

The Head of Development Control
Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant
Hampshire
PO9 2AX

20 November 2020

Dear Sir/ Madam,

Planning & Heritage Statement.

3 London Road, Purbrook, Havant, PO7 5LQ.

Variation of Conditions 2 (approved plans) and 4 (mitigation measures) of planning permission APP/20/00212 to rearrange the vehicle circulation area and reposition pressure washer pumps within metal housing near northwest boundary and vacuum to the southeast along northeast boundary.

We are pleased to present our client's application to vary Conditions 2 (approved plans) and 4 (mitigation measures) that were imposed on planning permission APP/20/00212 at 3 London Road in Purbrook, in order to regularise the as-built arrangement of the vehicle circulation area and the positions of the pressure-washer pumps (within metal housing near the northwest boundary) and the vacuum equipment (to the southeast on the northeast boundary).

This rectangular 'brownfield' site lies to the west of London Road, within Purbrook local centre and Havant Borough Council's administrative area, adjacent to the St John's 'Conservation Area'.

Regardless of whether one approaches from the northeast or southwest on London Road, public views of the site are blocked by frontage vegetation and the premises that face southeast towards to that road. Public views into the site from Marrels Wood Gardens (to the west) and the Conservation Area are blocked by timber boundary fencing (1.8 metres in height) and tall vegetation that



The application site viewed from the entrance gates.

forms a sylvan back-drop to impressions from London Road. The site is contained on its southeast, northeast and southwest boundaries by dark-green palisade fences, 2.4 metres in height. Dense woodland to the south of the site forms a sylvan backdrop to views from the north - Purbrook First School and the Parish Church of St John the Baptist are both Grade II Listed Buildings and therefore heritage assets).

Core Strategy Policy DM10 ('Pollution') of the 'Havant Borough Core Strategy' (2011) generates a presumption in favour of development that does not '*...cause pollution of water, air or soil or pollution through noise, smell, smoke, fumes, gases, steam, dust, vibration, light,*

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heat, electromagnetic radiation and other pollutants' provided six tests are met. Core Strategy Policy CS11 ('Protecting and Enhancing the Special Environment and Heritage of Havant Borough') states that 'Planning permission will be granted for development that...Protects...the borough's statutory and non-statutory heritage designations by appropriately managing development...adjacent to conservation areas'. Core Strategy Policy CS16 ('High Quality Design') provides for the grant of planning permission for development that is designed to a high standard, respects local context and does not cause unacceptable harm to the amenity of neighbours through smell, loss of privacy, outlook, noise or overlooking; it is submitted that this proposal satisfies all those requirements. Core Strategy Policy CS17 ('Concentration and Distribution of Development within the Urban Areas') states that 'Development will be permitted that makes the most effective use of land in the borough by granting planning permission that...Concentrates new...development within the urban areas of...Waterlooville' and 'Prioritises development on previously developed land, including redundant...or underused land and buildings within the urban area'. Policy DM20 ('Historic Assets') of the 'Havant Borough Local Plan (Allocations)' (2014) document provides for the grant of planning permission for development that conserves the historic assets of Havant Borough; this proposal satisfies all those requirements, too. Havant Borough Council's 'Parking Supplementary Planning Document July 2016 which was partially updated in September 2019' is silent on the provision of parking spaces for vehicle-washing facilities (which is a *sui generis* use) but Table 9 of the SPD re. 'Miscellaneous commercial developments' calls for **1 car parking space per full-time staff** to serve 'Car sales and garage forecourts Car sales' use – it is the closest comparable use.

Planning permission APP/20/00212 was granted by the Borough Council in June this year for the use of the site as a vehicle-washing facility (a *sui generis* use), served by five staff parking spaces. Conditions 2 (approved plans) and 4 (mitigation measures) of the permission recorded that:

'2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Planning, Heritage, Design & Access Statement by Robert Tutton Town Planning Consultants Ltd dated 7 May 2020

Transport Statement by Bright Plan dated February 2020

BS4142 Acoustic Testing Report by Airtight & Noisecheck Limited dated 22nd March 2020

Pressure Washer details - Interpump T8.90.2 jet washers

Vacuum details - Central vacuum CVS1-4 with acoustic foam

Morclean Washbay Below Ground Interceptor brochure

Interceptor specification detail s- 3 stage, model MWB 3000

Site and Location Plans Drawing No. SD-2019-01 Rev F

Existing and Proposed Street scenes Drawing No. SD-2019-02 Rev A

Statement of Operation

Reason: - To ensure provision of a satisfactory development.'

'4 All the mitigation measures as described in the Acoustic report carried out by Airtight & Noisecheck Limited dated 22/3/2020, shall be implemented in full prior to any business being conducted on site. All such measures shall thereafter be retained and maintained in perpetuity.

Reason: To adequately protect the amenities of nearby residential properties from noise and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.'

The permitted development commenced on 14th July but, to the applicant's chagrin, the vehicle circulation area [shown on the approved 'Proposed Site Plan (01F)'] has been altered and the intended pressure washer pumps (within metal housing) and vacuum have needed to be repositioned near the northwest boundary and to the southeast marginally along northeast boundary, respectively.

In their updated 'Acoustic Testing Report' of 15th October 2020 (copy enclosed), Airtight & Noisecheck Ltd, have however opined that '*...the existing car wash will not cause complaints and the rating levels are equal to or less than the current LA90 value measured at the site.*'

Notwithstanding the presence of boundary screening, it is proposed that a timber fence **1.8 metres** in height (to match that which stands on the northwest boundary) be erected in front of the four white plastic containers. Provision is now afforded for **three** on-site car parking spaces for staff and **four** for patrons, on a laid area in the centre of the site. Vehicles now: wait in the London Road frontage of the site; are rinsed off with a pressure washer, washed with sponges, then rinsed off with a pressure washer, in the west sector of the site; dried off with squeegees in the northwest sector; and vacuumed (if required) near the northern boundary of the site, to the east of the portacabin.



It is submitted that the requirements of the development plan are *satisfied* by this proposal since it would not detract from the existing street-scene; would be in keeping with the character of its surroundings, the Conservation Area and heritage assets; is of a high standard of design; provides satisfactory car parking for staff; and the amenities of nearby occupiers; and residents would not be at risk.

Our client trusts that this proposal will be seen to constitute an acceptable variation to planning permission APP/20/00212 and thereby enjoy the benefit of your support. Please do not hesitate to contact my office, however, if there are any matters of concern. Thank you.

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Yours faithfully,



Niall Tutton
Director