



## Report to South Buckinghamshire Area Planning Committee

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**Site Location:**

Land at Rear Of No.11 and Fronting On To, 11 Reynolds Road, 11 Penn Road, Beaconsfield, Buckinghamshire, HP9 2PN,

**Proposal:**

Alteration to front elevation of existing single storey building and change of use from B8 Storage and Distribution unit to Sui-Generis Car Wash and Valet service

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<b>Application Number:</b>	PL/19/4275/FA
<b>Applicant:</b>	Aqua Valet Ltd
<b>Case Officer:</b>	Vicki Burdett
<b>Ward affected:</b>	Beaconsfield North
<b>Parish Town Council:</b>	Beaconsfield Town Council
<b>Valid date:</b>	11 December 2019
<b>Determination date:</b>	30 September 2020
<b>Recommendation:</b>	Conditional Permission

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### 1.0 Summary & Recommendation/ Reason for Planning Committee Consideration

1.1 Permission is sought for the alterations to front elevation of the existing single storey building and the change of use from B8 Storage and Distribution unit to Sui-Generis; Car Wash and Valet service.

1.2 The existing building is currently used for B8 Storage and Distribution and comprises a single storey detached structure located fronting Reynolds Road, to

the rear of both commercial and residential units within Penn Road (the High Street).

1.3 The site lawfully falls within a B8 Storage and Distribution use, formally associated with the neighbouring Honda Garage. The proposed Sui-Generis Use would continue the sites commercial use and is considered to conform with both National and Local Plan Policies.

1.4 The application has been referred to the Planning Committee following discussion between Officers and the Chairman. In the interests of the wider public it is considered that the application would benefit from further scrutiny.

1.5 The recommendation for this application is Conditional Permission.

## **2.0 Description of Proposed Development**

2.1 Permission is sought for the Alteration to front elevation of existing single storey building and change of use from B8 Storage and Distribution unit to Sui-Generis Car Wash and Valet service.

2.2 The application relates to a single storey building and associated service area located within Reynolds Road, to the rear of Penn Road. The site is lawfully within a B8 Storage and Distribution Use, whereby the building received planning permission under 79/00461/APPLIC.

2.3 The application is accompanied by:

- a) Design and Access Statement
- b) Industrial Noise Impact Assessment
- c) Transport Technical Assessment

2.4 Additional supporting information and amended plans have been submitted throughout the duration of the application to demonstrate how the proposed car-wash and valet servicing would operate within the site.

## **3.0 Relevant Planning History**

79/00249/FUL – Conditional Permission – 15 May 1979 – Security fencing and gates

79/00461/APPLIC – Conditional Permission – 21 June 1979 - Erection of single storey building for storage of motor parts

#### 4.0 **Summary of Representations**

4.1 A total of 10 objection letters have been received regarding the proposed development. A summary of consultation responses and representations made on the application can be viewed in Appendix A.

#### 5.0 **Policy Considerations and Evaluation**

- National Planning Policy Framework (NPPF), February 2019.
- Planning Practice Guidance
- National Design Guidance, October 2019
- South Bucks Core Strategy Development Plan Document - Adopted February 2011
- South Bucks District Local Plan - Adopted March 1999 Consolidated September 2007 and February 2011;
- South Bucks District Local Plan Appendix 6 (Parking standards)
- Draft Chiltern and South Bucks Local Plan 2036.
- South Bucks District Council Residential Design Guide Supplementary Planning Document (SPD) - Adopted October 2008
- Chiltern and South Bucks Townscape Character Study 2017
- Chiltern and South Bucks Community Infrastructure Levy (CIL) Charging Schedule
- The publication version of the Chiltern and South Bucks Local Plan 2036 was approved at Council on 14 May 2019 and it was agreed that this should be endorsed as a material consideration in the determination of planning applications. The document has now gone through the consultation stage. However, given the draft Local Plan has yet to be examined by the Planning Inspectorate, only limited weight can currently be given to this document.

#### **Principle of Development, Employment and Retail Issues**

Core Strategy Policies:

CP10 (Employment)

CP11 (Healthy and viable town and village centres)

Local Plan Saved Policies:

EP3 (The Use, Design and Layout of Development)  
S1 (District Shopping Centres – Beaconsfield – New Town)  
TC1 (Development in Beaconsfield – New Town)

- 5.1 The site is located within the developed area of Beaconsfield New Town where a change of use can be acceptable, provided that the new use does not adversely affect any interests of acknowledged importance, which include factors such as the character and appearance of the area, vitality and the amenity of neighbouring properties.
- 5.2 The Chiltern and South Bucks Townscape Character Study does designate this site as having a 'Town Centre Fringes' typology, however it is not considered that this designation prevents a change of use to an alternative commercial use, provided that it would not adversely affect the character and appearance of the site or locality in general. The site is also located within the Beaconsfield New Town District Shopping Area as identified by Local Plan Policy S1, and within a Centre Inset Area as identified within Local Plan Policy TC1.
- 5.3 In addition to the above, Chapter 11 of the NPPF encourages Local Planning Authorities to make an effective use of land. Paragraph 117 of the NPPF states that planning policies and decisions should promote an effective use of land in meeting needs for homes and other uses, whilst safeguarding and improving the environment and ensure safe and healthy living conditions.
- 5.4 Paragraph 122 of the NPPF highlights that planning decisions should support development which makes the efficient use of land, taking into account; housing need, local market conditions, availability and capacity of infrastructure, maintaining the area's prevailing character and securing well-designed places.
- 5.5 The site itself is located to the rear of the main High Street, and is not designated as a 'primary' or 'secondary' shopping area within the Core Strategy Proposals Map. The site has previously been used for the storage of motor parts in connection with the neighbouring Honda garage. The site lies within a lawful B8 Storage and Distribution use since the buildings approval under REF: 79/00461/APPLIC. The neighbouring Honda garage is no longer occupied, and therefore the storage of motor parts within the host building is no longer in operation, or required.
- 5.6 Local Plan Policy TC1 deals with the Centre Inset of Beaconsfield New Town. This policy seeks to retain key uses which enhance the vitality or viability of the town centre. It states that planning permission for the change of use or redevelopment of such sites will not be granted unless the proposal is considered to preserve the vitality or viability of the centre. The Council seeks to protect and, where possible, strengthen the retail function of these centres, whilst facilitating or

maintaining an appropriate level of diversification. A mix of uses will also be encouraged within the centre inset areas provided that proposals are considered to enhance the vitality of the centre and would not detract from the viability or retail attractiveness of the centre.

- 5.7 Furthermore, Policy TC1 further states that the re-use or redevelopment of sites currently, or last used for lawful employment generating development, within the Centre Inset Areas, may be permitted as an exception to the employment policies in the plan provided that: c) the site is not currently, or likely to be in the future, a major source of employment for residents of that setting or its immediate locality; d) the cumulative impact of such proposals within each centre would not result in a significant increase or a significant decrease in employment levels.
- 5.8 Core Strategy Policy CP10 specifies that 'the need for additional employment floorspace in the area which extends to the west of London could largely be met through the more efficient use of employment land in town centres and on established employment sites'. Furthermore, 'There will be a general presumption that other employment sites (B Use Classes) will also be retained in employment use (B Use Class). In limited circumstances, including where there is no reasonable prospect of a site being used for the permitted purpose, or where the site is creating significant amenity issues, the priority will be for the site or premises to be reused or redeveloped (where appropriate) for an alternative economic use (i.e. a use which provides employment opportunities, generates wealth or produces an economic output or product)'.
- 5.9 The current building was permitted within a B8 Storage and Distribution use, in connection with the nearby Honda Garage. Honda no longer occupy the garage whereby the site is unoccupied and no longer in operation. As such, it has been stated by the Applicant that the host building previously used for the storage of motor parts is no longer required. The B8 Storage and Distribution Use does not comprise of a large employment site, and in connection with the Honda garage, the building itself generated little employment.
- 5.10 Whilst Core Strategy Policy CP10 is noted in regards to retaining B Use Classes, overall the proposed Sui Generis use for a car wash and valet service would provide more employment than the existing lawful use. The proposed car wash and valet servicing would require the employment of 4 full-time members of staff which would therefore generate more jobs and bring further employment to the area. Therefore, it is not considered that the loss of a B Use Class unit would result in an overall loss of employment.

5.11 Consultation has also been carried out with the Council's Principal Economic Officer in regards to the loss of a B Use Class unit within Beaconsfield New Town. She confirms that she has no objections to the change of use proposed in this application. She states that the proposal for a car wash estimates the creation of four FTE posts, which based on employment density guides, can be expected to exceed the number that would be created through a B8 use. She also states that in its current state and usage, the site is not adding anything to the town centre and therefore considers that a change of use would not be detrimental to the town centre or the businesses located within it.

5.12 In regards to the proposed developments impact on retail, the site itself lies to the rear of the immediate 'Primary' and 'Secondary' Shopping Areas and therefore does not comprise of an active frontage to the High Street and would remain in a commercial use, as it has been used historically. In this regard, the proposal would not result in the loss of a key retail unit and would therefore retain the existing retail attractiveness of the centre. An appropriate level of diversification would be retained within Beaconsfield New Town and therefore in regards to the impact on the Shopping Centre, it is not considered that the proposed Sui-Generis Use would have any retail issues in line with Core Strategy Policy CP11 and Local Plan Policies TC1 and S1.

5.13 Overall, it is considered that the proposed change of would result in a moderate level of job creation whilst maintaining the vitality and viability of the area. In light of the above, it is considered that the proposed change of use would adhere to the requirements of Core Strategy Policies CP10 and CP11 and Local Plan Policies S1 and TC1.

5.14 In summary, the site is located within the developed area of Beaconsfield where alternative commercial uses are considered acceptable subject to other material planning considerations such as the impact on the character area and neighbouring residential amenities. Furthermore, the proposal would align with the aims of the NPPF in making effective and efficient use of land and achieving sustainable development.

#### **Transport matters and parking**

Core Strategy Policies:

CP7 (Accessibility and transport)

Local Plan Saved Policies:

TR5 (Access, highways work and traffic generation)  
TR7 (Traffic generation)

- 5.15 The application site is located on Reynolds Road, to the rear of Penn Road. Reynolds Road is an unclassified road subject to a speed restriction of 30mph. The application site already benefits from a wide vehicular access point onto Reynolds Road with a significant area of hardstanding to the front of the existing building.
- 5.16 The Highways Development Management Team have been consulted and raise no objections to the proposed development. They have confirmed that in comparison to the existing B8 Storage and Distribution Use that the proposed car wash service would result in an intensification of the site from a highways perspective.
- 5.17 As Reynolds Road is subject to a speed restriction of 30mph, visibility splays of 2.4m x 43m are applicable, commensurate with current Manual for Streets guidance. These splays are achievable from the existing access point to the site.
- 5.18 Given the identified intensification of the site from the proposed change of use, the Highways team initially requested for a Parking and Servicing Management Plan which has subsequently been submitted with a Transport Statement and reviewed. It has been advised that vehicles would need to pre book their appointment in advance whereby 3-4 cars would be serviced per hour. The building would be used for the car washing facilities, featuring a turn-table where vehicles would enter and exit the site in both a forward gear. The site would also have the provision of up to 4 spaces for other booked vehicles to wait for a valet/collection service.
- 5.19 As such, in terms of highway implications, no objections have been raised from the scheme and therefore it is not considered that the proposed development would give rise to any higher danger.
- 5.20 The proposed application site would not incorporate any car parking spaces for employees. However, the site is located within a sustainable location whereby various transport routes are available including the train station, bus stops and car parks. In addition, given that a total of 4 full-time staff members would be employed for the proposed car-wash, it is considered that the area has adequate provision and therefore the proposed development would not result in any parking or highway implications.
- 5.21 The proposed development therefore complies with the provisions of Local Plan Policies TR5 and TR7.

## **Raising the quality of place making and design**

Core Strategy Policies:

CP8 (Built and historic environment)

Local Plan Saved Policies:

EP3 (The Use, Design and Layout of Development)

EP6 (Designing to Reduce Crime)

H9 (Residential development and layout)

- 5.22 Paragraph 124 of the NPPF states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 127 states that developments, among other requirements, should function well and add to the overall quality of the area, should be visually attractive as a result of good architecture, layout and landscaping, and should be sympathetic to local character and history.
- 5.23 Paragraph 130 of the NPPF states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.
- 5.24 Core Strategy Policy 8 states that all new development must be of a high standard of design and make a positive contribution to the character of the surrounding area.
- 5.25 Local Plan Policy EP3 states that development will only be permitted where its scale, layout, siting, height, design, external materials and use are compatible with the character and amenities of the site itself, adjoining development and the locality in general. Poor designs which are out of scale with their surroundings will not be permitted.
- 5.26 The proposed development would involve the conversion of the existing single storey building in order to operate the proposed car washing facilities. The existing garage door would be removed, with the opening widened; featuring a full width roller shutter. Alterations are proposed to the building to enable it to be sufficient for its proposed use, which includes a roof overhang to the rear of the building, which would be no higher than the existing roof. An area of fencing is also proposed to the rear of the building above the existing wall to a maximum height of 2.4m.

- 5.27 The proposed rear extension comprising of a canopy and fencing would not be readily visible from the street scene and would be no higher than the single storey building. These features are therefore not considered to detrimentally harm the character and appearance of the area.
- 5.28 The proposed alterations to the front of the building would be readily visible from the street scene of Reynolds Road. The existing building features a 1970's structure, finished in a dark pebbledash, shallow pitched roof with a white garage door. This part of Reynolds Road features an array of service areas and storage buildings associated within the commercial units in Penn Road.
- 5.29 The proposed building in comparison to the existing would not be any higher, but would incorporate a replacement corrugated roof. When viewed from the street scene the alterations to the front and south side elevation would be readily visible but the proposed fencing and rear extension comprising of a timber roof overhang, would be sited at the rear, set down in height from the building.
- 5.30 The commercial appearance of the site would be retained whereby the proposed converted building would have a matching height and width, with an open-canopy extension to the rear.
- 5.31 The site has historically been used commercially and therefore the creation of a car wash facility in this location is not considered to be detrimental to the character of the area.
- 5.32 The extent of the forecourt to the front of the building would be retained, with the positioning of the building remaining unaltered.
- 5.33 Overall, it is considered that the proposed alterations to the building and change of use would not detrimentally impact the character and appearance of the area. As such, the proposed development is considered to be acceptable when considered in terms of Core Strategy Policy CP8 and Local Plan Policy EP3.

#### **Amenity of existing and future residents**

Local Plan Saved Policies:

EP3 (The use, design and layout of development)

EP5 (Sunlight and daylight)

- 5.34 Local Plan Policy EP3 requires regard to be given to the amenities of adjacent properties. Policy EP5 states that development will be permitted only if it would provide for adequate daylight, and where possible sunlight, to reach into spaces around and between buildings and other physical features and would not result in a significant loss of daylight or sunlight to adjacent buildings or land.

- 5.35 The application site lies within Reynolds Road and to the immediate rear of Penn Road whereby a mixture of commercial and residential uses is present. The site is immediately surrounded by a restaurant, bank and motor car sales room which feature both Offices and residential flats at upper-floor levels. To the west, across the road are a series of residential apartment blocks; 'Bishops House'.
- 5.36 Concerns have been raised from a number of residents which include: potential noise pollution, increase in traffic generation and outlook from neighbouring properties.
- 5.37 As aforementioned above, customers are to pre-book appointments whereby approx. 3-4 cars would be serviced each hour which would be accommodated within the application site. The proposed use would not comprise of a 'traditional' car wash facility wherein drive-in appointments would usually be available within operating hours. In this case, an appointment is required, whereby vehicles would be kept within the application site and not on the public highway. Whilst these concerns relate to a Highways matter which has been assessed above, it is not considered that the immediate highway would be impacted by the proposed vehicular movements generated by the proposed pre-booked car washed, as confirmed by the Highways Development Management Team to the detriment of neighbouring amenities.
- 5.38 Furthermore, the size and positioning of the existing building to be converted would remain largely unaltered with the forecourt to remain open with the provision of 4 parking spaces for the valet servicing. The proposed car wash facilities would be within the building with activities undertaken within daytime hours. The site would be visible from a number of commercial and residential properties, however given the extent of the activity is to be undertaken within the building, within an existing commercial site, it is not considered the proposed car wash would appear overbearing or obtrusive from any neighbouring residential properties.
- 5.39 In this regard, due to the proposed development not featuring any new elements of built form and being within the envelope of the existing commercial site within daytime operation hours, it is not considered that the Sui-Generis use would adversely affect the amenities of neighbouring properties in regards to overlooking, loss of privacy or loss of light or overbearing outlooks. In this regard, the proposed scheme complies with Local Plan Policies EP3 and EP5.

### **Environmental issues**

Local Plan Saved Policies:

EP3 (The use, design and layout of development)

5.40 Local Plan Policy EP3 of the South Bucks District Local Plan (1990) states that permission will not be granted for uses which would be, or which have the potential to be detrimental to the amenities of nearby properties or the locality in general by reason of noise, vibration, smell, pollution, disturbance, visual intrusion, loss of privacy, the impact of traffic or other nuisance. The scale of a proposed use should be compatible with and not adversely affect the character or amenities of neighbouring properties or the locality in general.

5.41 As aforementioned, the application site is located within the vicinity of a mixture of commercial and residential uses. A number of residents within the immediate vicinity have objected to the proposed development on the basis of impact from noise.

5.42 A Noise Impact Assessment has been prepared and submitted by Impact Acoustics (June 2020) which has been reviewed by the Council's Environmental Health Team. Upon reviewing the assessment conducted, the Environmental Health Team overall raise no objections and state they 'envisage no noise issues during the operation of the car wash and valet facilities'.

5.43 The submitted assessment includes a list of recommended works and management practices which shall be secured by condition. These include the carrying out of final testing and suggested recommended remedial works. Additional conditions to be imposed include the permissible noise levels on site and restricted hours of operation.

5.44 The assessment concluded that with the mitigation in place (as specified at Paragraph 1.5 of the submitted noise report) the proposed development would, in a worst case scenario, have a 'low impact', resulting in an 'unlikely' impact on the local amenity.

5.45 The recommended remedial works specified within the noise report include:

- Installation of an acoustic housing over the unit.
- The nozzle on the jet wash should be changed for an acoustic nozzle.
- Installation of a door to the front of the garage to achieve a minimum sound reduction.
- All works to be carried out internally with no activities outside.
- Site should only operate between the hours of 08:00 and 18:00 hrs.
- If there are any deviations from the proposed operational hours or selection of the proposed plant used within the acoustic assessment, Impact Acoustics must

be notified and further calculations and assessments carried out to ensure continuing design compliance.

5.46 In light of the above, given the recommended remedial works to be carried out, the restriction of activities to only be undertaken internally within the building and the restriction of the hours of operation, it is not considered that the proposed car wash and valet service would adversely affect the amenities of neighbouring properties by way of noise pollution.

5.47 As such, the proposed development complies with Local Plan Policy EP3.

## 6.0 **Weighing and balancing of issues / Overall Assessment**

6.1 This section brings together the assessment that has so far been set out in order to weigh and balance relevant planning considerations in order to reach a conclusion on the application.

6.2 In determining the planning application, section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that proposals be determined in accordance with the development plan unless material considerations indicate otherwise. In addition, Section 143 of the Localism Act amends Section 70 of the Town and Country Planning Act relating to the determination of planning applications and states that in dealing with planning applications, the authority shall have regard to:

- a. Provision of the development plan insofar as they are material,
- b. Any local finance considerations, so far as they are material to the application (such as CIL if applicable), and,
- c. Any other material considerations

6.3 The NPPF sets out the presumption in favour of sustainable development, and for decision making, setting out approving development proposals that accord with up to date development plans without delay

6.4 Section 2, Paragraph 8 of the NPPF sets out three overarching objectives, these are set out as Economic, Social and Environmental objectives. Overall, it is considered that the proposed development would align with the aims of sustainable development in line with Section 2 of the NPPF. The proposal would fulfil economic objectives in terms of supporting growth. The proposal would result in the creation of temporary jobs during the construction phase of the proposed development and full-time jobs through the generation of an employment site. A social objective would also be met as the proposal would

make effective and efficient use of land, whilst giving regard to the built environment.

6.5 The proposed development would therefore accord with both National and Local Plan Policies and is subsequently recommended for conditional permission.

6.6 Local Planning Authorities, when making decisions of a strategic nature, must have due regard, through the Equalities Act, to reducing the inequalities which may result from socio-economic disadvantage. In this instance, it is not considered that this proposal would disadvantage any sector of society to a harmful extent.

6.7 It is considered that a fair and reasonable balance would be struck between the interests of the community and the human rights of the individuals concerned in the event of planning permission being granted in this instance.

#### 7.0 **Working with the applicant / agent**

7.1 In accordance with paragraph 38 of the NPPF (2019) the Council approach decision-taking in a positive and creative way taking a proactive approach to development proposals focused on solutions and work proactively with applicants to secure developments.

7.2 The Council work with the applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applications/agents of any issues that may arise in the processing of their application.

7.3 As aforementioned above, amended plans and additional information was put forward following comments raised by consultees. The applicant/agent was provided the opportunity to submit additional information to address these issues.

#### **Recommendation:** Conditional Permission

Subject to the following conditions:-

1. The development to which this permission relates must be begun not later than the expiration of three years beginning from the date of this decision notice. (SS01)

Reason: To comply with the provisions of Section 91(1) (a) of the Town and Country Planning Act 1990 (or any statutory amendment or re-enactment thereof).

2. The development hereby approved comprising of the car washing and valeting shall only be operated indoors within the building and shall at no time be carried out externally within the site.

Reason: To safeguard the amenities of nearby and future occupiers from noise, in accordance with Local Plan Policy EP3.

3. The use of the premises hereby permitted shall not be open for customers except between the hours of 08:00am and 18:00pm hours on Mondays to Fridays and 08:00am and 13:00pm hours on Saturdays.

Reason: To safeguard the amenities of nearby and future occupiers from noise, in accordance with Local Plan Policy EP3.

4. The noise levels at the boundary with the newest dwelling shall not at any time, as a result of the development hereby approved, exceed the existing background noise level by more than 10 dB.

Reason: To safeguard the amenities of nearby and future occupiers from noise, in accordance with Local Plan Policy EP3.

5. The required remedial works listed within the Acoustic Report (REF: IMP5723-2) shall be fully adhered to and implemented prior to the commencement of the use hereby permitted. Following implementation, the remediation measures shall be maintained and the use shall continue to operate in full compliance with the remediation measures thereafter.

Reason: To safeguard the amenities of nearby and future occupiers from noise, in accordance with Local Plan Policy EP3

6. In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme must be prepared, which is subject to the approval in writing of the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

7. This permission relates to the details shown on the approved plans as listed below:

**List of approved plans:**

<b><u>Received</u></b>	<b><u>Plan Reference</u></b>
11.12.2019	19/10/01 REV B
24.01.2020	19/10/03

**INFORMATIVE(S)**

1. Due to the close proximity of the site to existing residential properties, the applicants' attention is drawn to the Considerate Constructors Scheme initiative. This initiative encourages contractors and construction companies to adopt a considerate and respectful approach to construction works, so that neighbours are not unduly affected by noise, smells, operational hours, vehicles parking at the site or making deliveries, and general disruption caused by the works.

By signing up to the scheme, contractors and construction companies commit to being considerate and good neighbours, as well as being clean, respectful, safe, environmentally conscious, responsible and accountable. The Council highly recommends the Considerate Constructors Scheme as a way of avoiding problems and complaints from local residents and further information on how to participate can be found at [www.ccscheme.org.uk](http://www.ccscheme.org.uk). (SIN35)

2. You are advised that consent under the Building Regulations may be required for the proposed development and the Building Control Unit at the Council should be contacted in this regard. (SIN41)

## **Appendix A: Consultation Responses and Representations**

### **Town Council Comments**

13.01.2020

‘The Committee wished to object to this planning application as, from what they could see, access to this car wash and valet service by vehicles will be from Reynolds Road and exit via Penn Road. This will cause blocking of traffic by a number of vehicles and increase queues within an already busy area. The Committee also felt that there was not a requirement of business as there are a number of similar, existing services within the local area’.

07.02.2020

‘Following our planning meeting last night, it was decided by the Planning Committee that we have no objection to the planning application PL/19/4275/FA land to rear of 11 Penn Road. Please forward these comments accordingly’.

### **Consultation Responses**

#### **Highways:**

17.03.2020

‘Reynolds Road is an unclassified residential road subject to a speed restriction of 30mph. Proposals include the change of use of the existing B8 Storage and Distribution use to a Car Wash Facility. When considering trip generation, having interrogated the TRICS (Trip Rate Information Computer System), I would expect the existing B8 Storage and Distribution use to generate in the region of 15 vehicular movements (two-way) per day. The proposed car wash, by way of floor area, would have the potential to generate in the region of 30 vehicular movements (two-way) per day, and as such the site would have the potential to be subject to an intensification in use. The access arrangements serving the site will need to be assessed in order to determine its suitability to accommodate the level of vehicular

movements anticipated. As Reynolds Road is subject to a speed restriction of 30mph, visibility splays of 2.4m x 43m are applicable, commensurate with current Manual for Streets guidance. These splays are achievable from the proposed access point. The parking layout as shown on the submitted plans is not ideal for the purposes of car washing and as such I would request that this is amended as part of a parking and servicing plan. Details will also need to be undertaken a day. Mindful of the above, I have no objection to the proposals, subject to the following conditions being included on any planning consent that you may grant'.

09.06.2020

'I write further to my comments by the Highway Authority for this application dated the 17<sup>th</sup> March 2020 in which my colleague had no objection to the proposals subject to the submission of a Parking and Servicing Management Plan. Since these comments, the applicant has submitted additional information regarding parking and servicing for the site in order to address this requirement. Having reviewed the submitted information, I note that that it is anticipated that vehicles will need to book their appointment in advance and will not be able to enter the site if at full capacity. Given this, I am satisfied that the parking and servicing management plan is sufficient and will prevent vehicles waiting on the highway to the detriment of highway safety and convenience. Mindful of the above, I have no objection to the proposed development and no conditions to include in this instance'.

### **Environmental Health:**

31.01.2020

'Having considered the location of the proposal and the current nearby land uses, the following matters are of material planning consideration from an Environmental Health perspective:

- Noise
- Effluvia
- Time of operations

The proposed use of the premises into a Sui Generis car wash and valet service introduces the risks of:

- Producing excessive noise levels from plant/machinery/equipment/activities
- Valeting in the open air
- Time of operations have not stated

Causing unacceptable deterioration of the local amenities for the adjoining and nearby residents. The application is not supported with any data on the above mentioned matters of material planning consideration. The application is neither supported with any data on the noise levels associated with the car wash and valet services or their likely impact on local noise sensitive receptors. Nor, operational days and time have been established in the application. Without this data (which is of material planning consideration) I cannot comment precisely, at this time, on the likely scale of the adverse effect of this proposed development but I am of the opinion that it/they would degrade the amenity currently

enjoyed by nearby residents. Therefore, I would suggest that the determination of this application is held in abeyance until such time that the applicant has furnished the LPA with sufficient information to ensure that the local amenities nearby of existing and future occupiers are safeguarded in accordance with Local Plan Policies GC3 (and GC7, if appropriate) of the Chiltern Local Plan Adopted 1 September 1997 (including alterations adopted 29 May 2001) Consolidated September 2007 and November 2011. However, should the LPA be minded to grant permission to this application then I would recommend the use of the following planning conditions and informatives’.

04.08.2020

‘Following environmental health comments (EH) dated 31<sup>st</sup> January 2020 our reference: 20/00044/PLAN the applicant has submitted Acoustic Report Reference: IMP5723-2 produced by Impact Acoustics Ltd and authored by B. Scrivener. I have read the full report and find it acceptable. Based on the noise report Reference: IMP5723-2 I envisage no noise issues during the operation of the car wash and valet facilities, the proposed scheme. The statement, is of course, subject to the following caveats. The submitted noise report reference IMP5723-2 is an essential document for the running of the proposed scheme and particularly fundamental in case of noise complaints regarding car wash and valeting operations. Therefore, I would suggest to impose the following noise condition for the operation of car wash plant and valeting operations’.

**SuDs:**

‘The LLFA won’t be providing comments due to the nature of the development’.

**Strategic Environment Team:**

‘The historical maps indicate that the site has had an agricultural use, inferred by the presence of field boundaries, a small building is shown on site during the 1924-1925 epoch, two buildings covering most of the site are shown on the historic maps for the 1955-1974 epoch. The proposed development involves a change of use to car washing and valeting. This type of development is not considered a sensitive end use from a human health perspective. However, the method by which trade effluent is disposed of (i.e. run-off from vehicle washing) should be considered. The Environment Agency may be able to provide further advice on this matter. Based on this, the following condition is recommended and any subsequent applications for this site’.

**Principal Economic Officer**

As Principal Economic Officer, I can confirm I have no objections to the change of use proposed in this application. The unit, whilst vacant, is not providing any employment nor can it be said to be positively contributing to the vitality or viability of the town centre. It would be helpful to understand any efforts made to market the site under its current B8 use classification but even if an occupier could be found, the level of employment that could be expected to be created would be limited.

The proposal for a car wash estimates the creation of four FTE posts, which based on employment density guides, can be expected to exceed the number that would be created through a B8 use. In its current state and usage, the site is not adding anything to the town centre and thus I would consider that a change of use would not be detrimental to the town centre or the businesses located within it.

Although the proposed change of use represents a loss of B-class space, the site will at least be retained for an economic purpose.

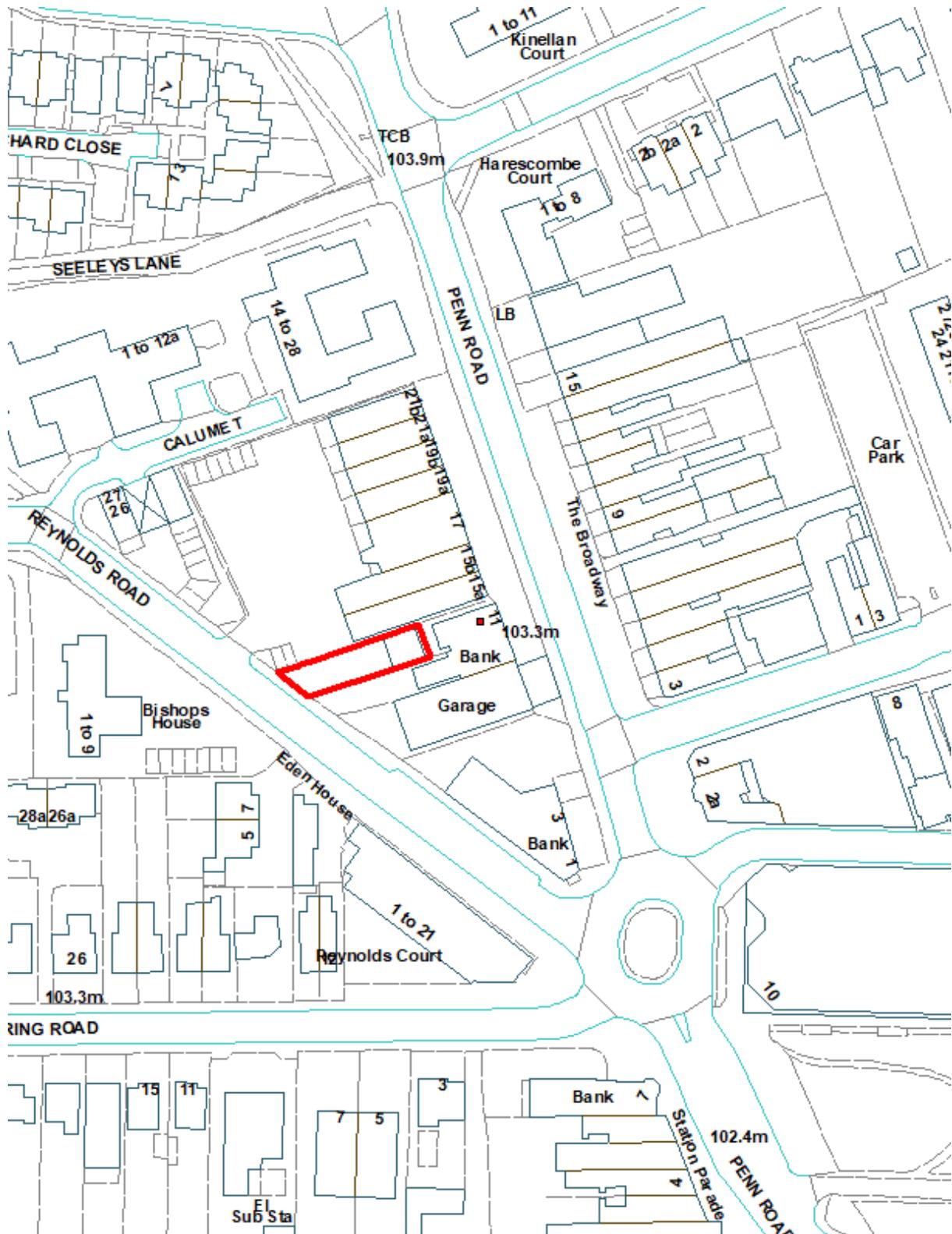
### **Representations**

A total of 10 objections have been received relating to the proposed application and are summarised as below:

- Use is entirely inappropriate for the area
- Noise pollution
- Significant increase in traffic
- Already a very busy road
- The quality of life for all residents will be severely degraded
- We do not need another car wash facility in Beaconsfield
- Elderly neighbours are at home during the times of operation

Appendix B: Site Location plan

**APPENDIX B: Site Location Plan**



Do not scale – this map is indicative only

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