REF. NO. F/14/75519

PLANNING APPLICATION REPORT

DESCRIPTION/ ADDRESS	-	Change of use of nine car parking spaces to a hand wash/valeting operation, installation of an office building and canopy Tesco Supermarket Hamble Lane Bursledon Southampton SO31 8GN

SITE VISIT - Yes

ARE PLANS ACCURATE? - Yes

HAVE ALL NECESSARY NEIGHBOURS BEEN CONSULTED? - Yes

THE SITE AND ITS SURROUNDINGS

DESCRIPTION OF APPLICATION	The proposal is for a car wash operation located within the car park of Tesco's in Bursledon. The unit will be positioned to the south of the building adjacent to the service yard. The unit will measure 21m(l) by 5.8m(d) by 3.5m(h) and will result in the loss of nine car parking spaces. The unit will consist of three parts: • A wet wash area enclosed on three sides by a steel frame with plastic inserts advertising the business. • A dry valeting area to be covered by a canopy • A small cabin (2.4m x 4.8m x 2.5m) to be used as a reception and staff area.
SITE AREA	122m2
TOPOGRAPHY	Flat
TREES	None affected
BOUNDARY TREATMENT	Open
SITE CHARACTERISTICS AND CHARACTER OF LOCALITY	The facility is located within the car park of tesco superstore. The superstore is bordered by residential properties to its south and east.

RELEVANT PLANNING HISTORY

REFERENCE	DESCRIPTION	DECISION
F/12/70693	Change of use of 9 car parking spaces to a hand car wash/valeting operation & erection of canopy & associated office building	Withdrawn June 2012
Z/15422/024	Erection of 2 bay car wash and valet centre	Refused November 90

REPRESENTATIONS RECEIVED

SOURCE	SUMMARY OF CONTENT
None	

CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE

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CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
Environmental Health	No objection
Transportation & Engineering (Transport Policy Officer)	No objection The one issue I do have is in regard to the proposed location of the facility. This is in one of the primary parking locations onsite, close to the store and access points. It may be beneficial to locate the facility in one of the southern areas of the site, where traffic flows and parking space use are lower. This will cause less inconvenience to non-car wash users and could benefit flows of vehicles in the associated areas. This would not facilitate an objection to the proposal however, as it is an on-site issue, not anticipated to have any resulting affect on the public highway. The TA that accompanies the application pack demonstrates that although 9 parking spaces will be lost to the car wash use, 89% of customers would be anticipated to be on-site for shopping, and as such their car is essentially utilising one of the spaces regardless. As such, it is not anticipated that the loss in parking will be an issue in highway terms. Additionally, through survey data gathered from the operators other network of sites, it has been demonstrated that 16 additional trips would be anticipated on a weekly basis to site, taking place solely for the car wash facility. This equates to an average of just 2.29 vehicles on site per day - 4.58 trips (in / out of site). This will not have a noticeable effect on the local highway network. <u>Contributions</u> In line with the HCC Transport Contributions Policy however, transport related Developer Contributions would be required due to the anticipated increase in multimodal trips that the additional development proposals will bring, that accumulatively affect the local highway network. In this case, the contribution would be calculated in terms of the 4.58 multimodal trips x £230 standard employment trip cost. This would equate to a contributions of £1,053 (plus indexation) These funds would be allocated to schemes in the local vicinity which are either of benefit to the residents of the proposed development, or go to mitigate against issues caused by the development. Full details of identified transport schemes can be provided if required, and can be seen in the Eastleigh Borough Transport Statement http://www3.hants.gov.uk/eastleigh-transport-statement-final-2012.pdf
Transportation & Engineering (Development Control Engineer)	From a safety aspect the proposed use is sufficiently far away from the site entrance to not impact on highway safety. Also being near to Hamble Lane traffic ,any noise generated would be possibly less noticeable then a site further across car park nearer to residential properties.. From a drainage aspect, the proposal includes water recycling and indicates that there would be a connection to the foul drainage system, but there is no indication of where the foul drainage system is located to

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CONSULTATION RESPONSES

CONSULTEE	SUMMARY OF RESPONSE
	which the proposed water storage tank would be linked. Southern Water should be consulted on the proposal, I presume the operators of scheme would need a licence to discharge trade effluent contaminated water into the public foul drainage system. I have not noticed any reference to the need for this in the submitted details.
Bursledon Parish Council	Objection This facility could be located in a far more suitable position within the car park where the electrical charging facility currently is and where car parking was not regularly used.

POLICY CONTEXT

DESIGNATION APPLICABLE TO SITE
Within Built-up Area Boundary

DEVELOPMENT PLAN SAVED POLICIES, EMERGING LOCAL PLAN POLICIES AND SPD'S

Eastleigh Borough Local Plan Review (2001-2011), saved policies: 59.BE

Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014: DM1
(the Submitted Local Plan) comprising:

- Revised Pre-submission Eastleigh Borough Local Plan 2011 - 2029, published February 2014; and
- Schedule of Proposed Minor Changes, submitted to the Secretary of State in July 2014'

NATIONAL PLANNING POLICY GUIDANCE

National Planning Policy Framework

POLICY COMMENTARY

The above policies and guidance combine to form the criteria against which this application will be assessed.

COMMENT ON CONSULTATION RESPONSES

It is agreed that ideally the proposed car washing facility would be better sited in a less well use part of the car park. However, the proposal needs to be close to the store so that it can utilise the existing infrastructure i.e. power and water. Of the spaces closest to the building these appear to be some of the less well used as they are the furthest away from the entrance to the store.

The remaining comments are noted and applicable conditions will be applied.

COMMENT ON REPRESENTATIONS RECEIVED

N/A

PLANNING OBLIGATION/CONSIDERATIONS

In accordance with the provisions of the following;

- National Planning Policy Guidance
- Community Infrastructure Levy Regulations 2010 (SI 2010/948) as amended by the Community Infrastructure Levy (Amendment) Regulations 2011 (2011/987)
- Saved policies *101.T* and *191.IN* of the Eastleigh Borough Local Plan Review 2001-2011
- Emerging policies *DM23* and *DM37* of the Revised Draft Eastleigh Borough Local Plan Review 2011-2029
- Supplementary Planning Document – Planning Obligations

Planning obligation contributions are sought to offset the impact of the development on local infrastructure. For this development contributions are sought towards Sustainable Transport.

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

> *"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."*

Principle

The site is located within the urban edge where the principle of development is acceptable, providing it accords with the National Planning Policy Framework and the relevant development plan policies.

The overriding principle of the National Planning Policy Framework is to support sustainable development. Sustainable development can be broken down into three elements; economic (supporting growth and building a competitive economy); social (enabling strong communities with sufficient housing and local facilities); and environmental (protecting and enhancing our natural, built and historical environments and limiting our impact on natural resources and climate change).

The development plan policy takes national policy and interprets it for our local area. Policy 59.BE, of the Eastleigh Borough Local Plan (2001-2011) requires development to (relevant sections):

- Take full and proper account of the context of the site including the character and appearance of the locality and be appropriate in mass, scale, materials, layout, design and siting.
- Have a satisfactory means of access and layout for vehicles and pedestrians.
- Avoid unduly impacting on neighbouring uses through overlooking, loss of light, loss of outlook, noise and fumes.

Economic

These types of small businesses are often found next to supermarkets to capitalise on the customers using the large stores. The business is run as a franchise and operates within 85 Tesco's stores around the UK, the nearest being Southampton. The proposal is considered to have a positive impact on local employment by creating four full time and four part time jobs.

It is understood that Tesco's used to operate a mobile car washing service and the proposal would permanently re-establish this use. The nature and small size of the car washing franchise should not have a significant impact on viability of Lowford Centre as a whole, particularly when compared to the impact and range of goods already sold by the large superstore.

Car Parking and Highway Safety

The proposal is a resubmission of a previously withdrawn scheme. The original scheme had the unit

ASSESSMENT OF PROPOSAL

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

adjacent to the store entrance in one of the most used sections of the car park. The proposal has relocated this to a slightly less used section of the car park, while still being adjacent to the store and so able to use the existing services (e.g. water, electricity).

The unit is positioned adjacent to the store, where it is easily accessible and provides space for customer use the car washing facilities without blocking the main circulation routes or remaining parking spaces. The unit will not obstruct the designated pedestrian walkways and so maintains the safe route from the car park to the store.

The unit will take up nine car parking spaces, which is a relatively small number when compared to the large store car park. It is considered that the car park has sufficient capacity to absorb the loss of spaces, even during its busiest periods. It is also anticipated that most customers will use the facility in association with a trip to the supermarket, rather than a specific trip. On this basis the proposal is unlikely to generate significant amounts of traffic or additional car parking.

Residential Amenity

The principle of a car wash and valet centre was considered under a previous planning application received in 1990. The proposal involved a larger building located in the north eastern corner of the car park within 25m of the properties along Devonshire Gardens. The application accepted the principle of a car wash and valeting operation, although it was refused due to excessive noise that would disturb the residents of the nearby houses.

In comparison the proposal will be located alongside the southern side of the store almost 100m away from the nearest residential properties (Woolwich Close). Care has been taken to house the jet washers within the cabin to limit noise emissions.

In addition, the car wash business will be operate within the opening times of the supermarket. These tend to be in the day when background noise is higher and residents are less likely to be at home. Due to these factors the proposal is not considered to adversely affect the amenity of residential properties.

Visual impact

The physical structure is fairly small and unobtrusive, consisting of a single storey cabin, canopy and area enclosed by a 2m high screen. The proposal is located within the car park of a superstore, which already has a number of structures, including a click and collect building. As such the proposal is not considered to have a harmful visual impact on the character and appearance of the locality.

Environmental

The car wash operation will be environmentally friendly. The proposal includes a water cleaning and recycling unit (within the cabin) that reduces the amount of fresh water needed by up to 85%. The unit is positioned next to the superstore so will allow easy provision of water, power and drainage.

Nature Conservation

HRA (Habitat Regulations Assessment) screening was not required for this development as it falls outside/inside the designated zone of impact. The proposal is not considered to result in a likely significant impact on a European Protected site (SPA, SAC or Ramsar).

OTHER MATERIAL CONSIDERATIONS

Also of relevance is the Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014. While not yet adopted it does carry weight by virtue of being intended as the current local plan's replacement. With regards to this application, the new policies essentially echo those of the current plan and are not considered to affect the recommendation put forward.

CONCLUSIONS

Recommend Permit