



Brenchley Civil Engineering Limited



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 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. The current use of this site is for a scrap yard with an unspecified and unlimited amount of vehicle movements and could be returned to this use.

Failure of our application could result in the sites return of use to a scrap yard with conditions relating to the above.

PROPOSED USE

We have divided 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.

The applicant currently carries out street lighting contracts on behalf of SEC on the South Coast PFI contracts in Hampshire and West Sussex as its main business. Future smart meter replacement in the local area and maintenance on street lighting already installed by ourselves in all areas including Hayling Island , 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 and details on fume emission attached to this application.) Also storage of plant, signs and barriers would take place.

The materials recycled would be concrete and tarmac breakout produced from the applicants own 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

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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' licences.

- 2 no 7.5 t tipper lorries
- 3 no 28t vacuum excavators
- 2 no 12t vacuum excavators
- 4 no 26t Grab Lorries
- 2 no 18t grab lorries
- 5 no 11t mobile hot boxes

All of the above vehicles will be stored overnight within this depot.

Each leaving in the morning (6:30-7:00) and returning in the evening (4:00-5:00).

The 10 persons working from this depot will be arriving between 6:00-9:00 and leaving between 4:00-5:00 these will be parked on semi-permanent basis.

A further 100 employees arriving in the mornings and coming back in the evenings in shared transport comprising of approximately 45 vehicles, these will arrive between 6:00-7:00 and leave between 4:00-5:00.

Some deliveries to this site will be made by companies (purchased goods, stock etc) no more than 3 per day.

It should be noted that the existing use as a scrap yard with capacity for up to 1500 vehicles accounted for a significant number of 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 not have a impact on the number of vehicle movements.

A statement has been made by a long term employee of the scrap yard with regard to the number of vehicle movements relating to that business which gives an accurate assessment of the previous 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

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

- 18 OUT, 18 IN = 36 MOV
MOVEMENTS
- 10 IN, 10 OUT
= 20 CAR MOV
- 45 IN, 45 OUT
= 90 VAN MOV
- 3 HW IN, 3 OUT
= 6 HW

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.

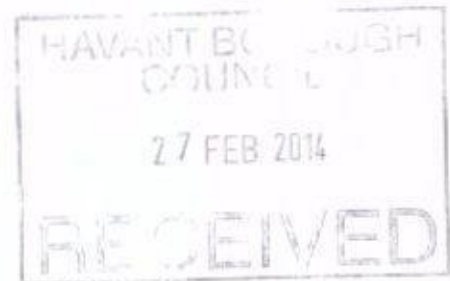
The South East Plan contained the development plan policies for minerals and waste until it was recently revoked. In the absence of replacement policies this has been referred to. The proposal is entirely in accordance with its strategy of a resource management approach consistent with its policy of smart growth. The proposal complies with SEPW1: waste reduction; SEPW2: sustainable design, construction and demolition; SEPW3: regional self sufficiency, 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.



HABITAT

Whilst we believe the site itself 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. We have still commissioned a extended stage 1 habitat survey (attached to this proposal) to show any impact on the surrounding habitat.

NOISE

Whilst we believe 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. we have commissioned an independent noise assessment to show the impact of vehicle movements and plant activity on the habitat and local residential areas. (attached to this proposal)

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 one way system down the East side of the site around the south end of the site and up the west side of the site Exiting at a second set of gates on the north side of the site. This 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 SEC maintenance contracts in Hampshire and west Sussex and the potential smart meter replacement contract in the local area

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

