

CLIENT : Hayling Builders

DATE : 11th January 2017

PROJECT : Change of use proposals on newly constructed Light industrial unit

ADDRESS : Units G & H, Site east of Furniss Way Hayling Island

Introduction

The 2 units in question are at the Northern end of a run of 8 light industrial units approved under planning permission APP/15/00919. *Mixed use development comprising 76 residential units (4No. 1bed, 22No. 2 bed, 31No. 3bed; and 19No. 4 bed dwellings; and 1000sqm of light-industrial accommodation (use Class B1) with associated parking, access, landscaping and surface water drainage.*

Although included in the whole application, the industrial units are accessed off Furniss Way rather the residential access off Station Road. It is noticed in the delegated decision notes the following points were made:

The proposed light industrial units will provide local jobs and contribute towards achieving the employment floorspace requirements set out in Policy CS2. The amount of floorspace is also in line with the indicative provision for floorspace in Policy HY2.

In line with Policy CS14, the industrial units will need to meet BREEAM 'very good' standard.

The employment space is to be located adjacent to the existing employment units in Furniss Way. The layout indicates a terrace to provide 8 small units, similar to the existing ones. These would be accessed off Furniss Way with servicing and parking to the front of the units. The plans indicate landscaping including tree planting to all boundaries providing separation from both the existing and proposed residential development, and providing a setting for the development.

In relation to noise and disturbance from the proposed employment development this has been designed with access off Furniss Way, and whilst there will therefore be some increased use of this road this access currently serves the existing employment floorspace, and the proposed employment floorspace would generate a similar nature of traffic which is

consistent with the nature of the adjoining industrial site. In respect to the impact of the buildings themselves the proposed employment units lie to the north of the existing

dwelling, with landscaping, including tree planting to provide a screen and separation, and this is considered acceptable. The units are for B1 purposes and as such should not result in unacceptable disturbance to nearby properties.

This new Pre-app enquiry is to investigate the proposal for an established Hayling Island Car servicing and MOT station could relocate into units G & H, what type of change of use application would be required and to ascertain any specialist reports and studies would be required in order for the LPA to reasonably assess the proposal.

The Proposal

The site which is accessed off Furniss Way comprises B1 Employment units currently being constructed under planning permission APP/15/00919 (mixed commercial and residential development). These proposals were for a company that currently occupies Sandy Point Service Station, 35 Creek Road (established 1947. The Landlord of their current property is forcing the move upon the garage and therefore they are looking for a new facility.

The proposal is for the change of use of the 2 most northerly of the 8 light Industrial units from B1 to B2 enabling use as an MOT garage to be occupied by Sandy Point Service Station who are required to vacate their current premises. Sandy Point Service Station has highlighted the equipment they will require as a roller brake tester, vehicle hoists and a silent compressor. There will be some plant required to allow safe working for their staff and this would include new exhaust extract equipment. The units are close to reaching practical completion and data will then be available to be included in any required acoustic report and this would be submitted with a full change of use application.

A standard Change of use for B1 to B2 is what the applicant would prefer to apply for but as an alternative they would consider applying for a 'named user application'.

Current opening times are strictly from 8.00am to 5.00pm Monday to Friday and 8.00am to 1pm on a Saturday. The garage carries out no bodywork or paint spraying of cars and no servicing or repairs are carried outside the unit.

As the owner is keen to progress matters you have requested an indication if in principle either change of use application could attract support from Officers.

Researching the governments VOSA list of approved garages in 2011 the number of MOT testing stations for Class 4 vehicles on the Island was at 6 establishments. Perhaps due to cost of testing equipment and the more onerous testing regimes, the number

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establishments on the island current offering MOT Class 4 testing is now 4 including Sandy Point Service Station. One of the MOT testing stations that has closed in recent years was located at the nearby site of Hayden's Garage 62-64 Station Road PO11 0EL. The site of this garage has made way for housing, however for many years Hayden's carried out their business close by to residential housing stock at No.s 48, 50, 50a and 50b Station Road.

In many respects small garages carrying out car repairs can and do exist in units with B1 (light industrial use) However the B2 use required for MOT testing stations does is by no means a great increase in activity, noise or nuisance and of course nothing like the full use that a standard B2 use unit could be put to. In many ways having an MOT test station that is conveniently close to residential housing is to be expected and in many ways desirable. Vehicles can be dropped off and clients can still proceed on with their day using public transport, as opposed to having to travel to distant 'off the beaten track' garages. In fact one of the garages no longer testing vehicles for MOTs since 2011 was precisely in this sort of remote situation.

In terms of the two wards of Hayling Island currently there is only one MOT testing station in West Hayling and three in East Hayling. If Sandy Point Service Station closes and these proposals are accepted then the Island will be rebalanced with two MOT stations in each ward. The office for National Statistics suggests that the populations of both the West and East Hayling wards are similar at around 8,500, so balance would be a good thing.

Details of use

The new Furniss Way units are constructed using the modern materials necessary to reach the required BREEAM 'very good' standard. One of the bi-products of this is that not only are these materials well insulating to the passage of heat but also have far better acoustic properties. BREEAM and indeed all standard new buildings are required to have much greater levels of Air Tightness. Both these factors will help keeping workshop noises within the building. Because of their current location Sandy Point Service Station and their staff have a standard practice of keeping roller shutter doors closed because of the local residential properties. We would see no reason for this practice to change if allowed to move to this new location.

We also note that there is a zone between House units 8-17 and the units, shown on the landscape plan as 4metres wide and planted with a mixture of hedging plants and native species trees. Obviously in its newly planted state this planting will be inevitably thin however over time the maturity of this planting will not only form a visual barrier but also a sound reducing buffer between the units and the residential houses.

Sandy Point Service Station has highlighted the equipment they will require as a roller brake tester, vehicle hoists and a silent compressor.

They go on to state that, although the new premises are smaller, less space is needed to repair modern cars as repair work is more often electrical and electronic rather than mechanical repairs. This has an obvious impact further reducing the need to create mechanical noise

There will be some plant required to allow safe working for their staff and this would include new exhaust extract equipment. We would expect to include details of locations and noise levels of proposed plan in any formal planning application.

We would expect environmental health to wish to see some clarification of the noise created by the proposed change of use with any full application. As previously stated as a significant part of any acoustic study will be the noise reduction the newly constructed building fabric offers. This building is very close to reaching practical completion and with this data will soon be available to be included in any required acoustic report. We therefore respectfully ask you to consider this pre-app enquiry in principle and on the condition that any acoustic reports required by Environmental Health are submitted with a full change of use application.

The Garage's core business is MOTs.

On a typical day they perform 5 MOT tests.

Of these tests it is expected that they get 1 or two MOT failures with faults that can be taken care of by the service station. The most typical faults are light bulb replacement and brake issues. Bulb issues are handled easily by the garage creating no nuisance factors.

Brake issues such as brake pad replacement means wheels being removed etc. Air tools are not used for this as from their experience it strips threads on locking wheel nuts so instead they use hand tools and tighten using a manual torque wrench.

The MOT test itself requires the cars to be run for the emissions test with the following criteria:

1. Raise the engine speed to around 2500 rpm or half the maximum engine speed if this is lower.

Hold this speed steady for 20 seconds to ensure that the inlet and exhaust system is properly purged. Allow the engine to return to idle and the emissions to stabilise.

- A. Assess the idle engine speed

B. Assess the smoke emitted from the tailpipe at idle

C. rapidly increase the engine speed to around 2500rpm or half maximum . engine speed if this is lower and assess the smoke emitted from the tailpipe. Allow the engine to return to idle.

Such a test may only take a few minutes.

Brake testing is carried out on a rolling road and does not require the vehicle's engine to be running.

The garage carries out no bodywork.

If welding is required this work is taken care of by other companies off the site.

The garage does not carry out any paint spraying of cars.

The other main task the garage performs is vehicle servicing. This includes fluid changing, spark plug replacement etc.

All these servicing tasks are carried out using hand tools and without the engine being run until the end of the service.

No servicing or repairs are carried outside the unit.

Cars waiting for testing/ servicing are stored inside the units and it is expected that 6-7 cars can be kept within the new units.

Sandy Point Service Station intend not to take their current older equipment with them and will instead buy new state of the art equipment. This includes a silent compressor, details of which will be passed over to our acoustic engineer together with other equipment specification for sound modelling.

The houses of business the garage runs in its current facility is as follows:

Monday to Friday 8am to 5pm

Saturdays 8am to 1pm

No trading occurs on Sundays or Bank Holidays.

Staffing

Sandy Point Service Station currently has 3 members of staff but it is envisaged that with a new improved better facility these numbers can now increase to a maximum of 5.

Type of application

As an alternative we would consider applying for a 'named' user application. We are aware that your sister Local Authority EHDC have approved these in the past and may be appropriate here. Potentially the application could be worded: CHANGE OF USE FROM B1 AND B8 TO B2 USE (GENERAL INDUSTRY) but with a condition such as:

This permission shall enure solely for the benefit of (Insert Garage Name) for the use of premises for the use as a class 4 MOT testing station, light car repairs and servicing, and for no other person, persons or organisation and shall not enure for the benefit of the land.

Reason - To ensure that the amenities of the area are not detrimentally affected by the use of the site outside reasonable working times.

Pre-App Advice/Suggested Conditions by local authority

Condition 1: The site shall be used only for car servicing, mechanical repairs (excluding panel beating) and MOT'S only, and for no other purpose whatsoever including any other purpose in Class B2 (including Paintspraying).

Reason: In order to protect the amenities of occupiers of nearby residential properties.

Condition 2: Machinery shall only be worked between the hours of 08:00 and 18:00 hours Monday to Friday (except recognised Public Holidays) and between the hours of 08:00 and 1300 hours on Saturdays, and not at all on Sundays.

Reason: In order to protect the amenities of occupiers of nearby residential properties. Please do not hesitate to contact me should you require clarification of any of the above.

"Whilst I have no objection in principle to this change of use, I would ask that an acoustic report be submitted at the time of the full application, as also mooted by PWP Architects in their letter dated 6/12/2016. This report would cover any extract, air conditioning and similar plant to be used internally & externally to the units & would also indicate as to whether doors and windows are to be provided to the east elevation (rear walls) of the units. This is to ensure there is no impact on the existing background levels nor on the nearest residential receptors. I would ask that this be conditioned as such. I would also ask that the following condition(s) be imposed on any current or future consent that might be granted".

An acoustic report has been carried out by KR Associates and forms part of this formal change of use application

Conclusion

This change of use application is for the benefit of a long established Hayling Island business that relies on the local resident's custom. Sandy Point Service Station employs local people

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and is therefore precisely what the original planning permission for the industrial units intended to achieve. The service station would be taking the opportunity to move into a modern building which is much more up to date than the traditional type of haphazard local MOT garage and this should be encouraged. We feel this is an ideal use for a proportion of the new units at Furniss Way.

There were conditions raised by the Case Officer as well as the Environmental Health Officer, which related to the previous application (APP/15/00919). We are happy to go along with these and will prepare documentation to assist with the conditions.