PLANNING DESIGN AND ACCESS STATEMENT

SHELL – GORTON SERVICE STATION, 197 CHAPMAN STREET, MANCHESTER, M18 8WP

This report satisfies the provisions of the Planning and Compulsory Purchase Act 2004 which require applicants to submit Design and Access Statements to demonstrate how they have taken into account urban design and access considerations in their development proposals and that regard has been had to relevant development plan policies and supplementary planning guidance. Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

This Statement is to be read in conjunction with the drawings submitted as part of the application submission.



PLANNING AND BUILDING CONTROL
01 JUN 2012

SITE LOCATION :

The site is an existing Shell Petrol service station is on Chapman Street, Manchester.

SITE AND SURROUNDINGS:

Gorton Service Station is a Shell branded petrol site, operated and owned by Mr Patel. The site consists of a forecourt, canopy, 2 pump islands, Jet wash, underground tanks, sales building/forecourt shop, ATM. The site extends approximately 64 m frontage and the depth of the site 36 m, total site area 2.3 Ha. The petrol station occupies 0.15 Ha and the Garage and parking occupies site area 0.8 Ha

The site lies within the middle of residential area of Gorton. The site has been operating as a petrol service station for over the past 50 years

The existing buildings are not considered to have any architectural merit. The design and materials are limited, typical of the standard 60's corporate design of petrol service station and two storey office building.

PROPOSAL MIXED USE DEVELOPMENT

The applicant seeks full planning permission to knock down the existing shop and rebuild a two storey building. Ground floor divided by A1 and A5 use. The first floor to be residential incorporating 5 no One bed apartments with associated parking.

Retain existing ATM machine. Reduce the overhang of the existing canopy structures and replace pumps and pump islands, existing jet wash to be removed.

FLOOR AREAS :

Existing Gross Floor Area	75 sqm
PFS shop	50 sqm

PROPOSED FLOOR AREAS:

Total new building floor area	850 sqm Gross (2 x floors)
A1	270 Sqm
A5	90 sqm
Residential apts. (First floor)	425

RETAIL POLICY - A1 SHOP

Convenience A1 goods are sold from the existing shop. Also the applicant has a policy of no retail of wines and spirits. Furthermore, no fresh goods will be available for purchase.

The sale of goods would remain ancillary to the main activity of retail of fuel. The shop product range includes cigarettes, newspapers, magazines, snacks, sandwiches, dairy products, cold drinks, selective groceries and associated car accessories.

The proposed redevelopment/enhancement of the existing PFS facility represents a significant investment pursuant to meeting the requirements of modern PFS operators and their customers. New modern petrol service station providing all grades of fuel under protective forecourt canopy, new underground tanks, associated A1 sales building including, ATM installation, customer parking and new wash bay facility.
The key aspects of the proposal can be summarised as follows:

1 The sales building/forecourt shop. The A1 sales building/forecourt shop will offer a range of goods and services, to the benefit of the motorist, including convenience sales space, motorist items and ready prepared food items including sandwiches/rolls.
The applicant has a policy of no retail of wines and spirits on the premises.

2 The sales building/forecourt shop will offer a range of goods and services, to the benefit of the motorist, including convenience sales space, motorist items and ready prepared food items including sandwiches/rolls.

3 The proposed A5 use for potential take-away facility restricted to Pizza and Fried Chicken menu. It is the intention of the applicant to operate the A5 outlet.

4 The proposal will facilitate a co-ordinated approach to site design in order to create a welcoming environment as supplemented by perimeter landscaping providing a soft interface with the surrounding area and adjoining residential properties to the rear of the site. This approach to design will assist in the overall improvement of the site's visual appearance.

4 The premises will also be upgraded to ensure compliance with the Disability and Discrimination Act.

HOURS OF USE :

It is intended that the petrol service station including A1 will continue to operate 24 hrs, seven days a week as existing.

Proposed A5 use. 11am to Midnight Monday to Thursday, 11am to 1 am Friday and Saturday and 11am to Midnight Sundays and Bank holidays

The petrol service station 24 hrs – Petrol tanker deliveries to be 24 hrs – All other deliveries will be between the hours 07.00 hrs to 23.00 hrs Monday to Saturday and from 08.00 hrs to 18.00 hrs on Sundays, in the interests of the living conditions of nearby residential properties.

RETAIL POLICY.

PPS4 and The Application is not unusual in the context of modern PFS facilities both nationwide and within the County of Lancashire. Modern PFS facilities of the type proposed are regularly operated by mainstream operators such as BP, Texaco and Esso.

Convenience goods are sold from the existing shop on the site. In the revised layout the range of goods will be simple convenience items. Unlike some other outlets it will not sell fresh food or alcohol. The shop product range will include newspapers, magazines, confectionary, hot and cold sandwiches, dairy products, cold drinks, selected groceries and car accessories.

In line with PPS4, the relationship between the forecourt operation and the forecourt shop is based on factors such as the scale of development and the proportion of turnover from goods sold which are not directly related to the main use, ie. the sale of fuel.

The majority of people who would visit the site to make a purchase of goods without fuel would reside locally and access the site on foot. Where access for such a purpose is by way of motor vehicle, parking spaces for vehicles have been provided which would be conveniently located and would not interfere with the activities of motorists in association with the pump islands. It is anticipated that such activities will be limited, based on how the site currently operates.

The development is adequately served by the existing highways and will not create or materially add to problems of safety, environment or efficiency on the highway network and is capable of being adequately served by public transport

ACCESS TO THE DEVELOPMENT

New development is adequately served by existing highways and will not create or materially add to problems of safety, environment or efficiency on the highway network and is capable of being adequately served by public transport

The majority of people who would visit the site to make a purchase of goods without fuel would reside locally and access the site on foot. Where access for such a purpose is by way of motor vehicle, parking spaces for vehicles have been provided which would be conveniently located in relation to the shop and not interfere with the activities of motorists in association with the pump islands. It is anticipated that such activities will be limited, based on how the site currently operates.

Access to the site for customers on foot and with mobility needs will be improved by grading the existing footpath crossover and forecourt area to allow level access to the store entrance. Improving the access for those who arrive on foot will encourage those who live in close proximity to the site to walk to the store leading to a reduction in the need to drive to alternative locations to purchase day- to-day -top up' shopping. This reduction in the need to travel will contribute to the objectives of sustainable development as outlined in Government planning policy contained in PPS1.

BUILDING CONSTRUCTION

All demolition material will be recycled. Concrete, brick work and masonary will be crushed on site and reused has hardcore fill. All steel structures, canopy tanks etc. will be cut selected and cut for removal to apporved local recycle companies.

The new building will be constructed of approved material that meet the latests Building Regulation Statards 2000 Part L2 for conservation of fule and Power and to meet the latest criteria for insulation values. On completion the building will meet the requiremnets of Sben calcultaions and air test certification .

ENERGY

The original building electrical supply load retained for the redevelopment. The existing use was poorly maintained in terms of energy efficiency and external equipment use. The new building incorporates low energy lighting design and omission of heat source.

Smart meters have been incorporated with the design.

External lighting has been reduced in quantity by the reduction in canopy area and number of light fittings.
LED low energy lighting design as been incorporated in the canopy to improve energy efficiency.
Orientation of the glazed building elevation and canopy facing north shades the building from high solar heat gain.
The existing Gas main supply has been removed. No gas appliances required.

WASTE MANAGEMENT, REFUSE AND RECYCLING STATEMENT

To describe the waste management procedures for the development, looking at the proposals for the building, their context and sets out how the issue of waste throughout the lifecycle of the building might best be managed.

The following principles of waste management have been adopted for the project:

- To design proposals sustainably
- To minimise the amount of waste generated from development
- To conserve natural resources through re-using waste arising from construction
- To re-use waste materials on-site to reduce transportation
- To use re-cycled materials where possible
- To reduce waste generation during the operational lifetime of the development and to facilitate recycling where waste does arise.

Disability Discrimination Act 1995

The Disability Discrimination Act 1995 (DDA) introduces new measures to Petrol Retailers to prevent discrimination against disabled people.
Wherever practicable, disabled customers should be able to access services and obtain goods in the same way as non-disabled customers. The main aim of any customer service policy should be to provide an 'inclusive service', that is, a service which is equitable and provided in the same way for all customers. However, there will be occasions when limitations in the design of existing equipment or features of the shop will mean some disabled people are prevented from accessing goods and services in the same way as non-disabled customers..

The new building design will improve the way staff deliver services to disabled customers and make full use of the facilities and goods offered at the site. As with many other retail and service industries, the way a service is managed and delivered by staff has a substantial impact on accessibility and the fulfilment of diverse customer needs.

CONCLUSION

Historically, a petrol filing station has operated at this site since at least the 1950's and has been modernised since this period, including in the mid 1980's which included a new canopy, car wash, shop and petrol pumps. This petrol filling station has therefore co-existed alongside the residential properties around the site for decades. The principle therefore of further redevelopment and modernisation is considered to be acceptable.

The existing service station is not considered to have any architectural merit. The design and materials are limited, typical to the standard design of 1980's service station developments.

It is considered that the scale of the proposal in this retail area is appropriate. Furthermore, it is not considered that the increase in the scale of the building would have an adverse impact on the vitality and viability of Chapman Street. The PFS facility development will provide a visual improvement to the vacant land and the modern environmental facilities will be suited to meeting the needs of the modern motorist.

The development will also result in an increase in the number of jobs, while the design and scale is acceptable within the streetscene and would not detract from the character and appearance of the locality.

Furthermore, it is not considered that the proposed development would impact significantly on the amenities of nearby residents. A such, the proposed development is considered to comply with the relevant UDP and RSS policies and national planning guidance, and officers have balanced the proposal against other material considerations. The removal of the car wash and jet wash bays will reduce sound impact.

The proposed forecourt and sales building retain their approximate locations and given the separation which exists between the adjoining properties. It is not considered that the proposal would give rise to any adverse effects on the amenities of residents living in close proximity to the application site.

The premises will also be upgraded to ensure compliance with the Disability and Discrimination Act. It is intended that the site will continue to operate 24 hrs, seven days a week.
We considered that the proposal for the replacement petrol filling station complies with the relevant policies in the UDP and national planning guidance, and officers have balanced the proposal against other material considerations.