

All Bright Cleaner Ltd

Havant Garden Centre
Bartons Rd
Havant
PO9 5NA

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PLANNING SUBMISSION

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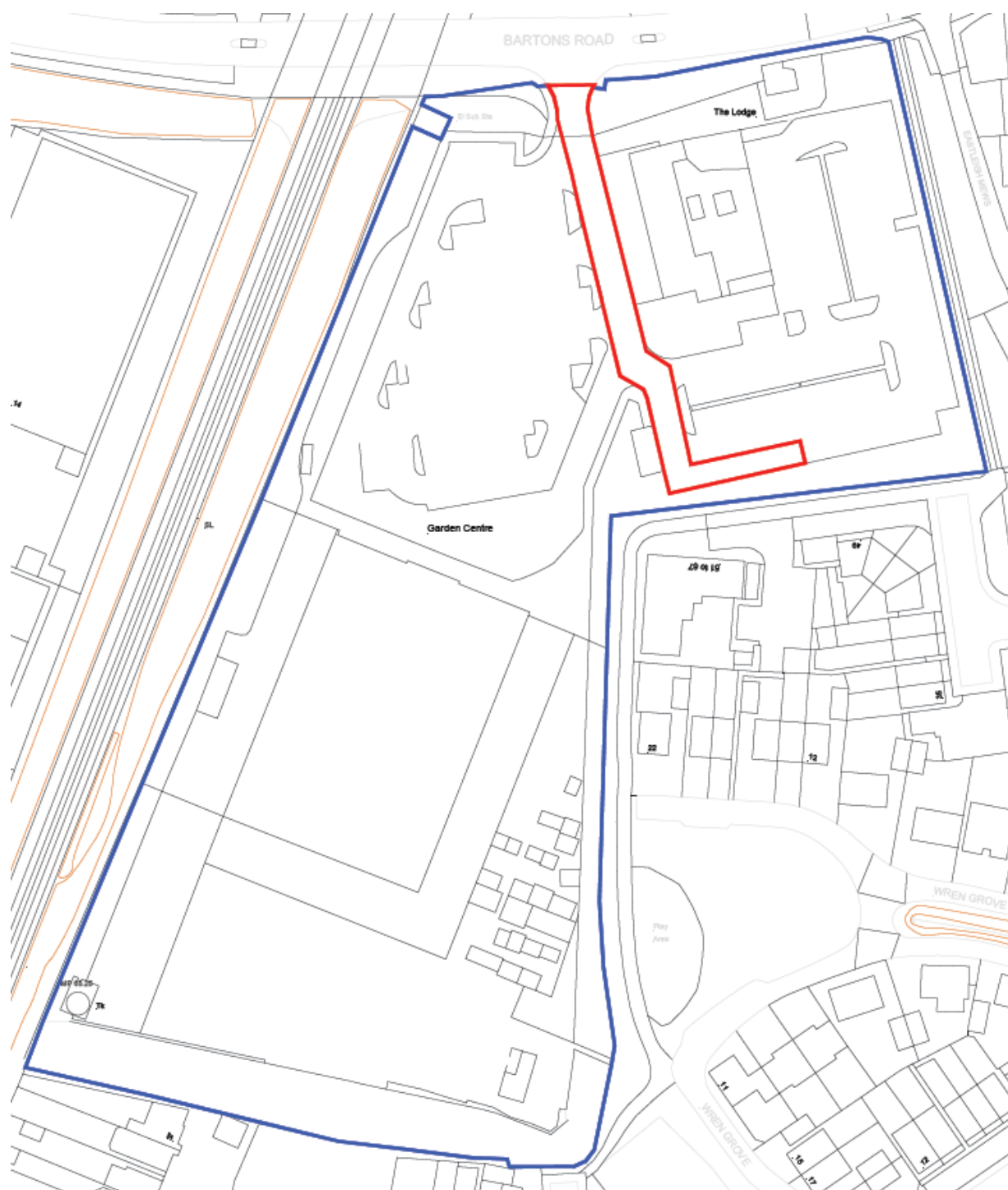


Figure 1 - Site Location Plan (site area marked in red)

1. Introduction

1.1 The Application

This retrospective planning application is for the improvement of an existing hand car wash and valeting centre within parking area of the existing garden centre (see figure 1). The site falls within the jurisdiction of Havant Borough Council. The site postcode is PO9 5NA.

1.2 The Applicant

The applicants, All Bright Cleaner Ltd, are tenants on the site.

1.3 Background

Having operated from the site for a time, All Bright Cleaner Ltd made the decision to improve the existing car washing facilities in early 2026. These comprised the erection of 1no additional parasol, a close boarded fence and timber cladding to the extant office/store unit.

Shortly after a visit by Enforcement Officers determined that the works necessitated additional planning consent, as they exceeded the provisions of the existing consent (secured under Planning Application No. APP/12/00114).

1.4 Applicants Agent

This application has been produced by RS Studio on behalf of the applicant.

2. Context

2.1 The Requirement

The proposal, which has now been implemented, sought to enhance the existing hand car wash and vehicle valeting facility on the site. Prior to the improvements, the facility lacked a cohesive and professional appearance. The development was therefore intended to improve the visual quality and presentation of the operation within the garden centre, whilst strengthening and complementing the wider commercial offer of the centre through a mutually beneficial and symbiotic business relationship.

It was identified that these improvements could be achieved through the installation of timber cladding, the refurbishment and replacement of the existing canopy, the erection of an additional canopy, and the construction of a splashback-style fence to improve both the appearance and functionality of the facility.



Figure 2 - Site in June 2018 (courtesy Google Streetview)

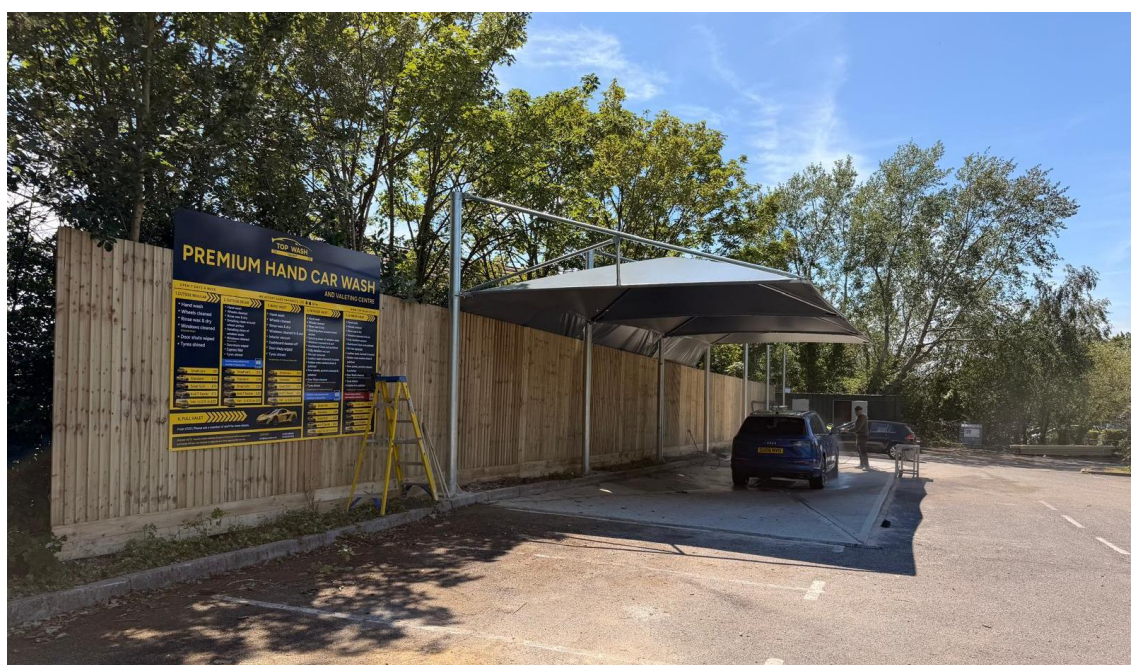


Figure 3 - Site As Built (June 2026)

2.2 Site Location

The application site is located in close proximity to the entrance that serves the site, to the northern site boundary, at Bartons Road. The area is currently used as parking for the garden centre and aquatics centre and is laid to hardstanding. An additional 6no parking spaces have been lost to accommodate the new parasol and extension of the site. The nearest residential dwelling is located to the southern boundary of the garden centre and is c.20m distant.

2.3 Site Description

The garden centre is bounded to the northern boundary by Bartons Road, to the east by the Eastleigh Mews development, to the west by the Havant to Petersfield Railway Line and to the south by the a new development of residential dwellings. The garden centre is substantial covering an area of approximately 2.5 hectares, with approximately 240 parking spaces. The centre houses a number of ancillary functions including the sale of wider garden based products, aquatics centre and café facilities.

2.4 Area Character

The garden centre site is suburban in character following residential development of sites to the east in 2019 and south in 2020.

2.5 Planning Policy

Key policies/documents (see figure 6) that were considered in the preparation of this application are:

Havant Borough Local Plan

CS1: Health and Wellbeing

Policy CS1 seeks to promote the health and wellbeing of residents by supporting development that contributes to healthy lifestyles, safe environments, community cohesion and access to services and facilities. The policy aims to ensure that development positively contributes to the quality of life of existing and future users.

CS15: Flood and Coastal Erosion

Policy CS15 seeks to ensure that development is directed away from areas at risk of flooding and coastal erosion where possible, and that appropriate mitigation measures are incorporated where development is proposed in areas of identified risk. The policy aims to safeguard people, property and infrastructure from the impacts of flooding and climate change.

CS16: High Quality Design

Policy CS16 promotes high-quality design that respects local character and distinctiveness while creating attractive, safe, accessible and sustainable environments. Development should respond positively to its surroundings and achieve a high standard of appearance, layout and functionality.



Figure 4 – Flood Risk Map (site shown in red)

Wash Type	Day Type & Team Type	Minutes
Outside wash only	Weekday with standard team	10-15
	Weekend with additional team	7-10
Outside wash & inside clean	Weekday with standard team	20-30
	Weekend with additional team	15-20

Figure 5 – Car Washing Times (average)

CS17: Concentration and Distribution of Development within the Urban Areas
Policy CS17 establishes the spatial strategy for the Borough by directing the majority of development towards existing urban areas where services, employment opportunities and infrastructure are already available. The policy seeks to encourage sustainable patterns of development whilst protecting the countryside and other sensitive areas from inappropriate development.

DM10: Pollution
Policy DM10 seeks to ensure that development does not result in unacceptable levels of pollution or nuisance, including noise, odour, dust, vibration, light and other environmental impacts. Development proposals are expected to demonstrate that any adverse effects on neighbouring occupiers, the environment and public health can be avoided or appropriately mitigated.

DM14: Car and Cycle Parking on Development (Excluding Residential)
Policy DM14 requires development to provide appropriate levels of car and cycle parking having regard to the type, scale and location of the proposal. The policy seeks to ensure that parking arrangements are safe, accessible and sufficient to accommodate the operational needs of the development without adversely affecting highway safety or the surrounding area.

National Planning Policy Framework

3. Survey / Investigation

3.1 Flood Risk
The Environment Agency flood risk maps were reviewed and it was identified that the site lies wholly within Flood Zone 1. As such no further assessment work has been undertaken in this regard.

3.2 Ecology
The site is located in a developed area of hardstanding, and thus it is not anticipated that there are any protected species on site. As such no further assessment work has been undertaken.

3.3 Arboriculture
There are no significant trees within the site extents. No trees are proposed to be removed and limited ground disturbance will occur within the root area of existing trees, comprising hand digging of fence post holes. As such no further assessment work has been undertaken.

3.4 Transport
It is not anticipated that the proposal will cause any issues regarding transport on Bartons Road. An 'IN' and 'OUT' one way system will allow multiple cars to queue at any one time ensuring there is no spill.



Figure 6 – As Built Storage Unit/Office with new timber façade treatment

It should be noted that if queue lengths exceed the car wash site boundaries, there is considerable available parking in the wider garden centre. On site parking will therefore remain similar to before and the spaces will not be ‘lost’ as in most cases customers will leave their cars and continue to use the garden centre. The car park is large and has a capacity of over 240 cars and therefore is considered to retain significant capacity post-development.

The site also benefits from good access onto Bartons Road with good visibility in both directions and a junction capable of accommodating two-way traffic with ease.

On a regular weekday 4 cars per hour can be accommodated (see figure 3) with a standard weekday team, meaning that, however unlikely, hours worth of queues are able to be accommodated on site, with a further 4no vehicles undergoing cleaning at any one time. It should be noted that if the total number of cars using the car wash is increased, additional operatives can be employed to meet the demand, which will be the case at weekends (see figure 3).

Accordingly, any traffic impact arising from the proposed use will not impact on the highway network, and if queues arise, they can be accommodated within the existing car park area.

3.5 Noise Impact

Whilst the site will continue to make use of jetwashes and vacuum cleaners, generally speaking no noise issues related to the use of the site are anticipated for a number of reasons.

Firstly, the proposal is more of an improvement than an intensification of use, so the overall number of users are not expected to rise. The site sits within a busy commercial site, with lots of comings and goings, within an area already used for car parking and the provision of car washing and valeting services. Notwithstanding this point, the close boarded fence, albeit erected for aesthetic measures, will assist in some attenuation of site noise which is considered a betterment on the approved scheme.

A noise assessment has been not been provided with this application, but can reasonably be provided should the EHO deem it justifiably necessary.

3.6 Utilities

No utilities related issues are anticipated as the site area has ready access to water, drainage and electric which are in use.

3.7 Biodiversity Net Gain

The development is subject to the De Minimis Exemption as the works relate to an area of hardstanding which is deemed to be ‘impermeable hardscape (Reference: Small Sites Metric



Figure 7 - Proposed General Layout (artists impression)

(Statutory Biodiversity Metric User Guide), and therefore has little to no biodiversity value. There are no new “buildings” proposed as part of the works.

4. Proposals

4.1 Amount

The proposals require minor changes to the flow of the site, the addition of 1no demountable parasol, a close boarded fence and cladding to the existing office/storage unit. All of the structures are designed to be demountable to minimise changes to the existing site.

4.2 Layout

The layout of the site has been adjusted to provide a process flow following a one-way system. This methodology is tried and tested, provides the most efficient operation and ensures minimised waiting times, and vehicle manoeuvres.

4.3 Scale

The scale of the proposals includes the erection of one suspended canopy (parasol) and a 2.4m high close boarded fence.

4.4 Appearance

The timber cladding to the elevations of the store/office will enhance the aesthetic facing into the parking area, and tie in with the fencing. A series of signage boards, facing into the car parking area, will be erected to display company branding and pricing lists.

4.5 Landscaping

No landscaping measures are proposed, as the site occupies an existing area of hardstanding. A total of 6no parking spaces will be lost by the proposed development.

4.6 Access & Inclusion

Site access will remain as existing, with a one-way system for site users. A ‘shop while you wait’ entitled ‘park and shine’ service will allow visitors seeking to utilise the garden centre to have their car washed and then parked within the wider premises, with a significant number of customers making use of this service presently. WC facilities are available in the main garden centre, and staff will utilise staff facilities within the centre.

4.7 Sustainability

No measures over and above Building Regulations and LPA policy compliance are anticipated.

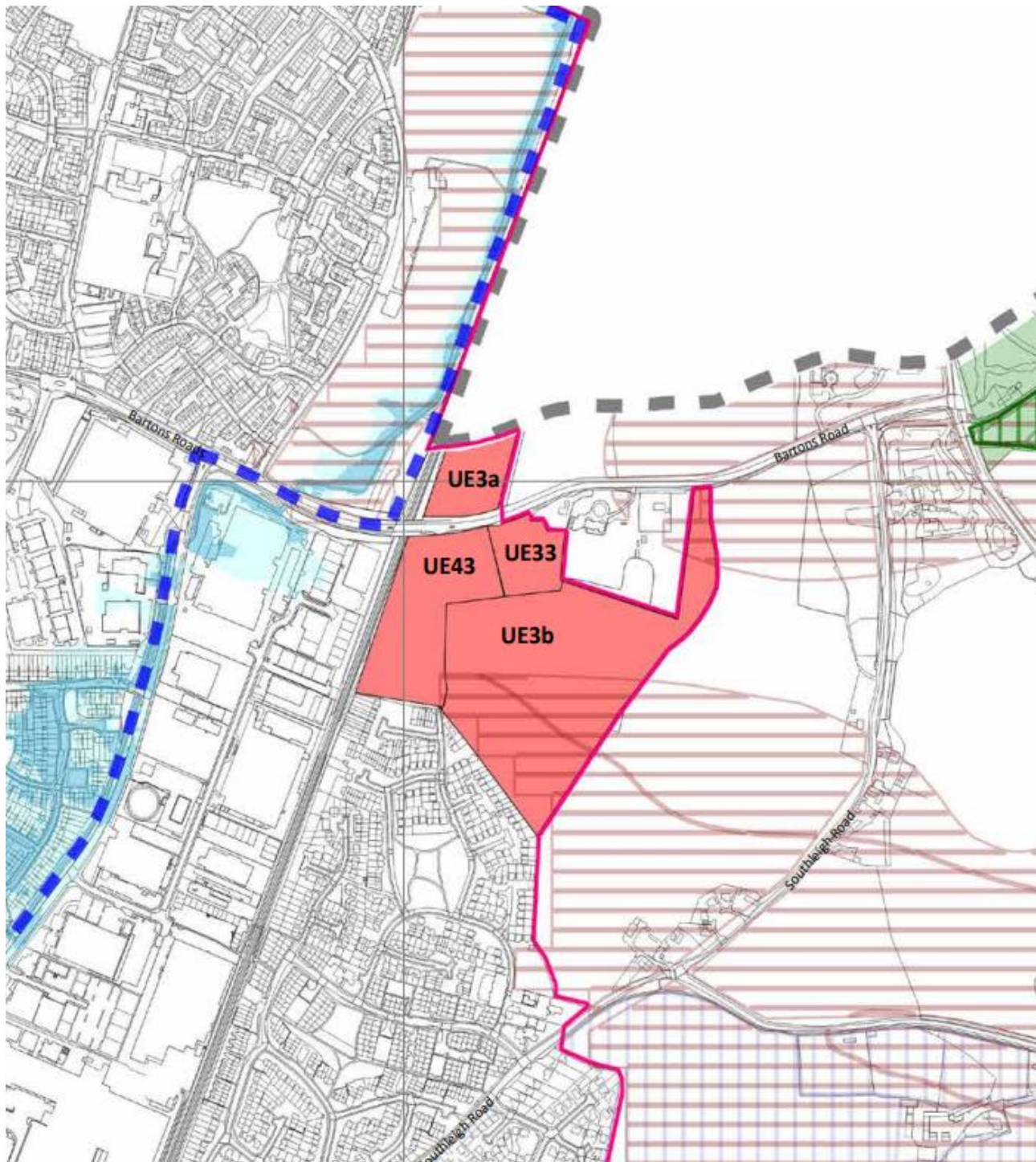


Figure 8 - Local Plan (extract)

4.8 Foul and Surface Water Drainage

The development does not alter the established drainage arrangements associated with the approved hand car wash operation. Wastewater generated by the use continues to discharge via the existing system serving the site and no changes are proposed as part of this application.

5.0 Planning Statement

5.1 Planning Policy Context (NPPF)

The Government's planning policy guidance is set out in the National Planning Policy Framework (NPPF), updated in December 2024. The overarching principle of the NPPF is a presumption in favour of sustainable development. In terms of determining applications, this means approving development proposals that accord with the development plan without delay and granting permission where there are no relevant plan policies or where policies are out of date.

The NPPF places a strong emphasis on building a strong and competitive economy, as set out in paragraphs 85-87 of the document:

- Planning policies and decisions should help to 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 local business needs

With regard to the above paragraphs, the application proposals will enable both the garden centre and the car wash to meet their business requirements. Importantly, the proposals are able to make the most effective use of land, by accommodating the requirements on brownfield land. In this respect, the proposals are in accordance with paragraph 124 of the NPPF.

The NPPF (paragraph 200) establishes the principle that existing businesses should not be subject to unreasonable restrictions as a result of development permitted after they were established. The hand car wash is a longstanding and lawful commercial operation which was previously granted planning permission under reference APP/12/00114. The neighbouring residential developments were therefore brought forward in the context of an existing commercial use and the potential impacts of that use should have been taken into account during their design and determination. The current application seeks to improve the operation and circulation of the established business rather than introduce a new use or materially

intensify activity at the site. Accordingly, significant weight should be afforded to the continued operation and reasonable evolution of this existing commercial enterprise.

5.2 Planning Policy Context (Local Plan)

The application seeks retrospective planning permission for alterations and improvements to the existing hand car wash facility operating within Havant Garden Centre. The principle of a hand car wash at this location has previously been accepted by the Local Planning Authority under planning permission APP/12/00114, and the current application relates primarily to the enhancement of the operational layout, customer circulation and overall appearance of the facility. The proposal does not introduce a new commercial use but supports the continued operation of an established business that forms part of the wider commercial offer of the garden centre.

The proposal accords with the objectives of Policy CS17, which seeks to direct development towards sustainable and established locations. The site forms part of an existing commercial destination and benefits from established vehicular access, parking provision and supporting infrastructure. The proposal therefore represents the continued investment in an existing developed site rather than the creation of a new standalone commercial use in an isolated location.

The development is also consistent with Policy CS16, which promotes high quality design and improvements to the built environment. Prior to the works, the car wash facility had a temporary and utilitarian appearance that did not positively contribute to the character of the wider garden centre. The installation of timber cladding, replacement and enhancement of canopy structures and provision of improved screening have significantly enhanced the visual appearance of the facility, creating a more cohesive and professionally presented environment for customers and visitors.

With regard to Policy DM10, the proposal has been designed to improve the management and circulation of vehicles within the site. The works have not been undertaken to materially intensify the use, increase operating hours or significantly increase customer throughput. Rather, the revised arrangement allows vehicles to move through the site in a safer and more orderly manner, reducing congestion and improving the operational efficiency of the business. As an established commercial use, the proposal is not anticipated to give rise to unacceptable impacts in terms of noise, disturbance or pollution.

The proposal also complies with Policy DM14, which requires development to provide suitable arrangements for vehicle movement and parking. The revised layout has been specifically designed to improve vehicle flow and manoeuvring within the site, reducing potential conflict points and ensuring that the operation can function efficiently within the

established garden centre setting. Existing parking and access arrangements serving the wider site remain available and the proposal does not give rise to any highway safety concerns.

Furthermore, the proposal supports the economic objectives of the Development Plan by facilitating the continued operation and modest enhancement of an established local business. The hand car wash contributes to employment opportunities, provides a valuable service to customers and complements the wider function of Havant Garden Centre as a commercial destination. The investment made through the proposed improvements will assist in maintaining the long-term viability and attractiveness of both the car wash and the garden centre, generating benefits for the local economy.

Overall, the proposal represents a proportionate enhancement of an established and lawful commercial operation. No substantive changes are proposed to the hours of operation, or the nature of activities undertaken by the approved hand car wash use. The development improves the appearance, functionality and efficiency of the site without resulting in material harm to neighbouring occupiers, highway safety, visual amenity or environmental quality. Accordingly, the proposal is considered to accord with the relevant policies of the Havant Borough Local Plan and should be approved.

5.3 Existing Established Use

The hand car wash is not a new use introduced to the site. The operation has been established at Havant Garden Centre for a considerable period and has previously benefited from planning permission under reference APP/12/00114. The principle of a hand car wash operating from this location has therefore already been accepted by the Local Planning Authority and forms part of the established commercial offer associated with the wider garden centre.

It is recognised that residential development has subsequently taken place to the east and south of the site. However, those developments were brought forward within the context of an established commercial environment that included the lawful operation of the hand car wash. The relationship between the site and surrounding land uses would therefore have been a material consideration during the determination of those applications and in the design of the residential schemes themselves.

In this regard, significant weight should be afforded to the fact that the car wash was an established and lawful operation prior to the occupation of neighbouring residential properties. As described above, the National Planning Policy Framework promotes an "agent of change" approach whereby new development should take responsibility for managing the impact of existing activities in the vicinity, rather than placing unreasonable restrictions on

established businesses. Whilst the Council must consider the effects of the current proposal on its own merits, it would be inappropriate for an established business to be unduly constrained as a result of development that has subsequently occurred nearby.

Importantly, the proposal does not result in a significant increase in vehicle throughput, staffing levels, customer demand or hours of operation. The works have principally involved the reconfiguration and expansion of the operational area to improve vehicle circulation, reduce congestion and allow vehicles to move through the facility in a safer and more efficient manner.

The proposal should therefore be viewed as the continuation and enhancement of an existing lawful use, rather than the introduction of a new commercial activity. The revised layout enables improved vehicle movement and operational efficiency whilst maintaining the established function of the site, supporting the ongoing viability of the car wash and its contribution to the wider commercial offer of Havant Garden Centre.

5.4 Amenity

The proposals comprise a contained use within a busy commercial site, located near to a busy main road.

Hours of operation can readily be controlled by planning condition and might sensibly be aligned with the trading hours of the garden centre, and the extant approved hours. The site already benefits from lighting to the wider site, but if any additional lighting is required, it will be low-level and downward-facing, and under parasols to minimise any light spill.

In these terms no adverse amenity impacts will arise.

5.5 Trees

The proposed works are restricted to works within the existing car parking area and to a depth no greater than the existing sub-base. All structures rely on a simple shallow pile which is similar in nature to the construction of a fence post. The vegetation nearby is relatively mature and may contain specimen trees. Notwithstanding this, the limited scope of the works ensures that any trees will not be impacted by the proposed works and there is no requirement for a formal assessment to confirm this.

5.6 Conclusion

The proposals will continue to provide a high-quality complementary use which supports the principal garden centre operation and enhances its wider customer offer. The hand car wash is an established and lawful use at the site, and the current application relates to operational and visual improvements rather than the introduction of a new use.

The works have enhanced the appearance of the facility through improved materials and canopy structures, whilst also improving vehicle circulation, safety and operational efficiency.

Importantly, the proposal is not intended to materially intensify the use, increase operating hours or significantly increase vehicle throughput, but rather to enable vehicles to move through the site in a more efficient and orderly manner. As such, the development will not adversely affect the operation of the existing garden centre, its parking provision, or the amenities of neighbouring occupiers.

The proposal will continue to support local employment, providing approximately 4-8 full-time jobs, whilst contributing positively to the vitality and attractiveness of the wider garden centre.

Furthermore, as an established commercial operation, significant weight should be afforded to the continued investment in and enhancement of the business, particularly where neighbouring residential development has occurred in the context of the existing lawful use. For the reasons set out above, the proposal represents a proportionate and sustainable enhancement of an established business which accords with the objectives of the National Planning Policy Framework and the relevant policies of the Havant Borough Development Plan. Given the above, the proposals should therefore be supported.