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7th May 2008
Our ref: J010615/dgb-bxb-108
Your ref:

Chief Executive's Regeneration Division (FAO Jeni Wilson)
Manchester City Council
The Town Hall
PO Box 463
Manchester
M60 3NY

GLHEARN

Dear Sir/Madam

**Planning application by Tesco Stores Ltd**
**Site of Approved Petrol Filling Station, Land bounded by A57 Hyde Road, Wellington Street and Garratt Way, Gorton, Manchester**
**Erection of Revised Petrol Filling Station Kiosk Incorporating External ATM and Forecourt Canopy**

On behalf of our client, Tesco Stores Ltd, I am instructed to submit a planning application seeking full planning permission for the erection of a revised petrol filling station (PFS) kiosk incorporating an external ATM and forecourt canopy on land which already has planning permission for a PFS by virtue of application Ref.078079/FO/2005/N2 (redevelopment of Gorton district centre).

As submitted on-line the planning application comprises:

- Planning application form and ownership certificate;
- Design and Access Statement contained within this letter;
- Approved PFS site layout plan (4477.P51);
- Proposed PFS site layout plan incorporating site location plan (4477.P50);
- Proposed PFS elevations drawing (4477.P5A);
- Site layout plan showing the PFS in the context of the wider district centre development (4477.P1W);
- A cheque for the sum of £670 in respect of the requisite planning application fee to be sent separately in the post.

**Existing Site and Approved PFS**

Planning permission was granted on the 5th April 2006 for the erection of a Class A1 foodstore with adjoining retail units, PFS and market hall (in refurbished former foodstore) following the demolition of the existing market hall, former cinema building and retail units, on land bounded by Hyde Road, Wellington Street and Garratt Way, Gorton.

The proposed location of the approved PFS is the south-east corner of the district centre, on land bounding The Plough public house to the east and the A57 Hyde Road to the south. The approved PFS would comprise four pump islands and a single storey secure customer pay kiosk of approximately 75 sq m. An elevated canopy of approximately 270 sq m would cover the PFS forecourt, including the pump islands and customer kiosk. To the rear of the PFS kiosk was approved an automated carwash and standard customer self service autocare equipment, including pressurised air and water apparatus.

**Proposed Development**

It is proposed that the approved PFS customer pay kiosk of 75 sq m is replaced by one of 100 sq m is size. This will allow the building to accommodate an external ATM and disabled toilet facilities. As a consequence of the pay kiosk's increase in size it will also be necessary to enlarge the forecourt canopy by approximately 36 sq m to ensure that customers accessing the kiosk and using the ATM are sheltered at all times. The kiosk will remain a single storey building, and the four pump island arrangement is proposed to be retained together with an automated carwash and standard customer self service autocare equipment, including pressurised air and water apparatus.

No other alterations are proposed to the PFS layout as approved under application ref 078079/FO/2005/N2 (including access and landscaping).

**Design and Access Statement**

*Introduction*
The application site lies on the northern side of the A57 Hyde Road, approximately 4.3 kilometres to the east of Manchester City Centre and forms part of a 3.76 hectare site which, in 2006, was granted planning permission for wholesale redevelopment under approved application Ref.078079/FO/2005/N2.

The planning permission allows the redevelopment of the Gorton district centre to provide a foodstore, retail units, a PFS and ancillary car parking, servicing and access roads and landscaping, together with the refurbishment of the former Co-op foodstore building to accommodate Gorton indoor market. In view of the different elements of the scheme, it was always intended to implement the permission in a phased manner, and work began on refurbishing the former Co-op building in September 2007.

Under planning permission 078079/FO/2005/N2 it has been accepted that the new foodstore will be located on the western side of the site, whilst the retail units will be positioned to the south of the foodstore with a return frontage to Hyde Road. The market facilities are to be relocated within the former Co-op building in the north-eastern part of the site, which is to be renovated and modernised. The PFS will be located at the south-east corner of the district centre, adjacent to the main vehicular access and egress point on Hyde Road.

This general layout of the petrol filling station is not affected by the current proposals, and the overall design philosophy of the kiosk and canopy will remain unaltered.

*Policy context*

In April 2007 Manchester City Council adopted the *Guide to Development in Manchester – Supplementary Planning Document and Planning Guidance (SPD)*. This document replaced the initial 1997 Supplementary Planning Guidance (SPG) document of the same name. The Guide expands on existing UDP policy with respect to the design of development and forms a key part of the formal planning process in Manchester, setting the context within which Design and Access Statements should be written and assessed. The Guide refers to the Council's expectation that all new development should have a high standard of design in order to make a positive contribution to the environment and to help regenerate the communities and neighbourhoods of the City. It continues that quality in design terms requires development to be fully inclusive and accessible, and reference is made to the Council's manual of inclusive design, *Design for Access 2*. Moreover, the Guide establishes the Council's commitment to several other environmental and design standards, including BREEAM and Secured by Design.

The structure of this Design and Access Statement follows the advice contained within Circular 01/2006 in its explanation of design principles relating to amount, layout, scale, landscaping and appearance, together with consideration of access issues.

*Amount*

The amount of development, in terms of the increase in floorspace of the approved customer pay kiosk and increase in area of the approved forecourt canopy, is minimal. It is proposed that the approved kiosk of 75sq m will be replaced by one of 100sq m, in order that it can accommodate an external ATM and internal disabled toilet facility. The forecourt canopy will be enlarged from approximately 269sq m to 304sq m, in order to reflect the increase in kiosk size.

*Scale*

It is proposed that the approved customer pay kiosk will be extended in length by approximately 3.7 metres. However, the width and height of the building will not be altered. The width of part of the forecourt canopy is also proposed to be increased by 3 metres, while its height and length will remain unchanged.

*Layout*

It is considered that the current proposals do not impact upon the overall layout of the approved PFS scheme. Vehicular access and egress will continue to be taken from the same locations on the district centre's proposed access road. The customer kiosk, pump islands and canopy will retain a central location, whilst the underground tank farm fill point will continue to be located in the eastern corner, with the automated carwash and self service autocare equipment to the west.

*Landscaping*

The amount of soft landscaping proposed under the approved Gorton district centre development will remain unchanged.

*Appearance*
To reiterate, the overall design philosophy of the PFS is unaffected by the current proposals. The only modifications to the appearance of the scheme involve the customer kiosk and comprise the relocation of the customer entrance door and installation of a new ATM to the eastern elevation. The design of the ATM is fully in accordance with crime and security requirements in order to ensure that legitimate ATM users feel safe and secure at all times.

Access Statement
The revised PFS is not anticipated to result in any changes to vehicular or pedestrian access into or within the site. Vehicular access and egress will continue to be taken from the same locations on the district centre's proposed access road which leads from the A57 Hyde Road. It is not anticipated that the delivery of petrol will have an adverse impact on the free flow of traffic through the site, as a dedicated area has been created for tankers to pull up to an off set fill point.

Tesco Stores Ltd is keen to ensure that the proposed ATM, in association with the relocated customer entrance, is fully compliant with the Disability Discrimination Act 1995. The height of the ATM and the provision of level access from the forecourt will enable ease of use for all customers and employees, including those with reduced mobility. It is proposed to install the ATM on the front elevation of the customer kiosk, adjacent to the proposed customer entrance, in the most accessible position.

Measures will be taken to ensure that customers wishing to access the PFS by foot are able to do so safely. For example, during hours of darkness the site will be illuminated and motorists entering and leaving the filling station will be encouraged to keep their speed to a minimum.

**Conclusions**

In summary, the application seeks the erection of a revised petrol filling station kiosk incorporating an external ATM and forecourt canopy on land which already has planning permission for a PFS by virtue of application Ref.078079/FO/2005/N2 (redevelopment of Gorton district centre).

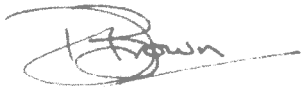
It is considered that the works proposed are not significant and do not change the nature or character of the PFS development approved under application Ref.078079/FO/2005/N2.

The implications of the development in terms of the principles of amount, scale, layout, landscaping and appearance have been fully justified in the accompanying Design and Access Statement, together with consideration of access issues. Whilst it is clear that the general layout of the site is not affected by the current proposals and the overall design philosophy remains unaltered, it has been demonstrated that the resultant development, its high quality design and its approach to inclusive and sustainable access will continue to be consistent with the aspirations of the *Guide to Development in Manchester,* and the associated design policies of the adopted UDP.

Planning permission should therefore be granted for the variation proposed.

I trust you have sufficient information to favourably determine the application, though if you require any further details please do not hesitate to make contact. In the meantime I await your receipt for the planning application fee and confirmation that the application has been registered. I will contact you in due course.

Yours faithfully



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