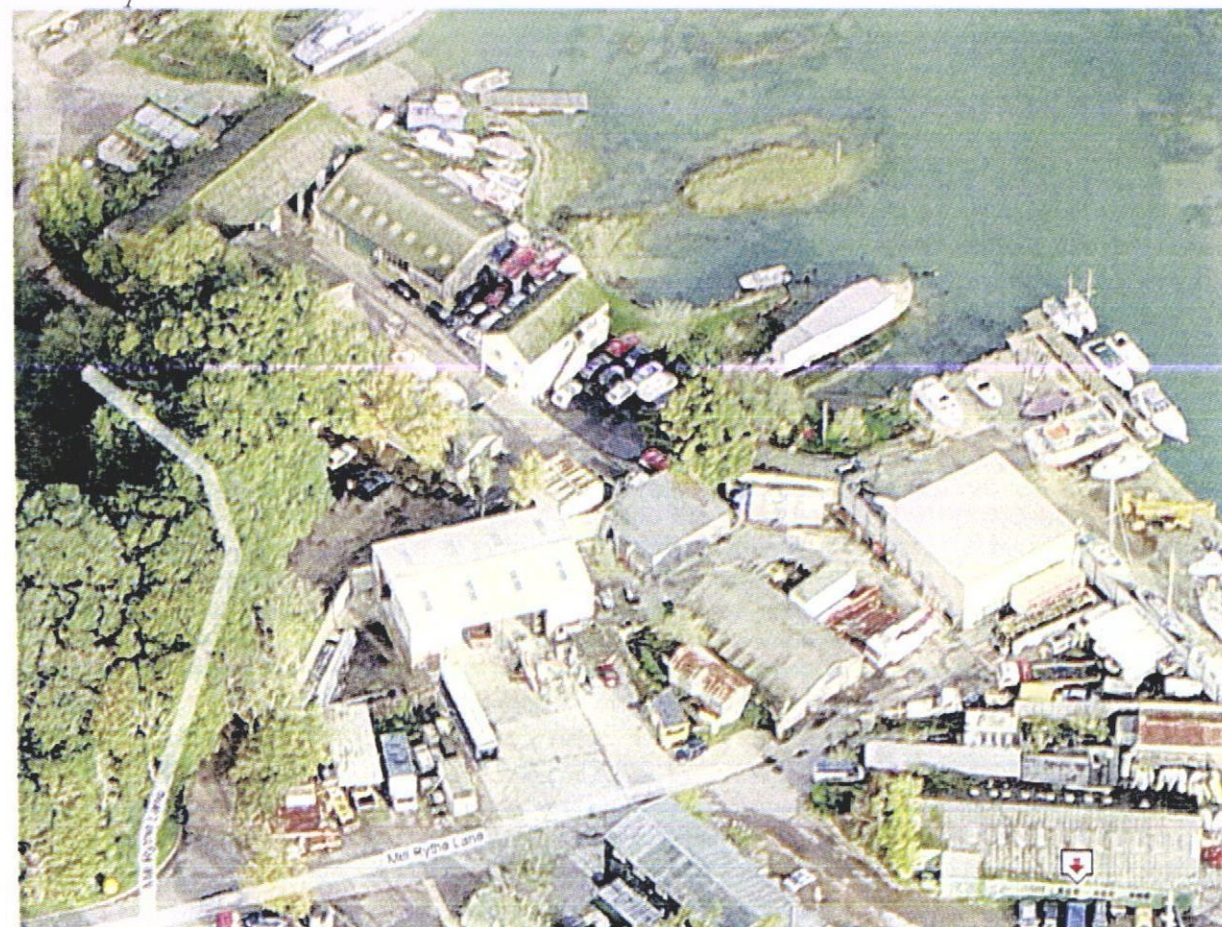


Land at Mill Rythe Lane, Hayling Island

The Proposals and Economic Context



To enable the continued use of Unit 1 as a successful marine chandlery and to regularise the internal subdivision of Unit 2 and partial use as fisherman's unit.

The land at Mill Rythe was acknowledged by Havant Borough Council as suitable for industrial and marine related development, Policy EMP9 of Havant District Council's Local Plan.

The application site currently has consent for redevelopment for industrial purposes including a purpose designed boat building unit.

The application site is an existing industrial site with consent for redevelopment to provide 5 industrial units.

Whilst the owner of this site has been able to build the smaller approved units the economic climate has meant that they have not been in a position to be able to invest in the large unit at the current time.

Whilst a separate matter to this application it is considered sensible to ensure that interested parties are aware that the site owner has submitted a regularisation application to enable the phased redevelopment of the site, in addition it should be noted that phasing had been indicated in the previous planning application.

Layout & Scale

There is no change to the existing layout proposed. The changes of use and subdivision do not involve a change to scale of the existing structures on site.

Flint Barns, Ham Farm, Bosham West Sussex, PO18 8EH
architecture@douglasbriggspartnership.co.uk www.douglasbriggspartnership.co.uk



Landscaping

There are no existing mature trees on site, although existing trees outside the site screen the site from the west.

Design Solution and Appearance

No changes to the existing approved design solution for the final redevelopment of the site are proposed nor will there be a change to the existing appearance until the final stages of the overall redevelopment of site recommence.

Site Assessment and Context

The site is located next to existing business units close to Chichester Harbour.

Planning Context

National and Local Planning Policy

The proposals accord the aims and objective of local and national planning policies for commercial development. The proposals accord with the relevant current and emerging policies contained within,

National Planning Policy

PPS 1	General Principles
PPS 7	Sustainable Development in Rural Areas
	The economic development sections of PPS7 have been replaced by <i>Planning Policy Statement 4: Planning for Sustainable Economic Growth</i> (PPS4)
PPS4	Planning for Sustainable Economic Growth
PPS 25	Development and Flood Risk

Havant Borough District-Wide Local Plan (Saved Policies)

UA1 CONCENTRATION OF DEVELOPMENT WITHIN THE URBAN AREAS

The proposed business use on allocated business land is consistent with the policies for the countryside, coast and strategic gaps.

The proposed changes of use and subdivision offer the opportunity to provide much needed premises for marine related businesses.

C3 DEVELOPMENT IN THE COASTAL ZONE

The site lies within the Coastal Zone and in accordance with this policy the proposals will ensure that:

- i) infrastructure used for water-based recreation is retained;
- ii) boatyards and marinas are retained;
- iv) public access is retained and/or provided to connect existing paths along the waterfront where appropriate.

The proposed use retain infrastructure for water based recreation and will not close off the possibility of access to the water.

L1 CHICHESTER HARBOUR AREA OF OUTSTANDING NATURAL BEAUTY (AONB)

The site lies within the Chichester AONB but cannot easily be viewed from the Harbour and is screened by existing landscape and development. The proposals will not result in harm to the natural beauty of the landscape.

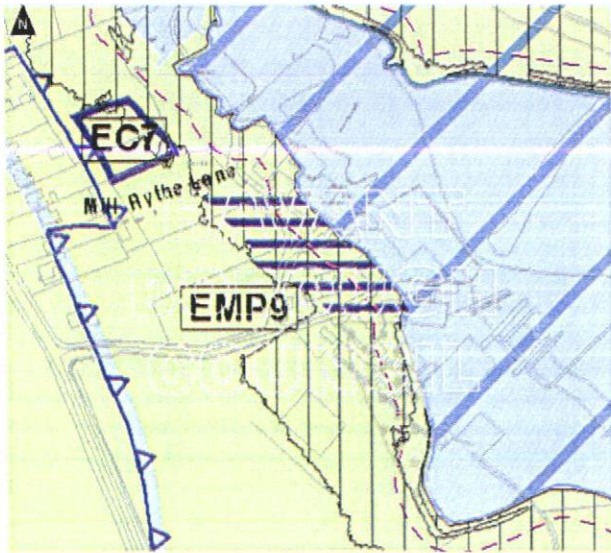
EC7 MILL RYTHE INDUSTRIAL AREA (NOT SAVED)

Land at Mill Rythe Lane, Hayling Island

The site is close to existing services and access routes already used for industry and further away from existing residential areas than the Mill Rythe Industrial Area identified in Havant District Council's Policy area EC7

F1 TIDAL FLOODING

The site lies on the edge of the Tidal flooding area but outside the coastal erosion area. Below is an extract from Havant Borough Council's Local Plan;



Access

Approach; The site is accessed from Mill Rythe Lane, using well established industrial connections.

Parking; Spaces have been provided in accordance with Havant Borough Council T9 and Hampshire County Council's parking standards

Biodiversity

The site lies on previously developed land and has not been identified within an area designated for Nature Conservation. It is considered that the proposals would not prove detrimental to the biodiversity of the site.

Flood Risk Assessment

Below is an extract from the Environment Agency flood risk map for the site area:



A Flood Risk Assessment was prepared in 2003 for the development at the end of Mill Rythe that identified the extreme Harbour Water Levels as follows:

Return Period	Extreme Harbour Water Level m AOD		
	1997	2003	2053
MHWS	2.36		
1 year	2.8	2.836	3.136
5 year	3.08	3.116	3.416
10 year	3.15	3.186	3.486
50 year	3.28	3.316	3.616
200 year	3.45	3.486	3.786
1000yr (est.) (200 yr. + 0.400m)	3.85	3.886	4.186

As stated in the first flood risk assessment in 2003 "It must be noted that as the flooding is tidal it will be short-lived. The depth of water indicated above is the maximum depth and will only occur at the peak of the tide. In order for these extreme depths to occur it is necessary for a meteorological surge to coincide with an exceptional astronomical (spring) tide". The topographic survey identifies the heights of the existing ground level on site ranging from 3.57m AOD (Southern Corner) to 4.35m AOD (North East Corner) with Mill Rythe Lane between 4.01 to 4.16m AOD.

It is considered that the proposed uses which are in conjunction with an existing use on an adjacent site will not have any impact on the flood risk. This Flood Risk assessment is for planning purposes only as does not guarantee that flooding will or will not take place.

Foul Sewerage and Utilities

Mill Rythe Lane is served by mains Gas, Water and Electric. No existing utilities are affected by the proposals.

Lighting Assessment

The areas of external lighting will not be significant and all external lighting will be controlled by light and movement sensors to restrict usage to when needed. The proposals are not in the vicinity of a residential property, listed building or liable to affect a conservation area or open countryside.

Noise Impact Assessment

The site is not located close to residential properties and the proposed use has already been established on Mill Rythe Lane. The site lies adjacent to an established car spares business.

Open Space Assessment

Not applicable

Planning Obligations

It is understood that contributions towards Transport infrastructure are unlikely to be required.

Statement of Community Involvement

Not applicable

Transport

No new floorspace is proposed therefore a Transport Assessment is not required.



Land at Mill Rythe Lane, Hayling Island

The site is accessed from Mill Rythe Lane and served by existing well established industrial transport connections.

The site is not expected to have a significant affect or implication on the existing transport network. Business connections within Mill Rythe are expected to reduce the need for travel outside the locality and improve local employment prospects.

Arboricultural Implications

The proposals do not affect and will not involve the loss of any existing trees.

Conclusion

Land at Mill Rythe has been identified by Havant Borough Council as suitable for industrial development and positively identified for marine related business.

The proposed uses offers the opportunity to retain much needed marine related business.



DOUGLAS BRIGGS
PARTNERSHIP

INTEGRATED
ARCHITECTURE
AND
TOWN PLANNING

