

DESIGN AND ACCESS STATEMENT

Submitted on behalf of:

AUTO SPARES & TYRES

FOR

PROPOSED CHANGE OF USE TO INCLUDE MOT TEST CENTRE TO EXISTING TYRE
WORKSHOP

AT

98. LANSBURY DRIVE, HAYES, MIDDLESEX, UB4 8SD

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1.0 Introduction

This design and Access Statement is prepared in support of a planning application in connection with the proposed change of use of premises at 98, Lansbury Drive, Hayes, Middlesex to include MOT test centre to the existing workshop. Change of use from light industrial (Use Class B1c) to general industrial (Use Class B2)

2.0 The Site

- 1.1 The Site is are is 345 m² and comprises of a part two storey single storey building located located on the corner of Lansbury Drive with Balmoral Drive which is predominantly residential area within the Developed Area as identified within the Hillingdon Local Plan. Residential properties are located to the east and north.

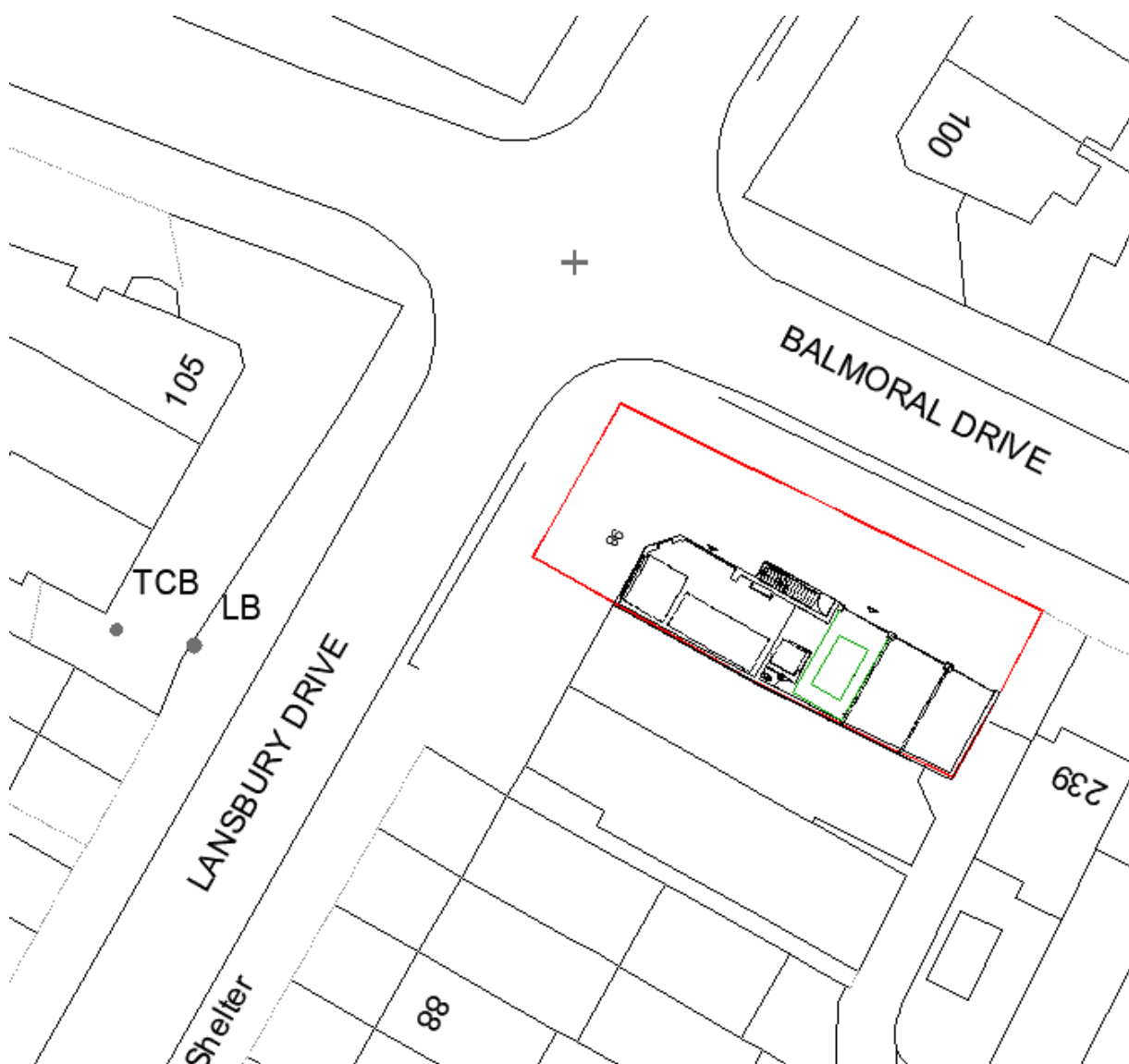


Fig. 1: Site Location Plan



Fig. 2: Existing Aerial Image



Fig. 3: Street View Photograph

2.0 Site History

2.1 An application was made on 04/03/2015 for the following development:

Change of use from light industrial (Use Class B1c) to general industrial (Use Class B2)

Ref: 35212/APP/2015/595

This application was refused on the following grounds:

1. In the absence of a robust noise survey and appropriate noise mitigation measures the proposed use would result in unacceptable noise and disturbance to the surrounding residential occupiers. The proposal would therefore be harmful to the amenities of the surrounding occupiers and contrary to Policy OE1 of the adopted Hillingdon Local Plan: Part Two - Saved UDP Policies (November 2012).
2. The proposal has not satisfactorily demonstrated that sufficient off-street parking, manoeuvring and access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision to the Councils approved car parking standard, leading to on-street parking/queuing to the detriment of public and highway safety and contrary to policies AM7 and AM14 of the Hillingdon Local Plan (Saved UDP Policies) and to the Hillingdon's Adopted Parking Standards.

3.0 The Proposed Development – Use, Layout and Scale

- 3.1 The building is currently a tyre fitting centre. The proposal is to allow for a reorganisation of the existing building with some minor internal works to include a MOT test Centre with ancillary support spaces.
- 3.2 There will be no net increase in the total floor space on the site. The current building will require some minor alterations to the openings to remove the existing door to the office and provision of a new door to create a safe entrance.
- 3.3 The existing tyre storage space and office space will remain unaltered. A new customer viewing area will be added next to the MOT testing area as marked on the submitted drawing 1186-P-004.
- 3.4 The proposed unit will operate 09:00 - 19:00 Monday to Saturday.

4.0 Operation

- 4.1 MOT slots will be allocated by appointment only. This has been a system which the applicant has been running successfully during COVID-19 for its' current operations. The appointment system reduces the number of vehicles on site and avoids any unnecessary traffic. The business has been operating for several years and has built up a healthy number of repeat clients, most clients are

therefore familiar with the workshop and call to make a booking. It is rare that someone attends without an appointment.

- 4.2 There will be fifteen slots per day and the work carried out consists of minor repairs and tyre changing within the workshop area. The MOT will be done whilst the customers wait in the waiting area and booking in advance will be required.

Where required, due to familiarity with the site. The staff can take vehicles from customers on arrival and if required park them in one of the available bays or straight into the workshop for assessment.

- 4.3 The number of vehicles that can be inspected or worked on at any one time is four and the hours of trade will be 9am - 7pm Monday to Saturday. Lastly, there are four staff members.

5.0 Noise

- 5.1 In the previously submitted application, the noise report was considered inadequate and several concerns were raised which have since been addressed in the Noise Impact assessment prepared by Nova Acoustics. The report specifically addresses the comments in the officer's report.

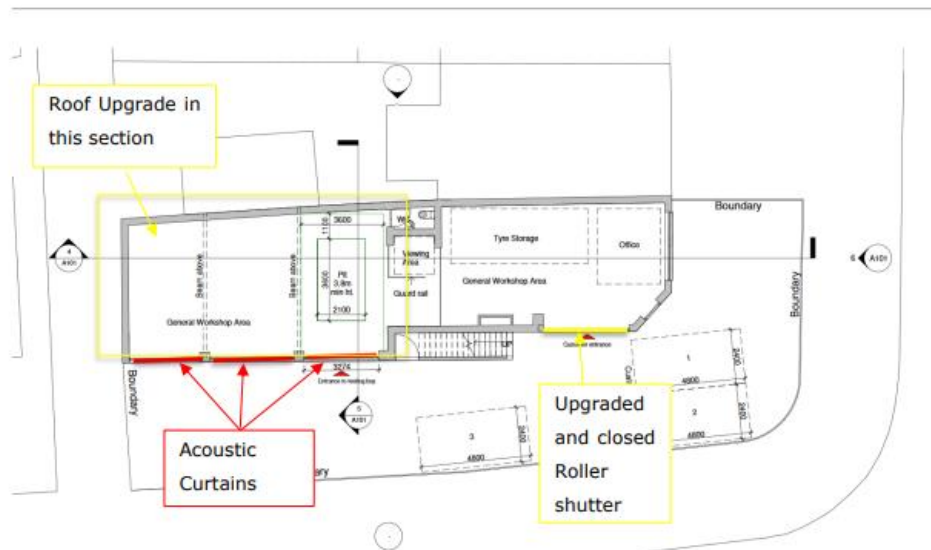
- 5.2 In summary the report recommends the following mitigation measures that are necessary to reduce the impact of the Proposed B2 MOT Centre.

a) The customer entrance roller shutter should remain closed where possible and the roller shutter should be installed with a minimum sound reduction of 25 dB Rw. Location as indicated in Appendix C (Nova Acoustics Report).

b) An acoustic curtain should be installed on the open roller shutter doors in the rear workshop to limit noise barking out of the development whilst retaining access. The curtain should provide a minimum of 20 dB Rw. An example product would be AcQuilt 223 5P VG2. Location as indicated in Appendix C. (Nova Acoustics Report)

The roof structure in the rear workshop should be confirmed and upgraded to provide a minimum sound reduction of 45 dB Rw. An example detail is outlined below:

- KS1000 Composite panel
- Suspended MF ceiling min drop 125mm
- 75mm insulation min density of 10kg/m³
- 1 x layer of 15mm sound block plasterboard



5.3 In summary, the report concludes that provided the recommendations above are implemented the rating noise level at the NSR falls a minimum of 3 dB below the lowest measured LA90,15min. This indicates low impact on the surrounding NSR. BS4142 states that the typical background sound level should be used and not the lowest measured. When assessed against the typical LA90 background value of 53 dB the rating noise levels is 8 dB below. Further indicating the likelihood of low impact. When considering 15 dB attenuation provided by an open window, we would expect the rating noise level within the dwelling above to fall at 30 dB. This level is 5 dB below the daytime bedroom noise criteria of 35 dB and equal to the nighttime criteria of 30 dB. This further indicates the potential for low impact provided the recommendations in the report are implemented.

5.4 The works above will be carried out on approval of the application.

6.0 Transport/Parking

6.1 In addition to the issues with the noise report, the previous application was also refused as the proposal had not demonstrated that sufficient off street parking manoeuvring and access arrangements would be provided, and therefore the development is considered to result in substandard car parking provision to the Councils approved car parking standard, leading to on-street parking/queuing to the detriment of public and highway safety and contrary to Hillingdon's Local Plan.

6.2 Highway Planning Ltd. have prepared a response to the specific issues raised. This includes tracking diagrams for the proposed parking spaces.

6.3 Drawing 1186-P-004 shows provision of 4 parking spaces which are to be used by customers.

- 6.4 The Council's highways officer previously stated that the existing use of forecourt parking is considered unacceptably over-subscribed as illustrated by the street view images available on google. It should be noted that this space was used to store vehicles but these vehicles have since been removed. It is very rare that anymore than 1 vehicle is parked on the forecourt. As suggested, the applicant has provided vehicular swept paths to demonstrate that parked cars can independently enter and leave the site in forward gear without requiring other parked vehicles to be moved.
- 6.5 No car parking provision is attached to the flat and some new metal rails have been proposed to the boundary of the site to match existing. This will prevent vehicles from driving onto the adjacent footways. Although it should be noted that no such accident has ever occurred even with its current arrangements.
- 6.6 A clear and safe pedestrian access for the flat will be maintained using bollards and line marking as indicated on drawing 1186-P-004 although it should be noted the site has been operating in the same manner for many years with access to the flats via the forecourt. This arrangement will not change but will be made safer to address the officers' comments.
- 6.7 In summary the following conclusions have been made by the Transport Consultant:
Policy DMT6 requires developments to comply with the adopted parking standards. Appendix C of the Development Management Policies document requires the same level of car parking for B1c and B2 uses. As such, the proposals do not require any change in parking provision.

The proposed site layout shows a significantly improved parking arrangement with adequate manoeuvring space, notwithstanding the fact that this is not required to make the proposals policy compliant.

Overall, there are no highway related reasons why the development should not receive planning permission.

7.0 Conclusion

- 7.1 The application has specifically addressed the two reasons for refusal. This is a business which in the current environment is required to adapt the services it provides to retain in business and to serve the local community.