

EXTENSION TO FORM TRACKING BAY WITH BOUNDARY
SCREENING WALL AND NEW CLADDING TO EXISTING
BUILDING

TOMMYS TYRES

717 MANCHESTER OLD ROAD

MIDDLETON

M24 4GF

Design and Access Statement

On behalf of Tommy Tyres Ltd

Apr 2024

1.0 INTRODUCTION

- 1.1 This Design and Access Statement has been prepared on behalf of Tommys' Tyres Ltd, owners of Tommy Tyres, 717 Manchester Old Road, Middleton M24 4GF to support their planning application to construct an extension to the property to form a tracking bay and in conjunction with this a screen wall on the boundary of the site with No.715 Manchester Old Road.
- 1.2 The proposed tracking bay is to house the necessary equipment and servicing ramp to allow customers who visit for replacement tyres to also have the tracking checked / adjusted as necessary.



View from Manchester Old Road looking South

2.0 DESCRIPTION OF EXISTING SITE

- 2.1 The existing site is used as a tyre servicing centre and car wash and has been operated by Tommys' Tyres for the last 13-14 years.
- 2.2 The site has recently been purchased by the former tenants (Tommys' Tyres Ltd) and they now wish to invest in the property whilst at the same time resolving some issues that the previous landlord did not address, specifically "overspray and noise" issues affecting the amenity spaces of No's 715 and 713 Manchester Old Road.
- 2.3 The site broadly comprises the existing two storey building (also known as Camden House) which is used for the storage and repair of tyres and a large forecourt most of which is sub-let to "Spot On" car wash.
- 2.4 The neighbouring uses are "H2O" car wash and Manchester Autozone (car repairs etc) to the West and residential properties, No's 715 and 713 Manchester Old Road, to the East.
- 2.5 The residents of No's 715 and 713 Manchester Old Road sometimes have overspray from the car wash passing over the existing boundary 1.8m high boundary fence (see concrete post and panel fence in photograph below) when the wind is blowing in that direction and are subject to the noise that the jet wash equipment generates.



View from within the site looking East towards boundary to be infilled with screen wall



View from Pool Bank Street looking North

3.0 PROPOSED DEVELOPMENT

- 3.1 The proposal is to create a tyre tracking bay adjacent to the boundary shared with No.715, the East wall of which will be extended to adjoin with the South West corner of No.715 and thereby create a screen wall along the boundary that will practically eliminate all overspray and a substantial element of any noise generated by the activities within the application site and from Manchester Old Road itself.
- 3.2 The tyre tracking bay is roof will be 6m in height to allow for the service ramp to be elevated and allow operatives to access the underside of cars and vans to adjust the tracking as required.
- 3.3 The East wall of the tracking bay will form the new boundary wall with No.715 and same will be reduced in height where it meets the South West corner of No.715 to 5m in height for aesthetics.

- 3.4 The East / South elevations of the tyre tracking bay will be clad with dense concrete masonry finished with Ivory coloured scraped finish K Rend to a height of 3m above ground level and 54mm thick Kingspan composite Quadcore Eurobox profile sheeting to the upper section, colour light grey.
- 3.5 The existing North elevation of the property will be overclad with K Rend to a height of 3m and Quadcore Eurobox sheeting to the eaves. The render to the North and West elevations of the proposed tracking bay and the North elevation of the existing building will be coloured mid grey.
- 3.6 It is accepted that the proposed East elevation of the tyre tracking bay / boundary screening wall does overshadow the amenity space to the No's 715 and 713 Manchester Old Road, however the benefits arising from the screening that the same structure affords to these areas from the activities within the application site and traffic noise from Old Middleton Road far outweigh any detriment caused by same.
- 3.7 The colours of the cladding / render to the neighbouring elevations have been chosen to provide additional reflected daylight.