

HAVANT BOROUGH COUNCIL

Town & Country Planning Act 1990

Consultation on Planning Application

MEMORANDUM

From:	Environmental Health	To:	Development Control
Our Ref:	PR202604-109685	Your Ref:	APP/25/00900
EH Case Officer Extn:	44 6677	Date:	24/07/2026
DC Case Officer:	Abdi Dirir		
Application Number:	APP/25/00900		
Site Address:	Boatyard, Mill Rythe Lane, Hayling Island, PO11 0QG		
Proposed Development:	Outline planning application for Proposed MOT testing station with appearance, layout and scale to be considered.		

Observations / Comments:

Please note, the consultation for this apparently undecided application was found after having already commented on the related detailed application APP/26/00367. Comments here are directly reproduced from that (assumed superseding) application. Where relevant matters are reserved (e.g. drainage), you may wish to omit the proposed condition on the assumption that the design will be finalised and approved as a reserved matter under a future application.

Reproduced comments in italics.

Comments here relate to contamination and pollution only. I note that the Design & Access statement (D&AS) makes an assessment of the contamination risks associated with the site, drawing upon investigations, assessments, and prior consultation comments relating to adjacent/related applications for development.

It is not made clear where the D&AS is quoting text from another document, or where the author is expressing an opinion. Some quotes or abridged/precis comments are certainly included, as I recognise elements from my own prior consultation comments. Where quoting, it is not made clear from which source the quote is drawn, and it appears likely that comments have been combined by an author that it is not a subject specialist.

Needless to say that I don't fully support the statements made, but I don't disagree with the central point that the author is trying to convey.

Site History

The development land was greenfield until at least 1969 (based upon historic mapping). A 1955 consent for residential development was refused, and there are no further applications in the archive until 1993, granting outline consent for a workshop and open storage compound for vehicle and plant dismantling and recycling (the Howard's site)

Details were not approved until 1998, and the landuse is anticipated to have commenced

around this time.

There are several applications relating to potentially contaminating landuses on adjacent and related land, and the wider complex (boat storage, construction, servicing & repair, motor salvage, MOT testing, photographic processing, and Engineering) is considered to be generally potentially contaminating.

Whilst the D&AS refers to the previous investigation, stripping and decontamination of the land, and it's subsequent 'encapsulation' beneath permanent concrete hard stand; it is not clear which land this description might apply to. The only proactive investigation I have on file is under application 09/53376/016, relates to land within the current planning blue line, , and the Council did not receive any further remediation method statements, or verification report subsequent to that – the site remains on our system as 'not signed off'.

Qualitative site assessment

As it stands, I would anticipate the soil at the site to be affected to some degree by contaminants.

The broad hydraulic model to which the D&AS alludes is expected to broadly apply in respect of the ecologically sensitive harbour waters, namely, that absent the presence of gross contamination at the site (e.g. from leaking waste-oil tanks, etc.), migration of contaminants over a distance of around 100m (to the receptor) is not considered to be particularly likely. There should be sufficient attenuation along this distance for organic substances and metals dependent on pH for mobility to prevent significant concentrations originating from the development red-line area reaching the harbour waters.

In making this assessment, I am mindful of the specific use of the land corresponding to the planning red line, being used for open storage and notably not coinciding with storage tanks for waste oils, fuels, or bunded storage areas for waste batteries. I also note that there is anecdotal evidence of the extant drainage to site hardstanding passing through a relatively modern oil interceptor prior to onward transmission – this should limit the degree to which stored materials will have impacted soil quality. Similarly, the relatively recent development history means would lead me to expect a relatively limited depth of made ground – fewer concerns about soil quality associated with the physical development activity, and a higher proportionate organic carbon content being available in shallow soils to support attenuation.

Coupled with the presence of potentially contaminating landuse along the whole inferred pollutant linkage, and the relatively small footprint of the building relative to the wider potentially contaminating estate, I would tend to agree that it is not proportionate to require the proactive investigation and remediation of this modest region of the wider estate.

With respect to the risk to the harbour, I note that the principle potential sources/origins of gross contamination are not within the redline, and that the scale of development (and retention of a relatively open site) does not preclude addressing contamination down-gradient of the built element of the scheme, should that prove necessary (e.g. by intercepting and treating groundwater, or using in-situ remediation techniques).

Contamination could also impact future employees, and commercial contamination standards exist which aim to be protective of regular adult occupiers of the site. I do note the form & purpose of the building however, and would tend to regard the proposed use as not materially altering the exposure risk profile of the land for employees. Indeed, the proposed use is in-itself potentially contaminating, and may lead to workplace exposures substantially similar to those that might be derived from soil sources (but likely exceeding the contribution from soils by a significant margin). In this sense, the development is considered to be low risk from a human

exposure perspective, albeit that some risks exist.

Risks to the building are expected to be low, on the basis of the inferred lack of deep made soil.

Risks via the potable supply may need to be managed, due to the likely presence of contaminants in soils that are capable of compromising modern (plastic) supply pipe materials – barrier pipe or metallic pipe would be recommended.

Pollution

I note that the D&AS is fairly light on detail, seemingly justified if it was written with limited scope, as implied by its reference to 'outline approval'. However, I note that the actual application is for detailed consent.

The application is not supported by a detailed drainage plan, but the D&AS provides narrative/outline design principles in this regard, alongside references to a 'drainage impact assessment', and consent conditions that would be acceptable to the applicant.

I note that the destination of the extant drainage is unclear from available sewer records, and I have not identified the location of the interceptor unit to which the Environment Agency anecdotally refers.

The D&AS proposes the installation of a proprietary interceptor unit – this may or may not be necessary, depending upon the extant network, development connection point, the position of the (presumed) existing interceptor on the network, and it's capacity (relative to it's catchment area).

I think that it could be helpful to apply a condition requiring these details to established & approved, in order to ensure that the drainage network cannot act as a conduit to transport contaminants directly to the sensitive harbour waters.

Conclusion and Recommendations

No objection subject to the following conditions:

Contamination Watching Brief [1] (without proactive contamination conditions)

"Reasonable vigilance for the presence of contamination and soil hazards shall be maintained during all groundwork. In the event that any or any significant buried waste material or suspected contamination is encountered (e.g. significant made soils, or any obviously contaminated, stained, discoloured or odourous soil/groundwater); works in affected areas of the site shall cease until the Local Planning Authority has been notified of the discovery and a scheme to deal with the risks associated with the suspected contamination has been submitted to- and approved in writing by- the Local Planning Authority.

The scheme may take a proportionate approach to the degree of formality adopted and may comprise separate results / reports / statements as appropriate, but unless specifically excluded by agreement shall include;

- 1) Investigation in the vicinity of the suspect material, sufficient to characterise its nature, likely extent & mobility,*
- 2) An appropriate assessment of the risks to all receptors that may be affected, based upon 1), and;*

- 3) *Where potentially unacceptable risks are identified by 2), a Remediation / Risk Management Strategy that includes appropriately considered remedial objectives and clearly defined proposals for achieving these, having due regard to sustainability*

All investigation, assessments & other actions required by 1)-3) above (and B, below) shall be undertaken & documented by competent persons, and the findings presented in a written format. The scheme shall be implemented as approved.

Prior to the occupation of any relevant part of the permitted development, EITHER of the following shall be submitted to the Local Planning Authority;

- A) *A written statement confirming that no suspected contamination was identified during development, OR;*
- B) *Documentation in accordance with 1) & 2) above; together with a Verification Report (where appropriate) which demonstrates that the agreed remediation objectives (3)) have been met.*

Reason: *Contamination may be present at the site as a result of previous commercial activity at the site & on adjacent land that could pose a risk either to controlled waters, or to future occupants. This is in line with DM10 of the Havant Borough Local Plan (Core Strategy) 2011, DM17 of the Havant Borough Local Plan (Allocations) [2014], and paragraphs 196-197 of the National Planning Policy Framework '24*

Approval of SUDS Details [2]

'Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be otherwise agreed in writing with the Local Planning Authority), details of the proposed means of surface water disposal shall be submitted to and approved in writing by the Local Planning Authority.

Proposals shall be in accordance with the principles of CIRIA C753 section 26.7 (SUDS Manual, 2015; Managing pollution risks), and where appropriate shall include a schedule of operational and preventative maintenance for surface water drainage structures, flow control devices, pumps or separators required either for the proper operation of the system to its design flow rates or for the effective retention of pollutants to prevent downstream release. Parties responsible for observing the maintenance schedule shall be clearly identified.

All details submitted in accordance with this condition shall be implemented as approved.

Reason: *Appropriate system design is required to prevent surface water drainage functioning as a pathway for pollutants to enter the waters of the ecologically sensitive & protected Chichester Harbour (designated SSSI / SAC / SPA / RAMSAR). This condition is imposed having due regard to policy DM10 (Havant Borough Local Plan (Core Strategy) 2011) and para. 187 of the National Planning Policy Framework 2024.*

Mr. Jonathan Driver
Environmental Control Officer