

Planning, Design and Access Statement

Re: 3 Elm Grove, Hayling Island. Previous Ref 13/00982

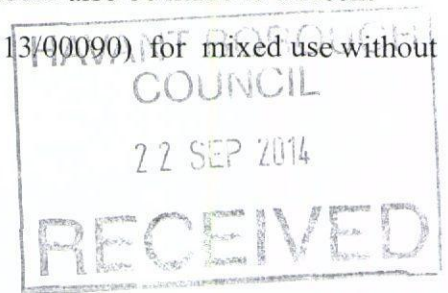
This reapplication is for the erection of a new building to accommodate an MOT testing centre and attached 2 bedroom dwelling.

The site is currently derelict with a timber building previously used as a printing workshop, and 2no garages. It is situated behind a main shopping parade, adjacent to a large car park with pedestrian access from the main road close by.

There is currently extant planning permission for a replacement two storey MOT centre (ref 13/00982) with 3no work bays. This application is similar in terms of massing, design and aesthetics but has removed 1no bay and introduced residential accommodation. This is due to the difficulty in finding an operator willing to invest without a more sustainable situation of a residential element. There are distinct references to the adjacent church building with form, fenestration and materials to match and the principle of mixed use is well established in the area.

The previous application passed in November 2013 paid particular attention to the potential noise disturbance to local residents. The applicant has therefore maintained extensive mitigation measures including an acoustic attenuating 'Lich Gate' and would refer you to the previously commissioned 'Predicted Noise Impact Assessment', which concluded that the proposed MOT centre would cause no noise concerns for nearby residents. The fact that the MOT centre in this application is reducing by 1/3 would benefit residents even more.

With regard to the parking provisions, there is one on-site parking bay under the Lich Gate. It is proposed to have an appointment system for MOT testing which is a standard length of time, therefore smooth transitions between clients is predicted. However should members of the public wish to park in the council car park and shop or go about other business prior to, or proceeding, an MOT test they are at liberty to buy a ticket according to the local bylaws. Furthermore it has been noted that this particular car park is mostly underused, therefore any use generated as a by-product of visiting the MOT centre would provide revenue to Havant Borough Council, which surely is a good thing. It must be noted that this part of Elm Grove does not have much private parking for residents or employees and the proposed provision of a parking bay and cycle store is considered appropriate in this context. There are excellent public transport links and the possibility of public parking permits should they be needed. Reference should also be made to a recent precedent where planning permission was granted at 31 Elm Grove, (ref 13/00090) for mixed use without any private or on-site parking.



The residential accommodation is carefully set out to provide a quality small dwelling, suitable for starter families or the more mature resident. It has a small garden which is surrounded by a 2.4m high acoustic fence. This will provide adequate amenity area for sitting out, tending flowers and hanging washing.

The hours of the business for the MOT centre will be 8 am to 5pm Monday to Saturday which has previously been accepted by the LPA. It has become apparent that a stand- alone business on this site is economically unviable and allowing a mixed use development would be of benefit to the greater community of Hayling Island.

There are no bats or protected species on the site and the slab levels are shown on the drawings.

Planning policies that are pertinent to this development are: CS11, CS12, CS16, CS19, DM10, DM13, DM8 & DM9 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and the National Planning Policy Framework, March 2012.

We believe that this development adheres to the relevant policies and respectfully ask that you grant permission to develop as detailed in this application.

Checklist

Parameters; The proposed heights and footprint will remain in keeping and context of surroundings and previously granted schemes.

Use; This area is mixed use therefore the use is appropriate

Amount; The density of built form on this size plot is in keeping with previously approved scheme.

Layout; This is one of practicality and purpose which can only enhance the functionality.

Scale; This is in keeping with the surrounding buildings and somewhat subservient.

Landscape; This is in keeping with approved scheme with the addition of amenity space for residents.

Appearance; The aesthetics are an improvement on existing and reflect and compliment the surroundings.

Access; There will be easy access to and around the site. There will be no adverse effect on highway safety with ample off street parking in the area.

