

DELEGATED OFFICER REPORT

PROPOSAL	New extension to existing building to form 2nd car wash bay and new plant room
LOCATION:	Petrol Filling Station, 97 Park Lane, Bedhampton, Havant, PO9 3HQ
REFERENCE NO:	APP/25/00512
APPLICANT:	Ironmoor Ltd
APPLICATION TYPE:	Full planning permission
CONSULTATION EXPIRY DATE:	06/12/2025
APPLICATION EXPIRY DATE:	16/09/2025
WARD:	Bedhampton
SUMMARY RECOMMENDATION:	Approve with Conditions

1. Site Description

The existing petrol station is located south of the Purbrook Way roundabout on the western side of Park Lane. It is located in a mixed area, with residential dwellings abutting its western and southern boundaries, a small shopping parade directly opposite the site on the north western corner of the roundabout, and Barncroft Primary School to the south-east. The site lies within the identified Middle Park Way Local Centre by policy CS4 of the HBLP (Core Strategy).

The site consists of a forecourt which includes four pump islands beneath a canopy; a detached enclosed car wash at the south-western side of the site; an enclosed double jet wash bay adjacent the southern boundary (permitted by APP/24/00502, but not built in accordance with approved plans and subject to another current application to amend APP/25/00950); a tyre air pump bay also adjacent the southern boundary; and a shop. The shop is a flat roofed brick building, with side extension, located in the north-east corner of the site, such that its rear elevation faces to the roundabout where there are a couple of small trees. More recently an InPost Parcel Locker has been erected against the southern wall of the shop (subject to current application APP/25/00878); and a Wash.me launderette against the northern side of the shop which is subject to separate enforcement enquiries.

There are numerous large mature trees behind the car wash building, at the southern end of the site, and during the course of determining this application a TPO has been served on 3 x London Plane trees (TPO number 2153).

Vehicular access to the site is via two points - one on Park Lane and one on Purbrook Way. Overall the site is located in a prominent position and is highly visible in street scene terms.

The hours of use of the various functions at the site were originally controlled on planning permission **98/51870/10** as follows:

Forecourt - 0600 hrs to 2400 hrs 7 days a week

Shop - 0600 hrs to 2300 hrs 7 days a week

Car Wash - 0800 hrs to 2200 hrs Monday to Saturday and 0830 hrs to 2100 hrs

Sundays and Bank Holidays

Planning permission was subsequently granted in 2017 (**APP/17/00915**) to allow 24-hour use, 7 days a week, of the forecourt, with a payment hatch such that there remains no customer access to the shop between 2300hrs and 0600hrs. That permission also limits no deliveries of fuel and/or groceries between 2300hrs and 0600hrs, as well as some management measures including switching off some of the lighting over night; 2 fuel pumps nearest car wash switched off over night; coning off the Park Lane entrance with all access and egress being via Purbrook Way overnight; and signage requesting patrons to keep noise to a minimum.

2. Planning History

98/51870/10 - Redevelopment of site to provide new petrol filling station with canopy, sales building, pumps, car wash, plant room & associated parking and landscaping - pp 8/10/1998 conditions include limiting hours to: Forecourt - 0600 to 2400 7 days a week; Shop 0600 to 2300 7 days a week; car wash 0800 to 2200 Mon-Sat and 0830 to 2100 Sundays & bank holidays

APP/11/00892 - Display of lighting strip to canopy on north west and south east elevations Grant Adv Consent 3/8/11

APP/10/01032 - Replacement underground fuel tanks and associated works
Permission 9/8/11

APP/15/00067 - Single storey extensions to north and south elevations; installation of a jet wash bay and additional parking. Permitted 27/05/15

APP/15/00400 - Variation of Condition 8 of Planning Permission 98/51870/10 to allow operation of the forecourt and shop 24 hours a day, 7 days a week Withdrawn 3/6/15

APP/15/00633 - Variation of Condition 8 of Planning Permission 98/51870/10 to allow 24 hour use, 7 days a week, of the forecourt with payment of petrol and shop goods between 2300hrs and 0600hrs via a proposed new night-hatch on the west elevation; no customer access to the shop between 2300hrs and 0600hrs., Permitted for 1 year temporary 24/07/2015

APP/15/00937 - Application for non-material changes to Planning Permission APP/15/00067 relating to variation of extensions; reduce height of extension to 3.1m and alteration in materials from brick to block and render, PERM,23/09/2015

APP/15/01362 - Display of 1No. internally illuminated fascia sign to main building; 3No. non-illuminated fascia signs; 12No. non-illuminated flat dibond panels; 4No. non-illuminated dibond panels to existing totem BP sign., PERM,28/01/2016

APP/16/00686 - Variation of Condition No.1 of Planning Permission APP/15/00633 to extend temporary permission to allow 24 hour use, 7 days a week, of the forecourt with payment of petrol and shop goods between 2300hrs and 0600hrs via a proposed new night-hatch on the west elevation; no customer access to the shop between 2300hrs and 0600hrs., Temporary Permission granted 23/08/2016, expiring 1 September 2017.

APP/17/00915 - Removal of Condition 1 of Planning Permission APP/16/00686 to allow permanent 24 hour use, 7 days a week, of the forecourt with payment of petrol and shop goods between 2300hrs and 0600hrs via a proposed new

night-hatch on the west elevation; no customer access to the shop between 2300hrs and 0600hrs. Permitted 16/10/2017

APP/20/01213 - Part change of use from E(a) (A1) to 'Sui Generis' (A5), hot food take away. Permitted 16/02/2021

APP/24/00162 - Installation of 2No. prefabricated enclosed jet wash bays. Withdrawn 22/05/2024 - these were proposed to be sited in the parking bays to the north of the shop but considered overly prominent and potentially harmful to passers by.

APP/24/00502 – Installation of 2 No. jet wash facilities and the removal of 1No existing jet wash facility. Minor amendments to parking on site. Permitted 16 December 2024

And other current applications pending on the site:

APP/25/00878 – Retrospective application for siting of an InPost Parcel Locker

APP/25/00950 - Proposed new 3m high screening to existing 2no new jet wash bays (previously approved by APP/24/00502) with lights fixed to screen; and lances above to support hoses. Associated landscaping.

3. Proposal

- 3.1 New extension to existing building to form 2nd car wash bay and new plant room.
- 3.2 The proposal is to extend the existing detached car wash building located at the western end of the site by 2.6m in width, for the full 10m length of the existing car wash building. By reconfiguring the existing building internally this would enable a second drive through car wash bay. A replacement plant room would be constructed against the new outer wall, measuring a further 2.1m in width by 7.5m in length.
- 3.3 The height of the main side extension would match the existing flat roofed height of 4m, and the plant room would be lower at 3m high. Associated works include the re-alignment of the hard surfaced drive and kerb line to create the second lane through the car wash, and some formalisation of parking bays on site.
- 3.4 During the course of determining this application revised plans have been received removing 2 parking bays from under the canopy of the Plane trees, and amended supporting Arboricultural information, ecological appraisal and BNG metric. The application is also supported by a Noise Impact Assessment.

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
CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough)
CS16 (High Quality Design)
CS4 (Town, District and Local Centres)
DM10 (Pollution)
DM14 (Car and Cycle Parking on Development (excluding residential))
DM8 (Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)

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

Arboriculturalist – on original submission

I wish to formally raise an objection to the proposals on arboricultural grounds.

The addition of two extra parking spaces, as outlined in the plans, will have a significant adverse impact on the group of London Plane trees that are subject to Tree Preservation Orders (TPOs). These impacts are primarily related to below-ground constraints, specifically the incursion into the Root Protection Areas (RPAs) of these mature trees. The proposed development poses a serious risk to the health and structural integrity of these protected specimens.

Moreover, the proposal appears likely to necessitate the removal of at least one of the TPO London Plane trees (Cat B) in addition to the proposed removal of a Whitebeam (Cat C) of lower arboricultural quality. While the loss of the Whitebeam could potentially be mitigated through appropriate replacement planting, the same cannot be said for the London Plane trees. These trees form a prominent and valuable component of the local streetscape, offering substantial public amenity value through their visual, ecological, and environmental contributions.

It is also important to highlight that the proposed development is in direct conflict with the guidance set out in British Standard 5837:2012 – Trees in relation to design, demolition and construction – Recommendations, which outlines best practices for protecting trees during development.

Considering the above, I object to this application on the grounds of unacceptable arboricultural impact, particularly with regard to the loss and long-term health of protected trees that play a vital role in the character and quality of the local environment.

Arboriculturalist - on amended proposal and updated AIA

Now that we have the revised plan, and supporting Arboricultural report I raise no objection to the application with only the loss of one low quality tree along with a justified incursion into the RPA of an average quality Willow.

BNG and tree planting will need to be considered.

If permission is given please can you attached the following condition:

The development hereby permitted shall only be carried out in accordance with the Arboricultural Impact Appraisal and Preliminary Arboricultural Method Statement supplied for APP/25/00514 (Document No: 801161 ver2) and British Standard BS5837: 2012 (Trees in relation to design, demolition, and construction - Recommendations).

Reason: To ensure the continuity of amenity value afforded by the trees in question and in accordance with policies CS16 and DM8 of the Havant Borough Core Strategy (2011) and the National Planning Policy Framework.

Environmental Health

I have reviewed the document entitled 'Park Lane Service Station, Bedhampton | RO Car Wash Noise Impact Assessment | Ref: 25044-R01-SW' (dated 30/05/2025) [prepared by dBx acoustics Ltd.] and I am satisfied that the assessment has considered appropriate guidance and that the findings are reliable. A negligible increase in noise level from the proposed car wash has been predicted at the nearest dwellings.

I therefore recommend the following conditions are included should you be minded to grant permission.

- *Within one month of the development hereby permitted becoming operational, a noise assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall demonstrate that the specific noise level of the two car wash bays and new plant room shall not exceed the noise criteria detailed in table 4 of the dBx Noise Impact Assessment ref: 25044-R01-SW as assessed in accordance with BS 4142:2014+A1:2019. Should the noise criteria be exceeded, further appropriate noise mitigation measures shall be implemented to ensure the criteria are met.*

Reason: to protect the amenity of residents

- *The hours of operation shall be restricted to 08:00hrs -22:00hrs Monday to Saturday, and 08:30hrs – 21:00hrs on Sundays and Public Holidays.*

Reason: to protect the amenity of residents

Southern Water

Following the review of the submitted documents, Southern Water has no objections to the proposed extension

Hampshire Highways

The applicant is seeking consent for an additional car washing facility with associated plant room. 2 additional parking spaces are also proposed and it is understood that these are intended for use by staff.

The Highway Authority consider that the additional car wash facility is unlikely to create significant additional demand above that already generated by a car wash facility given one is already present on the site. It is considered unlikely that based on the stacking capacity available within the site that vehicles will queue back and block the public highway to the detriment of highway safety. The additional provision may well reduce demand on the existing facility therefore improving any situation that may occur with regard to queuing to utilise the existing car wash.

With regard to the vehicular parking spaces, Havant Borough Council in their capacity as the Local Parking Authority should confirm whether the quantum proposed is appropriate and if the dimensions accord with the Parking Standards. The Highway Authority have no further comments to make on this matter. Having regard to the above, the Highway Authority provide no objections to this planning application.

Ecologist – on original submission

Thank you for consulting me on this application. Whilst I am content that the site overall is unlikely to be of ecological value, the proposed removal of trees and other vegetation may result in ecological impacts.

I would recommend that the applicant carries out an ecological assessment, to be undertaken by a qualified ecologist. The Chartered Institute of Ecology and Environmental Management (CIEEM) (www.cieem.net) holds a database of suitably qualified ecologists. An ecological assessment which will determine whether there is any evidence of protected and notable species, and whether the proposed works are likely to result in impacts to those species. Unless the qualified ecologist can conclude that there is no reasonable likelihood of protected species being present (due to negligible potential) or that if present they are not to be impacted by the works, it is likely that further ecological survey work will be required prior to determination of any application. The results of any further surveys should be used to provide an assessment of the likely ecological impacts of the proposed works and to inform any mitigation, compensation and enhancement measures.

The removal of trees will trigger the need for mandatory Biodiversity Net Gain (BNG). The application should be accompanied by a BNG baseline assessment, using the Statutory BNG Metric. It is the responsibility of the applicant to ensure that an application is accompanied by the minimum information requirements in relation to BNG. Alternatively, if the applicant does not consider that BNG would apply, evidence to demonstrate any BNG exemption must be provided

NPPF, Circular 06/2005 and Natural England Standing Advice, require that planning decisions are based on full, up-to-date ecological information and it is essential that all necessary survey, assessment and mitigation information is available to the Local Planning Authority prior to determination, particularly in the case of protected sites, habitats and species, which are a material planning consideration. This will enable the Local Planning Authority to determine the application on the basis of full knowledge about the potential ecological impacts of the proposal and to ensure that any impacts can and will be mitigated.

Ecologist – on revised submission & BNG metric

The application is accompanied by a Preliminary Ecological Appraisal (The Ecology Practice, December 2025) and a Statutory Biodiversity Net Gain (BNG) Metric (Vix Moughal, 5 November 2025). I am satisfied that the site is of relatively limited ecological value in the context of the wider landscape, containing predominantly hard surfacing and modern buildings with small patches of modified grassland and planted ornamental shrubs.

The submitted BNG Metric shows a habitat unit deficit of 0.27 Units equating to a percentage deficit of -1.46%. The proposal therefore falls short of the mandatory 10% gain in biodiversity units. The applicant has stated that the required habitat units will be purchased from an off-site habitat bank due to the negligible potential for on-site enhancement or habitat creation. This is an acceptable outcome.

In terms of general ecological matters, I am content that the risk of impact to protected and notable species is very limited and that the proposed avoidance and mitigation measures are satisfactory and can be secured by condition.

If you are minded to grant permission, I would be happy that all ecological measures are secured by condition. A suggested condition for BNG is as follows:

A Biodiversity Gain Plan shall be prepared in accordance with the Statutory Biodiversity Net Gain (BNG) Metric (Vix Moughal, 5 November 2025) and must include:

- (1) *information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the on-site habitat and any other habitat;*
- (2) *the pre-development biodiversity value of the on-site habitat;*
- (3) *the post-development biodiversity value of the on-site habitat;*
- (4) *any registered off-site biodiversity gain allocated to the development and the value of that gain in relation to the development;*
- (5) *any biodiversity credits purchased for the development; and*
- (6) *any such other matters as the Secretary of State may by regulations specify.*

The development shall not commence until a Habitat Management and Monitoring Plan (HMMP), prepared in accordance with the approved Biodiversity Gain Plan, has been submitted to, and approved in writing by, the local planning authority. The HMMP shall include:

- (7) *a non-technical summary;*
- (8) *the roles and responsibilities of the people or organisation(s) delivering the HMMP;*
- (9) *the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;*
- (10) *the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and*
- (11) *the monitoring methodology and frequency in respect of the created or enhanced habitat.*

Notice in writing shall be given to the Council when the:

- (12) *HMMP has been implemented; and*
- (13) *habitat creation and enhancement works as set out in the HMMP have been completed.*

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP. Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

6. Publicity and Community Involvement

This application was publicised in accordance with the Council's Local Code of Corporate Governance and the Statement of Community Involvement, as a result of which the following publicity was undertaken:

Number of neighbouring properties consulted: 51

Number of site notices: 2

Statutory advertisement: Not applicable.

Number of representations received: several letters from **2 addresses**, 1 of which is a **petition signed by 18 people** on noise pollution, queuing, petrol pollution and light pollution grounds.

Other issues raised:

Traffic & access – recent serious accident involving car leaving the PFS; increased use of site adds more pressure onto surrounding roads; lack of designated entrance or exit means drivers free to drive where they want, therefore safety concerns; 5 parking spaces on eastern boundary will encroach into forecourt area and be a hazard as close to entrance/exit where cars are pulling in/out fast; should be just 3 spaces through 90 degrees along fence line; should be robust traffic plan; traffic queueing could increase, exacerbating congestion, access issues, and safety risks for pedestrians and cyclists; contrary to policy CS20 re Transport & Access Strategy, and NPPF paras 110 – 113; NPPF says development should be refused if transport impacts unacceptable; at peak times a dangerous site;

Noise – noise assessment should have been done on a dry, typical day when most users use the car wash; noise from existing car wash is 78dB and proposed 100dB, so two of those for most of the day & weekend will be constant nuisance affecting ability to relax in house or garden. Noise only predicted, not actual. 2nd bay will heighten operational noises inc water jets, vacuums, dryers causes;

Chemical run-off pollution – from detergents, oils, contaminants entering drainage or watercourses.

Dust & particle pollution from construction – lack of construction management plan addressing dust control;

Contrary to policy CS11 that should protect & enhance the natural environment; current noise disturbs sleep & outdoor activities and higher noise from operations and pollution runoff contrary to CS11;

Proximity & impact – house within 22m of car wash and in clear line of sight, noise from car wash a statutory nuisance, esp during peak hours of use which includes evenings and weekends;

Design – NPPF emphasises high quality design that respects local character but proposal out of scale with inappropriate materials that disrupts local character; poor integration with area; design utilitarian with no screening; doesn't enhance public realm;

Inefficient Resource Use – car wash is water and energy intensive and proposal does not include sustainable features like water recycling systems, renewable energy sources; contrary to CS14 and no detail on whether compliant with BREEAM or how minimising waste & water use; conflicts with Climate Change & Sustainability Goals from Environment Act 2021;

Biodiversity Net Gain mandatory but no BNG metric and fails to demonstrate how 10% improvement is achieved;

Impact on Water Quality & Nutrient Neutrality – critical issue due to impact of nitrogen on the Solent's protected coastline but no nutrient mitigation or neutrality assessment provided; unlawful & non-compliant with the Environment Act and local policy;

Flood Risk Assessment – lack of comprehensive FRA and fails to address whether development may increase flood risk to the site or neighbouring homes over its lifetime; increased hardstanding could raise surface water run-off; lack of SuDs;

Harm to protected habitats and species - surrounding properties have slow worms which are protected species; development results in direct harm through habitat loss

Intensification of use – the petrol station has grown too big for the site with 8 petrol pumps, 2 jet washes, 1 car wash, washing station and parcel pick up and drop off boxes; lost its identity; useful to people in the area but consequences to neighbours;

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) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Impact on Trees
- (v) Highways and parking
- (vi) Ecology and Biodiversity Net Gain (BNG)
- (vii) Other matters

(i) Principle of development

7.2 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 forms part of the Middle Park Way Local Centre where Policy AL3 seeks to support the vitality and viability of Local Centres and Policy CS4 supports developments appropriate to the hierarchy of identified centres.

7.3 The existing use of the site as a petrol filling station, with associated car washes and retail functions, is therefore an appropriate use for a Local Centre. Notably the site has been established in such use for many years. Arguably the provision of a second car wash bay would increase and improve the services offered at the site to the benefit of customers and the Local Centre. However, given the mixed character of the area adjacent residential properties, the impacts of the proposed intensification of use and the extension must be considered below.

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

7.4 The existing car wash building is set under the forecourt canopy at the back of the site and seen against the backdrop of the trees. It is therefore a fairly recessive structure on the overall site, finished in a palette of colours to match the BP branding i.e. pale off white and green.

7.5 The proposed extension would be to the rear of the building, and due to the angles of the site would be barely visible from the Park Lane direction. From the Purbrook Way direction, the north-west elevation is more apparent but nevertheless set at the visual edge of the site and well back. It is considered that the proposed additional 2.6m in width, at full height of 4m but below the canopy, with further recessed back lower plant room, would not be overly prominent or dominant in street scene terms.

- 7.6 Proposed materials would match the existing i.e. the cladding would be continued. As an unobtrusive design it is considered the enlarged car wash building would remain recessive on the site and have no adverse impact on the wider character and appearance of the area.
- 7.7 The proposed associated changes to the alignment of the hard surfaced driveway and layout of car parking spaces is considered relatively minor in visual terms. There would be some loss of the existing landscaped area with the loss of one Whitebeam tree of poor quality (the consequences of this loss in Arboricultural and ecological BNG terms is considered below). In visual terms this loss would be marginal with the remaining trees on site continuing to provide a visual screen and buffer.
- 7.8 Overall it is considered that the siting, design and appearance of the proposed car wash extension with associated operational development is deemed appropriate to the context of the site and street scene, and is therefore considered to be acceptable, meeting the requirements of Policy CS16 of the HBLP (Core Strategy).

(iii) Impact upon residential amenity

- 7.9 The siting of the car wash extension would bring the structure closer to the western boundary with the adjacent residential gardens of both number 76 Ernest Road and 301 Purbrook Way. The 4m high main car wash would be sited 1.8m from the shared boundary, and the plant room 0.9m. However, this would still be over 20m from the rear of 301 Purbrook Way and 40m from the rear of number 76 Ernest Road. Such separations for a single storey building with intervening vegetation for some natural screening is considered acceptable and would not be considered overbearing or enclosing. As such the operational development proposed itself is not considered to result in any adverse impact on the outlook from either neighbouring property.
- 7.10 However, in terms of noise and disturbance from the intensification of the use, it is acknowledged that the site as existing has been subject to noise and pollution complaints, from levels of traffic, machinery noise, lighting, and exceeding operating hours etc. Third party comments over the last few applications have consistently raised noise and pollution issues. It is further acknowledged that the new double jet wash on the site has not been constructed in accordance with APP/24/00502 and the screening does not meet the ground as it should, and is potentially not an effective noise barrier, plus unauthorised lighting has been erected etc, all currently exacerbating noise and pollution issues at the site. These issues have been subject to separate enforcement proceedings, and following negotiations a revised application has recently been submitted in an attempt to address these concerns – APP/25/00950. This separate application regarding the jet washes on site must be considered on its own merits.
- 7.11 Similarly the determination of this application for the car wash extension must be made on its individual merits, taking into account the relevant supporting information which includes a noise impact assessment. Environmental Health advice is that the noise assessment meets industry standard guidance and is reliable. The assessment is based on replacing the existing roll-over device with 2 newer, more modern models. The result of the noise assessment is that the predicted specific noise level at the nearest receptors (301 Purbrook Way and 95 Park Lane) would be just a 1db increase, which would be an imperceptible change. The cumulative change in noise level taking into account the ambient background would be a maximum of +2.5dB which is a 'negligible' impact.
- 7.12 However it is noted that these figures are modelled and predicted, based on manufacturers details. Therefore, Environmental Health have requested a post

installation verification noise report to demonstrate the predicted levels are achievable, and if not require further noise mitigation measures to be agreed. The agent has agreed to this. Given this will ensure the actual on site noise levels do not result in more than a negligible increase, then the noise impacts of the proposal are considered acceptable.

- 7.13 The use of the car wash is already conditioned to between 0800 hrs to 2200 hrs on Monday to Saturday, and 0830 hrs to 2100 hrs on Sundays and Bank Holidays. To protect neighbouring amenity it is considered necessary to repeat that condition, as well as limit any lighting of the car wash facility to the same hours. On this basis it is considered there would be limited material difference in noise and lighting pollution impacts on neighbouring amenity, and the proposal would therefore accord with policies CS16 and DM10 of the HBLP (Core Strategy).

(iv) Impact on Trees

- 7.14 As originally submitted there was an Arboricultural objection to the formation of 2 car parking spaces under the canopy of the plane trees on site, which could have impacted their health. These have since been protected by a TPO and the plans revised omitting the 2 spaces and reconfiguring the parking on the whole site. As a result, only 1 poor quality Whitebeam tree (T5) would be removed and there is no objection to its loss on Arboricultural grounds.

- 7.15 The Arboricultural Impact Assessment recommends ground and tree protection measures. Provided these measures are adhered to and conditioned, there is no objection on Arboricultural grounds to the proposal.

(v) Highways and parking

- 7.16 In terms of trip generation, the extra car wash facility on an existing petrol filling station site is unlikely to generate significant additional vehicular movements. It is noted that since the car wash is set back within the site then the stacking capacity for queuing vehicles is maximised and unlikely to overspill onto the highway. HCC raise no objection on highway safety grounds. With reference to the third-party comment about a recent accident, this did not involve a car exiting the petrol filling station, but 2 vehicles travelling adjacent the garage and outside the site's control.

- 7.17 In terms of on-site parking, the agent has reviewed the planning history and previously approved quantum of parking at the site, noting that in fact up to 12 spaces have previously been approved, but only 5 marked out on site and formally provided. The area along the western boundary of the site has never been formally marked out, though customers do park there, and elsewhere, on an ad-hoc basis.

- 7.18 The suggested revised site layout formalises the provision of 12 on site spaces (including 1 disabled bay space), plus 2 'service bays' i.e. adjacent the air pressure and vacuum facility. Whilst this does not represent any net gain in onsite provision to serve the proposed development, it is however noted that when in use the proposed additional car wash bay provides its own parking space inside the building whilst cars are being washed. It is only any temporary parking whilst tickets are purchased that is needed, and this is often done as part of a combined trip to purchase petrol. It is additionally noted that the car wash will be operated via an APP, and so customers would also have the opportunity to pay on their mobile phones whilst in the queue for the car wash, again negating the need for any separate additional parking space to serve the development.

7.19 It is also noted that some of the other facilities on site i.e. shop, post lockers, launderette etc are serving local residents who may walk to site. Overall it is considered that if the proposed parking layout is provided on site, then 12 spaces plus 2 service bays is sufficient to serve the site as a whole. Noting the previous non-provision of spaces then it is considered appropriate to impose a specific condition requiring the marking out of the spaces on site prior to the car wash extension being first brought into use. Should this not be undertaken then a Breach of Condition Notice could be served as necessary.

(vi) Ecology and Biodiversity Net Gain (BNG)

7.20 Biodiversity net gain (BNG) is a legal requirement for planning permission introduced for small sites such as this on 2nd April 2024.

7.21 Since the original submission an Ecological Appraisal and BNG metric have been submitted and subsequently amended. The Council's Ecologist is satisfied that these amended reports are now reflective of the site and proposal, including loss of the tree, but notes the shortfall of mandatory 10% biodiversity net gain (a habitat deficit of 0.27 units would result, which equates to a percentage deficit of -1.46%). Since there is limited scope for new onsite habitats or enhancements, then the applicant has stated that the necessary 0.27 credits would be purchased from a habitat bank to offset the loss of habitat.

7.22 The Council's Ecologist concludes the risk to protected and notable species is very limited and that the proposed avoidance and mitigation measures are satisfactory and can be secured by condition.

(vii) Other matters

7.23 Third party comments raise a number of other issues which are addressed as follows:

- * SW raised no objection and water disposal would need to comply with separate Building Regulations.

- * Whilst the lack of any direct sustainability design features such as water recycling or renewable energy is regrettable, this small scale of development does not trigger the need for BREEAM under policy CS14. Also nutrient neutrality is only applicable to residential developments.

- * The site lies in flood zone 1 and so no FRA is required for the development. The correct disposal of surface water would be covered by Building Control.

8 Conclusions

8.1 Overall the proposed extension to the car wash building to form a second car wash bay is considered acceptable in principle, appropriate in terms of design and its impact on the character of the area, and with appropriate noise verification conditions would have a limited and acceptable impact on the neighbouring properties. Provided 10% BNG is achieved through the purchase of habitat credits, then the proposal is recommended for conditional approval.

9. RECOMMENDATION:

That the Development Manager be authorised to Approve with Conditions for application APP/25/00512

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:

1:1250 Location Plan - Drawing Number 2024 - P35-PLG-05

Proposed Block Plan – Drawing Number 2024 - P35-PLG-06

Proposed Site Layout Plan - Drawing Number 2024 - P35-PLG-02 Rev D

Proposed Elevations - Drawing Number 2024 - P35-PLG-04

Design & Access Statement – C Project 9th June 2025

Arboricultural Tree survey/Arboricultural Impact Assessment Document No: 801161 ver2 dated 20/10/2025

Noise Impact Assessment by dbx acoustics 25044-R01-SW dated 30/05/2025

Preliminary Ecological Appraisal Report Ref 32004-PEA_A dated 04/12/25

Biodiversity Metric (Vix Moughal, 5 November 2025) on Council's website dated 05/12/2025

Reason: - To ensure provision of a satisfactory development.

3. The 12 car parking spaces and 2 servicing bays, and other vehicular access arrangements shown on Drawing Number 2024 - P35-PLG-02 Rev D shall be formally marked out on site and made fully available for use prior to the car wash extension hereby permitted first being used, and shall be retained thereafter for their intended purpose.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

4. The development hereby permitted shall only be carried out in accordance with the Arboricultural Tree survey/Arboricultural Impact Assessment Document No: 801161 ver2 dated 20/10/2025 and British Standard BS5837: 2012 (Trees in relation to design, demolition, and construction - Recommendations).

Reason: To ensure the continuity of amenity value afforded by the trees in question and in accordance with policies CS16 and DM8 of the Havant Borough Core Strategy (2011) and the National Planning Policy Framework.

5. The external materials used shall match, in type, colour and texture, those of the existing building so far as practicable.

Reason: In the interests of the amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

6. A Biodiversity Gain Plan shall be prepared in accordance with the Statutory Biodiversity Net Gain (BNG) Metric (Vix Moughal, 5 November 2025) and must include:

- (1) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the on-site habitat and any other habitat;
- (2) the pre-development biodiversity value of the on-site habitat;
- (3) the post-development biodiversity value of the on-site habitat;

- (4) any registered off-site biodiversity gain allocated to the development and the value of that gain in relation to the development;
 - (5) any biodiversity credits purchased for the development; and
 - (6) any such other matters as the Secretary of State may by regulations specify.
7. The development shall not commence until a Habitat Management and Monitoring Plan (HMMP), prepared in accordance with the approved Biodiversity Gain Plan, has been submitted to, and approved in writing by, the local planning authority. The HMMP shall include:
 - (1) a non-technical summary;
 - (2) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
 - (3) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
 - (4) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
 - (5) the monitoring methodology and frequency in respect of the created or enhanced habitat.
8. Notice in writing shall be given to the Council when the:
 - (1) HMMP has been implemented; and
 - (2) habitat creation and enhancement works as set out in the HMMP have been completed.

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP. Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

- 9 Within one month of the development hereby permitted becoming operational, a noise assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall demonstrate that the specific noise level of the two car wash bays and new plant room shall not exceed the noise criteria detailed in table 4 of the dBx Noise Impact Assessment ref: 25044-R01-SW as assessed in accordance with BS 4142:2014+A1:2019. Should the noise criteria be exceeded, further appropriate noise mitigation measures shall be submitted to and agreed with the LPA and subsequently implemented to an agreed timetable to ensure the criteria are met.

Reason: To protect the amenity of neighbouring residents having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 10 The hours of operation of the hereby approved car wash shall be restricted to 08:00hrs - 22:00hrs Monday to Saturday, and 08:30hrs – 21:00hrs on Sundays and Public Holidays.

Reason: To protect the amenity of neighbouring residents having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.
- 11 No additional external lighting shall be erected without first submitting and agreeing with the LPA the details of the method of lighting, direction of light emission and luminance levels.

Any such agreed scheme of lighting shall thereafter be implemented and maintained in full accordance with the approved details.

Reason: To protect the amenity of neighbouring residents having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Informatives:

In accordance with paragraphs 38-50 of the NPPF Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:

Offering a pre-application advice service, and

Updating you of any issues that may arise in the processing of your application and where possible suggesting solutions, and,

In this instance:

You were updated about issues after the initial site visit, amended plans and information requested and forthcoming, making your proposal acceptable.