

APP/14/00088

HAYDEN'S YARD NORTH SIDE MILL RYTHE LANE HAYLING ISLAND

USE OF LAND FOR VEHICLE RENTAL SERVICE AND MAINTENANCE CENTRE

PLANNING POLICY FRAMEWORK*

NPPF – 5 (PPS10 – Waste Management [paragraphs 20/Annex E/24/26/29/30/34-36] & National Waste Strategy 3, 11, 14, 16-17, 19, 28, 32, 34-36, 39, 56-58, 64, 93-94, 100, 107, 105, 109, 113-115, 120, 122-123, 125, 143-144; **CHMP** – L1-L2, BD1, BD3, BD5, WQ2, EG3; (**App.3**) B9, D1b; **HMWP**– 26; **HBLP**– CS2/EMP9, CS8, CS11-CS12, CS15-CS16, DM3, DM6, DM8-10, DM14, DM17-DM18, DM23; **HBLPAS** – AL1.

CHICHESTER HARBOUR CONSERVANCY'S COMMENTS

Site visited 13.2.14.

Allocated/safeguard for marine related industry. The Hampshire Minerals and Waste Plan allocates Mill Rythe as a metal recycling facility. Site is located on the north side of this lane giving access to various boatyards and industrial/commercial concerns and is completely ardsurfaced/covered by built form with no natural vegetation, but completely screened by tall fencing/other built form. There is an isolated run of housing on the northern side of the junction of Mill Rythe Lane and Havant Road. Apart from the collection of commercial buildings, the site is surrounded by countryside with the northern side of Mill Rythe Lane more wooded in character.

The site is within the AONB boundary and council's defined Coastal Zone, adjacent to open land used by Brent Geese, with land designated as a site important for nature conservation south east of but not adjoining the site.

There are a mixture of buildings at and around the site, which have a wholly commercial, utilitarian appearance of single and two storey scale and a mixture of materials from brick, render and corrugated cladding.

Issue of safeguarding land at Mill Rythe Lane as metal recycling centre one for Hampshire county Council to pursue, but land is allocated for marine related industry. Extant consent is in place but 5th unit yet to be compleed which is understood conditioned for a marine related purposes only.

Having regard to the council's own allocation and Conservancy's desire to promote marine industry (NB this site does not have any access to the water), further temporary



use of this site for intended purposes, would not seem to have any greater impact over and above either authorised use for metal recycling nor existing temporary use about to come to an end at end of March 2014. Essentially vehicles involved in accidents are brought to the site for scrapping/dismantling.

DATE CONSIDERED

18/3/14

CONSIDERED BY

Chichester Harbour Conservancy Officers under delegated powers.

RECOMMENDATION

No objection is raised subject to only a temporary period of 5 years being granted, so as not to prejudice development plan allocations and subject to an oil interceptor trap being fitted/maintained for use at the site to ensure no pollution from and site wastewater discharged into the harbour.

Steve Lawrence

Planning Officer

***Abbreviations used:**

NPPF – National Planning Policy Framework – (March 2012)

CHMP – Chichester Harbour AONB Management Plan (2014-2019)

(App.3) – Planning Guidelines related to CHMP (as amended 2011-2013)

HMWP – Hampshire Minerals and Waste Local Plan (October 2013)

HBLP – Havant Borough Local Plan (Core Strategy)(2011)

HBLPAS – Havant Borough Local Plan Allocations Submission (December 2013)