

**NORTHAMPTON BOROUGH COUNCIL  
CORPORATE DIRECTOR - CUSTOMER AND SERVICE DELIVERY**

**PLANNING COMMITTEE – 15 FEBRUARY 2006**

Application No: **N/2005/1645**  
Location: **Kettering Road Service Station, Kettering Road**  
Proposal: **Erection of building for motor vehicle lubrication and MOT testing**  
Officer: **Rowena Simpson**

**Recommendation:**

**APPROVAL** subject to conditions for the following reason:

The proposed development will bring a vacant commercial site back into sustainable use without significant harm to the residential or visual amenities of the area in accordance with National Guidance as set out in PPG4 and in accordance with Policies E21, B18 and H19 of the Northampton Local Plan.

**Site Description and History:**

The site is located on the north-west side of Kettering Road at the junction with Chaucer Street in the Kingsley Park Area of Northampton.

The site is situated in a primarily residential area as identified in the Northampton Local Plan. To the south-west and on the other side of Chaucer Street is the Kingsley Park Terrace District Centre consisting of local shops and businesses.

The land to the north-west of the site consists of a grass area which acts as a buffer between the application site and the residential dwellings in Raeburn Road. Immediately adjoining the site to the north-west is No.3 Chaucer Street a residential property. The majority of this boundary is screened by a tall leylandii hedge.

The application site was a former Esso petrol service station with a separate entrance way and exit onto Kettering Road. The site has been vacant for several years and is now fenced off from public access.

Permission was granted to Esso Petroleum Co Ltd for the redevelopment of an existing petrol service station in 1983 (759/83).

The planning history for the site indicates that it has been in use as a garage since 1958.

**Planning Policy:**

Northamptonshire County Structure Plan Policy GS2.  
Northampton Local Plan Policies E20, E21, B18, B19, T11 and H19  
PPG4 (Industrial Commercial Development & Small Firms)  
PPG23 (Planning & Pollution Control).

**Representations:**

**County Highways** – An application must be made to NCC Highways for the alteration to the existing vehicle crossover.

**Environment Health** – Some concern about the potential for noise from the proposed use to affect residents of neighbouring dwellings. The former use of the site as a petrol station may have given rise to contamination. Recommend any approval is subject to noise and contamination conditions.

**2A Chaucer Street** – Object to application, state that noise levels from Sheltune, an existing motor trade premises adjacent to proposed site are already extremely high. Consider MOT station would create excessive noise from testing and repair of vehicles additional to existing noise levels. Concerned about parking as demands for on-street parking are ever increasing.

### **Appraisal:**

The application is for an in/out drive-through mini service and MOT centre. This is a new concept being introduced in this country, built upon the success in the US and elsewhere. The concept being introduced is for a high quality customer service with comfort, safety, environmental education and pollution reduction as the key themes.

The new use operations will be predominantly the changing of oil and the replacing of oil filters on motor vehicles; a maintenance rather than repair operation. There will also be an MOT test area where tests will take in the order of 30 mins to perform.

There will be no repairs, panel beating, paint spraying, tyre or exhaust fitting and no power tools will be used.

The proposed building is to be a single storey structure sub-divided into four separate areas. At one end of the building will be two bays dedicated to oils filter changes. Much of the work on the vehicles takes place from basement level “pits”, an arrangement designed to minimise noise. Next to this will be the reception desk and lounge for customers to wait in. This area will be glazed to allow maximum daylight internally and to allow customers to view the work taking place on their vehicles. On the other side of the reception/lounge area will be the MOT testing area.

The main entrance ways and exits to the 3 bays will be roller shutter doors. Parking for 9 cars provided on the site. The layout and siting of the proposed building has been designed to continue the frontage of buildings to the south-west of the site. The building will be lower than the existing petrol station canopy.

Based on experience in other markets across the globe it is anticipated that a daily average of vehicles using the service will be approximately 40 vehicles per day. Peak operating times are expected to be lunchtimes, between 11:00 and 14:00 and at the end of the day from 16:00 until closing. This proposal would be a low traffic generation operation compared to the current lawful use as a petrol service station.

It is anticipated that there will be two oil deliveries per month and up to two deliveries per week for the filters. There will also be collections of the waste oil, to be removed from the site for recycling by a registered collector in accordance with the latest regulations on oil dispersal.

It is anticipated that there will be approximately seven full time members of staff and the proposed hours of operation will be from 08:00 to 18:00, six days per week from Monday to Saturday.

The site has an existing motor related business use within a residential area. The proposal will bring back into beneficial use an existing business site in line with government guidance. The proposal will offer benefits over the existing use by being

open fewer hours, having a lower traffic generation. Improving the visual appearance of the site. It is considered that subject to conditions to control use, noise and hours of opening, the proposal is acceptable.

**Conditions:**

(1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

**Reason:** To comply with Section 91 of the Town and Country Planning Act 1990.

(2) The premises shall be used for motor vehicle lubrication and MOT testing as detailed in the applicant's supporting statement received 19 December 2005 and for no other purpose (including any other purpose in Class B2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

**Reason:** No provision is made for the manoeuvring, loading and unloading of heavy goods vehicles in relation to other uses within Class B2.

(3) The premises shall be open only between the hours of 08:00 to 18:00 Mondays to Saturdays and at no time on Sundays.

**Reason:** In the interests of the amenities of the occupiers of nearby properties.

(4) No development shall take place until a desk top study in respect of possible contaminants within the site is completed and a site investigation has been designed. The scope and methodology of the desk top study and the site investigation report shall be submitted to and approved in writing by the Local Planning Authority. The site investigation and appropriate risk assessments shall be carried out and the results shall be used to produce a method statement for the necessary remedial works (and a phasing programme), which shall be submitted to and approved in writing by the Local Planning Authority. All remedial works shall be fully implemented in accordance with the approved method statement and phasing programme. Confirmation of the full implementation of the scheme and validation report(s) shall be submitted to the Local Planning Authority within 2 weeks of completion (or within 2 weeks of completion of each respective phase).

**Reason:** To ensure the effective investigation and remediation of contaminated land sites and in the interests of health and safety and the quality of the environment.

(5) A scheme shall be submitted to and approved in writing by the Local Planning Authority which specifies the sources of noise on the site whether from fixed plant or equipment or noise generated within the building and the provisions to be made for its control and the approved scheme shall be implemented prior to the commencement of the use hereby permitted and retained thereafter.

**Reason:** To protect the amenities of nearby occupants from noise and vibration.

(6) Details and/or samples of all proposed external facing materials shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

**Reason:** In the interests of visual amenity and to ensure that the development will harmonise with its surroundings.

(7) All work being carried out on any vehicles or vehicle parts shall take place solely within the building.

**Reason:** To ensure that the roadway and forecourt are uncongested, and available for servicing/parking.

(8) The car parking spaces shall at all times be reserved for the parking of vehicles by staff and visitors and there shall be no storage of goods, materials, refuse, pallets or skips thereon.

**Reason:** To ensure that adequate parking facilities are maintained.

(9) No development shall take place until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority.

**Reason:** In the interests of amenity and to secure a satisfactory standard of development.

(10) All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner, and which shall be maintained for a period of five years; such maintenance to include the replacement in the current or nearest planting season whichever is the sooner or shrubs that may die are removed or become seriously damaged or diseased with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.

**Reason:** In the interests of amenity and to secure a satisfactory standard of development.

(11) All trees shown to be retained in the approved plans shall be protected for the duration of the development by (a) stout fence(s) to be erected and maintained on (an) alignment(s) to be approved in writing by the Local Planning Authority before any development works shall take place. Within the fenced area no development works shall take place on, over or under the ground, no vehicles shall be driven, nor plant sited, no materials nor waste shall be deposited, no bonfires shall be lit nor the ground level altered during the periods of development.

**Reason:** In order to ensure adequate protection of existing trees on the site in the interests of achieving a satisfactory standard of development and maintaining the amenity of the locality.

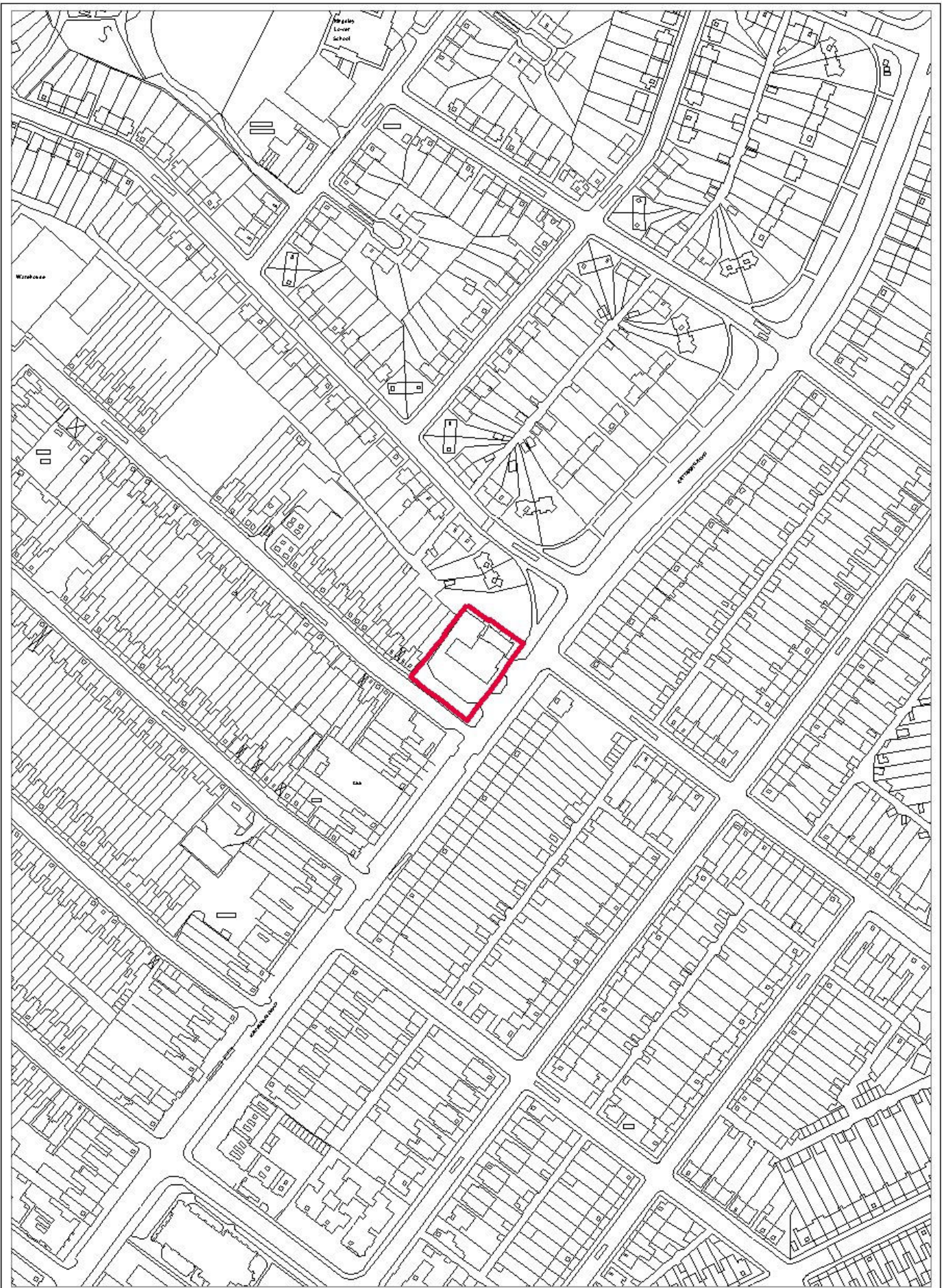
(12) All drums and small containers of used oil and other chemicals shall be stored in bunded areas which do not drain to any water course, surface water sewer or parking/fuelling areas and shall pass through a suitably sized oil separator prior to being discharged into a watercourse, surface water sewer or soakaway

**Reason:** To prevent pollution of the water environment.

(13) No goods or articles shall be stored on any part of the site except inside the buildings.

**Reason:** To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties and the appearance of the locality.





Name: D Greenwell  
Date: 1st February 2006  
Scale: 1:2500  
Dept: Planning  
Project: Location Plan

Title

## Former Garage Site, Kettering Road

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