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CHARTERED TOWN PLANNERS

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DESIGN AND ACCESS STATEMENT

PROPOSED DEVELOPMENT:-

ERECTION OF SINGLE-STOREY MOT BAY, HAND CAR-WASH OFFICE & STORE, RELOCATED BIN AND VACUUM UNIT AND ACOUSTIC ENCLOSURE AROUND EXISTING CANOPY.

SITE LOCATION:-

READING AUTO SERVICES, 782-784 OXFORD ROAD, READING RG30 1EL

PLANS AND DOCUMENTS:-

19/11/01 1:100/1:1250 @ A3

Location Plan and Existing Block Plan.

19/11/02 1:100 @ A3

Existing Elevations.

19/11/03B 1:100/1:500 @ A3

Proposed Block Plan and Layout.

19/11/04B 1:100 @ A3

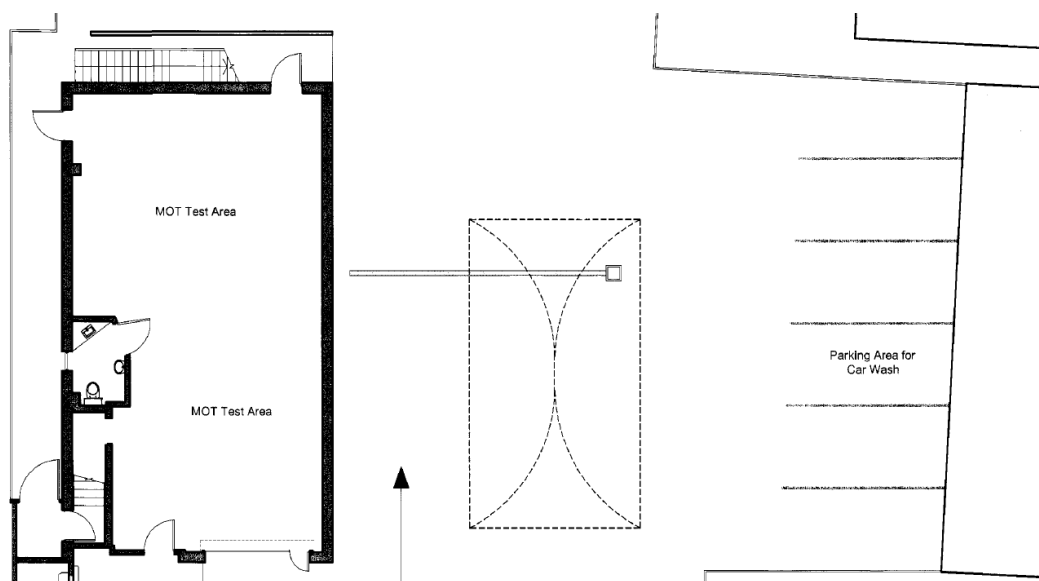
Proposed Elevations.

CIL Documentation.

1.00 BACKGROUND

1.01

Reading Auto Services is an established car-repair and hand car-wash business operating legitimately under partially implemented approval 130370 dated 17th August 2013 (***MOT Test Centre (Sui Generis) plus new two storey car workshop building to the rear***). The approved plan shows an MOT Test Area, Parking Area for Car Wash and Car Wash Canopy (see extract from approved plan below).



PLAN 1. Extract from approved plan A-1001B

1.02

The approved MOT Test Area is currently operating as a car repair workshop since the new owner does not presently offer MOT testing. The proposal is to create a dedicated Class 4 MOT Testing Bay attached to the car workshop having the dimensions and internal layout now required by the Driver and Vehicle Standards Agency. This takes the form of a brick-built, single-storey, lean-to on the east side of the building. When the new building and equipment is certified the MOT business will resume.

1.03

In addition, following concerns about the level of noise associated with the established hand car wash, the proposal includes an acoustic enclosure around the existing car-wash canopy. This will be formed of two-skin clear polycarbonate sheet formed to fit the contours of the canopy. Our noise specialist (Paragon Acoustics) has created a sound model which demonstrates that this enclosure will reduce the current unacceptable level of noise received by the first floor of the adjoining property 5 Tidmarsh Street (the ground floor already being screened by an existing heavy timber fence).

1.04

In addition a timber car-wash office and store is proposed in the north-east corner (this is under construction). It will tidy-up the car wash area, allowing transactions and storage to be carried on indoors thus further reducing noise generation. The existing haphazard bin storage will be tied-down to a single location adjoining the office/store that is well-screened by existing and proposed buildings.

2.00 THE PROPOSED BUILDINGS

2.01

The proposed MOT Bay will be a brick-built lean-to pitched mono-roof building 10.0m long, 4.8m wide and 4.1m to eaves. It is attached to an existing larger and taller two storey building to which it is both subservient and proportionate. It will be built of mixed red/brown brick to match existing under a black profiled steel roof. The MOT bay will be drive-through requiring roller-shutter entrance doors at either end to accommodate Class 4 vehicles (passenger cars and light-goods vehicles).

2.02

The hand car-wash office/store has been partially built to allow the introduction of the proposed sound-reducing enclosure as soon as practically possible. It is 7.5m long, 2.5m wide and 2.4m to eaves and built of timber.

3.00 PLANNING POLICY

3.01

Government Policy concerning the need to promote business growth is set out at paragraph 80 of the revised NPPF. It tells us that:- ***'Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.'***

3.02

As such there is a clear national presumption in favour of fostering business growth in the national interest which is also reflected in local planning policy.

3.03

The NPPF goes on at paragraph 182 to advise that:- '**Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.**'. The subdivision into flats and higher density of occupation of adjoining properties subsequent to the establishment of the original commercial use of the site falls into this category.

3.04

Working proactively with the Councils Environmental Health Officer we consider that the proposal strikes the correct balance between the Governments exhortation to promote business growth and the need to preserve the amenities of adjoining properties now converted into flats.

4.00 HIGHWAYS AND ACCESS

4.01

The commercial use of the site is legitimate and long-established. The proposed MOT Bay in effect takes over from the former approved MOT Bay that is currently being used for car repairs. The existing hand car-wash is as approved in 2013. The principal vehicular access on to Oxford Road is 5m wide and set back behind a 4m wide frontage footway with excellent visibility splays to west and east over the bus-lane. There is a secondary access on to Tidmarsh Street adjoining number 7 secured by a painted white access protection bar provided by RBC.

4.02

There is on-site parking for some 25 cars at the northeast end of the site and casual parking alongside buildings and queuing for the car-wash for another 10. So far as we are aware there have never been any access or overflow parking issues. Recently a number of derelict vehicles and a pile of tyre carcasses left by the former occupier have been removed following advice from the Councils Enforcement Officer. This has released further space for parking and manoeuvring.

4.03

Therefore in our submission the proposed levels of off-street parking provision are acceptable to serve both the existing and proposed development. Accordingly the proposal will have no effect on highway safety or the free flow of traffic on the local network.

5.00 TREES, LANDSCAPING & ECOLOGY

5.01

This is a long-established legitimate commercial site with no trees or landscaping on or adjoining the site. There are no ponds or evidence of use by any protected species therefore no further specific mitigation is necessary. There is no evidence of animal access routes and the proposal will not lead to fragmentation of habitat or the green network. Materials left over from demolition will be recycled and building materials will be obtained from sustainable sources.

6.00 PRE-APPLICATION CONSULTATION.

6.01

In accordance with good practice we can confirm that the applicant's agents have been in frequent contact with Rebecca Moon (Senior Environmental Health Officer) concerning the need to reduce noise generated by the hand car-wash. This has involved contact with a number of local landowners and stakeholders. In addition the Councils Planning Enforcement Officer visited the site 17th April 2019 and suggested works to improve the appearance of the site. These works have now been completed.

7.00 DEVELOPER CONTRIBUTIONS

7.01

The proposal is exempt from CIL and the relevant confirmatory PAAIR form accompanies this application.

8.00 CONCLUSIONS

8.01

Having regard to the relevant national and local development plan policies and other material considerations as detailed above we submit that there are no sound and clear-cut planning reasons to object to the development. The proposal benefits from the NPPF presumption in favour of fostering business growth in the national interest, deserves support and we look forward to a favourable determination.

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AJT/SB/03/07/2019