

Recommendation: **GRANT PERMISSION**

During the course of determining this application the red line was extended to include an exit route for vehicles, aswell as sufficient area for turning. Notice was therefore served on Shell as landowners.

The application is submitted by Enterprise Rent-A-Car and their business specialises in renting replacement vehicles to customers whose own vehicles are being serviced or repaired and most vehicles are delivered or collected from the customers premises. It is stated that no repairs or mechanical maintenance are carried out at branches. Each branch is not franchised but operated on a regional basis keeping the fleet size at optimum size with shared parking facilities across nearby branches - no more than 10% of the rental vehicles are actually stored at branch sites at any one time. Most vehicles are saloon cars, the largest vehicles being transit sized vans.

4 Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS2	(Employment)
CS4	()
CS6	(Regeneration of the Borough)
DM14	(Car and Cycle Parking on Development (excluding residential))

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
DM21	(Shopfronts, Signs, Security Shutters and Advertisements)
AL3	(Town, District and Local Centres)
AL2	(Urban Area Boundaries and Undeveloped Gaps between Settlements)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Crime Prevention

None received

Development Engineer

On original plans:

As the use of the parking is an integral part of the application, I would suggest that the Planning Authority ask for turning overlays to show how vehicles can enter their redlined site, park on site, then turn and emerge into the adopted highway in a forward gear. The area to achieve these movements should be shown on the application plan and the applicant should also provide proof of a legal right to carry out these manoeuvres on land outside their ownership

On revised layout:

No adverse comment

Economic Development

None received

Environmental Health Manager, Community Group

No adverse comments from EH Pollution

6 **Community Involvement**

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 11

Number of site notices: 1

Statutory advertisement: Not applicable.

Number of representations received: 0

Comment	Officer Comment
None received	

7 **Planning Considerations**

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

- (i) Principle of development
- (ii) Highways and parking
- (iii) Impact upon the character and appearance of the area

(i) Principle of development

The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. The site also falls within the identified Town Centre of Waterloo by Policy CS4 as well as an area identified for Regeneration by Policy CS6. The proposed use is Sui Generis and hence permission required. However the proposal maintains a commercial use of the site within the town centre and seeks to upgrade the appearance of the building, and so there is no objection in principle to the proposed development, subject to detailed considerations as follows.

(ii) Highways and parking

The proposed plans indicate that vehicles for hire would be parked within the area to the side of the building in a tight formation of up to 9 vehicles. These would not therefore be readily manoeuvrable but as in a car showroom situation they are stored in these positions. It would be a business management process to ensure the right vehicle is in an accessible position at the right time. The red line has been extended to include up to the edge of the petrol filling area and hence within the red lined application site there is now room for vehicles to manoeuvre into and out of the spaces.

It is indicated that the proposal would require 5 staff and rather than provide on site parking for staff the company has arranged to purchase annual car parking permits for nearby pay and display car parks for staff. Since the site is located within the town centre and in an accessible location, likely to be providing local jobs, then there is no objection to the lack of on site staff parking.

The building was previously used for motorbike servicing and this use is likely to have been noisier and more harmful than vehicle hire. The proposed vehicle hire use of the site is considered a compatible use with the adjacent petrol filling station. The additional vehicle movements to and from the site will not be significant on this classified road. Entrance and exit to and from the site will be shared with the petrol filling station access points and the highway engineer has raised no objection. On this basis there is unlikely to be any detrimental impact to highway safety or amenity and the proposal is therefore considered compliant with policy DM14.

(iii) Impact upon the character and appearance of the area

The building will remain in a commercial use and in this town centre location, adjacent other business premises this is an appropriate use. The nearest residential properties are to the south in Hunters Ride but these are buffered by other business premises. The proposal will have minimal impact on any nearby residential amenity and is considered appropriate to the character of the area.

In terms of operational development and physical changes to the building the proposal includes increasing the height of the two existing roller shutter doors and other fenestration alterations by changing the glazing areas to further roller shutters. The building is set back behind the petrol station and therefore not overly prominent in the street scene. These changes to the facade are considered appropriate to the site and area.

8 Conclusion

Being a town centre site with no adjacent residential properties then the site is considered suitable for a vehicle hire centre. The impact of the use is likely to be less harmful than the previous motorbike servicing. Enterprise's business plan works for this site but as a Sui Generis use then any alternative future use will require planning permission which would enable the LPA to maintain control over other uses in the future. Accordingly the application is supported and recommended for permission, but no restrictive conditions are considered necessary.

9 **RECOMMENDATION:**

That the Head of Planning be authorised to **GRANT PERMISSION** for application APP/18/00063 subject to the following conditions

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:
Block & Location Plan Dwg No: 001 Rev A
Proposed Site Plan Dwg No: 002 Rev A
Proposed Elevations Dwg No: 210 Rev A
Proposed Floor Plans Dwg No: 200 Rev A
Reason: - To ensure provision of a satisfactory development.