

Planning Design and Access Statement

15 NOV 2013

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**Site known as Howards scrap yard Mill Rythe Lane Hayling Island Hampshire
PO110QG**

**Proposed use as a vehicle storage depot, and material recovery and recycling
facility in connection with Highway repair and SEC maintenance contracts in
Hampshire and west Sussex**

CONTEXT– The site.

The premises are situated on the eastern side of Hayling Island approximately 2 mile south of the road bridge linking the island to the mainland. The bridge is approximately 1 mile south of the A27 trunk road which bypasses Havant Town Centre and offers good access to the south coast and main roads travelling north. The site is a 2.2 acre site surrounded by 3.8m metal fencing/ Screening and contains a 848m² Industrial building with a 5.5m eaves height. The rest of the site is concrete hard stand with a collection of covered storage bays to the west side of the site.

Existing Use -

The site has been used for a number of years as a car dismantling and scrap metal site and sits within a commercial and industrial area which is also occupied by a number of marine orientated businesses.

PROPOSED USE

The proposed new use of the site will involve dividing the existing site as a 55 /45 split. 55% of the site being used for the purpose proposed in this application (use as a vehicle storage depot, and material recovery and recycling facility) and 45% being the subject of another application for the purpose of Boat and Vehicle storage for the Hayling Yacht company, This application has already been lodged with Havant Borough Council. There is also an additional Paddock area to the South West of the site which is proposed to be used as part of the Construction training centre.

The applicant currently carries out Highway repairs for Colas Limited on the Portsmouth PFI contract and for SEC on the South Coast PFI contract in Hampshire and West Sussex as its main business. they are looking to use the site to operate HGV vehicles out of and to recycle and store spoil produced from those contracts mentioned, they would also be looking at installing two number twenty-ton hot boxes that would store tarmac for use on a daily business (specification attached to this application.) Also storage of plant, signs and barriers would take place. This would take approximately 75% of the main site. With the remaining area and the Paddock they would set up a construction-training centre for construction skills and plant operators to come and be trained and achieve industry recognised qualifications. The materials recycled would be concrete and tarmac breakout produced from the applicants contracts. This will be brought to the site, screened treated crushed and stored for future use on the applicants contracts. All materials would be kept in designated bays with environmental controls in place and operate under the strict conditions of these licenses. The hot boxes would be used to take delivery of delivered tarmac on a daily basis and then loaded on various lorries and used during the working day.

Specific provision is given for the use of recycled aggregates within the second edition of the specification for the reinstatement of openings in highways (SROH), (HAUC 2002).

The site is conveniently located to minimise the distance that material will have to be hauled back and forth from local sites. The process from waste to product eliminates the need to take the waste spoil to landfill and purchase new aggregate from quarries. It is an inert waste minimisation process with no involvement of toxic or otherwise hazardous substances.

VEHICLE STORAGE AND MOVEMENT

The vehicles that would be stored would be typically the following and would be under restrictions of a relevant o' licence's.

4 no 7.5 t tipper lorries

3 no 28t vacuum excavators

3 no 26t Grab Lorries

2 no 18t grab lorries

2 no 7.5t box vans

3 no 11t mobile hot boxes

2 no trailers

10 persons will be working from this depot with a further 30 to forty arriving in the mornings and coming back in the evenings. Training facilities will account for a further 30 persons per day.

It should be noted that The existing use as a scrap yard with capacity for up to 1500 vehicles accounted for many more vehicle movements a day with a constant stream of lorries dropping of scrap vehicles and collecting crushed vehicles as well as a steady flow of members of the public visiting the scrap yard to purchase parts. The scrap yard also acted as a tyre purchase and changing facility for cars and larger vehicles and an MOT centre for cars vans and lorries. It is therefore expected that the proposed use will reduce vehicle movements.

WATER MANAGEMENT AND CONTROL

The applicant intends to harvest rainwater to utilise in a management system for the material recycling process, any unused water leaving the site will be processed via a sediment trap and hydrocarbon interceptor before any discharge, a full separate review and proposal have been prepared for this application are included in this proposal

CONSTRUCTION TRAINING CENTRE

The proposed training centre would offer both desk based training in the dedicated training facility (see Drawing A102) as well as vehicle and operator training in the Paddock area to the south west of the site.

It should be noted that this area will be maintained as an open porous green area surrounded by a new tree line. It will have gravel tracks for vehicles to drive on (as shown on Drawing A104).

It should also be noted that the limited number of training vehicles will be stored within the main site and will only enter the Paddock for training sessions, at no time will vehicles be stored in the Paddock area and at no time will they be left overnight in the Paddock area, also as part of the training any holes dug will be reinstated before training finishes.

The impact on this land should be no different to its use as agricultural land with the vehicles used been of the same size and characteristics as agricultural vehicles such as tractors and associated vehicles.

PLANNING POLICY

The proposed use constitutes an industrial process as defined by Article 2 of the Use Classes Order. It is therefore economic development for the purposes of PPS4.

Relevant policies are EC10: determining applications

The creation of product from waste is particularly relevant to the PPS's objective of sustainable economic growth. It is a ongoing use and over its lifetime it will limit unnecessary carbon dioxide emissions by eliminating the need to transport the waste material for disposal elsewhere, eliminating the landfill requirement and reducing the demand for newly quarried, finite natural resources.

PPS 10: Planning for sustainable waste management, states that the overall objective of Government Policy on waste is to protect human health and the environment by producing less waste and by using it as a resource wherever possible. Paragraph 2 states that positive planning has an important role in delivering sustainable waste management by providing sufficient opportunities for new waste management facilities of the right type in the right place and at the right time. As the contracts are in progress it is imperative that this facility is available to convert the spoil into a resource in line with policy.

PPS25: Development and Flood Risk is relevant, as the site lies in a Flood Zone (note at the lowest risk category for part of the site only). Waste treatment is categorised as a "less vulnerable" use in Table D2 of Annex D, and therefore is acceptable in all but a functional floodplain, which the site is outside. As it is a change of use to previously developed land, no sequential or exception test is required (paragraph D15). A separate flood risk assessment is enclosed with the application.

The South East Plan contained the development plan policies for minerals and waste until it was recently revoked. In the absence of replacement policies this has been referred to. The proposal is entirely in accordance with its strategy of a resource management approach consistent with its policy of smart growth. The proposal complies with SEPW1: waste reduction; SEPW2: sustainable design, construction and demolition; SEPW3: regional selfsufficiency, SEPW4: sub-regional self-sufficiency; SEPW5: targets for diversion from landfill; SEPW6: recycling and composting; SEPM1: sustainable construction and SEPM2: recycled and secondary aggregates.

Relevant policies include:

PC3: Protection of Water Quality;

EMP 6: Protection of land in employment use;

F 1: Development in areas at risk from tidal flooding.

EVALUATION

The site is suitable for the proposed use because it has established use as an open storage depot and is located in an industrial area away from residential properties. It has good access to the main arterial roads of the borough from the Havant Roundabout A27 junction to the north.

LAYOUT

Access to the site will be via the existing entrance gates and an internal route down the East side of the site will provide access to the storage areas either side and the recycling facility will be situated at the southern end of the site close to the storage bays and water tanks. This will allow for easy movement of materials before and after processing and facilitate the turning, loading and unloading of vehicles.

SCALE

The operation is planned on a scale commensurate with the requirements of the current contract for Highway repair and SEC maintenance contracts in Hampshire and west Sussex

LANDSCAPING

No landscaping would be proposed as the site externally will not change in appearance other than new fencing to make the car parking area more secure

APPEARANCE

The appearance of the site will be utilitarian and business-like in common with its neighbours. The concrete hard standings and metal boundary fencing will remain as existing. The building will also remain.

ACCESS

There is easy access to this site by public transport as the 30/31 bus route runs within a few hundred meters of the site with local stopping points. Whilst this may benefit employees, there is no requirement for members of the public to visit the site which has been chosen for its accessibility to the main road network of the Borough