
Site Address:	51A Jubilee Road, Waterlooville, PO7 7RE		
Proposal:	Change of use from B1 to B2 to provide a motorcycle MOT bay within existing motorcycle workshop.		
Application No:	APP/11/01878	Expiry Date:	08/03/2012
Applicant:	Mr O Davies	Team:	Team 2
Agent:		Case Officer:	Richard Nash
Ward:	Waterloo		

Recommendation: **GRANT PERMISSION**

1 Site Description

51A Jubilee Road is situated in an area that is a mix of residential and industrial uses. It is accessed via the Churchill Yard industrial area and comprises a narrow brick building with a full height door at one end, facing onto a car park (there are no other windows or doors). Part of the parking area is allocated to the building, although there is no visible demarcation on the ground. There is no access to the north boundary, which is fenced and blocked with timber panels.

2 Planning History

15116/6: Change of use from storage to light industry. Approved 29/05/87. The site is currently used for motorcycle repairs under class B1c.

3 Proposal

The application is for the change of use of part of the building from B1 to B2, for the provision of a motorcycle MOT bay within the motorcycle workshop.

4 Policy Considerations

National Planning Policy Framework

Havant Borough Local Plan Core Strategy 2011

CS16	(High Quality Design)
CS2	(Employment)
DM1	(Recreation and Open Space)
DM10	(Pollution)
DM14	(Car and Cycle Parking on Development (excluding residential))

Listed Building Grade: Not applicable.
Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Economic Development: This application is supported. There are a large number of engineering/vehicle repair businesses in this area. This particular business provides a valuable service to local motor cyclists.

Planning Policy: No comment.

Development Engineer: No adverse comment.

Environmental Health Manager: Summary: Noted no complaints received during several years of use for motorcycle repairs. MOT use has not yet commenced (2015) but future installation of rolling road has potential to cause tonal noise, details are needed. Able to support the granting of consent but subject to conditions:

Condition 1: Prior to the installation of the rolling road, details including the acoustic performance thereof and any means of noise mitigation, shall first be submitted to and approved in writing by the Local Planning Authority. The rolling road shall only be installed and operated in accordance with the details and mitigation thereby approved.

Reason. In order to minimise the risk of noise, mindful of the proximity of neighbouring houses and gardens, in accordance with policies CS16, DM10 and DM18 of the Havant Borough Local Plan: Core Strategy 2011 and Allocations Document 2014 and the National Planning Policy Framework 2012.

Condition 2: Requiring MOT activities to be confined to the defined MOT area.

Informative: Confirming that the permission does not convey a general industrial use to the building and alerting the applicant to the need for continued efforts to minimise noise due to proximity to neighbours.

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: 26

Number of site notices: 1

Statutory advertisement: Not applicable.

Number of representations received: None

7 Planning Considerations

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) Impact on residential amenity
- (iii) Traffic and parking

- (i) Principle of development

The site is situated within an urban area where development is permitted subject to more detailed policies and development control criteria. The site is currently in Class B1 use, which includes motor cycle repairs, following a change of use from storage in 1987, prior to which it was part of a complex of commercial dairy buildings. The site is

within, but at the edge of, a mixed commercial/industrial area, adjoining dwellings to the north. In principle policy CS2 supports employment based uses. Policies CS16 and DM10 seek to safeguard neighbouring amenities and policy DM14 requires adequate parking. These matters are considered below.

(ii) Impact on residential amenity

The site contains a narrow workshop building, situated at the edge of the Churchill Yard Industrial Estate and adjacent to dwellings to the north. It had been used as a motorcycle workshop for some years prior to the submission of the current planning application in 2011. At the south east corner is a full height loading door opening onto a parking area, which appears to be used partly for storage by another commercial building to the south, leaving a surfaced parking area (consistent with the hatched area of the applicant's 1:500 plan), immediately to the east of the building. Apart from the loading door, there is no other opening in the walls or roof of the building.

The interior of the building contains a workbench/jig at the North East quarter. The remainder of the space is used for storage of parts and some entire motorcycles. There is a small sales counter at the North West end and approximately 30% of the floorspace was unused at the time of the site inspection. At the southern end is a WC/washroom. The MOT bay would comprise 3m x 5m of this unused space, opposite the loading door. According to the plans and discussions with the applicant, it would contain a headlamp tester screen (facing away from the door) and a rolling road, capable of taking one wheel, at the end furthest from the door. The applicant has confirmed verbally and by email (February 2015) that the rolling road would comprise *"an electronic motor [which] runs two rollers which resist an individual wheel. The electric motor would be mounted in the floor... The bike engine does not run during this test... rev testing is not included in the MOT"*.

The Environmental Health Officer has noted the risk of noise and has asked for details of acoustic performance and noise mitigation, along with provision that the MOT activity is limited in scale by means a floorspace of condition. Informatives can also draw the applicant's attention to the need to minimise the risk of noise escape, for instance, working with the doors closed. It is noted that there has been no noise complaint regarding the use, which is to the rear of neighbouring gardens (albeit quite lengthy ones), and which it is understood had operated for some years prior to submission of the planning application in 2011.

The MOT activity appears unlikely to give rise to greater risk of noise than the existing repair use. The use of a condition to require details of the rolling road should assist, along with informatives.

(iii) Traffic and Parking

The site provides space which is capable of parking several motorcycles and a few cars, as shown by hatching on the submitted drawing (1:500 scale). The Highways Engineer has no objection to the proposal.

8 Conclusion

Subject to conditions, the proposed use is unlikely to increase the risk of noise associated with the existing use. Approval is therefore recommended.

Footnote: For the purposes of this approval, the location plan is the 1:500 scale plan,

outlining the building and parking space in red. An earlier plan at 1:1250 plan shows an area of parking space which is larger than the area controlled by the applicant (or required for the purposes of their vehicular access and parking).

9 RECOMMENDATION:

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/11/01878, subject to the following conditions:

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date on which this planning permission was granted.
Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 Prior to the installation of the rolling road, details including the acoustic performance thereof and any means of noise mitigation, shall first be submitted to and approved in writing by the Local Planning Authority. The rolling road shall only be installed and operated in accordance with the details and mitigation thereby approved.
Reason. In order to minimise the risk of noise, mindful of the proximity of neighbouring houses and gardens, in accordance with policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 3 Other than the MOT bay use hereby approved, the premises the subject of this permission shall not be used for general industrial purposes, and the MOT use shall take place only within the MOT bay area shown marked by hatching on the Internal Layout Plan dated 24th February 2015.
Reason: To accord with the terms of the application submitted, to control the scale of the use and in order to minimise the risk of noise, mindful of the proximity of neighbouring houses and gardens, in accordance with policies CS16, DM10 and DM18 of the Havant Borough Local Plan (Core Strategy) 2011 and Allocations Plan 2014 and the National Planning Policy Framework 2012.
- 4 The development hereby permitted shall be carried out in accordance with the following approved plans:

Location Plan Scale 1:500, received 15 December 2011 (including the external parking area for 10 motorcycles)
Internal Layout Plan, 24 February 2015.
Original Ref A MOT Class I & II Workshop Layout Drawing, received 15 December 2011.

Reason: - To ensure provision of a satisfactory development.