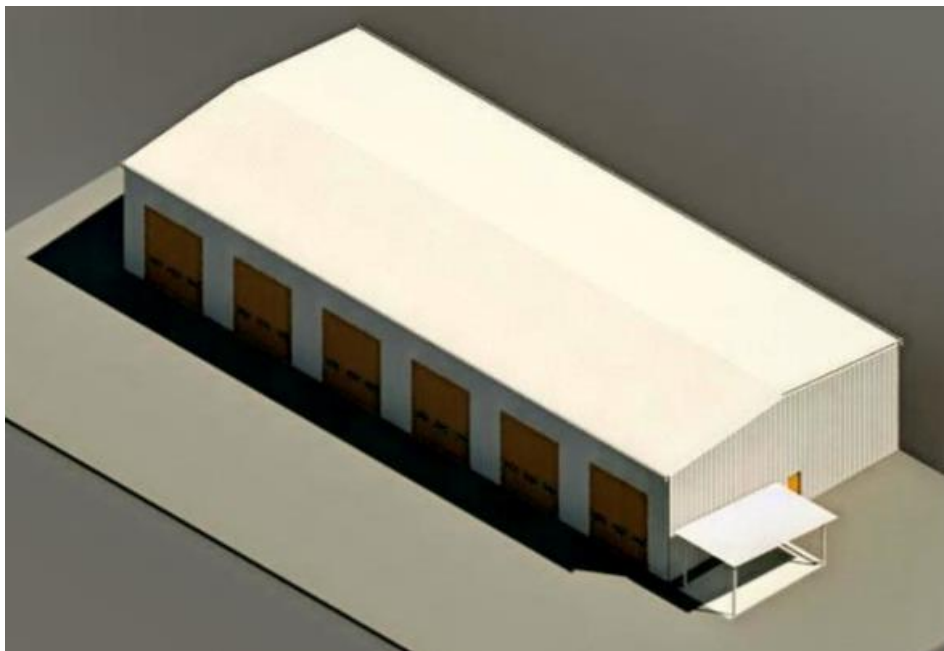


Project: OC Motor Repair Ltd - Demolition of Existing Building and New Workshop Building Construction

Date: 28 October 2025

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Design and Access Statement



Rev: P01 - 07.01.26

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1. Introduction

This statement has been prepared to support the application for Full Planning Permission for the demolition of a derelict building and replacement with a New Workshop Building at 16 Bennet Road, which is behind OC Motor Repairs Ltd.'s existing site at 20-22 Bennet Road, Reading, RG2 0QX. This is the redevelopment for employment purposes of designated employment land. There is a workshop/office building at 20-22 Bennet Rd and there is a derelict building on the 16 Bennet Rd site.

The proposed New Workshop and Wash Bay are outlined in blue on the aerial photograph below and the boundary of 16 Bennet Road is outlined in red.



OC Motor Repairs Ltd. currently operate Accident & Repair Centres at 8 sites throughout the UK, including this address, offering car body and crash repairs, alloy wheel refurbishment, vehicle resprays and body kits, ADAS resets, air conditioning services, four-wheel alignment, Valet services, tyre and glass replacement, and collection and delivery for customers.

OC Motor Repairs Ltd. use the existing workshop building and are aiming to increase their capacity by constructing an additional workshop building with an external wash-bay.

2. Design Principles

The area surrounding the site is Light Industrial with a number of businesses linked to the Automotive industry. The majority of buildings are “Big Shed” type workshop and warehousing buildings. The layout of the design will be in keeping with the surroundings. The view of the proposed new building will be largely obscured by the existing building at 20-22 Bennet Rd.



The existing access points will be maintained, and the site already has ample parking that will cope with any increased parking requirement. The area of parking lost by the development of the New Workshop will be more than compensated for by the additional area available when the existing building is demolished and the ground levelled to provide additional hard standing. Customer access is to the front of the site at 20-22 Bennet Rd and will not be affected by this development.

The height of the building and footprint is less than OC Motor Repair Ltd.'s existing facility at 20-22 Bennet Rd. and significantly smaller than many of the surrounding buildings.

The materials chosen, composite cladding with segmented roller shutter doors, are similar in style to a number of the more modern buildings surrounding the site.

There will be some additional landscaping introduced to improve the Biodiversity Metric of the site.

3. Access Considerations

The design includes level thresholds and is single storey, allowing easy access for disabled users. A Wheelchair accessible unisex toilet will be provided along with separate-sex facilities.

4. Demolition Justification

It is necessary to demolish the derelict building, as it cannot be repurposed as a workshop and occupies part of the footprint of the proposed new building. There are no heritage issues as the building is not listed and is of little architectural merit or community value.



The building is in a state of disrepair and the surrounding area overgrown with weeds.

A bona fide Demolition Contractor will be employed, working to BS6187:2011, to ensure that there are no environmental issues. They will be responsible for waste management including producing a Site Waste Management Plan in accordance with the Waste Duty of Care.

5. Sustainability and Environmental Impact

The new building is designed to comply with Building Regulations Document L2, ensuring energy efficiency.

Construction waste will be loaded into skips hired from a licensed Waste Carrier. The Demolition Contractor will determine whether there are any hazardous materials contained in the derelict building, e.g. asbestos, and ensure that these are kept separate from the general waste and disposed of appropriately.

Surface water runoff from the proposed building will be managed via a soakaway system, subject to ground conditions. This aligns with Building Regulations Part H and Reading Borough Council's SuDS

hierarchy. Should infiltration prove unfeasible, alternative disposal routes will be explored in consultation with the Lead Local Flood Authority.

The new wash bay will be bunded and the wastewater will be treated with interceptors and filters before being discharged to the foul sewer; the design will be co-ordinated with Thames Water.

The new workshop will share the Wheelie Bins currently sited next to the entrance of 20-22 Bennet Road.



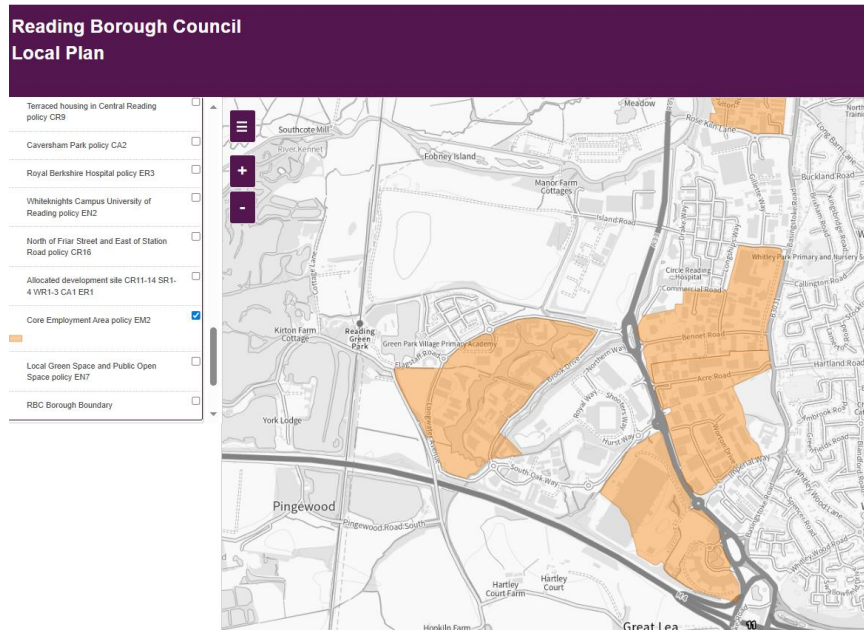
6. Archaeological Context

16 Bennet Road is not identified in the Historic Environment Record (HER) as a site of known archaeological significance and Bennet Road and the surrounding streets are not listed in the Archaeology Data Service website

It is believed that there will not be any archaeological significance, but this will be reviewed when trial pits are dug for the foundation design.

7. Planning Policy Compliance

The Local Plan has identified the need for additional industrial/warehouse space. 16 Bennet Road falls within the Core Employment Area EM2d (policy EM2) and the development utilises the scope for intensification of an employment site within a Core Employment Area, by building on surplus parking area and removing a redundant building.



16 Bennet Road is specifically listed in the Local Plan as a “site for development for employment uses, preferably for Industrial and Warehouse development.”

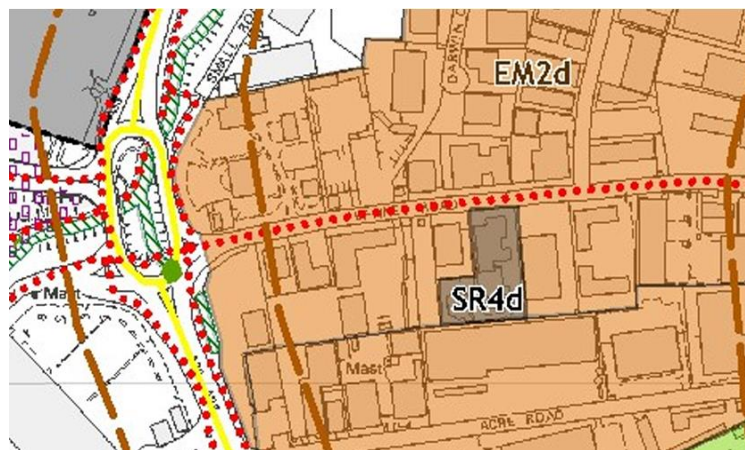
SR4d 16-18 BENNET ROAD

Development for employment uses, preferably for industrial and warehouse development.

Development should:

- *Take account of potential archaeological significance;*
- *Address any contamination on site;*
- *Address flood risk issues; and*
- *Take account of the location of a pumping station in close proximity, which will require liaison with Thames Water.*

Site size: 0.74 ha 2,200-2,700 sq m of industrial and warehousing



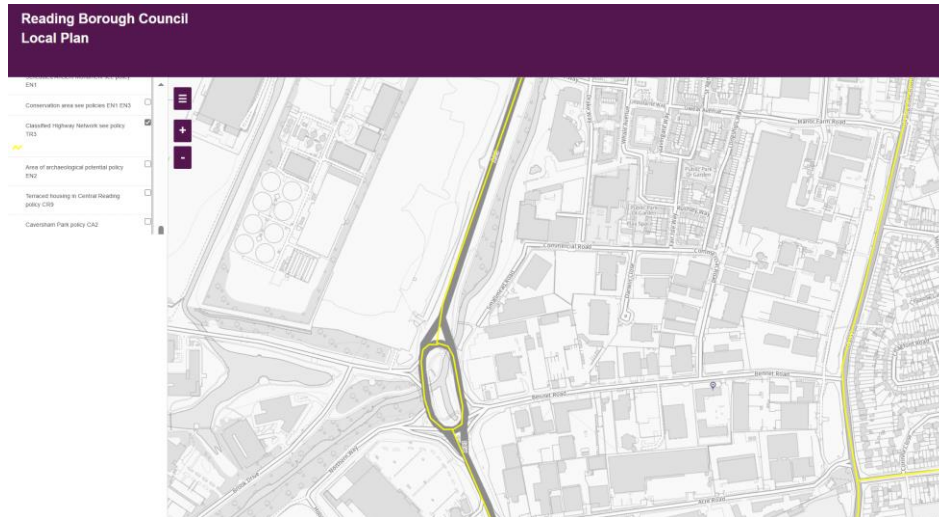
From a review of the history of the site, we do not believe that the site is contaminated (referred to in SR4d), although we will check this when trial holes are dug for the foundation design.

Similarly, we do not believe that the development will have any significant effect on the Thames Water pumping station situated on the opposite side of Bennet Road, as the incorporation of a Rain Garden in the development will reduce run-off rates and the additional foul sewage from the welfare facilities will be low volume.

The development complies with local plan policy TR3.

- iv) *The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*
- v) *For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.*

Both ends of Bennet Road are directly connected to the Classified Highway Network and the site has sufficient access and space for off-street servicing.



8. Conclusion

The proposed development will allow OC Motors to expand their operation, creating employment opportunities in a Core Employment Area on a site designated for redevelopment.

The applicant is committed to delivering a high-quality commercial facility, in keeping with its surroundings, that meets contemporary standards for design, access, and environmental performance.