

Planning Permission for revised Carwash facility proposals

At

928 Oxford Road, Reading

Management and Noise

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(Revision A : 29/07/22)



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Statement

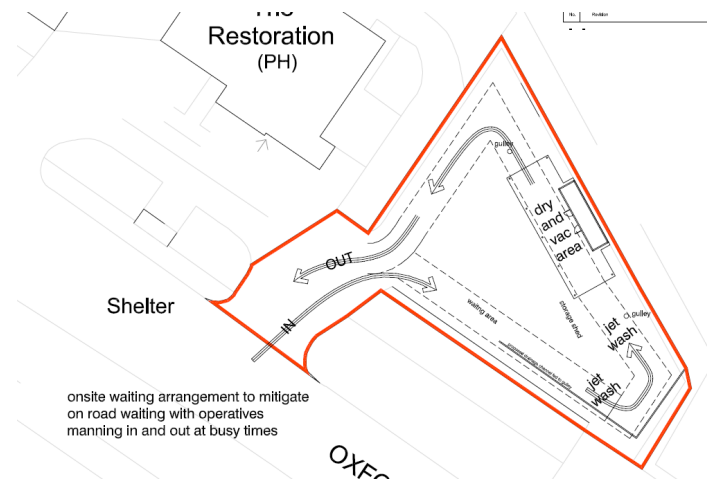
The application relates to the revised proposals following feedback from the previously submitted application referenced 220514.

Highways concerns

The previous application showed a single entrance to the car wash facility where there was an attempt to maximise the accommodation for waiting clients on site and to mitigate the potential for queuing on the Oxford Road.

The issue was a concern that incoming and outgoing vehicles would have to cross paths as the incoming vehicles needed to turn right within the site, and therefore interfere with the exiting vehicles.

See plan below:



Previous proposal

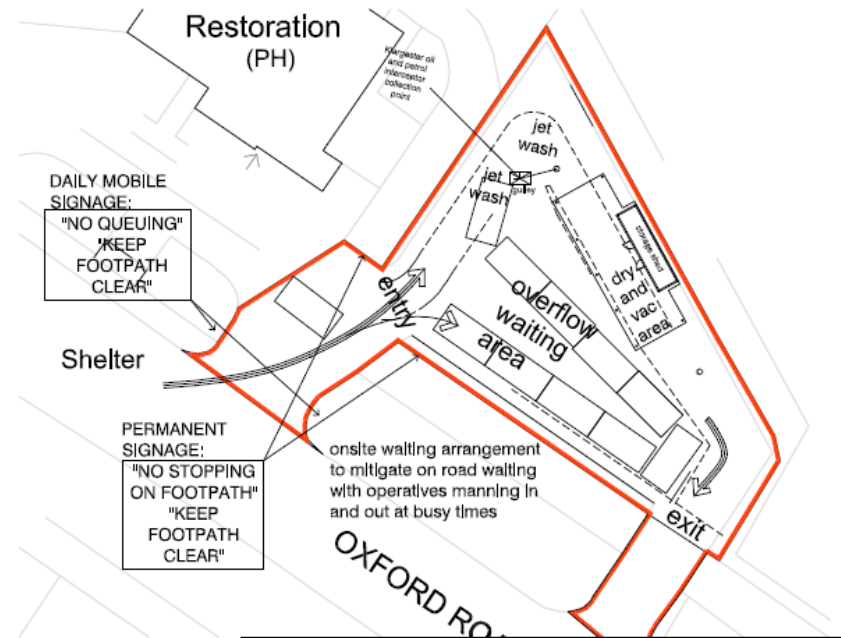
The applicants were confident that with sufficient on-site management that there would not be an issue in their assessment, as they manage a

very similar operation on the Kings Road in Reading, where it's a much smaller site and there has never been an issue with road queuing.

The intention was that on quiet days, Monday – Thursday that 2 No permanent staff and 4 No part time staff would be present to run the facility, and then on Peak days, that up to an additional 4-6 part time staff would be called in, and they would monitor incoming and outgoing traffic.

New scheme

The management of vehicles will in principle remain as some monitoring would be required, however the applicants have considered the concerns from the highways officers with the previous and withdrawn scheme, and have accepted to use the layout in order to replicate previous historic car wash arrangements, so that there is a one-way system with two points of access and exit as per the plan below:



Revised proposal

It is proposed to place permanent signs and then in addition daily mobile signs at the entrance to ensure that the footpath is not blocked, and that no waiting is allowed onto or along the road.

The plan shows at least 10 vehicles on site should the demand peak, the applicant will ensure that staff are instructed to monitor the demand

and waive away vehicles that are seen to be wanting to queue on the highway.

It is anticipated that clients wanting a wash only service are typically a 4-6 minute process with an overlap of washing to drying wash vehicle. This is the most popular service.

Clients wanting the inside cleaned and a waxed finish can take up to an additional 5-6 minutes, and the demand is approximately ½ of that due to the time and additional fee for this service.

Full valeting is less in demand as can take up to 40 minutes with increased fee for this work.

Taking the most in demand service as a worst-case scenario, it is anticipated that up to 12 vehicles can be serviced with the overlap of washing and drying teams. With the onsite waiting facility, there are likely to be no more than 17-18 vehicles on site at the peak demand in a continuous cycle with the full team of full time and part time workers.

This would alleviate concerns and on the likely off-site waiting, but the site operation will ensure that vehicles are sent away if this ever becomes necessary.

Drainage

The historic use of the land had a gully arrangement which was fed to the foul water chamber adjacent to the public house.

The applicants have sought however to implement a petrol and oil interceptor at the point of collection of wash water, and then link this to the drain run as previously used. This is of course a temporary facility as the use will end upon the implementation of the future flatted development that is under consideration by the council's planning department.

A "Klargester" Petrol interceptor has been suggested to accommodate the expected use, with a regular servicing regime to clean and empty the collected particles.

Noise

The applicants are committed to undertake noise surveys and report as required but would like to provide this backup information should a positive outcome form the determination of the application be forthcoming.

A prestart planning condition could be included within a positive determination in this regard; however it should be noted that the following are key control measures which may not have been present or included when the historic uses were operated:

1. There is site hoarding which is to remain in place which was not present in the previous uses.
2. This would encapsulate the noise as far as possible within the site.

3. the jet wash pumps are to be housed inside the building
4. and if required, the vacuum cleaner bodies can also be housed inside the building with longer hoses.

As the current proposals are similar to the previously accepted operation of carwash facilities, albeit with improvements being officerd, it is hoped that with scheme as now presented the application is supported by the councils departments for a positive outcome.

Photographs



proposed entrance
Present day photo with entrance and exit and hoarding in place



proposed exit



entrance
Previous historic photos without hoarding



exit