

Portsdown Filling Station, 19 London Road, Widley, Waterlooville, PO7 5AS

1. Application site and surroundings

Comprises the front section of the former filling station located on the west side of London Road just north of the junction with Lily Avenue.

2. Planning history

On 11 January 2012 (LPA Ref: APP/10/00798) temporary planning permission was granted to use a part of the application site for a vehicle hire business. The temporary permission expired on 31 January 2013 and the use has ceased.

In May 2015 a planning application for an identical change of use to the current application proposal was submitted (LPA Ref: APP/15/00593). Although there was no objection raised by the planning authority to the principle of the change of use there was a request for further information regarding drainage. Furthermore, the red line on the location plan was incorrect because it did not include the interceptors. Consequently the application was withdrawn and has now been re-submitted with all of the requested information and corrected plans.

3. Application proposal

Seeks planning permission to change the use from a petrol filling station to a hand car wash business. External cleaning of cars would be by means of a high pressure washer and manual equipment (sponges and cloths) carried out beneath the existing canopy. The petrol pumps have already been removed and the underground fuel tanks have been cleaned and filled with inert material. Where the pumps have been removed the surface has been made good in matching materials. The valeting would take place within the recessed bay at the northern end of the site alongside the existing building. Vacuum cleaners would be the main equipment used. This area was last used as a car wash and the machinery and drainage still exists. The business would operate seven days a week similar to the filling station but with earlier closing, 6pm on week days and 4pm on Sundays and bank holidays.

As requested by the local authority JSH Services has provided drainage diagrams included as part of this application, these show the water from the drains on the site and interceptor tanks connected to the foul sewer. JSH would service the interceptor tanks at regular intervals. Written confirmation has been obtained giving access to inspect and clean the interceptor tanks as the undertaking of this is in the interests of all involved parties. The current splash screen on the northern boundary would be extended three metres to prevent any excess spray on to the London Road shops.

The machinery to be used would be a Coveva cov-4 vacuum and Ravel ws201 pressure wash; these are designed to emit minimum noise, nevertheless, they would be located inside the store with hoses running out to the designated bay.

4. Authorised planning use

The original site has been split and this application relates to the former petrol filling station area, car wash and shop. A petrol filling station is a sui generis use in planning use class terms. According to the local authority's records the authorized use of the entire site, including the area to the rear not forming part of this application, is as a petrol filling station, shop, workshop and car sales to the rear.

5. Planning policy

The *Adopted Core Strategy* contains a number of policies that may be relevant to this application as follows:-

Policy CS 2 encourages new employment opportunities through appropriate development in the borough.

Comment: The application proposals would generate employment for local people.

Policy CS 16 is about design. In respect of the application proposals the relevant paragraph is (e). This relates to residential amenity.

Comment: The valeting would take place within the bay area close to the row of shops to the north of the application site. The washing of cars during the daytime

hours is unlikely to cause any amenity problems to nearby residents. Furthermore, vehicular and other activity associated with the proposed use is likely to be less than as a petrol filling station.

Policy DM 14 relates to car and cycle parking for non-residential development.

Comment: There is ample area for parking for cars within the site and potential for secure cycle storage for staff and visitors.

6. Access

There is existing vehicular access from two points on London Road and there is also vehicular access from Lily Avenue. There is sufficient room on the site to accommodate the cars that would be generated by the business and therefore there would not be any impact on street parking. An area is shown on one of the submitted drawings for customer car parking. At this stage it is not known whether a booking system would operate. In terms of vehicle movements, these would be significantly reduced compared to the authorized use as a petrol filling station.

7. Community Infrastructure Levy (CIL)

No new floorspace is proposed and therefore a nil charge is applicable.

8. Conclusion

The application site has been used for motor car related businesses for many years. The authorised use is as a petrol filling station, shop, workshop and car sales. The proposed use would generate considerably less vehicular activity than the filling station use and the hours of operation would be much reduced. As such it is considered that planning permission should be granted.