
T B P

- Architects
- Surveyors
- Planning and Design Consultants
- Health and Safety CDM Co-ordinators

PLANNING STATEMENT

Proposed Change of Use from Car Showroom (Part) to MOT Testing Station – B2 Use

FOR

I.B AUTOS

AT

The Barnard Partnership

Barnard House
London Hill
Rayleigh
Essex
SS6 7BP

Tel: 01268 773776
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www.fbpartners.co.uk

Prepared by
G. G. Pearce
October 2011

Gables Service Station

London Road

Rayleigh

Essex

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1.0 THE PROJECT

1.1 Client

I.B Autos – Ian Bryant
Unit 1
Beke Hall Chase North
London Road
Rayleigh
Essex. SS6 9EY

1.2 Site Location:

The application site is situated at:

Gables Service Station
London Road
Rayleigh
Essex. SS6 9EY

The proposed works are located within the existing enclave of buildings comprising Gables Service Station. The buildings are located within the Metropolitan Green Belt, and are established prominently on the street front to London Road.

1.3 The Site



The site comprises established Motor Trade and associated and supporting uses. The adjoining site to the east also supports existing motor trade services.

The proposal for the new MOT Testing Station to part of the existing showroom is in keeping the established uses of the site comprising Gables Service Station. The existing usage of the building is Car Showroom: the LPA advise that the proposal to accommodate the MOT Testing Station within the existing building will require Change of Use to Class B2.

1.4 Client Requirements

I.B Autos currently operates from Unit 1 to the rear of the site, and wishes to invest in additional equipment to provide MOT Testing services. The additional functions cannot be accommodated within the restraints of the existing workshop, and would further benefit from a street front location.

An opportunity has arisen for the applicant to procure part of the space of the existing showroom to form a new MOT Testing Station to suit his needs.

The MOT Station would need to comprise:

- One MOT Testing lane/bay
- One workshop bay
- Customer viewing area
- Office/Reception and Waiting Area
- Parts Storage area.
- Parking for 3 MOT customers
- Parking for 2 customers

The Landlord has also made available car parking space for 4 cars to the existing car parking area at the rear. This would provide secure parking for vehicles awaiting repair

1.5 Design Considerations

The space made available for the proposed MOT Testing Station is adequate for the functions required by the applicant. There is no need for any residual alterations to the building frontage to meet these needs.

1.5 Orientation

The existing buildings have a north-east/south west orientation.

The north eastern aspect comprises the primary street front elevation, and faces London Road.

2.0 THE DESIGN

2.1 Form and Layout

The form of the existing building of which part forms this application for Change of Use will remain unaltered for the proposed use.

Existing panoramic roller shutter doors provide access to the vehicle bays, with ancillary accommodation adjacent.

An existing roller shutter door to the rear will provide access to 4 dedicated parking spaces within the existing car parking area.

2.3 Landscape

The existing frontage is laid to hard surface for the existing use as car sales forecourt. This function will be reduced in area as part of this application for change of use, and parking bays marked out to identify the MOT parking allocation.

There is no other change proposed to the forecourt.

2.4 Accessibility

The area:

The site is an established business within the Green Belt, and is ideally located for vehicular access without increasing vehicle volumes within the local area.

The site is immediately accessible via the A130, A1245, A127 and A129, all of which lie within a short travel distance.

Level/Disabled person's access:

Access to the vehicle bays are ramped, with adequate access for wheelchair users.

2.4 Drawings

This Planning Statement is to be read in conjunction with architects drawings 3404/1 (Location Plan, and Block Plan), 2 & 3..

3.0 ENVIRONMENT

3.1 Land Contamination

The site has historically supported motor trade and associated uses. The proposed change of use requires no impactive works on the sub-soil.

3.2 Sustainability

The site is located within the site of an established built enclave serving motor trade uses. The proposal for change of use has no material impact on the site or its immediate surroundings.

The location is well served with public roadways.

A summary of the key tests for sustainability is:

- **Effective protection of the natural and cultural environment:** the proposed change of use does not harm the natural and cultural environment.
- **Ecology and biodiversity:** There is no impact on local ecology and biodiversity as a consequence of these proposals.
- **Surface water resources:** the proposal has no impact on surface water resources
- **Soil and groundwater:** the development will not result in any increase in soil water wastes: mains foul water services are in place.
- **Landscape, townscape and cultural heritage:** the proposal does not require any alteration to the existing building and minimal alterations to the forecourt to accommodate dedicated car parking.
- **Waste:** the applicant currently has services in place for the separation of wastes, liquids, and oil reclamation. These functions will transfer to the new location. Locations for oil, liquid and waste separation are indicated on the drawings. The applicant outsources car tyre replacements.
- **Air quality and climate factors:** the proposals will be accommodated within a site currently serving motor trade uses. There will be no additional adverse impact on air quality and climate as a consequence of these proposals.
- **Noise and vibration:** the proposals will be accommodated within a site currently serving motor trade uses, and will not result in additional detrimental noise or vibration within the locality.
- **Visual amenity:** the existing building is retained unaltered. There is no change to the visual amenity as a consequence of these proposals.

- **Transport and access:** The area is well served with public transport, and links to wider public transport services. Major arterial routes such as the A127, A129, A1245, and A130 are a short travel distance from the site: the proposed development will not impact upon the infrastructure or the volume of traffic to the site.

3.3 Flooding

The proposed change of use is situated within an existing building. The building remains substantially unaltered as part of these proposals and flooding is not an issue.

3.4 Green Belt

It is acknowledged that Gables Service Station falls within an area designated Metropolitan Green Belt.

Gables Service Station and its immediate surroundings comprise established motor trade related services and car sales. The service station and its immediate surroundings historically comprised petrol filling station, vehicle mechanical and body repairs and car sales. The petrol station services no longer operate, but other motor trade, car sales and associated functions within the site continue in operation.

The area of the site allocated to the change of use to B2 is accommodated within a building currently identified as car sales showroom. The proposal for change of use of part of the existing building to B2 remains compatible with the other uses which continue within the site. There is no additional impact of this proposed change of use on the existing building, the immediate surroundings or amenity of the Green Belt.

The existing buildings have a Gross Internal Area of 579m²: the proposed area allocated to the change of use is 100m², comprising 17% of the existing floor area.

The forecourt is currently wholly car sales: the car sales area will be reduced to accommodate car parking and access to the proposed MOT Testing Station. This will not impact upon the amenity of the Green Belt as the area is currently vehicle use, and will continue as a vehicle related usage.

We would submit that in the context of the existing site use, the proposed change of use to B2 for an MOT Testing Station and supporting services will have no material impact on the Green Belt, its immediate surroundings, or the local amenity.

5.0 SITE PHOTOGRAPHS



1. View of existing building looking west: proposed Change of Use located in three bays to the western end of the building.



2. View of existing building towards eastern end.



3. View of existing building toward 3 bays comprising proposed Change of Use. Vehicle parking to right hand side.



4. View on proposed car parking area to support the MOT Service Station change of use.

**TOWN AND COUNTRY PLANNING
(GENERAL DEVELOPMENT PROCEDURE) ORDER 1995**

**NOTICE UNDER ARTICLE 6 OF APPLICATION FOR PLANNING
PERMISSION**

Proposed development at **Gables Service Station,
London Road, Rayleigh
Essex. SS6 9EY**

I give notice that **I.B Autos**

is applying to **Rochford District Council** for planning permission for:

***Change of Use of Part Existing Showroom to B2 Use for MOT Testing
Station and workshop***

Any owner* of the land or tenant** who wishes to make representations about this application should, within 21 days of the date of this notice write to the Planning Department, Rochford District Council, Council Offices, South Street, Rochford, Essex SS4 1BW.

By **28th December 2011**

* "owner" means a person having a freehold interest or a leasehold interest the unexpired term of which is not less than seven years, or, in the case of development consisting of the winning or working of minerals, a person entitled to an interest in a mineral in the land (other than oil, gas, coal, gold or silver).

** ~~"tenant" means a tenant of an agricultural holding any part of which is comprised in the land.~~

Signed 

On behalf of **I.B Autos**

Date **5th December 2011**

Statement of owners' rights

The grant of planning permission does not affect owners' rights to retain or dispose of their property, unless there is some provision to the contrary in an agreement or in a lease.

Statement of agricultural tenants' rights

The grant of planning permission for non-agricultural development may affect agricultural tenants' security of tenure.
