

**ROSE KILN SERVICE STATION
ROSE KILN LANE, READING, BERKSHIRE, RG2 0HP**

PROPOSED EV CHARGING AND JETWASH

DESIGN AND ACCESS STATEMENT



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SECTION 1: INTRODUCTION

- 1.1 This Planning, Design and Access Statement has been prepared in support of an application for full planning permission for development work at Rose Kiln Service Station comprising the construction of 8 new EV charging bays and a new Jet wash facility.
- 1.2 It is considered that this application for planning approval will provide a worthwhile contribution to the area providing benefits namely;
- The proposed scheme represents continuing investment into the Rose Kiln Lane area;
 - The proposed scheme will bring additional consumer services for customers using the Rose Kiln Lane, in the neighbouring area and the wider road network.

SECTION 2: SITE AND SURROUNDING AREA

- 2.1 The proposed new EV and Jetwash will be located on land recently acquired by our client. The land sits directly south of the existing main forecourt area and will extend and expand the site premises. The land is situated along Rose Kiln Lane and the A33 to the east, set back from the main carriageway at the road junction providing access to the commercial estate service roads. The site is surrounded by large car parking areas serving commercial outlets to the north and west, with undeveloped open land and further commercial estate car parking to the south. There are no residential properties in the immediate vicinity, only commercial activities.
- 2.2 Rose Kiln Service Station already has an established roadside feel, and the new facilities will combine to form a more coherent motorist's space. The site is generally laid to vehicle circulation areas and as such does not have any landscaping or trees of any significance. The site is level and located in Flood Zone 1. Therefore, the proposal will not require a flood risk assessment.
- 2.3 Access into the service station is via the existing entrance and exit crossovers from the service roads and Rose Kiln Lane. These routes in and out of the service station will be as existing and will not be affected by the proposed works. It is considered that the proposed works to the service station with the retention of the current traffic flows into and out of the service station maintains the present safe traffic situation. Therefore, there are no material changes to the site's interface with the public highways.

SECTION 3: PLANNING HISTORY

- 3.1 From the look and age of the present service station it would appear to have been established some time ago. As this planning application is purely to add 8 EV bays and add 4 jet wash bays, of which 3 will be covered, it is suggested that there should be no issues preventing this application being considered for approval.

SECTION 4: THE APPLICATION PROPOSAL

- 4.1 The application scheme proposes to extend the current forecourt by adding 8 no. EV bays. There will also be the allocation of 4 no. new car jetwash, 3 of which will be covered, 1 uncovered.
- 4.2 The proposed forecourt additions will be created in the land directly south of the main forecourt, which has recently been acquired by our client. The site will increase in size and provide more services to commuting customers.
- 4.3 The site opening hours will remain as currently operated by the service station, being 24 hours every day.

SECTION 5: NATIONAL PLANNING POLICY FRAMEWORK

- 5.1 The National Planning Policy Framework (NPPF) was published on 27 March 2012 and reviewed in 2021, and now constitutes guidance for local planning authorities and decision-takers and is a material consideration in the determination of planning applications. The purpose of the planning system is to contribute to the achievement of sustainable development.
- 5.2 The NPPF confirms that there are three dimensions to sustainable development: economic, social, and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:
- An economic role – contributing to building a strong, responsive and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
 - A social role – supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment with accessible local services that reflect the community's needs and support its health, social and cultural wellbeing;
 - An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and as part of this, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.
- 5.3 At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking. This can be summarised principally as:
- Approving development proposals that accord with the development plan without delay, and proactively drive and support sustainable economic development.
 - Ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth.
 - To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of businesses and support an economy fit for the 21st century.

- Local authorities should plan positively for local services to enhance the sustainability of community and residential environments.
- In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

SECTION 6: PLANNING ISSUES

Design and Access general planning matters are considered in the following sections:

PRINCIPLE OF THE DEVELOPMENT ON THE SITE

- 6.1 The application proposal is to extend the service station by allocation 8 no. new EV charging bays and add 4 no. new jet wash facilities to the site. The additions will be made via land acquired recently by our client, directly south of the existing land occupied by the service station. The proposal meets modern standards provided in the NPPF and will provide a more environmentally efficient service station allowing services to be considerably improved both in terms of internal site circulation, environmentally efficient services, thus more customer choice to meet roadside standards.
- 6.2 Maintaining the function of the service station retains an appropriate use in this location reflecting the nature of the site on which it is located and its role to provide enhanced customer facilities for users of the service station.
- 6.3 Accordingly, the proposal improves motorist facilities where the surrounding infrastructure has been retained and enhanced as far as possible, making best use of an existing site. The proposal therefore accords with the principles of sustainable development set out in the NPPF and Development Plan.
- 6.4 This site provides an important service station facility for those in the immediate neighbourhood and within the wider local Reading area. It is important that adequate facilities are maintained and improved, and continued, to ensure that modern customer needs are met. The proposal to extend and enhance the forecourt amenities like EV and Jetwash facilities, will allow this service station to better meet these needs.

IMPACT

- 6.5 The application proposal for the site will provide a mixed-use facility comprising a larger site space of 2531 sq.m from the existing site area of 1447sqm. The overall site area from the new land acquired by our client will therefore increase by 1,084 sqm. This new area of the site will be where the EV and jetwash works will take place. These areas do not fall within any of the required criteria for when an impact assessment is required. As such, the relevant policy asserts that impact is not a consideration which is relevant to the determination of the application.
- 6.6 Notwithstanding this, in light of the very limited scale of the proposal it is considered that there will not be any adverse impact on the surrounding areas and existing activities arising from the proposal. On this basis it is considered that the proposal accords with the relevant planning policy in this regard.

SEQUENTIAL ASSESSMENT

- 6.7 The proposed application to allocated 8no. EV Charging bays and 4 no. jetwash bays in the new space acquired by the applicant directly south of the existing forecourt area, will retain operation of the site by the applicant.
- 6.8 By its very nature and purpose, the application proposal will retain new land located south of the existing established land where the current forecourt is located. Occupying new land will maintain and enhance the sites' purpose to provide expected facilities with enhancements to existing customers of the site and users coming from the surrounding area.
- 6.9 In accordance with current case law, the applicant must define the relevant catchment area of the proposal in order to assess any sequentially preferable sites. Given the existing use of the site, the role which it serves and the fact that this proposal is focused on improving the service for motorists on Rose Kiln Lane, the defined catchment of the proposal is the Rose Kiln Lane area. Removing the service station from this location would mean customers would not be serviced. Therefore, it is reasonable to retain and maintain this location for a service station.
- 6.10 Accordingly, in undertaking this assessment of sequentially preferable sites, we have been unable to find any obvious sites which would be sequentially preferable.

AMENITY

- 6.11 The environment around the application site is generally commercial outlets and associated car parking areas to three sides with the A33 main highway to the other side, with varying levels of background noise associated with both the commercial activities and traffic on the A33. Keeping operational noise levels for the proposal within acceptable levels within this environment has been considered and allowed for.
- 6.12 Existing boundary treatments on site are to be retained and will be made in good order where required. It is therefore considered that the application proposal will not have any adverse impact on adjoining occupiers.
- 6.15 Overall, it is considered the application will have no adverse amenity as any neighbouring properties are reasonably separated and screened from the service station.

LITTER

- 6.16 The Applicant is committed to tackling litter in as many different ways as possible including daily litter patrols within the site. Litter bins are to be provided for customers to encourage disposing of litter responsibly. In addition, anti-littering signage will be displayed.

FLOOD RISK AND SUSTAINABLE URBAN DRAINAGE SYSTEMS (SuDS)

- 6.17 The site is designated by the Environment Agency (EA) Flood Mapping as being located in Flood Zone 1 and therefore does not require a Flood Risk Assessment report.



Figure 1 showing Flood Risk Map of the site. Site is in FZ1, therefore no apparent risk.

ELECTRIC CHARGING VEHICLES

- 6.19 Electric vehicle ownership is on an upward trajectory with many forecasters predicting exponential growth over the next two decades. Indeed, by 2040 Bloomberg New Energy finance predicts that 55% of all vehicles being sold worldwide will be electric, and 33% of all fleet vehicles will be electrified.
- 6.20 With electric motor vehicles trending towards replacing combustion engine vehicles as the main transportation solution for mass transit a significant barrier to be overcome is providing a viable charging solution. It is essential that a fully developed electric vehicle charging infrastructure is established in the UK.
- 6.21 It is for this very reason that Motor Fuel Group, in support of this trend and following National Strategy, are proposing to introduce an electric vehicle charging facility to the service station which will form an essential part of Rose Kiln Services. This electric vehicle charging facility will provide an essential contribution to the area, especially for motorists using the wider Reading area.

SECTION 7: DESIGN AND ACCESS STATEMENT

This Design and Access Statement has been prepared on behalf of the Applicant, Motor Fuel Group Limited, and has been prepared to support a full planning application for the addition of EV charging and new jet wash facilities at Rose Kiln Service Station, together with associated forecourt modifications, which currently occupies a site situated along Rose Kiln Lane. The Design and Access Statement requirements of the site have evolved from an appraisal of the site's context, against the background of

its location and proximity to the highway network and the developed nature of the site and should be read in context with the planning application's supporting reports, drawings and accompanying material.

SITE EVALUATION

- 7.1 There are a number of key issues which have informed the design solution for the proposed EV charging and Jet wash facility. Effectively, it balances the site's opportunities and constraints arising from the assessment of the site to deliver a development that achieves high quality design, is sustainable, is economically viable and enhances the established locality.
- 7.2 The principal constraints can be identified as:
- The need to utilise the existing access points to and from the highway.
 - The need to consider the massing of the development in respect to the adjoining properties.
 - The need to maintain the existing levels of parking.
- 7.3 There are opportunities afforded by the additional EV Charging and jet wash facility that are relevant material considerations in the evaluation of the proposals. In summary these are:
- The opportunity to provide improved facilities and services, which will benefit customers of the site and motorists using the A33 and Rose Kiln Lane.
 - The proposal represents an enhanced offer to the service station site in a highly accessible location for the proposed use.
 - The proposal complies with the rise of electric vehicles and helps contribute to 2030 environmental target set out in the NPPF.

DESIGN CONSIDERATIONS – USE

- 7.4 The proposed work will comprise of the construction of 8 new EV bays and 4 new jetwash bays, 3 covered, 1 open. The existing use on site is considered to be sui generis.

DESIGN CONSIDERATIONS - LAYOUT

- 7.5 The proposed layout of the scheme is shown on the accompanying planning application drawings – particularly the 'Proposed Site Layout'. As highlighted on Location & Block Plan, the existing site is outlined in blue, whilst the new additional land being acquired for this proposal is outlined in red. The proposal comprises extending the current site boundary from land acquired by the client to the south of the main forecourt area.
- 7.6 The site has undefined space for customer car parking and as such does not have designated areas. This arrangement has been proven in practice to accommodate customers that want to park without any problems or issues. There is no reason to expect otherwise with the proposal which will utilise space not affecting any area which can be used for parking. Therefore, it can be considered that the current parking arrangement can be retained and accepted.
- 7.7 The access and egress point of the site will stay the same, and there will be no alteration as show on "existing and proposed site plans". The proposed site plans show an internal access point

within the site, connecting the main forecourt area to the new proposed EV and jetwash facility. Layout of this has been carefully considered and implemented as outlined in the drawings.

DESIGN CONSIDERATIONS - SCALE

- 7.8 The proposal is considered to be of a compatible size relating to the service station forecourt and overall site design and therefore the new EV and jetwash facility can be considered to be in appropriate scale to the site as a whole.

APPEARANCE

- 7.9 The layout and design of the EV facility and jetwash area reflects the modern style of this genre in service stations, adopting a simple uncluttered design. The facility will be of a high quality and efficient layout.
- 7.10 The appearance of the EV charging area, as shown on drawing “proposed EV charger”, will include Alpitronic Charger of 2.2m in height located at each bay. 6 of these bays will consist of these chargers and will be of 150 kw. The eastern 2 bays will share 1 charger of 300kw. Each charger will be protected by 2no. bollards, one either side of the charger. To the eastern side of the EV bays will be a combi air and water unit of 1.6m in height. The EV facility will also consist of a 3m EV canopy.
- 7.11 The Jet wash facility will consist of 4no 4.8m x 7.5m jet wash bays, 1 open, 3 covered.

MATERIALS

- 7.13 The pallet of materials to be introduced is considered to be in keeping with the present nature of the existing petrol filling station.
- 7.14 Materials include: plastic vinyl, glass glazing and types of metal.

COMMUNITY SAFETY

- 7.15 Consideration has been given to maintaining an attractive safe environment with the introduction of the new EV and Jetwash facility. The proposed site arrangement will continue to ensure there is natural surveillance across the whole site and protect the safety of users of the site and wider community.

SUSTAINABLE DESIGN

- 7.16 The site makes best use of the existing service station site in the urban location. The proposal will incorporate a sustainable and efficient design throughout.

LANDSCAPING

- 7.17 The site is an existing commercial site within the settlement limit and contains a grassed area, along the roadside boundaries.

ACCESSIBILITY

- 7.18 The applicant is committed to maintaining a policy of equality, inclusion, and accessibility for those who live and visit the site and strives to meet all required standards and promote inclusion and accessibility.

SERVICING

- 7.19 In respect to servicing this will remain as it currently operates with delivery vehicles continuing to service the service station by entering the site, park for unloading, and exit the site in a forward gear. It is unlikely servicing will occur in the new area.

SUMMARY

- 7.20 The proposal responds positively to the site's opportunities and constraints, and consideration has been given to layout, scale and appearance. Access to and within the will remain unaltered. It is considered that, based on the above, an appropriate and site sensitive design solution has been found.

SECTION 8: CONCLUSIONS

- 8.1 The application seeks the development to allocated 8no. EV charging bays, and 4 no. Jetwash in a new acquired area of land directly south of the existing site boundary. The proposal to extend the site are to accommodate these facilities will provide for extra services for motorists and customers, which are considered today necessary to fully complement the existing service station.
- 8.2 The National Planning Policy Framework identifies the need for planning positively for community facilities and motorist services. Motorist service areas are a vital necessity and provide an important role in ensuring that motorists travel safely.
- 8.4 The application site has a long planning history for roadside related uses and the proposal will meet this roadside need.
- 8.5 As the proposal is for an extension to existing site area, to newly acquired land directly sound of the existing site, which will accommodate for 8 no. EV Charging bays, and 4 no. Jetwash bays. There is no need to justify finding an alternative location for the service station. Considering the size of the development, retail impact is not a consideration which is material to the application. Notwithstanding this, given the small size of the proposal, it is not considered that the application proposal will have any trade diversion or adverse impact on any designated shopping centre or other retail floor space of acknowledged importance. No sequentially preferable location for the development has been found.
- 8.6 It is considered the application proposal is of an appropriate design and will provide amenity benefits to residents. The proposal is of high-quality design and consideration has been given to sustainable design and construction in accordance with policy.

8.7 On the basis of the above, it is requested that planning permission is forthcoming for this proposal.