

Ref: APP/19/00324

Issy Scott (West Hayling Island Ward Councillor)

Dear Development Management Committee (DMC)

My name is Issy Scott I am a Councillor for West Hayling Island. I am writing this deputation regarding the demolition of existing dwelling and business units and construction of a 2/3 storey building to provide 19 flats and 2 commercial units with vehicle and bicycle parking and a bin store. The site address 5-7 Station Road Hayling Island. In my capacity as a Ward Councillor I was contacted by Mr Heron whose commercial garage (Heron's autos) is located at 5G Station Road regarding concerns of access, safety for customers and noise, which I will now discuss.

Access during demolition and build.

At the time of writing this deputation there is no timeline in place as to when the new access road to Heron Autos will be built and the construction vehicle access is yet to be determined. Heron Autos on a usual day have 8 customers which translates into 16 trips, this does not include employees. If the access road is built prior to demolition/building and construction vehicles are using the access road to Heron Autos it is difficult to comprehend how customers will be able to access Heron's motors during demolition of existing dwellings and the building of 2/3 story building. There will be machines to demolish the existing buildings, trucks to remove the building material, lorries delivering building materials and building equipment on site. Facilitating a lot of traffic in such a narrow space it is not viable to say that the access to Heron Autos will be continually available to employees and customers. If the access road is built but the construction traffic access is the main building entrance then customers walking out after dropping their car off or walking in to collect their car will be exposed to a lot of building dust and noise, the dust will also make customers cars very dirty. Another consideration is the boundary of the building site which is required for all building sites to keep the general public safe, this must not impede the access road to Heron Autos.

Access post build

On completion of the buildings and occupation the access to Heron Autos will not be fit for purpose. The width of the access road as seen on the plans is 5m the main road is 6.8 meters this illustrates that cars will not have the space to pass each other. Depending on location of cars on the east access this will require either one car reversing to Heron Autos or a car reversing out onto a main road. This is obviously applicable during demolition/building, but the traffic will be heightened due to allocated parking spaces for 5 vehicles within the access route.

The 5 parking spaces allocated to residents of the flats is inadequate, it has been shown that most couples own two cars. It was suggested within the report that an overspill of parking could be alleviated by making use of HBC car park adjacent to site as this is unrestricted. However, the Traffic Management Team have strongly refuted the unrestricted availability of the car park to residence as the car park has a maximum stay of 24hrs which means the vehicle must leave the car park within that time. In addition, the carpark is under review and may have the 24hr restriction reduced. Therefore, there is inadequate parking on site for residence and visitors. The concern is the 5 parking spaces on the access route to Heron Autos will not be sufficient for residents/visitors and they will exceed the designated one space and try and fit 2 or more cars which will impede the access route to Heron Autos.

Safety of customers

The safety of Heron Autos customers should be paramount as they are driving next to a building site. Mr Heron explained in his deputation that while walking to work there were some construction workers who Mr Heron presume were checking for contamination within the ground. They did not cordon the area off and Mr Heron fell into a manhole. This brings into question the safety of customers when such a small undertaking resulted in injury to Mr Heron. As I have already stated if construction vehicles are using the access road to Heron Autos there is potentially going to be a lot of traffic, due to the narrow access, it is almost a certainty that while a customer is either walking out after dropping car off or walking in to collect their car that they sustain an injury. If the construction vehicles are using the main site entrance it will be impossible to guarantee the health and safety of customers who will be walking within remarkably close vicinity to the building site. This brings me to the boundary which a building site should have; the boundary should make sure that objects from the site does not fall outside of the boundary. Scaffolding when building and dismantling requires that the general public are not in proximity this is obviously not possible due to proximity of access road to building site. Storage of materials must be within the boundary and consideration of noise levels within the construction site as this may damage customers. I am unclear how these measures are possible within such a confined area. Finally, as previously mentioned the access for construction vehicles needs to be established. If there is only one access in and out for both construction vehicles/workers and Heron Autos workers/customers, this is not adhering to the health and safety of a building site which stipulates there should be separate entrances and exits for vehicles and workers, this does not include Heron Autos staff and customers who will require their own separate entrance/exit for cars and customers/workers to comply with health and safety.

Noise from Heron Autos

On completion of buildings and occupancy Mr Heron is concerned the residents of the flats will complain about the noise from Heron Autos along the south access. Due to the work entailed engines are required to be revved which will facilitate a lot of noise from cars, vans and motorbikes. Initially Environmental Health concurred with Mr Heron expressing their concerns regarding level of noise and fumes omitting from Heron Autos and requested suitable mitigations. The applicants addressed the issues raised by changing the use of the rooms from bedroom to bathroom or kitchen and the windows will be fixed shut. This is a concern as there is a fire risk within a kitchen and bathrooms require to ventilate steam accumulated via shower/bath. In addition Paragraph 7.27 of the report suggest that all windows at whatever level or location on the east elevation of the building are to be kitchen or bathroom windows, this should refer to the ground floor only as there are bedroom windows on the first and second floor which will be subjected to noise from Heron Autos. What has not been mentioned is that Heron Autos workshop entrance faces West which is where all the bedrooms and balconies are situated overlooking the park. The noise from Heron Autos will be magnified as it will be enclosed between two walls which will reverberate towards the bedrooms and balconies. In addition, the fumes from the vehicles will impact residence sitting on their balcony, and those who have windows open. It is almost certain that residents of the 19 flats (5-7 Station road) will complain to Mr Heron regarding the noise and fumes coming from Heron Auto's which is unacceptable, Mr Heron has run a successful business from this location for 35 years, there is no reason why the business should experience unnecessary disruption now.

Affect of building on Heron Autos Trade

During the demolition and building of flats/units the general public will not be aware of Heron Autos, the view from the road will be a building site. Mr Heron has been informed he is not allowed to put advertisement boards on the main road, therefore, from the perspective of the general public Heron Autos does not exist, which will have a detrimental effect on Heron Autos business.

Communication

Mr Heron has not received any communication from the applicants regarding the new access to Heron Autos. Certain steps are required for the change of access to be lawfully achieved. First, the new right of way needs to be granted by deed, which in this case was achieved 27th February 2009. Secondly, the applicants need to release Mr Heron from the old right of way, thereby extinguishing it, in favour of the new. The other important point is to make sure that agreements of this nature, whilst commonly agreed verbally by neighbours, are formally documented in writing. They also need to be registered at HM Land Registry against the dominant and servient land. This is the only way of ensuring they will run with the land and benefit successors in title. The release of Mr Heron from the old right of way in favour of the new one has not been completed.