

# HERITAGE, PLANNING, FLOOD RISK, and DESIGN & ACCESS STATEMENT

Proposal for Longshoreman Hut  
Sandown Seafront  
Isle of Wight

Submission



Prepared by

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## 1. Introduction

1.1 This statement has been produced in support of a planning application seeking permission for a hut for the storage of water sports equipment, as part of a Longshoreman concession business at Sandown. This proposal provides an opportunity for the safe and secure storage of resort facilities and accoutrements pertaining to the business.

1.2 The statement sets out how the proposal complies with current planning policy as set by the Island Plan Core Strategy and the National Planning Policy Framework. It also demonstrates how the scheme makes best use opportunity for the regeneration of the Bay resort and meets objectives of the Bay Key Regeneration Area. It also takes account of more localised planning considerations that include design, scale, access, parking provision, and impacts on adjoining properties.

## 2. Background

2.1 The proposed site represents a beach concessionaire licence area, owned and leased out by the Isle of Wight Council. It is located immediately on the north side of Sandown Pier, adjoining the esplanade.



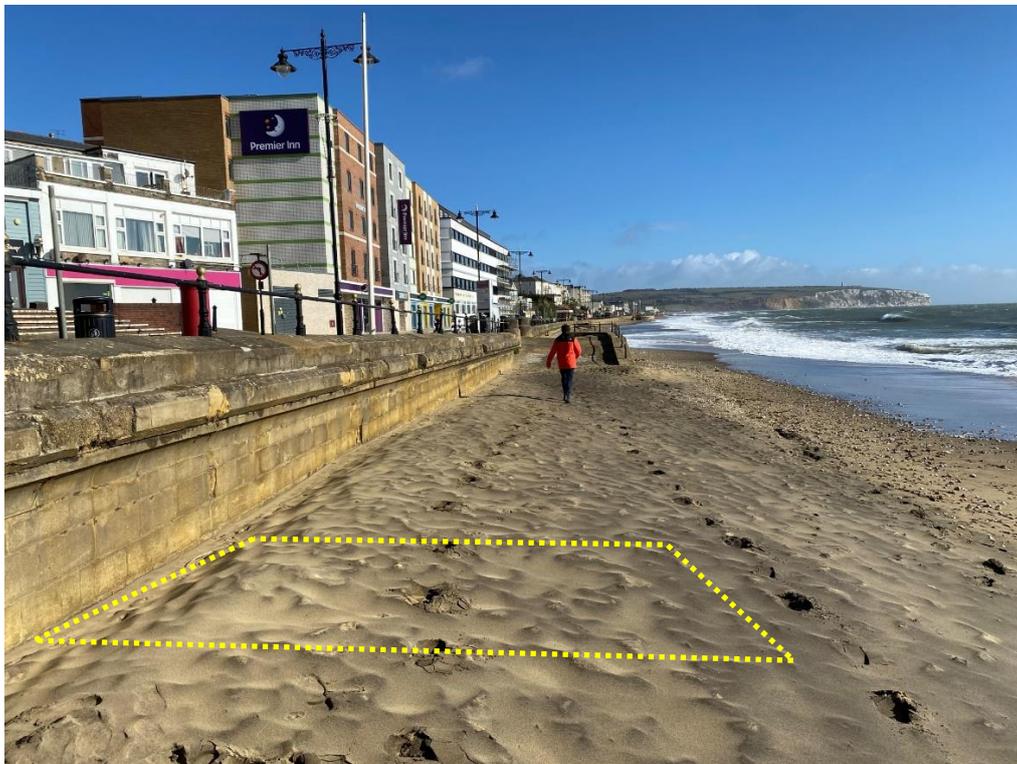
2.2 The applicant is a new licence holder with a track record in managing local leisure facilities. Previous licence holders have accommodated storage containers on site, but these have proved impractical. A more permanent hut storage facility is required for safe and secure storage of equipment.

### 3. Proposal

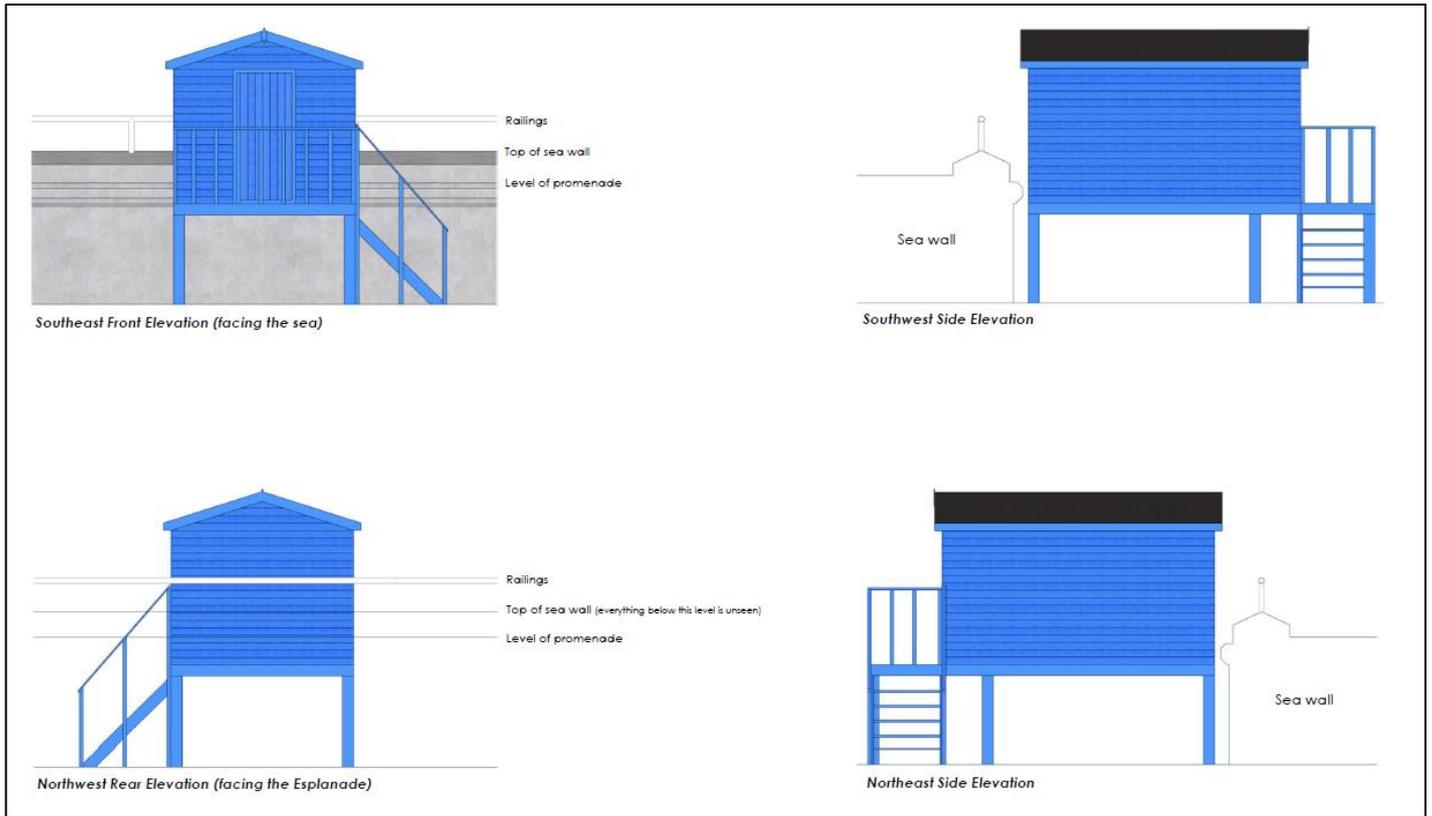
#### *Design / Construction*

3.1 Planning permission is sought for the construction of the new wooden hut, to be used as a storage area. The proposals comprise of the following elements:

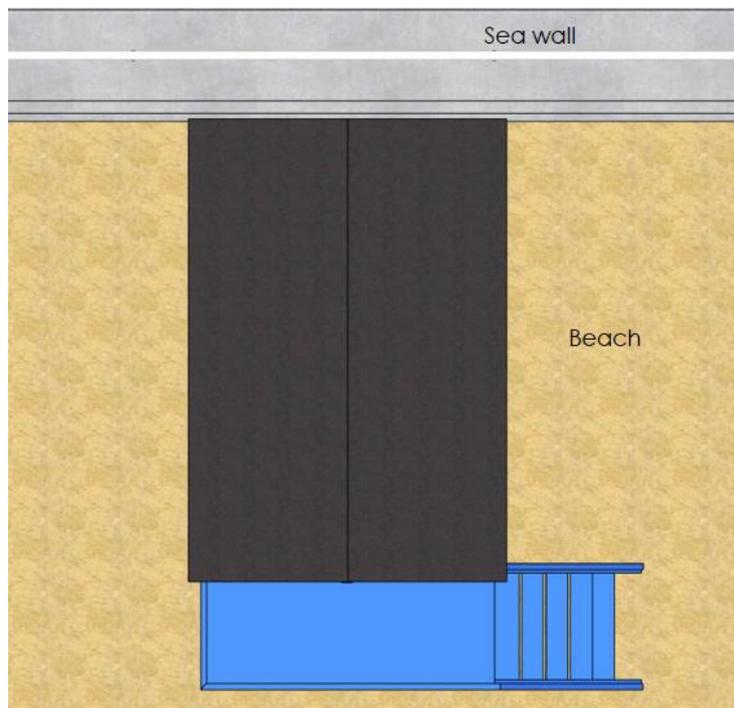
- Raised platform at promenade level, accessed by wooden stairway from beach level;
- Pitched roof hut on platform;
- Storage area in hut and under platform.



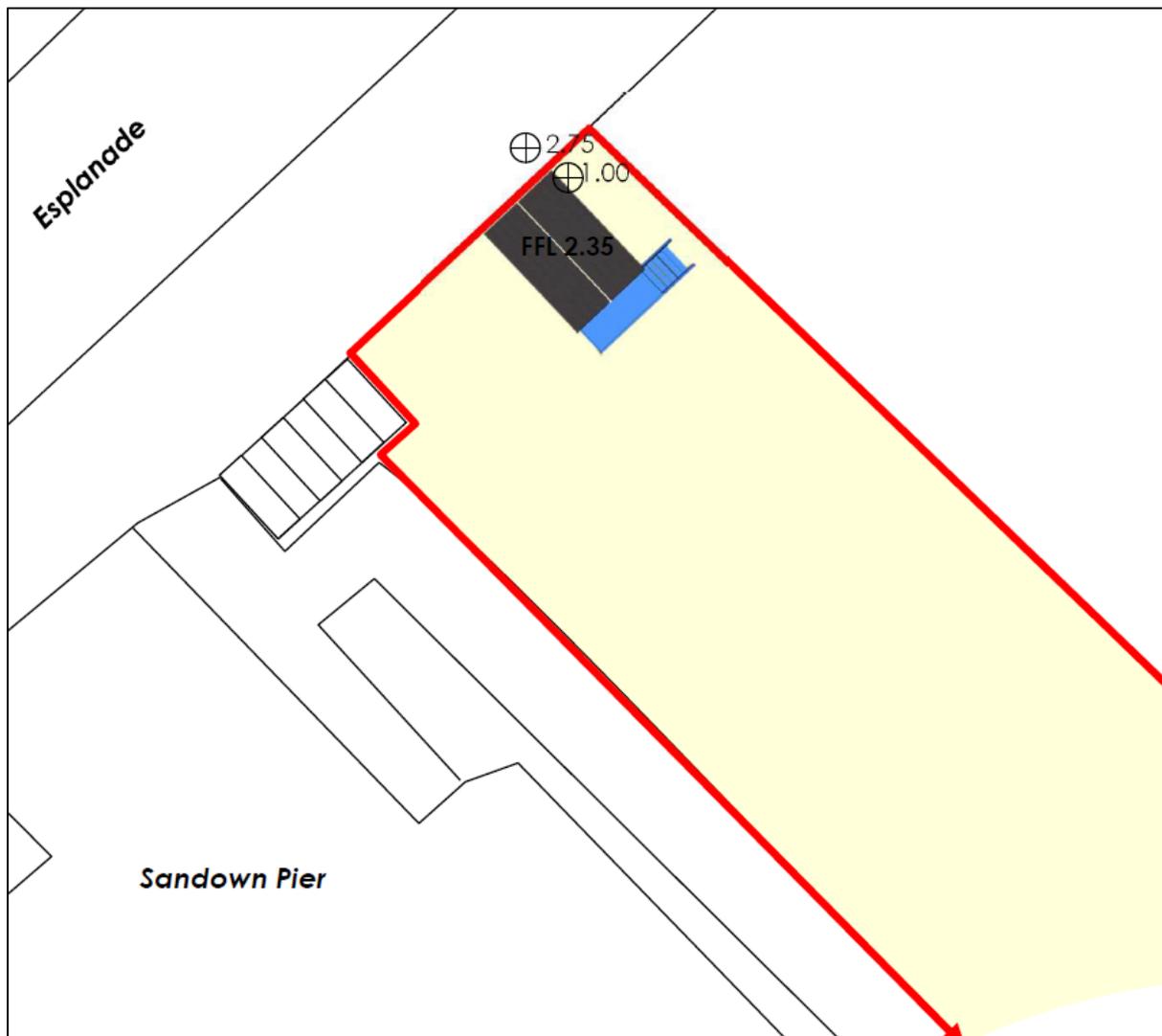
***Proposed position of the Longshoreman Hut Viewed from Beach (looking northwards)***



**Proposed Design Elevations**



**Proposed Roof Plan**



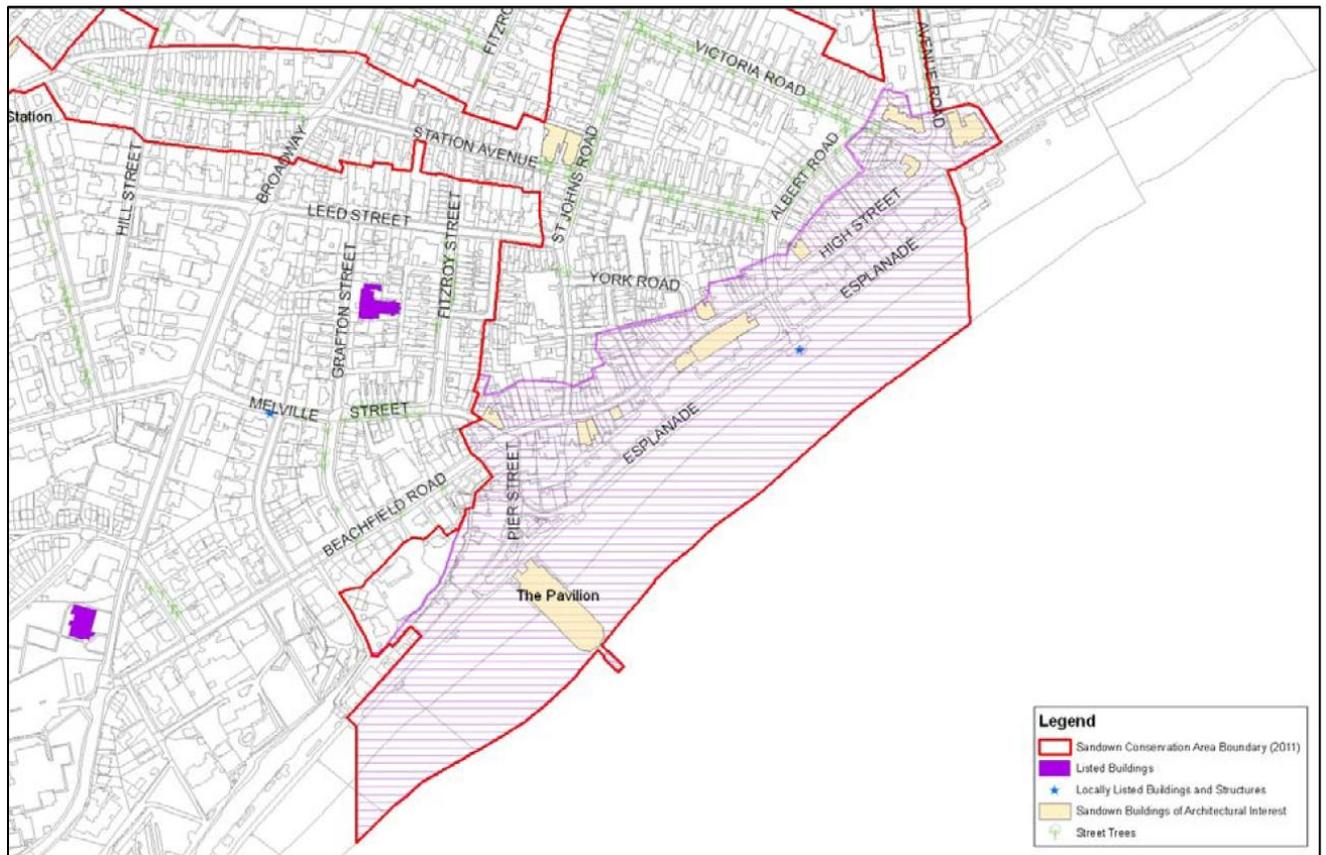
***Proposed position of hut in relation to pier and esplanade***

#### **4. The Site and Characteristics of the Area**

- 4.1 The application site is essentially an existing licence concessionaire site on the beach at Sandown. It is accessed by vehicles via the Esplanade, and via stairs that descend onto the beach from the esplanade, by pedestrians.
- 4.2 The characteristics of the surrounding area are dominated by the seafront resort uses. It reflects a mix of formal and informal leisure facilities, as well as hotels and restaurants fronting onto the Esplanade, mixed with various forms of concessionaire uses on the beach itself. These include small shops, public conveniences, cafes, deckchair hire bases, and beach huts.
- 4.3 During the summer months, the area is a focal point for beach related tourism activity, particularly true in times of good weather. The presence of high numbers of visitors provide for a vibrant active seafront in this location. The buildings themselves in the surrounding area are mixed in terms of type design and age. Some are in need of renovation and maintenance.

4.4 Other Longshoreman huts exist, spread along the seafront, that punctuate the esplanade street scenes.

4.5 The site falls within the Sandown Conservation Area. The particular area defined is referred to as Commercial Area within the conservation area appraisal document, adopted in April 2011. Reference is made to the public realm in terms of the Esplanade, the promenade, and the beach resort.



*Plan taken from the conservation area appraisal document 2011*



*Longshoreman hut to the south of application site*



*Sandown esplanade at point of proposed hut.*

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## 5 Flood Risk Assessment

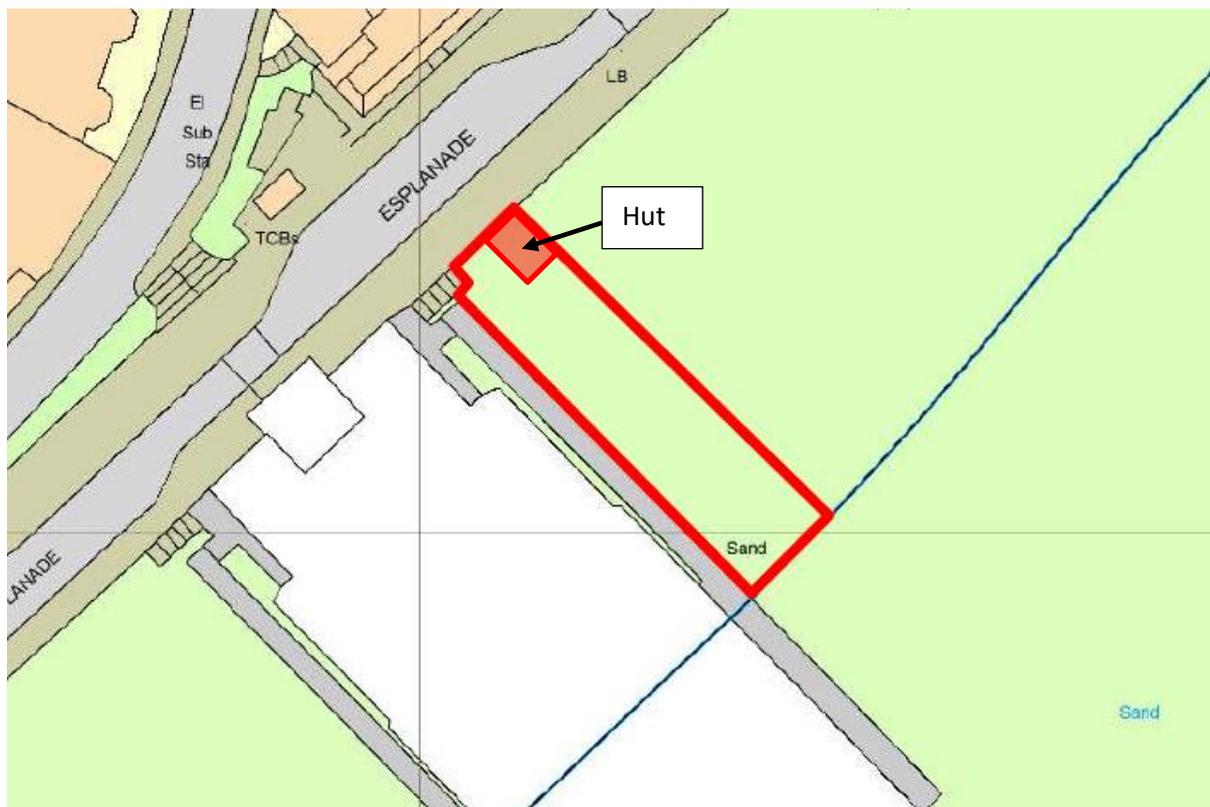
- 5.1 This Flood Risk statement has been produced in support of the planning application seeking permission for the Longshoreman Hut at the Esplanade, Sandown. The site is already a popular beach destination, that is frequented by visitors and locals alike. The Flood Risk Assessment is required given the location of the application site within Flood Zones 2 and 3.

### *Flood risk*

- 5.2 The assessment of risk has been undertaken in accordance with the requirements set out in the National Planning Policy Framework (NPPF), and its associated technical guidance to the NPPF. It takes account of site levels, the Isle of Wight Strategic Flood Risk Assessment, and future rises in sea levels.
- 5.3 The following sections follow, in broad terms, the headings that are set out in the site-specific flood risk assessment checklist, defined in the planning practice guidance document, paragraph 068, reference ID 7-068-20140306. They essentially represent the flood risk assessment in support of this planning application.

### *Development description and location of site, and probability of Flooding*

- 5.4 The description of the proposed development is set out above. Proposals essentially reflect the introduction of upgraded storage facilities on the beach. The site lies some 20m to the west of the mean high-water mark of the sea edge.



*Site location*

- 5.5 The National Planning Policy Framework states that inappropriate development in areas at risk of flooding should be avoided, but where development is necessary, make it safe without increasing flood risk elsewhere. Areas at risk of flooding are mainly within flood zones 2 and 3, or land within flood zone 1 which has critical drainage problems and which has been notified to the local planning authority by the environment agency. 'Flood risk' means risk from all sources of flooding including rivers and the sea, directly from rainfall on the ground surface and rising ground water, overwhelm sewers and drainage systems, and from reservoirs, canals and lakes. With this in mind, the flood risk assessment for the current proposals for the site, take account of all risks, set in the context of the current proposed design and layout, the subject of this planning application.
- 5.6 The application site falls within zones 2 and 3, as defined in the Isle of Wight Strategic Flood Risk Assessment. The proposed use is identified as a 'less vulnerable' use in areas of flood risk, as defined in the planning practice guidance table identifying flood risk vulnerability classification (paragraph 066). This is essentially as a consequence of the nature of the intended use being for storage of deckchairs and beach leisure equipment (Kayaks and Boards) on a beach that is already at risk from flooding. The intention is for the hut to remain a daytime use. It is a facility that supports the seaside resort of Sandown that itself requires a coastal location.

*Definition of the flood hazard*

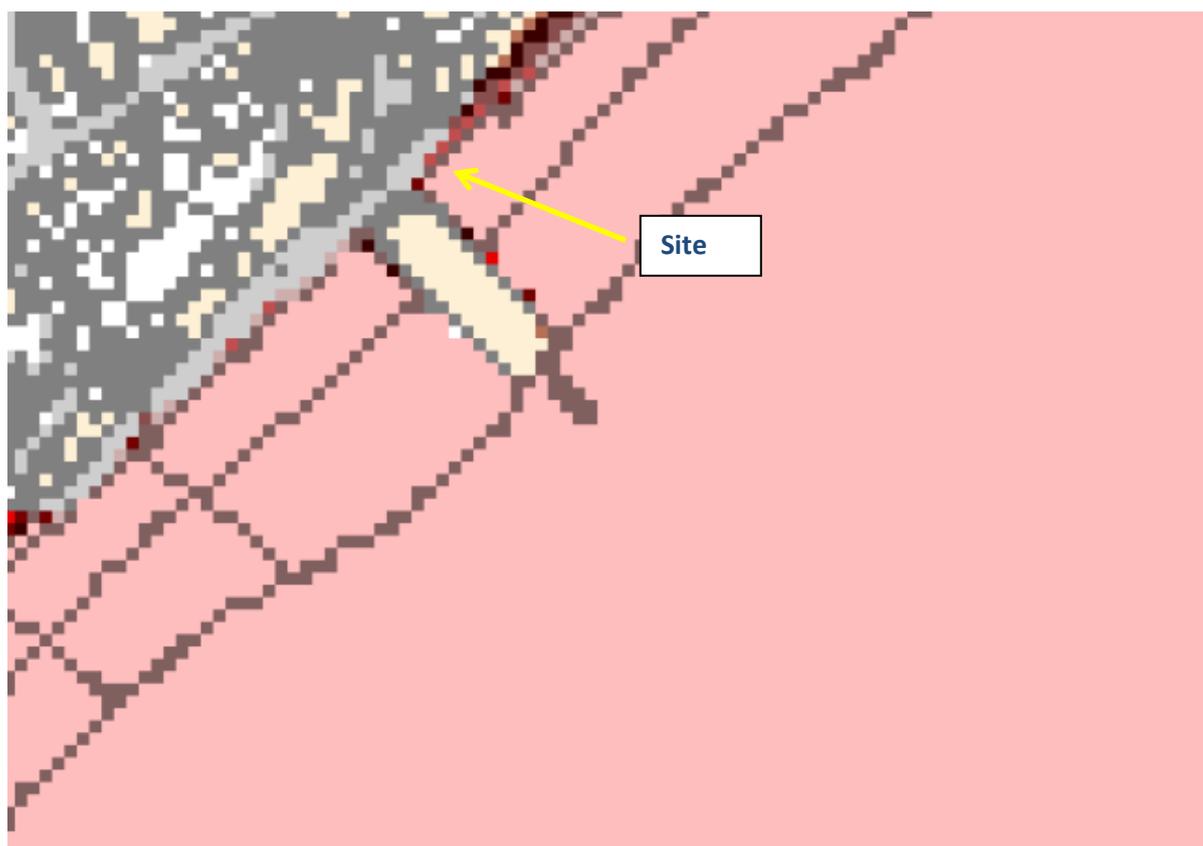
- 5.7 The potential flood hazard arises from extreme high tides matched with potential storm surges that could result in flooding within the identified Flood Zones 2 and 3.

*Flood Risk Probability*

- 5.8 A line reflecting the edge of Flood Zone 2, defines the area of flood risk as identified in the SFRA (2010). It follows a contour line that reflects a maximum 1 in 200 year tidal event leading to a maximum water level of 3.3m (taking into account an uncertainty of +/- 0.3m). The two images below have been taken from the SFRA (Appendix J – The Bay), indicate the alignment of the edge of Flood Zones 2 and 3.



*Flood Zone 2 (SFRA) – Sandown Pier*



*Flood Zone 3 (SFRA) Sandown*

- 5.9 The levels indicated in the site plan, as submitted in the planning application, confirm a level of 2.75 to 2.76m AOD. The worst-case scenario of flood level on the site would be a 1 in 1000 year storm surge event, 4.8 m, taking account an uncertainty of 0.6 m, in the year 2115, in light of predicted climate change and rises in sea level. This would suggest a flood level of 2 m.
- 5.10 Risk from flooding, however, must be placed in context of the use intended, as proposed in this planning application. There is no overnight accommodation proposed. The use of the hut will only take place when weather conditions are appropriate. Where conditions are likely to lead to flooding, these will not be appropriate for beach activities. Given the existing use of the beach, this reduces any increased risk to people from flooding to an absolute minimum.
- 5.11 Where future climate change leads to rises in sea level, with a greater risk of extreme tidal storm conditions, the site may be susceptible to flooding. In terms of storm conditions, hut would be no more at risk than any other beach building on this part of Sandown seafront.
- 5.12 In the event that the Local Planning Authority grants planning permission, the applicant is happy to be required, by condition, to prepare and submit a Flood

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Emergency Plan (FEP). This would outline the contingencies to be put in place ensuring that people intending to use the site, are not placed in any risk from the impacts of flooding or storm conditions.

*Risk of Flooding Elsewhere*

5.13 There is a relatively insignificant increase in the built form intended for the application site. Whilst there would be, technically, a take-up of some flood capacity in the immediate location of the kiosk area, this would be extremely minimal when compared to the flood capacity of the surrounding area comprising the extensive beach and shoreline across the Bay area. There would be no increased risk of flooding elsewhere as a consequence of the water sports hut proposals being implemented.

5.14 The conclusions of the flood risk assessment are as follows:

- Whilst the site falls within Flood Zones 2 and 3, as identified in the Island's Strategic Flood Risk Assessment, the use is one that is acceptable given its existing use in support of the seafront/coastal location resort;
- The assessment of flood risk has taken account of the 100 year projected change in climate that would result in rising sea levels. In a worst case scenario, taking account of storm surges based on 2115 projected rises in sea level, and inclusive of a 0.6 m degree of uncertainty, there is little doubt that the site is at some risk. However, the means by which the hut is to be managed and used, is essentially dependent on weather forecasts and tide event predictions. Where there is a risk of flooding and storm conditions, there would not be anyone present on the site risking safety of any individuals;
- The applicant is happy to be committed to preparing a Flood Emergency Plan that can be conditioned to a planning permission.

5.15 Taking into account risks from flooding and the design proposals which accommodate measures to reduce risks from flooding, the application is compliant with the requirements of Policy DM14 (Flood Risk) of the Island Plan Core Strategy.

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## 6 Policy Framework

### 6.1 National Planning Policy Framework (NPPF)

6.1.1 The NPPF is a material consideration in planning decisions. It states that proposed development that accords with an up-to-date development plan should be approved without delay. At the heart of the NPPF is the presumption in favour of sustainable development. It states that the achievement of sustainable development includes three, mutually dependant elements, namely; economic, social, and environmental. All three of these are pertinent to this application and the provision of units to meet local housing need in a sustainable location.

### 6.2 The Island Plan Core Strategy

6.2.1 There are a number of key policies in the Island Plan Core Strategy that are relevant in the consideration of the case for this application. These are as follows:

- *SP1 Spatial Strategy* – this sets the Council’s main objective which supports development of appropriate land within and immediately adjacent to settlement boundaries of the Key Regeneration Areas. It prioritises the redevelopment of previously developed land where available. Proposals outside of, or not immediately adjacent to defined settlements will not be supported less a specific **local need** is identified.
- *SP3 Economy* - this reflects a strategy for economic growth on the island to be focused on employment, retail and high-quality tourism, the target of creating around 7550 new jobs.
- *Policy AAP3 the Bay* – this sets an objective for the Key Regeneration Area which is to develop high-quality tourism and increase tourism related employment opportunities.
- *Policy DM2 Design Quality for New Development* – this states that the Council will support proposals for high quality and inclusive design to protect, conserve and enhance our existing environment whilst allowing change to take place. A robust design process with the use of skilled designers and pre-application discussions will be promoted. Development proposals will be expected to provide an attractive, functional, accessible, safe and adaptable built environment with a sense of place. Proposals must optimise the potential of the site but have regard to existing constraints such as adjacent buildings, topography, views watercourses hedges trees wildlife corridors or other features which significantly contribute to the character of the area.
- *DM14 Flood Risk* - this states that the Council will expect development proposals to reduce overall local risk of flooding on the island and meets the

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aims and objectives of the Council’s Strategic Flood Risk Assessment. Flood risk assessments will need to make an allowance for climate change, reflecting an objective this allowance to be a minimum of 100 years

## **7 Planning Considerations**

### *7.1 Principle of Development in this Location*

7.1.1 The application site, being within both the settlement boundary and the Bay Key Regeneration Area, is considered to be in a sustainable location. It is situated within the heart of the resort area, and is accessible to the summertime beach-based tourists and visitors who would wish to use the facilities. The site is also within easy and accessible reach from car parking areas in the locality. As such, the proposals comply with Policy SP1 of the Island Plan Core Strategy.

### *7.2 Meeting the needs of The Bay*

7.2.1 The Island Plan Core Strategy Identifies a need for the Bay to regenerate high quality tourism facilities and to create new employment opportunities. The facility would make best use of an existing concessionaire position on the seafront, and would create, in itself, an attraction that maintains and improves visitor presents, active sports participation, and the level of vibrancy befitting of a seafront position on a resort beach.

### *7.3 Design, Scale and Context*

7.3.1 The proposed design is of an appropriate seafront style that is befitting of a resort shoreline location. The surrounding buildings that front onto the beach are themselves of a mixed and variable design and scale. The proposal will nevertheless sit comfortably within the parameters set by the variable context provided by existing buildings and Sandown Pier itself.

7.3.2 In terms of impacts upon adjoining uses, there are no direct implications that may affect the amenity of other facilities.

7.3.3 The hut conforms to the context set by the surrounding townscape and its regular form organises the storage of longshoreman equipment and deckchairs in an appropriate manner. The scheme enhances the conservation area.

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## 7.4 *Highways Impacts and Travel*

- 7.4.1 It is likely that visitors and users of the beach would travel by a multitude of varying modes. These include public transport (bus and train), car, bicycle, and on foot. It is likely that many users of the new beach facilities will be those who are already in place in the resort.
- 7.4.2 Car parking provision throughout the local area is adequate to serve the increase in visitor numbers to the beach as a consequence of the establishment of the hut. Moreover, the objectives of the Key Regeneration Area for the Bay seek the further improvement of visitor numbers to a point that is in itself sustainable and accessible to a number of different modes of transport.

## 8 **Conclusion**

- 8.1 The case for the approval of this planning application is considered to have been appropriately made. The design and scale of the proposed hut and are within context of the beach resort and preserve amenity of the existing surrounding uses. Access and parking arrangements are considered to be adequately provided. The site is in a sustainable location and is a good example of a development opportunity that lies at the heart of the Island Plan's spatial strategy and tourism-based regeneration objectives.

*PS March 2021*