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Littlehampton Marina-Phase Two

The current application is in respect of what we now call "phase two" of the regeneration of Littlehampton Marina. Since the present owners acquired the Marina in 1997 works now known as "phase one" have been completed. Those works have entailed the following;

1.Refurbishment of the marina offices/toilets/showers.
2.Removal of floating restaurant with accompanying silt clearance from moorings.
3.Construction of boat showroom.
4.Refurbishment of marina workshop.
5.Construction of new holiday lodge site (90% complete).
6.Refurbishment of main car park.

The result of the initial "phase one" works is that the Marina's profile has been raised and more enquiries are coming in from the modern day boater with modern day needs. There is much more that needs to be done however.

Littlehampton, through it's series of "Vision" consultations has identified the West bank of the the river Arun, including the Marina, as an important area of change. Over the last three years Arun District Council, through their consultants, have identified the West bank, again including the Marina, as an area in need of regeneration. Works are being carried out at Local Authority level to move matters forward but the pace of change is slow for various reasons.

The Marina's owners believe that certain works can be carried out in the short term which do not prejudice either the ideas in the Littlehampton Vision or the larger scale regeneration of the West bank. At the same time we believe that moving forward with a second phase (phase two) will build upon the progress that has been made both on the marina but also in Littlehampton as a whole in recent years.

We believe that "Phase Three" will entail works forming a part of the regeneration of the West Bank as envisaged by the local authority.

An outline planning application accompanies this document for the "Phase Two" regeneration of the Marina and your support is sought for these works which are as follows;

a.Dry Stack Facility.

Littlehampton Marina has, from it's inception in the 1970's, operated a series of boat parks. There are three at present capable of storing up to 120 craft on trailers. Owners of powered craft, typically between 5m and 8m in length can pay to have their craft stored in a boat park and for it to be launched at will (subject to tidal and working hours restrictions). For most of the time that the boat parks have operated (and certainly within the last eight years) they have been uneconomic to run.

Most similar facilities elsewhere have been shut.

We propose to replace the boat park facility with a "dry stack" popular for some time in the U.S.A and now becoming very popular amongst marinas and boat owners in this country. At the present time new dry stacks are either proposed or under construction in Southampton, Poole and Plymouth.

Dry stack facilities operate by storing boats on a metal racked frame, typically allowing three metres in width for each craft and three metres height for each stack level. Boats are kept secure and clean. Boats are moved to and from the water by a large forklift and in our case yard trailers. This method of operation enables boat owners to have their craft placed on the moorings in advance of their arrival and for them to be replaced on the stack after they have gone home. Where stacks are in operation this method has become very popular and some craft have been taken off wet moorings to the stacked facility.

Our proposal is for a three storey stack facility capable of storing 120 boats from 5m to 10m in length. Should our application be successful we would intend to provide an extension to our pontoons bringing a spur up

the slipway. We would also intend to extend our slipway so as to increase hours of operation.

Coupled with this is an investment of circa £80,000 in a new industrial forklift capable of moving craft on and off the racks.

A successful dry stack will free up existing boat parks for other uses. Our largest boat park will become available for Phase Three regeneration.

2.Boat Display.

For seven years Littlehampton Marina has imported a range of sports boats and cruisers into the U.K and Ireland. A successful brokerage has also been operated.

We have found since building the showroom that the geographical separation of this building from the main offices has hindered growth in our boat sales. As a result sales staff originally located within the showroom have been transferred to the main offices. In the same way boats displayed in that location have not been as successfully sold as boats kept adjacent to where the staff operate.

New display areas for craft are proposed opposite and around the marina offices so as to make this operation easier and more professional.

This will free up the showroom and adjacent display areas for Phase Three regeneration.

3.New car park/hard standing.

Our existing hard standing is far from suitable. This area is uneven, becomes muddy and lacks adequate water and electricity facilities.

On the area of land presently occupied by the smallest of our boat parks we intend to construct a new staff/customers car park which will dual as a new hard standing for our customers's boats in the winter and for winter storage for visitors.

Coupled with this proposal will be an investment of circa £35,000 in a new boat lift to move craft to and from the water.

The area of land used as hard standing at present will become available for other use, possibly forming a part of Phase Three Regeneration.

4.New Café.

It has been obvious for some time that the lack of a suitable eating/drinking venue on the marina has been a major factor holding back it's attractiveness to boaters. We have highlighted before the fact that we lose our larger craft to places like Brighton and Chichester where more comprehensive facilities are available.The existing café which has served the marina well for a considerable number of years does not cater for the needs of the modern boat owner.

We have held back from replacing this facility for some time in anticipation of a comprehensive regeneration of the Marina/West Bank but as this is still some way off a replacement of the existing café must now be undertaken.

Our aim is to provide a modern café bar offering our customers the opportunity to eat and drink with their family and friends in a pleasant environment.

5.Four cottages.

We have identified the need for short term accommodation typically by our boat owners, their friends or by friends and family of our holiday lodge owners.

We therefore propose to construct four small two bedroom cottages alongside the café facing onto the basin moorings for letting out. We shall lose approximately twelve parking spaces but these are replaced by other proposals.

6.New road access-Repositioning of new secondary parking/trailer store.

We have the benefit of consent for a new road access into the marina. The entrance off Ferry Road to this road was modified by consent granted in 2005.

These consents also extend to an overflow parking facility to the south west of the Rife for eighty six cars.

Our intention is to move the car park under these consents south such that it is adjacent to the new road and to provide a new compound for the storage of boat trailers.

7.Security Hut.

In anticipation of the proposed changes including new access road we are seeking consent to build a new security hut adjacent to the new access road.

CONCLUDING STATEMENT

Our aim, as stated, is to build on improvements already made whilst at the same time rearrange our facilities in anticipation of the more comprehensive West Bank regeneration which is awaited by many.

If we are successful with this application we shall have made substantial progress in consolidating all existing marine activities into a defined area leaving the southern end of the marina available for further regeneration with minimal need for further disruption to marine activities.

We invite you to support the actions we propose and the investment that will be made.

David Finnamore
For Littlehampton Marina Limited