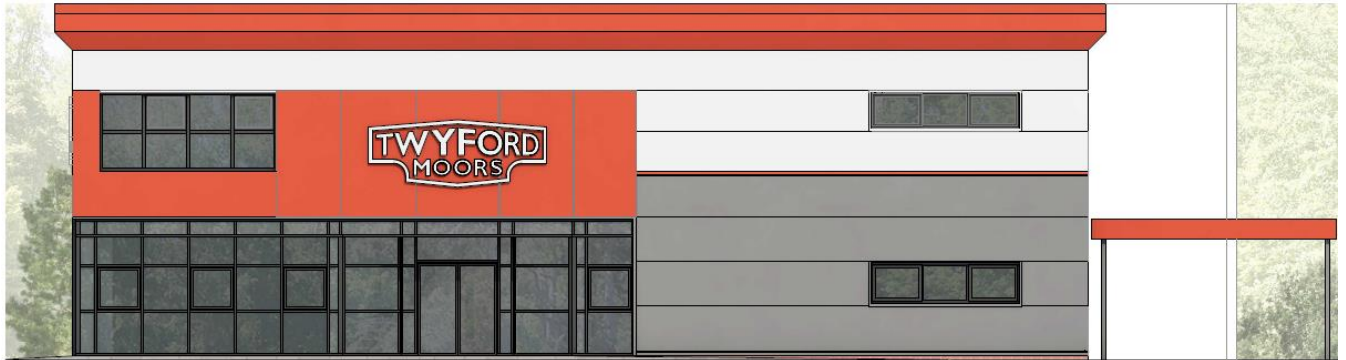




de Courcy
town planning consultants

Planning Statement

1 Alexandria Park, Unit
2f, Penner Road, Havant
PO9 1QY

Prepared For
Twyford Moors

1130
February 2022

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1 INTRODUCTION

1.1 This Planning Statement is submitted on behalf of Twyford Moors Limited in support of the accompanying planning application relating to Unit 2f, Penner Road, Havant

1.2 The application proposes the following development:

Change of use from B1(c) to sui generis car showroom / workshop plus minor external amendments, and a revised interior to suit new raised mezzanine flooring.

1.3 The change of use is sought to allow the relocation and expansion of Twyford Moors which currently operates from their existing premises at South Lane, Clanfield PO8 0RB.

1.4 Twyford Moors have operated from their existing premises at South Lane since 2000. Due to the constrained nature of the site and proximity to residential properties the business needs to relocate to allow for future growth.

1.5 The business has been established for over 35 years and specialises in the restoration, maintenance and sale of high value classic Jaguar cars (1940-1950 era) and is the leading specialist Jaguar classic xk in the UK, serving clients throughout the UK, Europe, USA, Asia and Australia.

2 THE SITE AND PROPOSALS

- 2.1 The site lies within the Broadmarsh commercial area which lies to the south-west of Havant between the A27 and Langstone Harbour with excellent road links to the M27/A27 and the A3(M).
- 2.2 The unit is currently vacant and was formerly occupied by Furuno who occupy Unit 5 Penner Road. Access to the site is via Pyramid Park which is a short cul-de-sac leading north from Penner Road. There are two points of access. The first providing access to the parking area to the west of the unit, and the second is to the north side of the unit providing access to a service area.

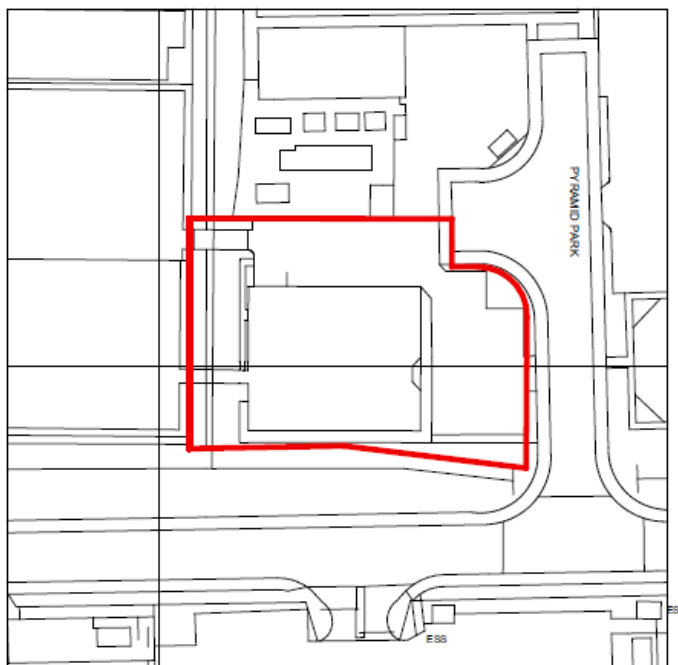


Figure.1 – Site Location Plan

- 2.3 The proposals seek the change of use of the unit from its current B1c use to a mixed-use comprising car workshop on the ground floor and car showroom/storage on the first floor with ancillary offices and staff welfare facilities.
- 2.4 Externally, a flat roof canopy is proposed along the north elevation of the building to provide covered parking and cycle/bin storage. An additional roller door and pedestrian door is proposed in the north elevation and window inserted on the first floor. Two windows are

proposed at first floor of the east elevation and an additional window would be added to the south elevation and the west elevation at first floor level to light the proposed mezzanine floor.



Photo.1 – Building viewed from the south-east (source Google Streetview)



Photo.2 – Building viewed from the north-east (source Google Streetview)

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- 2.5 A total of 15 car parking spaces are proposed with the existing parking/manoeuvring areas to the north and east of the building (see Figure.1 below).

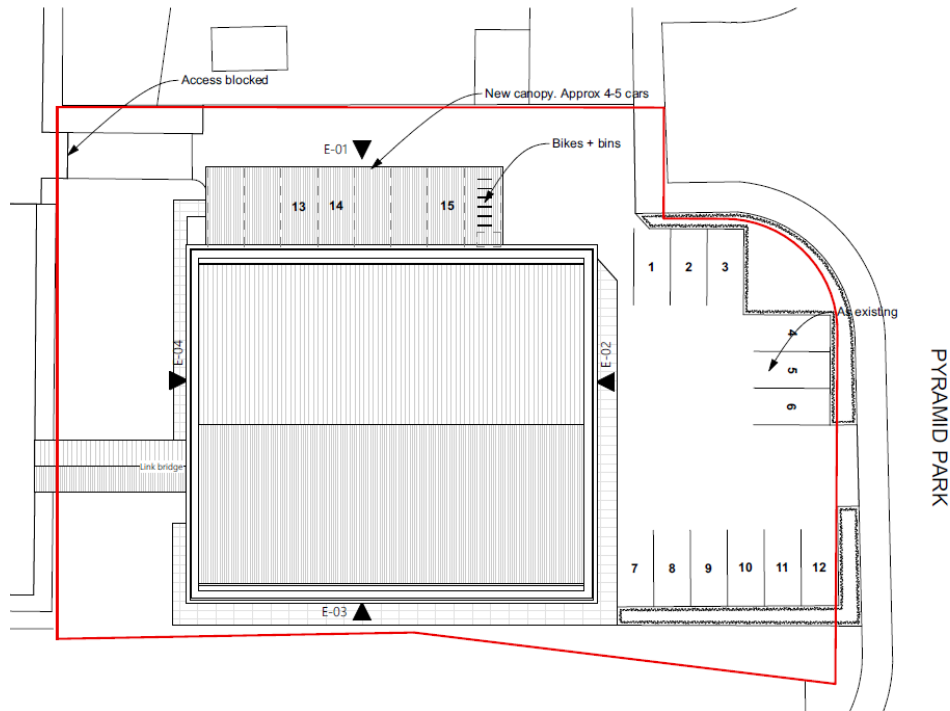


Figure.1 – Proposed site layout

- 2.6 Internally, it is proposed to add a mezzanine floor to provide a car showroom, storage, kitchen and lounge. On the ground floor the majority of space would be used as a workshop with associated fabrication room, metal/wood machine room and engine room. Also proposed at ground floor are toilets and offices. The ground and first floors would be linked by two staircases and a vehicle lift.

3 RELEVANT PLANNING HISTORY

- 3.1 Full planning permission was granted in July 2005 for the building under application reference 05/70318/000. The description of the approved development was for a 600 square metre B1(c) factory and link.
- 3.2 There were no conditions imposed requiring that the proposed building be occupier only in relation to the building to which the unit is linked. 12 car parking spaces were approved to the north and west of the unit. The only restriction imposed precluded any manufacturing, assembly, repairs or storage outside of the building.

4 POLICY CONSIDERATIONS

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
- 4.2 The development plan comprises the Havant Borough Local Plan (Core Strategy), adopted in March 2011, and the Havant Borough Local Plan (Allocations) adopted in April 2014.
- 4.3 The emerging Havant Borough Local Plan was submitted for examination in February 2021. This plan is at an early stage and therefore limited weight can be given to the policies in this plan.
- 4.4 The main issues in this case are whether the proposed use is acceptable in principle in this location and whether adequate parking is provided.
- 4.5 The sites lies within the built-up area as defined in policies CS17 and AL2 of the adopted Local Plan which seek to concentrate development within urban areas. There is therefore a presumption in favour of sustainable development, subject to compliance with other policies within the development plan.
- 4.6 Policy CS2 of the Local Plan relates to employment sites and states that planning permission will be granted for development proposals that, inter alia, safeguard existing employment sites that are fit for purpose from proposals for non-employment uses.
- 4.7 Policy DM3 of the Local Plan also seeks to protect existing employment sites. Criterion 1 of the policy states:

“The change of use or development of land or premises currently or last used for B use class employment purposes to non-B use class employment will only be permitted where it has been demonstrated that the land or premises are not fit for purpose and financially unviable for B use class purposes. Where it is clearly demonstrated that the site is no longer suitable for B use class employment, other types of economic development should be considered in the first instance. These uses will be expected to provide employment opportunities of similar quality and quantity as those which previously existed. Only if

another type of economic development cannot be found which provides similar quality and quantity of employment opportunity, will other uses then be considered."

4.8 Policy DM3 is now out of date as it fails to recognise the changes to the Town and Country Planning (Use Classes) Order and more recent changes to the Town and Country Planning (General Permitted Development) Order to the permitted development rights. The emerging draft Local Plan does address these changes. Policy C1 of the emerging Local Plan seeks to protect existing employment sites within established employment areas. The policy states that proposals for employment uses which protect and enhance the function and operation of established employment areas will be supported.

4.9 The current use falls within Class E of the Use Classes Order, and therefore the use of the unit can change to a variety of commercial uses without the requirement for planning permission as there are no conditions on the original permission for the building restricting the use of the building.

4.10 Paragraph 7.11 of the emerging Local Plan acknowledges the changes to the use classes order and permitted development rights and states:

"A wider interpretation of employment uses is to be taken for the purposes of this policy. In addition to traditional employment uses (office (Class E), and general industrial (B2) and warehouse (B8) uses); car sales, MOT/servicing and other automotive uses will be protected from loss to nonemployment use(s)."

4.11 The proposed use of the building can be regarded as a *sui generis* use, comprising a mix of car workshop, car showroom, car storage and offices and would not fall within either Class E (Commercial, Business and Service) use or B2 (General Industrial) use. Furthermore, Article 3(6) of the Use Classes Order defines a car showroom for the sale or display for sale of motor vehicles as a *sui generis* use.

4.12 Furthermore, Planning Practice Guidance¹ assists in determining whether a use may be regarded as *sui generis*. This states:

¹ Paragraph: 010 Reference ID: 13-010-20140306

"Where land or buildings are being used for different uses which fall into more than one class, then the overall use of the land or buildings is regarded as a mixed use, which will normally be outside a use class and a matter for local consideration (sui generis). The exception to this is where there is a primary overall use of the site, to which the other uses are ancillary..."

4.13 In this case there would be two primary uses of the planning unit. These being the workshop and the car showroom uses, with the offices and storage being ancillary to the two primary uses. The overall use of the building would therefore be mixed *sui generis* use. This conclusion is supported by the fact that the current premises from which Twyford Moor operate has permission for *sui generis* use.

4.14 The proposed *sui generis* use can be regarded as an employment use. It is clear from paragraph 7.11 of the emerging Local Plan that the local planning authority consider such a use to be an employment use. The change of use proposed is therefore consistent with policies CS2 and DM3 of the adopted Local Plan and policy C1 of the emerging Local Plan.

4.15 PolicyDM14 of the adopted Local Plan relates specifically to car and cycle parking in relation to non-residential development. The policy states:

"Development will only be permitted where it provides parking for cars, motorcycles and cycles in accordance with the relevant standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use."

4.16 The Council adopted its Parking Supplementary Planning Document in in 2016 and was updated in 2019. Paragraph 1.11 of the SPD states that where a mixed use is proposed each element of the use should be assessed individually. A copy of Table 9 of the SPD relating to the proposed uses is below (see Figure.2).

TABLE 9			
Miscellaneous commercial developments			
Land Use	Car parking standard	Cycle standard (minimum)	
	Minimum parking standard	Long stay	Short stay
Car sales and garage forecourts Workshops - staff	1 space per 45sqm GEA	1 space per 8 staff or 1 space per 250sqm GEA (note 1)	1 stand/500sqm GEA
Car sales and garage forecourts Workshops - customers	3 spaces per service bay	-	-
Car sales and garage forecourts Car sales - staff	1 space per full-time staff (note 2)	1 space per 8 staff or 1space per 250sqm GEA (note 1)	1 stand/500sqm GEA
Car sales and garage forecourts Car sales - customers	1 space per 10 cars on display (note 3)	-	-

Notes

Figure.2 – Table 9 of the Parking SPD

- 4.17 There are 15 car parking spaces provided adjoining the building and 4 cycle spaces. There would be no cars displayed on the forecourt of the building. Furthermore, space would be available internally within the workshop and on the first floor to park additional cars waiting to be worked on.
- 4.18 The workshop area would be 303 square metres and the 6 cars would typically be displayed at any one time. There would only be one ramp operational at any one time as only one car would be serviced per day. An additional ramp is required to allow a car awaiting parts or authorisation of works from customers to be kept on the ramp. The car sales do not require dedicated sales staff. The use would therefore have a theoretical parking requirement of 14 cars (7 staff spaces and 7 customer spaces).
- 4.19 Twyford Moors operate by collecting cars from customers spread throughout the UK or overseas customers shipping cars to the premises for work to be carried out. Only occasionally would a local customer deliver/collect their car to the site in person. Customers visiting the showroom would also be limited in number due to the specialist nature and limited number of vehicles on display and would arrive by appointment.
- 4.20 The 15 parking spaces provided would therefore satisfy the parking demand of the proposed use.

5 CONCLUSIONS

- 5.1 The proposed can be considered an employment use and therefore the principle of the use is consistent with the adopted Local Plan and the emerging Local Plan.
- 5.2 More than adequate space for parking is provided within the curtilage of the site to meet the parking demand of the business and satisfy the parking standards of set out in the Parking SPD.