

**PROPOSED VEHICLE TEST CENTRE
ALONG WITH SITE
ACCESS
HARDSTANDING AND PARKING**

**FOR
HAYLING AUTOMOTIVE
OUR REF: P00289**

DESIGN & ACCESS STATEMENT



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BACKGROUND INFORMATION

INVOLVEMENT

The Applicant has involved a multi – disciplinary consultancy within the design process and has liaised with neighbouring residents to seek advise and informal approval over the design proposal and nature of the development.

EVALUATION

Architectural Planning Limited were approached to undertake a feasibility study and were asked to produce planning documentation for Hayling Automotive Ltd, in respect to submitting a planning application.

The proposed works are to provide a registered MOT testing facility for light vehicles, located within the Northwest Corner of Howards yard, located within the site known as the Hayling Yach Company, presently used as a car park and boat storage and victualling yard, retaining the existing site access from Mill Rythe Lane, into and across the site. The purpose of this statement is to give a brief outline for the purpose of supporting an outline planning application.

LOCATION OF NEW PROPOSAL

The proposed area of development will be in an area of land designated as “Commercial / light industrial use “within the HBCLP, the land recently has been used as a boat yard and hard standing area, to support the various boat repairs and victualling services required by the Hayling Yacht Company, and as an overspill carpark area to the boat yard. The proposed land is presently vacant, positioned to the Northwest of the main site currently known as Howards Yard, a title derived from its previous use.

The site is predominately a level concrete hard standing area, which is enclosed on two sides by an existing blockwork boundary wall to the North and West of the site which our clients will retain. To the South and East is open land used as a car park and access for visitors and boat owners.

As part of the proposal, established pedestrian footpaths and motor vehicles and boat access will be provided utilizing the existing vehicle entrance located within the site, leading into the proposed yard. Off-street parking is located to the South of the site. The Proposed new building will comprise a single storey, steel framed structure that will be temporary in nature and generally follow the typology and characteristics of the adjoining workshops and environment.

No additional parking will be provided.

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BRIEF

The requirements of the brief are as follows:

- Full plans application use of land from Boat yard to Class 7, registered Vehicle test center
- Access, car parking
- Location and provision.

APPEARANCE

The design of the new proposal will have a similar building aesthetic to match the adjoining building structures, with PPC cladding and profiled roof treatments, Aluminum windows and doors, to ensure a visual relationship is maintained between the new structure and the existing site typology. Architectural Planning will develop the scheme focusing largely on complimentary materials and door and window fixings. Ecology and arboricultural impacts will be minimal, as the proposal is to retain all the sites' existing features and characteristics. Visually the site cannot be seen from outside the site area.

AMOUNT OF DEVELOPMENT

The gross internal area (floor space of the workshop) will be 150m². formed in one block as indicated on the proposed site plan, The maximum height of the building will not exceed 3 metres, at Eaves using a 15 degree roof pitch giving a overall ridge height of 6.1m The accommodation is to be used solely for the purpose's DOT vehicle testing and will not be used in conjunction with any other trade, business, or commercial enterprises.

Site Area:	3815m ²
Development Area:	400m ²
Building Area:	155.8m ²

PLANNING HISTORY

The existing site has a "Sui Generis" use.

ACCESS

Vehicle and pedestrian access are to utilise the existing entry located within the site, all visibility splays and approaches are to be retained, any future enlargement of the site approach or activity will be subject to a separate planning application to seek approval for future expansion.

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In accordance with Part M of the current Building Regulations, level access has been incorporated into the design. With a level site it is envisaged that easy access would be achieved by both ambulant and wheelchair users.

Careful consideration has been undertaken to ensure that all areas within and around the new building will be accessible for both ambulant disabled and wheelchair users and are thus compliant with Part M of the current Building Regulations.

POLICY CONSIDERATIONS

National Planning policy framework.

Achieving Nutrient neutrality

Havant Borough Council climate change & Air quality strategy

Biodiversity adopted plan

Landscape, biodiversity & trees policy

Carparking policy

Listed building grade: Not applicable

Conservation area: Not applicable.

Flood risk liability: Not applicable.

Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (1) Principle of development
- (2) Appropriateness of design and impact upon the character of the area
- (3) Effect on neighbouring and adjacent facilities.

Principle of development

The application site is located within a defined urban commercial use area; therefore, development is considered acceptable in principle subject to development management criteria.

APPROPRIATENESS OF DESIGN AND IMPACT ON STREET CHARACTER.

The proposal would maintain the established commercial use of a otherwise redundant area of land that would serve no other purpose other than possible “set aside “the size and scale of the development would sympathetically reinforce the commercial needs of the area and its adjacent recreational and business activities. The style and height will mimic the street typology and is acceptable in the context of other properties located within this setting, and its surrounds. By setting the buildings away from the defined boundary positions it maintains a natural balance that we believe is in context.

Adequate space exists to provide 6 car parking spaces, which accords with the Councils standards currently. It is considered that the scheme would not result in an adverse impact upon traffic flows of the site or locality.

EFFECT ON NEIGHBOURING PROPERTIES.

The proposal would maintain the height and mass of the built form adjacent to the neighbouring and adjoining boundaries, and visual impact would be negligible if any, the same could be said for the South and East elevations, however some shadowing would result to the Northern elevation from Sun Rise to midday. The proposal would not result in any unacceptable loss of privacy / or overlooking.

LANDSCAPE

There will be no alteration to the existing site boundary lines or positions. The structure will be sited on an existing area of made-up ground, with the possible addition of concrete slab bases and foundations as required. The surface area adjacent to the building and yard is to be retained as concrete hard standing to maintain the sites natural irrigation and to alleviate any run off into the natural water courses and adjoining road surfaces.

ECOLOGY & BIODIVERSITY – HABITAT CREATION.

The council's approach to smaller developments looks favourably upon applications that provide bird boxes / bricks, bat access roof tiles and boxes along with hedgehog friendly fences and indigenous planting to benefit pollinating insects. The clients will look at adding these to enhance the natural environment. Existing trees, / shrubs and hedging is to be reinforced to positively contribute to the conservation and enhancement of biodiversity and provide a net gain. A full ecological impact assessment has been commissioned and will be provided as part of any reserved matters, however our clients would be happy if this could be conditioned as a "non-material amendment "to any planning permission granted to facilitate the report.

ARBORICULTURE

Our clients have discussed the proposal with a Consultant Arboriculturist to ensure that no trees of value (rarity or maturity TPO's etc.) will be affected or removed. Advice has been sought regarding the building due to its proximity to mature trees.

Existing trees and hedgerows will be maintained and reinforced by the use of indigenous planting along the boundaries, during construction and formation of the buildings tree protection measures will be put into place that accords with National guidelines. Our clients have not commissioned a Arboriculture impact assessment or method statement at this time.

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VEHICLE ACCESS

All vehicles will access the site from the existing drop approach leading off Mill Rythe Lane which will form the main site entrance route, and which will be always maintained.

CYCLE AND SCOOTER PROVISIONS

As part of the proposals a designated area will be set aside for cycle and scooter storage.

CLIMATE CHANGE / ENVIRONMENTAL IMPACT.

Our clients, as responsible landowners and developers, have looked to design this project to meet where possible, the best practice criteria of sustainable design. The proposals for the buildings have been designed to address the issues of climate change, sustainability, and embodied carbon where viable. Given the modest scale of these proposals a full climate change impact assessment has not been completed on this occasion.

When assessing the design proposals two decision-making tools have been used to review the carbon emissions and resilience of the project and decisions made. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into the scheme.

The Adaptation Project Screening Tool identifies that in extreme circumstances, strong winds, storm events and heat waves arising from Climate Change in the future, could have the potential to affect the use of the building, but generally the scheme is considered to have low vulnerability to climate change.

The project will incorporate the following features to reduce energy consumption and mitigate the impact of climate change:

- The building will conform to all current building regulations.
- The proposed buildings will be low-carbon construction, with the buildings being prefabricated and constructed off site in an efficient environment.
- Provision of good levels of daylighting to all areas to reduce the need for artificial lighting and energy use.
- Energy efficient lighting and heating controls. Solar panels to be utilized throughout, and PIR lighting.
- The use of timber from sustainable sources.

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NITRATE NEUTRALITY

The proposal is to provide a prefabricated building situated on an existing natural Free draining service yard as such the proposal would not increase Nitrate levels within the site or the adjoining catchment area.

EXTERNAL LIGHTING

Low level external luminaires will provide lighting levels in accordance with CIBSE lighting code LG6 “The outdoor environment “

The external lighting will be installed in accordance with the Institute of Lighting and Lights recommendations for external lighting, with all External lighting controlled by means of a time switch and photo electric cell to ensure the most energy efficient use of external lighting and to enable luminaires to be switched off automatically at pre-set times to avoid unnecessary light pollution, with the choice of luminaires being selected and positioned to direct light spill away from the main approach road and adjoining buildings

DRAINAGE. (Drainage impact statement)

Flooding and Exceedance flows.

As part of the design process, we have carried out a preliminary Flood Risk review for the proposed development. An investigation was undertaken to determine susceptibility of the site to flooding as part of the scheme design.

The Environment Agency (EA) flood maps confirm that the site is situated within Flood Zone 3 where the annual probability of flooding from rivers or the sea is less than 1%

Environment Agency (EA) surface water flood maps confirm that small areas near the Southern Boundary are at “very low” risk of surface water flooding where the annual probability of flooding from surface water is between 0.1% and 1%. This could potentially be caused by defects / blockages or water capacity of the existing drainage system and possibly due to the site levels falling from North to South.

The developable area is located outside the flood extents inundation line. The risk of flooding (fluvial, pluvial groundwater and coastal flooding) to the proposed development is considered minimal, as the development as it is currently proposed is considered “appropriate” in line with the EA guidelines, as no additional burden will be placed upon emergency services as the site generally is non-habitable in nature.

Foul Drainage

A foul drainage impact assessment (FDIA) has not been provided for this site and could be a condition forming any planning approval received. We would add that the site has existing public and staff toilets and showers that will be made available to the sites staff and public, wastewater volumes will be maintained utilizing the existing infrastructure and connections to the public main. As staffing levels will be minimal it is considered that the existing drainage system has capacity for this application. Any impact assessments will be carried out in accordance with the relevant standards and design guides, which will involve surveys calculating flows using standards such as the Cole-Brook white methods generally for peak demands.

Surface Water.

It is proposed to dispose of surface water on site by means of discharging to the existing storm network on the basis that the existing water run off will not increase as the existing surface area and run off volumes will remain the same.

We would add that a thorough drainage impact assessment will be provided as part of any conditional approval granted, generally as per Criterion 4, in accordance with the Recommendations of CIRIA C753 2015 (Suds Manual) and requirements of the NPPF, all new developments are to incorporate the principles of “SuDS”. The aim of “SuDS”, inclusion across the development is to provide an effective system separate from the foul network to mitigate the adverse effects of storm water run-off on the environment, through enhanced quality systems and on local infrastructure to aid in preventing downstream flooding. The features proposed should reduce runoff volumes, pollution concentrations and enhanced groundwater recharge and biodiversity.

- a) Permeable paving – this system allows rainwater to be directed into car parking bays whereby the rainwater can filter through gaps in the paving blocks and percolate into the subsoil. The area which can be drained is subject to the infiltration characteristics of the subsoil.
- b) Water Butts – Water butts will collect water from the roof and would have a capacity of 2000 liter’s.
- c) Oil Separator – An oil separator will be installed before the final disposal point at the existing storm water network. This will ensure that any hydrocarbon elements that are harmful to the environment are removed from the water before disposal.
- d) Low water usage appliances – it is also worth highlighting that low water usage appliances will be utilized to reduce water consumption and discharge.

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All proposed drainage runs and attenuation figures will be designed to be as shallow as practical

Waste collection generally

Refuse collection will be dealt with via the use of commercial refuse bins located towards the main entrance to the site, Bin storage, generally (Recyclable and domestic) is to be located to the East of the yard / parking area and vehicle turning circle.

HIGHWAYS

The proposal would not have any adverse impact on the highway however a construction phase travel management plan could be provided and a pre commencement condition can be applied which requires this to be submitted.

CONTAMINATION IMPACT ASSESSMENT

The application is to seek outline approval for the location and principle of a structure to be placed within an unused area of Land that is currently owned by the Hayling Yacht Company. Any additional information required can be conditioned as part of any approval sought. However, we have reviewed the sites previous planning history and discovered that under reference document DCS/EH/JPD/12042001 (APP/12/00301) for a Change of use of the yacht yard to boat storage with associated containers and works and fences, a report based upon previous environmental quality assessments and submissions.

This report was undertaken by current environmental health officer in conjunction with the Environment agency.

The outline of which it was noted that although the site was previously used as a scrap yard and breakers yard running under the name of Howards Car Spares, it identified localised fly tipping and soil staining from spills and leaks of oil most likely from the storage of vehicles plant and machinery, it was therefore considered that some degree of contamination would be present within the surface of the soils. However the site following on from this report has been stripped and the area decontaminated with the installation of a permanent concrete hard stand that presently forms hard standing for boat and ancillary storage. It is not believed that any residual contamination remains.

The report also notes that using aerial photography, historic mapping and planning history highlights that no evidence of historic or recent contamination. The surrounding structures and land uses with the exception of WW2, have been used to support the marine leisure industry, with boat repairs being the significant factor. Other aspects of the site are for general storage.

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As noted, the site is underlain by sands and gravel beds, that have been laid down naturally over the life of the site, the proposed development area is over 150m from the known Median High-Water Mark. It has also been noted that no vertical contamination has been noted.

The report goes on to say that the size of the site and lack of evidence (either physical or mechanical) it may be reasonable to expect that the land use over its life may have periodically been used to store contaminating waste substances. This would require further invasive investigation and sampling. Given that the existing ground area has now been encapsulated with a permanent concrete slab, it is unlikely that any gross contamination would still be present if at all.

Given the distance of separation between the site and the protected harbour eco systems it is still further considered unlikely that the site is capable of representing a source of contamination the proposed nature of the New Vehicle MOT testing facility will not involve use of contaminated materials. And any accidental oil spills would be localised and controlled via the use of proprietary spill kits and managed to one area, negating any risk of harm to existing surface water systems and water courses, despite the relative mobility of ground surface water. Similarly, any surface water contamination is not thought likely to represent an unacceptable risk to human health within the context of the proposed commercial use.

Previous consultations with The EA has confirmed this rationale. The Agency has not previously identified this site as being particularly sensitive to groundwater and although close to Chichester Harbour, considers that migration contamination in significant concentrations over greater than 50M is substantially less likely than the risk over lesser distances.

Recommendations For Environment assessment.

The Proposed works do not involve any deep trench excavations or foundations, piling or service trenches or ground improvements such as dynamic compaction etc, and therefore the risk of mobilising contamination is small.

There is considered to be very little risk to human health and the risks to the harbour are not considered likely to be significant. The lack of formal industrial / commercial development at the site previously and the paucity of aerial photography data, it is considered that little will be gained from the provision of a formal desktop study. In light of the low risk, and nature of the proposed use, it is considered unreasonable and unnecessary to require an intrusive investigation or formal sampling or assessment currently.

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AIR QUALITY.

In consideration to the sites setting and location and the distance to the nearest residential property and natural environment screening. Noise and air quality will not be affected.

Prepared by
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