Design and Access Statement

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.

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

Architectural Design Services has gained considerable experience in the retail petroleum industry over the past 25 years, working with most of the major oil companies including BP, Esso, Gulf, Shell and Texaco.

We have been appointed by Euro Garages Ltd to act as professional consultants to aid their proposed redevelopment strategy, introducing the next generation of petrol service stations across the UK. Euro Garages Ltd will benefit from our design capabilities, specialist knowedege of the Petroleum Industry and respective legislation including the DDA Act.

SITE LOCATION

Royle Green Service Station, fronting Longley Lane. Northenden. Manchester M22 4SY . Refer to attached location plan.

SITE DESCRIPTION

The site extends approximately 42 m fronting Longley Lane. The total site area is 0.24 hectares.

The existing petrol filling Station occupies a central in-line starter gate forecourt and canopy with a single storey sales building and car wash structure and 4 wash bays along the side boundary.

A BRIEF HISTORY OF THE SITE.

The site has been operating as a petrol service station for over thirty years, with a limited planning history. Recent minor planning applications have been submitted for advertisement control and ATM facility.

Various signage applications are proposed under a separate application to seek consent to relocate the existing road sign, and up grade existing canopy signs, subject to the approval of the redevelopment.

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RYLANDS SERVICE STATION, LANCASTER

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BACKGROUND

The existing buildings are not considered to have any architectural merit. The design and materials are limited, typical of the standard corporate design of 1980's BP company owned petrol service stations.

Royle Green service station was built over thirty years ago and the shop and wash bay facilities are coming to the end of their service. For the business to continue, it is now a legal requirement that the site should be upgraded to meet the needs of the new environmental and disabled standards legislation.

Convenience A1 goods are sold from the existing shop (provided by most modern petrol service stations). However, the applicant has a policy of no retail of wines and spirits. Furthermore, no fresh goods will be available for purchase. The shop product range shall include cigarettes, newspapers, magazines, snacks, dairy products, cold drinks, selective groceries and associated car accessories. The sale of goods would remain ancillary to the main activity of retail of fuel.

A3 - It is intended to include sandwich franchise within the shop accommodating 50 sqm A3 use.

DESCRIPTION OF DEVELOPMENT

Knock down and rebuild the service station sales building, wash bays, and provide additional customer parking

The site is tired and is of a dated appearance and suffers from a number of operational problems and difficulties.

The main problems can be summarised as follows:-

i. The site appears outdated and would benefit from redevelopment along the main approach to the town centre.

ii. The sales building fails to meet the requirements of disabled access and DDA standards.

iii. An inadequate sales building, which fails to provide appropriate services for customers and staff, within a pleasant environment;

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.

Access to the development
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.

SHOP.
The sales building will be single storey with shallow slopping roof and will have a gross floor area of 300sq m which would comprise sales area, office, staff room, customer comfort facilities and storeroom. It is intended to include sandwich franchise within the shop accommodating 50 sqm A3 use.

The applicant has a policy of no retail of wines and spirits on the premises.

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. On these occasions, it will be necessary to provide services in a different way. Under the DDA, service providers already have a duty to make 'reasonable adjustments' to the way they deliver services where the existing arrangements or physical features make it impossible or unreasonably difficult for a disabled person to access their service.

The ATM facility design provides a level approach to the cash machine with suitable access for disabled customers. With a unobstructed access and sufficient space for wheelchairs users to tum immediately in front of the cash machine – a least 1500mm wide by 1500mm deep.

Shop:

The new sales building design will improve the way staff deliver services to disabled customers and make full use of the facilities and goods offered at the service station 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.

Disabled customers will 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.

The entrance to the shop is one of the most heavily trafficked areas of a service station and a route used by people requiring goods from the shop only and by people making full use of the forecourt services. An entrance that is well designed and maintained provides a safe and convenient route for all customers to enter and leave the shop.

Automatic sliding doors are commonly found in new service station developments – these provide a convenient means of access for all customers with a level access approach.

Customer toilets

A large proportion of service stations provide customer toilet facilities, but by no means all. Customer toilets typically comprise a single unisex facility. The proposed customer toilet would provide adequate room size, access to the room, layout of sanitary ware and by the use of colour contrast would enable wheelchair users, people with visual impairments and other people to approach, enter and use the facilities. The correct relationship between the WC bowl, wash-hand basin and accessories such as the wall-mounted and hinged handrails would be provided, thereby enabling disabled people to transfer onto and off the WC bowl, with or without assistance.

The proposed toilet layout is designed to be usable by wheelchair users with or without assistance and will also provide facilities suitable for ambulant disabled people and other customers.

None of this is provided with the current arrangement

Conclusion
The area within which the application site is located is not a designated Conservation Area.

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 therefore the applicant's intention to replace the buildings in a contemporary design, at the same time reflecting local materials and detail.

The proposed new Sales building will be designed to improve the visual appearance of the site and will not detract from the neighbouring public spaces, established building lines, highways or any landscape features.

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.