signage
- (27) Foundation design
- (28) Details of any temporary structures/hoardings
- (29) Finished floor levels and Details of any changes to site levels to be provided prior to commencement on site
- (30) Bird deterrent measures

Informatives:

A formal application for connection to the public sewerage system is required in order to service this development. To initiate a sewerage capacity check to identify the appropriate connection point for the development, please contact Atkins Ltd, Anglo St James House, 39a Southgate Street, Winchester, S023 9EH, (tel: 01962 858688) or www.southernwater.co.uk.

SUMMARY OF REASONS FOR DECISION

The proposed development is considered acceptable for the following reasons:

The proposals represent a sustainable form of development as it will result in improved facilities for the local fishing fleet and will provide enhanced facilities for residents and visitors in a sustainable location.

The proposed development will have no significant detrimental effect on the wider visual amenities of the locality, the highway network or residential amenity and therefore conforms with all relevant planning policies.

Appeal: Should the applicant appeal the decision the appropriate form, taking into account the criteria set by the Planning Inspectorate, is considered to be **written representations.**