

## **DESIGN AND ACCESS STATEMENT**

**APPLICANT** : **Mr Steve Amphlett**  
**SITE** : **Roding Lane, Buckhurst Hill, Chigwell, IG9 6BJ**  
**OUR REF** : **DP/2825/PP**  
**DATE** : **16 August 2016**

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## **1.0 THE SITE LOCATION AND DESCRIPTION**

The site is located in David Lloyd Club in Roding Lane, Buckhurst Hill, Chigwell, IG9 6BJ. The site is currently in use as car wash and this business is proposed to remain on site. The site is located within a predominately commercial area with commercial units immediately adjacent.

## **2.0 THE PROPOSAL**

- 2.1** The proposed development involves the change of use of part of the site to a hand car wash, with the installation of 3 allocated car parking spaces for the car wash and a timber storage area.

## **3.0 DESIGN SOLUTION**

- 3.1** The application seeks to grant planning permission for the part change of use of 3 no. existing car parking spaces within the leisure centres car park for a hand car wash and a timber storage area.

## **4.0 ACO-DRAINS**

- 1) The contractor shall supply and install K100 type drains with slotted ductile iron covers as detailed and agreed on the general arrangement drawing of the specific site.
- 2) All ACO drains shall be laid in accordance with the manufactures instructions with a minimum fall in any length of 0.6% (1/160) and shall be laid 15mm Maximum below existing ground levels as shown on the drawing . 3) The ACO drain shall be laid to existing ground falls and in a straight and clean line but at all times the contractor shall ensure that the necessary channel falls are achieved.
- 4) The channels shall be bedded and surrounded in concrete as per the manufacturer's details. The ACO shall be laid in open trenches which shall allow for a minimum 150mm surround on each side. The final surface shall be reinstated with either
  - a) Concrete - this shall be coloured black by the addition of colour fast dye. The surface shall be rough brushed in one direction (away from the ACO) so as to provide an even textured finish.
  - b) Tarmac - This shall be hot rolled in all cases and shall be not be of a course

texture. The tarmac aggregate shall not be greater than 3-5mm and shall be laid to falls, being compacted by use of a suitable roller or plate. All joints shall be sealed with hot bitumen.

5) The ACO shall fall in general to a gully which shall be situated at the lowest point in the main runs. The location shall be agreed prior to the works.

6) Where necessary due to levels the final reinstatement width shall be made wider so as to ensure at no point is there a greater fall to the ACO of 10% (1:10)

## **5.0 GULLIES**

1) The gully's shall be a suitable road gully for use within car park areas. The gully body shall be concrete or plastic and gully 1 shall be installed at the lowest point within the ACO drains in a location to be agreed. The gully shall be installed as per the detail shown on the general arrangement drawing.

2) The gully shall allow for a minimum 400mm sump below the incoming ACO drains inverts which shall be encased in formed concrete or engineering brickwork.

3) The gully frame shall be ductile iron and shall be securely seated so as to ensure no loads are transferred to ACO drains or other discharge pipes.

4) The gully sump 1 shall be connected to the interceptor by a 150mm drainage pipe laid to falls of not less than 1:60. The return gully 2 shall be connected to the interceptor by a 100mm drainage pipe laid to falls of not less than 1:50.

## **6.0 CABIN/STORE**

1) There will be 1 no. timber storage area made to sit on the existing hard standing of the car park, with no foundations required.

## **7.0 WATER SERVICE SUPPLY**

1) The contractor shall supply and install as per the details 25mm MDPE pipe work as the main supply to the system. The contractor shall lay the new supply pipe in 100mm ducting as shown on the drawing. At all times the contractor shall ensure that the new supply has a minimum depth of 750mm where possible.

2) The supply shall terminate within the cabin in a 25mm male thread which shall connect to the fittings supplied with the cabin.

3) The contractor shall make all necessary connections to existing water systems so as to allow a maximum flow from the existing network. All internal pipe work shall

be lagged and clipped to existing supports in an approved manor. The contractor shall allow for the supply and insertion of 2 No. approved stop valves and a double check valve within the supply pipe all in accordance with the full requirements of the water council specifications.

4) The contractor shall minimize the operational effects to existing supplies likely to be caused by the new supply connection. If in his opinion this is not possible the likely options and effects shall be identified to the Delivery Manager who shall provide clear instructions on the selection to be used.

## **8.0 ELECTRICITY SUPPLY**

1) The contractor shall supply suitable 4 core cable to allow a 3 phase and neutral supply feed to the cabin. The contractor shall lay the new electric cable

i) Within the store – All internal cable shall be laid and attached to existing cable trays where available or the contractor shall provide new where there is none in existence.

ii) Within the storage yard – shall be clipped to external walls (inside face only).

iii) External face of buildings - Only as agreed with the delivery manager. In all such cases the cable shall be placed in a recess where possible so as to minimise the visual aspect. Where necessary the contractor shall encase the cables so as to blend with existing building designs.

iv) Within access and car park areas – the cable shall be laid in a 100mm duct as identified on the drawings. At all times the contractor shall ensure that the new supply has a minimum depth of 750mm where possible.

2) The supply shall be terminated within a correctly sized isolation switch from which suitable sized tails shall be taken to the 3 phase distribution board provided with the cabin. The contractor shall provide and install a suitable electric meter before the distribution board.

3) All cable within the cabin shall be installed and clipped to the cable tray provided with the cabin.

4) The Contractor shall locate an adequate suitable supply point with sufficient spare capacity to allow a 3 x 20amp supply to the cabin facility. At no time shall the contractor allow this installation to interfere with the existing distribution to the store. On completion the contractor shall clearly label the new isolation switches and cables and shall ensure that any schedule is updated to show the new

connections and loads.

5) The contractor shall allow for the connection of 2 submersible pumps as shown on the attached drawings sheet 4.

6) The contractor shall allow for the connection of the lead cable from the installed canopy light.

7) The contractor shall fully test the system and shall ensure that the installation certificate is completed and forwarded to the client.

## **9.0 FOUL DISCHARGE SERVICE SUPPLY**

1) The contractor shall supply and install in 100mm ducts as shown on the drawing 32mm MDPE BLACK pipe as a discharge main from the interceptor discharge pump.

2) The discharge pipe shall terminate within the identified foul manhole. The pipe shall where possible be benched onto the existing benching so as to ensure the directional flow is with the fall of the existing sewer. In the event that this is not possible (e.g. deep manholes) the pipe shall be secured to the side of the manhole so as to direct the flow vertically down on the opposite side of any entry point.

3) The discharge pipe shall be connected to the supplied pump within the interceptor so as to allow easy removal of the pump should it be required. This shall be by a suitable length of flexible hose with screwed hose connections.

## **10.0 COMPLETION**

1) The contractor shall notify the Delivery manager of the date for inspection whereupon the system shall be fully inspected and snagged. All snags without exception shall be rectified within 14 days of the inspection.

2) The contractor shall furnish to the delivery manager a sketch layout of the final installation which should clearly indicate all chambers, valves and routes of installed equipment.

## **11.0 CONCLUSIONS**

**11.1** The proposed car wash would not lead to unacceptable levels of disruption detrimental to the free flow of traffic and the safety of traffic using the adjoining highway.

- 11.2** The proposed car wash would essentially be in keeping with the previous use of the site in terms of vehicular use and thus would not unduly cause any harm to amenities of neighbouring properties and the locality.
- 11.3** It is thus considered that the level of activity resulting from the proposed use would not adversely impact on the character of the area nor would it be harmful to the living conditions of nearby neighbours, and any activity associated with the premises would be subsumed into general background noise by the acoustic fencing that is proposed to be used.