

Hartwell Motors, Reading

Design and Access Statement: Dealership Refurbishment



hnw architects

Introduction	1.0 Introduction	01
	1.1 Project Description	
Existing	2.0 Existing Site & Buildings	02
	2.1 Site Boundaries	03
	2.2 Photos of Existing	04
Proposals	3.0 Proposed Design	05
	3.1 Internal Development	05
	3.2 Materials	06
	3.3 Visual	07
	3.4 Vehicle Storage Deck	08
	3.5 Car Deck Screening	09
	3.6 Car Deck Cross Section	10
	3.7 Boundary Treatments	10
	3.8 Ecology	11
	3.9 Trees / soft landscaping	11
	3.10 Site Access	12
Access	3.11 Transport Links	12
	3.12 Vehicle Access	12
	3.13 Vehicle Parking	12
	3.14 Pedestrian Access	12
	3.15 Bicycle Parking	12
	3.16 Inclusive Design	12
	3.17 Sustainability	13
	3.18 Waste Management	13
Conclusion	4.0 Conclusion	14
	4.1 Schedule of Drawings	14

Project **Hartwell Motors, Reading**

Document Title **Design and Access Statement**

Document By **IB**
 Checked By **KC**
 Project Number **19040**

Revision	C
By	Chkd
IB	KC
IB	KC
IB	KC

Rev	Amendments	Date
A	First Issue	11/12/2019
B	2nd Draft	06/02/2020
C	3rd Draft	10/02/2020

Introduction

1.0 Introduction

This Design Access Statement has been prepared following the guidance within CABI's document; Design and Access Statements, How to Write, read and use them. It has been prepared to support the planning application, illustrate the process that has informed development, and to explain and justify the scheme. This document is to be read in conjunction with the associated drawings, reports, and documents prepared as part of this application. These drawings and documents are listed within the Schedule of Drawings found at the rear of this statement.

1.1 Project Description & Overview

This application for Full Planning consent is for the refurbishment and re-branding of the existing Infiniti Car showroom at 25-27, Rose Kiln Lane, Reading RG2 0JZ, to suit a new motor retailer corporate identity, with parking layout reconfiguration and the proposed erection of a single storey vehicular storage deck within the rear parking compound.

Further works are required to the existing front glazed showroom facade to remove the curving head panels, entrance 'portal' and 'oversailing' facade feature on the right hand side of the showroom. These previously represented the former Infiniti corporate brand identity and is required to be removed as part of the re-branding works.

EV charging stands will be installed in accordance with adopted Local Plan legislation.

Further details of the proposed works are illustrated within the 'Proposals' section of this Design & Access Statement.

Existing

2.0 Existing Site and Buildings

The red application line boundary equates to **0.58 hectares**. The existing site boundary is not affected by the proposed application.

Records show that the application site has been operational by Infiniti Motors for estimate of 10 years for Sales and Service of Motor vehicles. Infiniti Motor dealership is currently still operational on-site with their active showroom, workshop, offices and parts storage. Infiniti showroom currently occupies **0.15 hectares** of it's total site area, with a total of **1836m² GIA** including both ground and first floor area.

The facility capacity allows 6 new cars to be exhibited within its showroom space. This space is accompanied by a reception and sales offices as well as visitors cafe/seating area. The workshop located to the rear of the facility includes 9 vehicle servicing bays. The 'back of house' operational spaces such as Staff, Admin, Plant, Data, Canteen etc. being more confidential, are located on the first-floor level allowing to create the break between public and private.

There are further used vehicle display spaces in the forecourt as well as vehicle storage at the rear of the facility, providing the spaces for the number of stock level.



Existing

2.1 Site Boundaries

The current site location is ideal for a motor vehicle retailer showroom. This is highly influenced by the high level of passing traffic along the A33 and the further surrounding buildings housing a number of other motor retailer brands. The site access point is a public road currently shared by Big Yellow Self Storage and Evans Halshaw Kia. The proposed site boundary is shared between Marshall Honda located to the north, the Big Yellow Self Storage located to the south and the River Kennet, which runs through Reading is located east of the site.

The facility orientation, front facing the A33, one of the main access roads into Reading, grants a clear visual of the showroom by the road users. The green landscape on the boundary line, adjacent to the pedestrian pavement, softens the view of the site, creating a welcoming effect.

Surrounding facilities that are nearby include similar vehicle retailers, commercial and leisure facilities.



Existing

2.2 Photos of Existing

1. View of Showroom, looking from the A33 road.
2. Vehicle access view, Rose Kiln Lane.
3. Dealership front entrance (West elevation).
4. Vehicle Showroom
5. Vehicle Workshop
6. Vehicle Storage space, Rear of Showroom



1



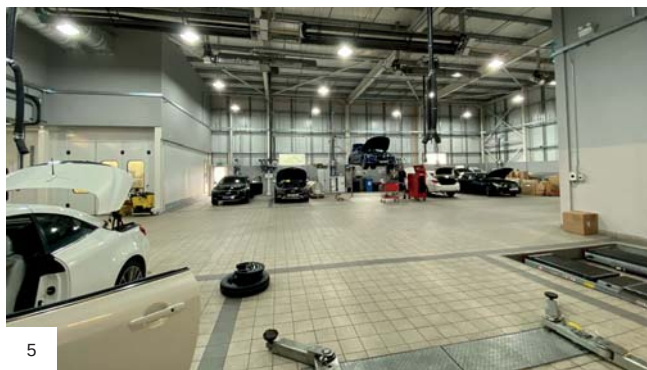
2



3



4



5



6

3.0 Proposed Design

The proposals aim to retain as much of the existing design and structure, allowing the new occupier and motor retail brand to swap over with minimal site disruption. The front curtain wall glazing facade (West Elevation) will be amended to remove all indications that related to Infiniti's former corporate identity 'sales concept'. Therefore, the top glazed panels that form the curving edge will be removed and the facade 'flattened' to form a regular square height. The right hand showroom corner of the same facade that 'oversails' is to be infilled with similar glazing system and will be included as part of the internal showroom space. The roof in this area will be lifted to the same level as the main showroom space. There is currently a step down in the roof level to correspond to the curving glazed facade line, and this is required to enable the revised facade design to be 'squared' off.

The existing entrance 'portal' also represents Infiniti's former brand identity, therefore it will need to be removed. In replacement of this, three new additional access doors will be fitted, two of them will be used for vehicular access into the showroom.

The existing cream rendered external wall cladding panels to the two flank facades will be spray coated to RAL 9006 (grey) to create a similar cladding effect as the existing metal grey cladding panels currently used for the workshop. These proposals will mean the building can be read distinctly different from the existing Infiniti concept with only very minor amendments.

Further vehicle 'overhead sectional' entrance doors are proposed to be installed within the existing workshop area metal cladding panel facades. This to suit the revised workshop layout configuration.

This application also proposes the installation of a single storey car storage deck at the rear of the building within the existing hard-surfaced compound area. This will provide additional parking spaces for stock sales vehicles to reduce the number of trips required by a car transporter, workshop and staff parking.

3.1 Internal Development

The proposal aims to refurbish and redevelop the internal showroom area to improve the efficiency of the spaces. The initial intention is to expand the showroom to increase the capacity of vehicles exhibited in this space. This is achieved by the demolition of the existing reception area, along with the sales offices. By doing this, an estimated 16 vehicles can be displayed within the same building area. New corporate identity finishes will be installed throughout the showroom areas.

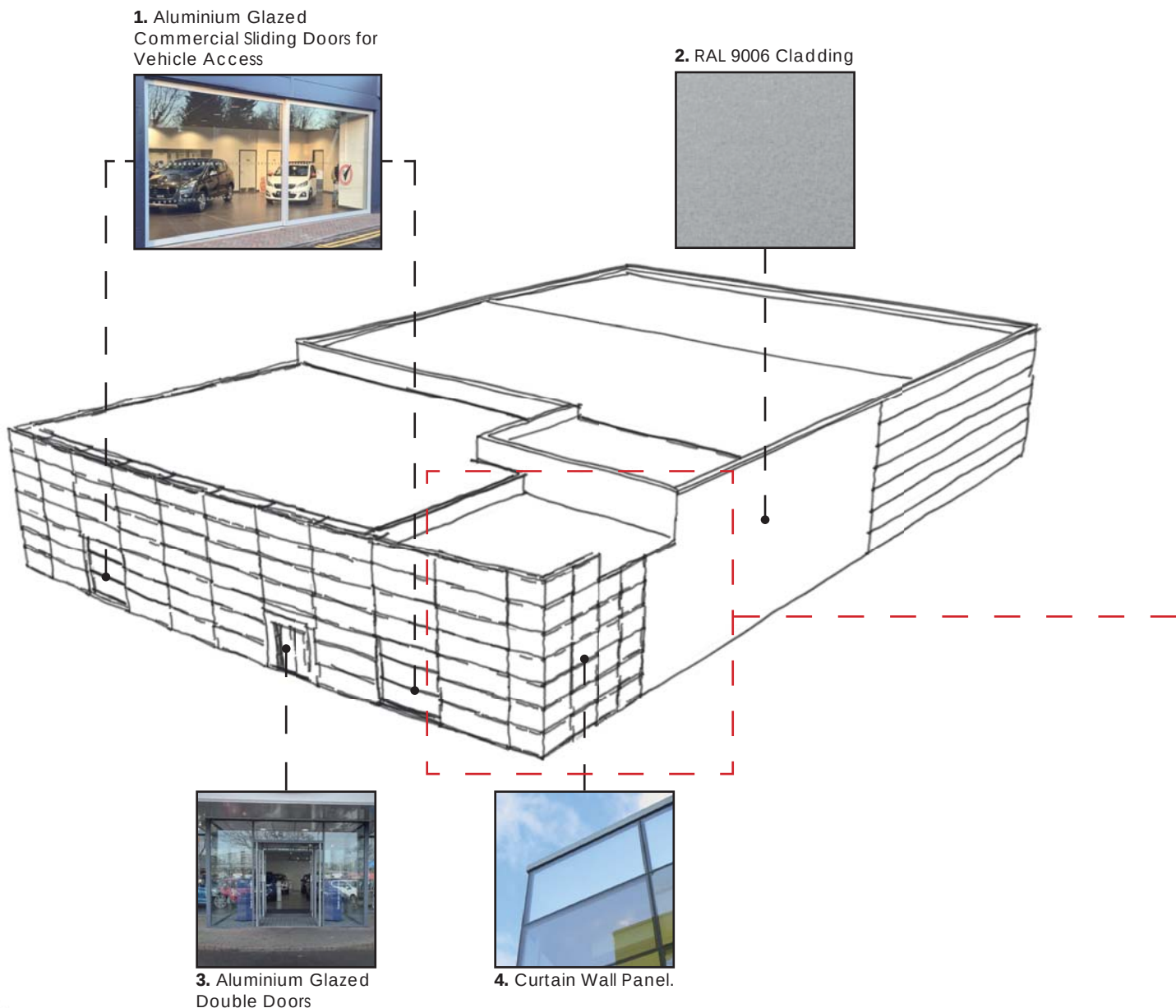
Proposals

3.2 Materials

New construction materials will be selected to closely match those of the existing design.

The diagram below represents the choice of materials included within the proposal of the planning application form. The existing cream cladding will be sprayed with **(2.)** RAL 9006 (grey) colour to match the existing workshop exterior metal wall cladding. There will be an installation of two **(1.)** Aluminium Glazed Commercial Sliding Doors to allow showroom vehicle loading. The same facade will also provide a **(3.)** Aluminium Glazed Double Doors for visitor/customer and staff access. Finally, the proposed in-fill corner will use similarly glazed **(4.)** Curtain Wall Panels to provide a complete facade.

Refer to proposed elevations drawing for further information.

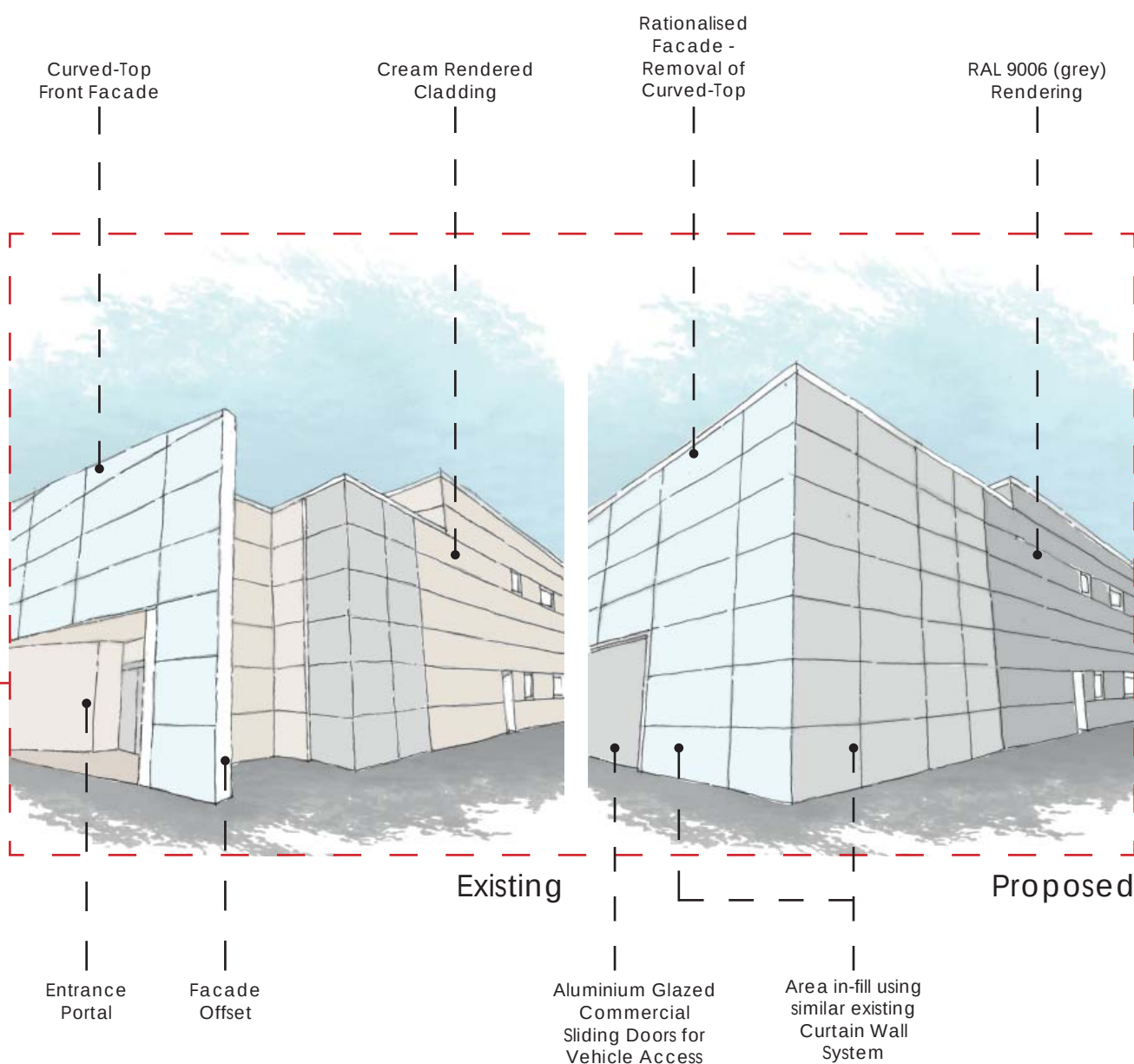


Proposals

3.3 Visual

The proposed application does have a minor affect on the design shape and form of the existing building.

The diagram below represents the proposed changes between the existing and proposed. The aim, as previously noted, is to remove the former Infiniti corporate identity, in so doing will enhance the efficiency of the existing showroom floor area. The curving glazed top head panels and facade offset will be removed and the facade 'squared' to form a more simplified design massing concept.



Proposals - Vehicle Storage Deck

3.4 Vehicle Storage Deck Proposals

This application proposes the installation of a simple and effective demountable modular car storage deck solution, to increase the existing level of storage for stock vehicles and workshop parking spaces on-site. The additional parking on-site will ensure a lower level of car transporter movements to and from site.

Solution:

The proposed proprietary system comprises of a modular steel framing system and concrete plank decks with a unique footing design that eliminates the need for costly and intrusive foundations. Example images of the system can be seen in Fig.1 & 2 below. The proposed car park framing system will be erected directly onto the existing car park tarmac surface with the use of 'spreader' base plates.

Base plates distribute the load and adjustable height pillars sit on spherical joints which allow vertical re-alignment. An example of which can be seen in Fig.3 below. No dig foundations reduce the risk from underground obstructions and allow erection over sensitive ground conditions eliminating any ground penetrating works.

Modular construction means that factory manufactured components are delivered to site ready for quick and easy erection, reducing overall construction programme times and extended delivery periods of materials.

It also means that should any element be accidentally damaged during use, it can simply be removed and replaced with a new section. And, as the system is demountable, the car deck can be dismantled, removed and erected elsewhere.

Outcome:

The system is a quick, non-intrusive, efficient and cost effective solution to increase an existing parking areas capacity, and thus reducing vehicle transporter movements to and from site.



Fig.1 - Example of car deck design



Fig.2 - Example of car deck design

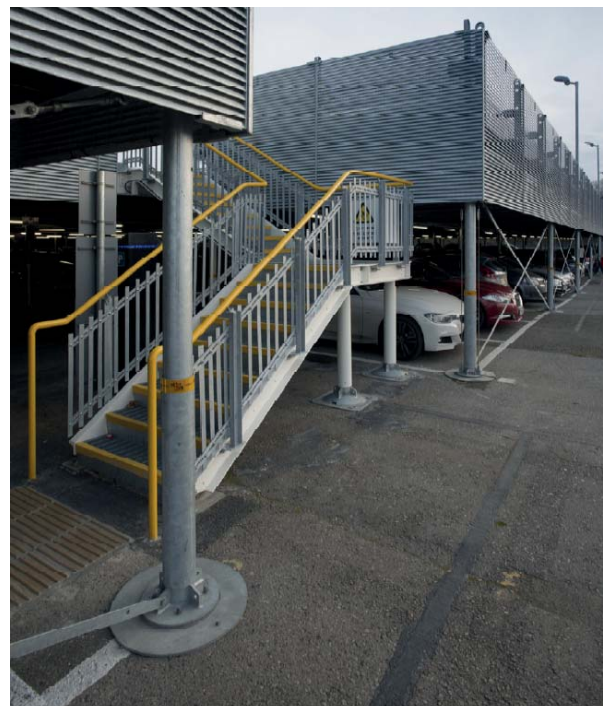


Fig.3 - Image of example footing design

Proposals - Vehicle Storage Deck

An indicative plan layout of the car deck can be seen below. Car deck located in the existing rear parking compound. Further reference shall be made to the submitted site plans and site section/elevations for further layout details of the car deck proposals.

3.5 Mitigation against lighting and vehicle disturbance of adjacent riverside habitats:

The ground floor areas will be lit with bulkhead light fittings mounted on the underside of the car deck structure. Light spill towards the eastern (River Kennet) boundary will be controlled by a newly installed 2.4m high timber close boarded fence taken to the underside of the car deck structure. Indicative cross sections of the proposed car deck can be found later in this document and within further supporting drawing information.

The upper deck bulkhead lights will be fitted above the vehicular 'bump' rails to the inside of a 1.4m high protective screen as can also be seen in Fig.3. This overlaps with the timber fence below to ensure maximum screening and minimal light and vehicle disturbance of existing River Kennet habitats.

Additional flood lighting of the upper car deck is not proposed. Existing lighting columns will remain. All bulkhead light fittings will be controlled by PIR sensors on limited time clocks.

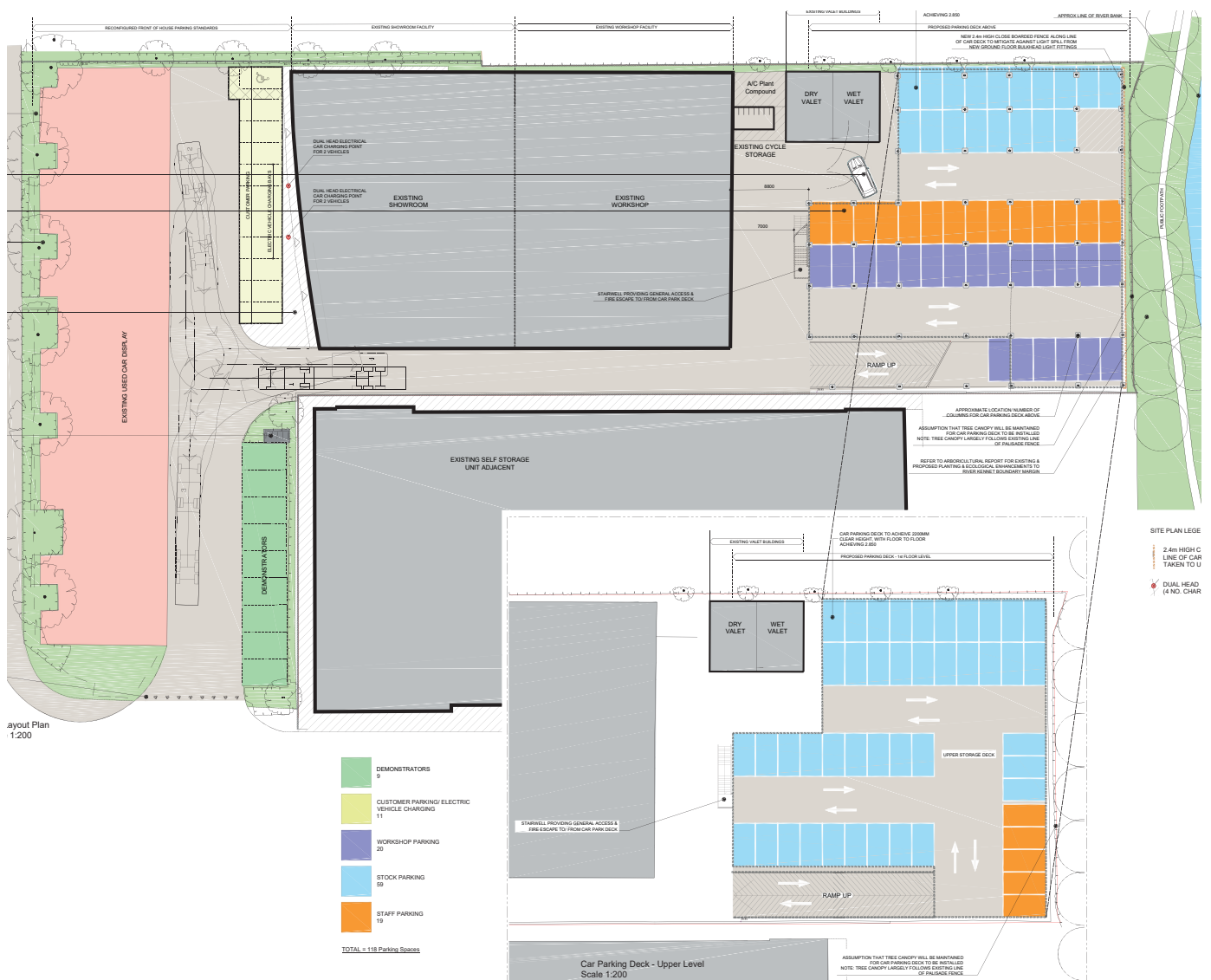
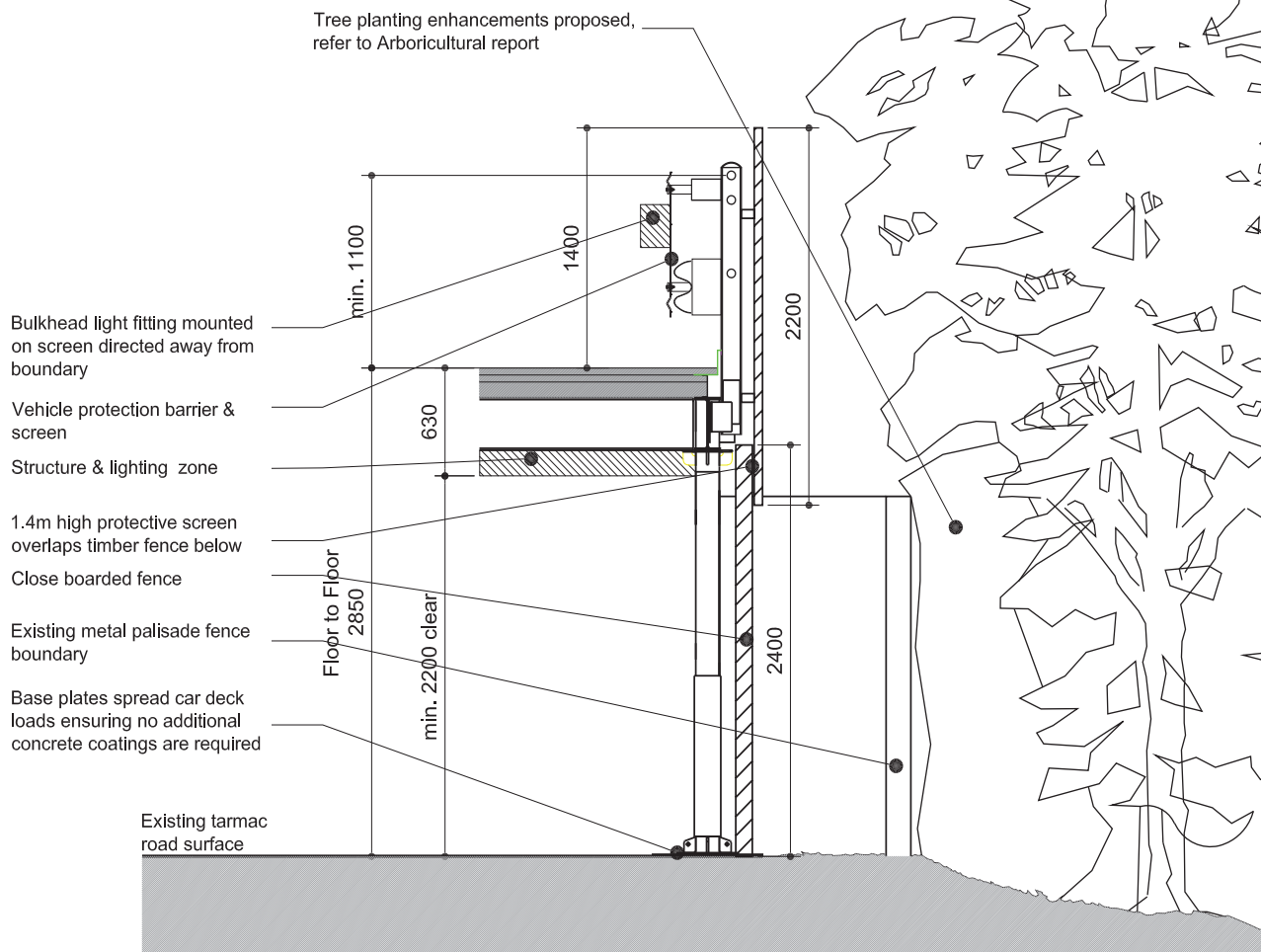


Fig.4 - Excerpt from Site Plan illustrating car deck location and layout

3.6 Car Deck Cross Section Through River Kennet boundary



3.7 Boundary Treatments

The existing boundary treatments will remain unaffected by the development. New protective measures are proposed to the eastern (River Kennet) to mitigate against disturbing habitats within the adjacent trees.

As can be seen from the enlarged car deck cross section above, the proposals are to construct a 2.4m high close boarded fence, installed inset from the existing palisade boundary fence line, taken to the underside of the car deck structure as a measure to mitigate against light spill from the ground floor bulkhead light fittings.

To continue this screening, a 1.4m high protective screen will be mounted on the upper car deck to also mitigate against light spill and vehicle disturbance at this higher level.

Proposals

3.8 Ecology

The proposals look to mitigate against any effects on the existing site ecology, especially habitats within the trees of the adjacent River Kennet - eastern boundary. We have previously described the protective screening measures being proposed within the car deck and boundary treatment proposals to control light spill and vehicle disturbance.

Due to the limited scope to install 'on-site' ecological enhancements, the development proposes the following to be installed within the applicant's controlled wooded margin adjacent to the River Kennet.

- 3 x bird boxes mounted within existing trees.
- 1 x 'bug hotel' constructed within the wooden margin.



Fig.4 - An example bird box



Fig.5 - An example 'bug hotel'

3.9 Trees / Soft Landscaping

The applicant owns the intervening wooded strip of land between the River Kennet footpath and the development sites eastern boundary fence. Tree planting enhancements are proposed within this wooded strip of land.

Specific reference shall be made to the submitted specialist Arboricultural Reports and drawings for further details of proposals. i.e. to remove any non-native self seeded tree plantings, to plant and enhance the existing stock of native tree species.

Access

3.10 Site Access

The proposed application does not affect the general site access provisions and remains as existing.

3.11 Transport Links

The proposed application does not affect any transport links and remains as existing.

3.12 Vehicle Access

The proposed application does not affect any vehicular access and remains as existing.

3.13 Vehicle Parking

The application proposes an increase in vehicle storage spaces by way of a new single storey parking deck structure. Further reference to be made to sections in this statement illustrating the design intent and to the specialist's Transport Report drafted by Stantec Consultants.

3.14 Pedestrian Access

The proposed application does not affect the pedestrian access and remains as existing.

3.15 Bicycle Parking

The proposed application does not affect the bicycle parking and remains as existing.

3.16 Inclusive Access

The proposed application alters the existing inclusive access measures, but does not have any adverse affect and will ensure the building makes adequate provisions for all occupants and visitors.



3.17 Sustainability

The proposals will incorporate new Electric Charging points on site, in compliance with RBC Local Plan, adopted November 2019 which states in policy TR5:

“Development should make the following provision for electric vehicle charging points:

- Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.”

On this basis for staff and customer parking, the proposals shall provide 4 electric charging spaces (2 for staff / 2 for customers). In addition, 1 electric charging space will be accommodated within the workshops for rapid charge. The locations of EV charge points are illustrated on the Proposed Site Layout Plan. Further reference can be made to specialist Transport Consultant’s report submitted under separate cover.

Pre-existing building and site sustainability measures will remain unaffected by the proposals.



3.18 Waste Management Statement

The following are potential waste issues that are to be dealt with for this project and on site:

- Where possible, soil excavated will be reused or stored on site.
- Where possible, off site construction methods, renewable and reused materials will be used.
- Where possible, materials will be locally sourced to reduce transportation.
- Where possible, materials will be selected that are either recycled or can be reused.
- The whole life of materials will be considered before final selection.
- Materials quantities will be controlled so as to reduce careless waste. Remaining useful materials should be reused to conserve natural resources.
- Waste will be reduced so as to limit environmental damage and reduce material cost.
- Waste produced during construction will be controlled and contained.
- Waste will be stored so as not to pose a threat to the health and safety of persons on or off site.
- Any waste produced will be disposed of to a licensed waster transfer station for segregation and recycling.
- An appropriately designed, sized and located waste storage area is to be provided on site for use when the building becomes occupied.

Conclusion

In summary, the proposed design:

- Increase the employment, ecological and sustainable qualities of the existing site;
- Incorporate the very latest Corporate Identity requirements for the new motor brand;
- Modernise and visually improve this prominent site;
- Sustainable reuse of an existing building and site.
- Create additional car storage space for stock vehicles on-site to lower car transporter trips;
- Incorporate new electric vehicle charging points to enhance sustainable transport measures in compliance with RBC Local Plan adopted November 2019.
- New ecological habitat enhancements are proposed.
- Measures will be taken to ensure there is no adverse effects on the existing River Kennet ecological habitats.
- No impact upon the existing Highways Network;
- Follow local planning policy, design guidance and Pre-application advice;
- Is an appropriate Use-Class for this location; as no 'change of use' is proposed.
- Is strongly supported by the NPFF.

Schedule of Drawings

The following drawings as prepared by HNW Architects form part of this planning application and to be read in conjunction with this Design and Access Statement:

Reference:

Drawings Title:

Existing

- | | |
|----------------|--------------------|
| • 19040 - 1000 | Site Location Plan |
| • 19040 - 1001 | Site Plan |
| • 19040 - 1002 | Ground Floor Plan |
| • 19040 - 1003 | First Floor Plan |
| • 19040 - 1004 | Roof Floor Plan |
| • 19040 - 1300 | Elevations |
| • 19040 - 1350 | Sections |

Proposed

- | | |
|----------------|---|
| • 19040 - 2101 | Proposed Site Schematic - with Vehicle Storage Deck |
| • 19040 - 2210 | Ground Floor Plan Proposed |
| • 19040 - 2211 | First Floor Plan Proposed |
| • 19040 - 2212 | Roof Floor Plan Proposed |
| • 19040 - 2300 | Proposed Car Deck Site Sections & Elevations |
| • 19040 - 2310 | Proposed Elevations |
| • 19040 - 2320 | Proposed Sections |