



Design and Access Statement

Change of Use from Car Wash Unit to Office and Customer Servery (Class E)

19 London Road, Widley, Waterlooville, PO7 5AS

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0.0 Contents

- 1.0 Generally
- 2.0 Physical Context
- 3.0 Social and Economic Context
- 4.0 Involvement of Local Interests
- 5.0 Amount
- 6.0 Design
- 7.0 Access
- 8.0 Sustainability

1.0 Generally

- 1.1 This Design Report forms part of a Planning Application to Havant Borough Council for the Change of Use of an existing unit at 19 London Road, Widley, Waterlooville, PO7 5AS from a car wash office to a servery and waiting area.
- 1.2 No other purpose is anticipated or accepted. Copyright of this report remains with Critchley Architecture And Design Ltd.
- 1.3 Reference should be made to the planning submission drawings for details of the proposals, re:

24039 -	101A	Location and Block Plan
	201A	Existing Floor Plans
	301A	Existing and Proposed Elevations
	401A	Proposed Plans

- 1.4 The subject proposals were prepared under the objectives of the **National Planning Policy Framework of December 2023**. Of the policies, we were mindful of the following:

Paragraph 11. *Plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means that:*

a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas⁶, unless: i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless: i. the application of policies in this Framework that protect areas or assets of particular

importance provides a clear reason for refusing the development proposed; or ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 85. *Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation⁴⁴, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.*

2.0 Physical Context

- 2.1 The subject site comprises a forecourt with a hand car wash, a single storey building used by the car wash as an office and store, the store section of which is currently vacant, and a small area for the storage of car cleaning equipment.
- 2.2 The site is located on the west side of London Road (the A3), on the corner of Lily Avenue, and is part of a row of small commercial units serving the local area.
- 2.3 The area immediately behind the site is an auto repair workshop, not under the ownership of the applicant. The buildings to the north are terraced commercial units, some of which appear to have flats at first floor level.
- 2.4 The majority of the surrounding area is residential, although The Hampshire Rose Public House lies to the north east of the site further down London Road.
- 2.5 The site is not within any designated areas.
- 2.6 The site is within the village of Widley on the northern side of Portsdown Hill. The nearest town centre is Havant.

3.0 Social and Economic Context

- 3.1 The original village of Widley was located west of the current centre, north of where Fort Widley is today. The settlement was moved around 1860, at the time that the Forts were built, in order to be closer to the Cosham to Horndean turnpike – now London Road. Widley is within the ward of Purbrook.

- 3.2 Best Hand Car Wash Widley Ltd is a successful local business that has been running since November 2019.
- 3.3 The car wash use is considered Sui Generis, permitted under APP/17/00014, and is conditioned with opening hours of between 08:30 – 18:00 Monday to Saturday and 10:00 - 16:00 on Sundays and Bank Holidays.
- 3.4 The applicant wishes to convert the currently empty store area of the existing unit into a small servery for beverages and snacks. This would create a more pleasant waiting area for customers of the car wash and would also be open to local residents. As the unit is small in scale and is situated behind the car wash area it is not anticipated that the servery would attract a great number of visitors and that any customers would be short stay only.
- 3.5 The subject site is adjacent to a main road and within an established commercial area. The intention is to reuse the site for commercial purposes that support the existing business with minimal change to the building. As such the proposals are considered to be inherently sustainable as they make best use of an existing asset with no loss of employment.

4.0 Involvement of Local Interests

- 4.1 The previous application for change of use of ancillary storage building to coffee shop (APP/21/00248) was refused in 2021 for the following reason:

On the basis of the limited information available to the Local Planning Authority it is not considered that the proposed cafe/takeaway could be undertaken in a satisfactory manner without causing harm to neighbouring amenity, particularly from odours, litter and indiscriminate overflow parking. Insufficient information is available to assess the alternative storage arrangements of hazardous substances, external alterations, food hygiene and safety standards, appropriate odour extraction mitigation measures, refuse collection arrangements, and likely traffic generation and the proposal is therefore considered contrary to policies DM5, DM10, DM14 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011, and emerging policies IN3, E22 and C8 of the Submission Havant Borough Local Plan, and the National Planning Policy Framework.

- 4.2 At the time of the previous application it was assumed that the 'coffee shop' would require a full kitchen for food preparation and showed more covers than in truth would be possible in such a small space. Subsequently the proposal has been revised such that the servery will only provide beverages and snacks and will therefore only require a small preparation and wash up area.
- 4.3 The car wash currently has private refuse collection arrangements with Veolia which will continue. Bins will be located adjacent to the car wash office within 25m of the highway.

- 4.4 It is envisaged that the majority of customers will arrive either on foot if they are local residents or by car if they are visiting the hand car wash. The hand car wash forecourt itself can easily accommodate 7 or 8 cars, however there are also 2 bays at the front of the site, where the bins are currently located, that could also be used for parked vehicles.

5.0 Amount

- 5.1 The current site in the ownership of the applicant is 435 m².
- 5.2 The total gross internal floor area of the unit is 44.5m², of which 13.5m² will be converted from Sui Generis to a Class E (g)(i) office for the hand car wash and the remaining 31m² is to be converted from Sui Generis to a Class E (b) servery.
- 5.3 It is anticipated that the maximum number of covers within the servery would be 10, due to limited floor space.

6.0 Design

- 6.1 **NPPF, Paragraph 131.** *The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.*
- 6.2 There are no changes proposed to the external appearance or general layout of the site.

7.0 Access

- 7.1 It is the applicant's intention to meet the requirements of the Equality Act 2010.
- 7.2 It is the applicant's intention that where applicable, provisions are made in accordance with Approval Document M of the Building Regulations (current edition published 1 March 2015 and updated 7 June 2021).
- 7.3 It is the applicant's intention that, with regard to personnel access, inclusivity is achieved wherever reasonably possible.
- 7.4 Pedestrian access to the site is available from London Road.

- 7.5 The No. 8 First bus (The Star) runs a regular service between Portsmouth and Clanfield and stops a few minutes walk from the subject site. The Stagecoach 621 from Hilsea to Havant also passes the site.
- 7.6 Emergency access is fully available from London Road.

8.0 Sustainability

- 8.1 **NPPF, Paragraph 157.** *The planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.*
- 8.2 Very little building work is required to convert the existing unit and as such the proposals are inherently low carbon.