



JMS PLANNING & DEVELOPMENT

PLANNING AND DESIGN AND ACCESS STATEMENT

IN SUPPORT OF AN APPLICATION BY
MOTOR FUEL LIMITED

FOR REDEVELOPMENT
FOR SERVICE STATION USE

AT
CIVIC CENTRE SERVICE STATION
ROWLANDSWAY
WYTHENSHAW
MANCHESTER
M22 5RG



Client: Motor Fuel Group Limited– Civic Centre Service Station
Project: Redevelopment of Existing Petrol Station
Date: August 2024

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SECTION I: INTRODUCTION

- 1.1 This Planning Statement, also incorporating a Design and Access Statement, has been prepared on behalf of Motor Fuel Group Limited ('MFG') and is submitted in support of an application for the *"Demolition of existing sales building, removal of existing canopy and pump islands. Construction of new sales building with 'Food to Go' offer and ATM, installation of new canopy, pump islands, bin store, car parking, car care facilities, new offset fills and all other associated works"* at Civic Centre Service Station, Rowlandsway, Wythenshawe, Manchester, M22 5RG.
- 1.2 The rationale behind the application is to bring the existing facility up to modern standards through the redevelopment of the site. The proposal seeks to the demolition of the existing shop, new pump islands and forecourt canopy and replacing it with a new, modern shop and the introduction of a Food-to-Go offer. The proposal will therefore provide an improved and refreshed site for the benefit of existing customers.
- 1.3 It is important that adequate facilities are provided for road users to ensure that their basic needs are met and to enable them to comfortably and safely continue their journeys. The provision of enhanced facilities will better meet the needs of those travelling on the surrounding highway network and provide them with the facilities they would expect from a modern petrol filling station facility. The existing facilities such as the EVC hub will be supported, as the new food offer in particular will provide customers with sustenance while they are waiting for their vehicles to charge.
- 1.4 This application follows a previous approval under reference 133277/FO/2022, granted on 9th May 2022, which proposed an extension to the sales building and the creation of additional parking spaces. This scheme has not yet been implemented.
- 1.5 Additionally, there was an earlier application under reference 128059/FO/2020, approved on 5th November 2020, for an extension to the sales building and the installation of an EV charging hub. Whilst the EV charging hub has been completed, the sales building extension was never carried out.
- 1.6 Also submitted with the application is a Noise Impact Assessment prepared by Environmental Equipment Corporation Ltd, a Transport Statement prepared by Bellamy Roberts and a Biodiversity Net Gain (BNG) Statement prepared by The Ecology Practice.



- 1.7 This report continues in Section 2 which provides some background on the Applicant. Section 3 sets out a summary of the site's location and its context, with a brief summary of the planning history for the site within Section 4. Full details of the proposal are set out in Section 5 including a detailed description of the layout and facilities to be offered on the site, while Section 6 sets out the planning policy position at national and local level with full justification for the proposal expanded upon in Section 7. Design and Access matters are discussed in Section 8, with conclusions drawn in Section 9.



SECTION 2: MOTOR FUEL GROUP

- 2.1 Motor Fuel Group (MFG) is the largest independent forecourt operator in the UK. Following recent acquisitions the Company now has around 918 stations operating under the BP, Shell, Esso, Texaco, JET and Murco fuel brands.
- 2.2 MFG is backed by committed investors and is focused on growing and developing the business into one of the most dynamic and profitable independent forecourt operators in the UK.
- 2.3 MFG completed the acquisition of the retail assets of Murco Petroleum on 1 October 2014. In April 2015 90 Shell branded stations were acquired and then following this, the Company acquired the north-west based Synergie Holdings with 19 stations and the north-east based Roadside Group with 10 stations. In 2017, MFG acquired four stations each from FW Kerridge and Burns & Co, nine stations from Macclesfield-based Manor Service Stations and 14 stations from the Golden Cross Group.
- 2.4 From 1 April 2015, MFG decided to launch Murco as a dealer brand. The 180 strong dealer network will continue to use this well recognised brand and with its dedicated team Murco intends to grow, develop and strengthen a very flexible dealer offer, building on the great service and delivery standards that Murco has always been known for.
- 2.5 At the end of February 2018, MFG announced the £1.2 billion acquisition of MRH, bringing nearly 500 stations and the Greggs, SPAR and its own Hursts brands into the network.
- 2.6 MFG intends to continue to offer its customers premium fuel brands coupled with an attractive, competitive and expanding forecourt shop offer for today's cost-conscious consumers. The Company's key objective is to make all visits to a MFG forecourt as pleasurable as possible. They aim to provide our customers with high levels of service; good quality, competitively priced fuels and, of course, a convenient and competitive shopping experience.
- 2.7 The Company's intention is to ensure that its shops provide customers with an exceptional product range and 'food to go' offer from top name brands, ongoing value promotions and a shopping environment to match any of the multiples, whilst the forecourts meet the needs of motorists.
- 2.8 In July 2020 the Group was ranked 8th in a league table of Britain's one hundred private companies with the largest sales in the 19th annual Sunday Times' HSBC Top Track 100. The company is a regular winner at the National Forecourt Trader Awards.



- 2.9 As the UK's leading independent roadside fuel operator, MFG is now embarking upon an ambitious nationwide programme of EV charging infrastructure throughout its existing estate. This will play an important role in the energy transition and support the uptake of electric vehicles within the UK.



SECTION 3: SITE LOCATION AND CONTEXT

- 3.1 This application relates to an established 24 hour operational petrol filling station located on the western side of Rowlandsway, Wythenshawe. The site is bound to the west by the Wythenshawe Civic Centre and is designated as a District Centre in the Local Plan.
- 3.2 Wythenshawe Civic Centre is a prominent retail and commercial hub located in the heart of Wythenshawe. The shopping centre serves as a key destination for residents of the area, offering a wide range of shops, services, and amenities that cater to the daily needs of the local community.
- 3.3 The application site sits along the south eastern corner of the District Centre, close to the junction with Simonsway. Simonsway is a notable thoroughfare which runs through the heart of Wythenshawe and is situated close to Junction 4 of the M56 motorway. This junction, known as the Wythenshawe Interchange which provides direct access to the motorway. The M56 is a primary route to Manchester Airport and also connects to the M60 Manchester Ring Road, providing further access to other parts of Greater Manchester and beyond.
- 3.4 The site consists an established petrol filling station, with the forecourt located to the centre of the site, and a single storey sales building to the west of this. The domestic forecourt comprises four pump islands arranged in a starter gate format with canopy above providing refuelling for up to eight vehicles. The air/water care bay is located along the northern boundary of the site, and the two jet wash bays are adjacent to the sales building. There is an existing EVC hub comprising of 6 EVC bays which is located along the southern boundary of the site. The site extends to approximately 0.35 hectares.
- 3.5 There is a separate access and egress to the site from Rowlandsway, this arrangement allows traffic to move smoothly through the site, generally flowing from south to north.
- 3.6 The application site is located in Flood Zone 1. The site is not located within a Conservation Area. There are no listed buildings within the vicinity of the application site nor are there any TPOs.

SECTION 4: PLANNING HISTORY

- 4.1 A planning history search has been undertaken for the site using the Council's Planning website. There have been a number of planning permissions for the site. These are outlined below:

LPA Ref.	Proposal	Decision
133272/FO/2022	Erection of single storey side extensions to the sales building and creation of additional parking spaces	Approved 9 th May 2022
128059/FO/2020	Erection of a single storey extension to existing sales building together with installation of 6no. electric vehicle charging points and associated infrastructure including canopy and electric substation	Approved 5 th November 2020
040229	Demolition of existing petrol sales buildings; erection of a new canopy, sales building, tanks/petrol pumps and 2 jet wash bays	Approved 25 th February 1992
038038	Refurbishment of petrol station including new car wash, valeting area, new shop front and vehicular access to the highway	Approved 8 th May 1991
037321	Redevelopment of existing petrol filling station and workshops to form new petrol filling station, store and car wash	Approved 16 th July 1991

- 4.2 The above planning history confirms that the application site has been the subject of numerous applications over the years relating to the site's on-going use as a petrol filling station. Notably, the petrol filling station and associated infrastructure have not been upgraded in some time.



SECTION 5: THE PROPOSAL

- 5.1 The proposal seeks permission for the demolish the existing sales building (83sqm), removal of existing forecourt canopy and pump islands, and redevelop the site to provide a new sales building (291sqm), installation of a new canopy and four new pump islands, 10 customer car parking spaces (including one DDA bay), an enclosed bin store and the relocation of the existing offset fills. A new combined air, water and vac unit is proposed to be installed, as well as a new parking & loading bay.
- 5.2 The new sales building will be located to the west of the forecourt, broadly in line with the position of the existing sales building and will have a total floor area of 269sqm (GIA) compared to 78sqm (GIA) as existing, resulting in an uplift of floorspace of 191sqm. The new sales building will create an improved shopping environment and better facilities for customers, as well as providing Food-to Go. The replacement sales building will be modern in design, comprising a glazed front elevation with automatic entrance doors. This will provide a light spacious internal environment for customers and those working within it.
- 5.3 The sales building will provide two new 'Food to Go' uses within the retail area of the shop. The Food to Go uses include a Class E bakery (55sqm), a hot food takeaway (55sqm), as well as a retail area (117sqm). Back of house facilities are also provided which includes an accessible toilet, a manager's office and a back of house area for the storage and preparation of food.
- 5.4 The sales building will be finished in plank profile composite which will have the appearance of timber panelling, and a composite panelled mono pitch roof. The sales building will be 5.2m to the ridge, and 4m to the eaves in height.
- 5.5 New customer car parking is proposed comprising ten spaces in total, including one blue badge space.
- 5.6 The proposed development makes use of both the existing petrol filling station and the commercial site. The existing site represents a typical design and layout for petrol filling station and is clearly fairly aged in to appearance. This proposal aims not only to update and upgrade the site facilities, but also seeks to modernise the design of the buildings and facilities to improve its visual appearance along Rowlandsway, reflecting more up-to-date and modern design methods.
- 5.7 The application will also provide additional landscaping. It is proposed plant three native trees within the grassland area along the north western boundary of the site.



SECTION 6: PLANNING POLICY

- 6.1 This Section sets out an overview of national policy and development plan guidance relevant to the redevelopment of the existing petrol filling station use, including policies relevant to design and access matters.

National Planning Policy

National Planning Policy Framework

- 6.2 The revised National Planning Policy Framework (NPPF) was updated in December 2023 and constitutes guidance for local planning authorities and decision-takers and is a material consideration in the determination of planning applications (paragraph 2).
- 6.3 The purpose of the planning system is to contribute to the achievement of sustainable development including the provision of homes, commercial development and supporting infrastructure in a sustainable manner (paragraph 7). At a very high level the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Reference is also made to the 17 Global Goals for sustainable development set by the United Nations, which addresses social progress, economic well-being and environmental protection.
- 6.4 Paragraph 8 confirms that there are three overarching objectives to sustainable development: economic, social, and environmental, which are interdependent and need to be pursued in mutually supportive ways.
- An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - A social objective – to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural wellbeing; and
 - An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making efficient use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

- 6.5 These objectives should be delivered through the preparation and implementation of plans and application of policies in the framework; they are not criteria against which every decision can or should be judged. It is confirmed that the planning system should play an active role in guiding development to sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area (paragraph 9).
- 6.6 At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 10). For decision taking, this means:
- Approving development proposals that accord with the Development Plan without delay, and
 - Where there are no relevant Development Plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless;
 - The application of policies in the framework that protect areas or assets of particular importance provides clear reason for refusing the development proposed; or
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this framework taken as a whole (paragraph 11).
- 6.7 The presumption in favour of sustainable development does not change the statutory status of the Development Plan as the starting point for decision making (paragraph 12).
- 6.8 Local Planning Authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision makers at every level should seek to approve applications for sustainable development where possible (paragraph 38).
- 6.9 Planning law requires that applications for planning permission be determined in accordance with the Development Plan unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing (paragraph 47). Local Authorities may give weight to relevant policies and emerging plans according to the stage at which they are at and the extent of unresolved objections (paragraph 48).
- 6.10 Planning policies and decisions should help create the conditions which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account



both local business needs and where there are opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future (paragraph 85).

- 6.11 Planning policies should set out a clear economic vision and strategy which positively and practically encourages sustainable economic growth having regard to local industrial strategies and other local policies for economic development and regeneration; set criteria to identify strategic sites for local inward investment to match the strategy and meet anticipated needs over the plan period; seek to address potential barriers to investment; and be flexible enough to accommodate the needs not anticipated in the plan, allow for new and flexible working practices and to enable a rapid response to changes in economic circumstances (paragraph 86).
- 6.12 Planning policies and decisions should recognise and address the specific locational requirements of different sectors (paragraph 87).
- 6.13 Transport issues should be considered from the early stage of plan making in development proposals so that potential impacts of development and transport networks can be addressed, opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised – for example in relation to the scale, location or density of development that can be accommodated; opportunities to promote walking, cycling or public transport are identified and pursued; the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects and for net environmental gains; and patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places (paragraph 108).
- 6.14 Paragraph 109 confirms that planning policies should provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. The footnote to this paragraph notes that such facilities will include roadside services but that the primary purpose of these services should be to support the safety and welfare of the road user (and most such proposals are unlikely to be nationally significant infrastructure projects).
- 6.15 Planning policies and decisions should promote an effective use of land in meeting the needs for homes and other uses, whilst safeguarding and improving the environment and ensuring safe and healthy living conditions (paragraph 123).
- 6.16 The creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places

in which to live and work and helps to make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is the effective engagement between applicants, communities, Local Planning Authorities and other interests throughout the process (paragraph 131).

- 6.17 Planning policies and decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history; establish or maintain a strong sense of place; and create places that are safe, inclusive and accessible and which promote health and well-being with a high standard of amenity for existing and future users (paragraph 135).
- 6.18 Design quality should be considered throughout the evolution and assessment of individual proposals (paragraph 132). Development that is not well designed should be refused especially where it fails to reflect local design policies and government guidance taking into account local design guides and codes (paragraph 139).
- 6.19 Accordingly, the NPPF sets out clear guidance on the expansion of existing businesses to support economic development.

Development Plan

- 6.20 To the extent the Development Plan policies are material to an application for planning permission, a decision must be taken in accordance with the Development Plan unless there are material considerations that indicate otherwise (Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004).
- 6.21 The Development Plan to the application site comprises the Manchester Core Strategy (Adopted July 2012) and March 2004 update following the adoption of 'Places for Everyone Joint Development Plan' (prepared by Greater Manchester Combined Authority) which also forms part of the Development Plan, plus the saved policies from the Manchester Unitary Development Plan (UDP). There is no Neighbourhood Plan covering the site. Upon the adopted Proposals Map for Manchester the site is designated within the Wythenshawe District Centre.
- 6.22 There is currently no made Neighbourhood Plan for the site.
- 6.23 The following policies are of relevance:

Places for Everyone Joint Development Plan Document for Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Stratford and Wigan (Adopted March 2024).

- 6.24 The above mentioned document has been prepared by Greater Manchester Combined Authority and its aim is to deliver the ambitions in the Greater Manchester Strategy to create sustainable growth in the nine boroughs, providing a framework for Local Plans and specific requirements where appropriate. It also assists in providing policies to inform the preparation and determination of planning applications, identifies the important environmental assets which will be protected and enhanced, allocate sites for employment and housing outside of the urban area, supports the delivery of key infrastructure and defines new Green Belt boundaries for the nine boroughs.
- 6.25 The plan sets out a number of objectives which include meeting housing need, creating neighbourhoods of choice, ensuring a thriving and productive economy in all parts of Greater Manchester.
- 6.26 Given the scale of the application proposal many of the policies within this document, whilst important, do not relate directly to the proposal. However, the relevant policies have been identified below:
- Policy JP-S1 (Sustainable Development) – generally reflects the guidance set out in the NPPF and confirms the importance of making best use of previously developed land and vacant buildings to meet development needs; and
 - Policy JP-P1 (Sustainable Places) – creating a series of beautiful, healthy and varied places with a number of objectives set for achieving these goals. This policy covers matters such as resource efficiency and making best use of land; designing out crime and anti-social behaviour; ensuring site efficiency; including facilities for servicing, recycling refuse and storage; and incorporating inclusive design.

Manchester Core Strategy (July 2012)

- 6.27 Policy SPI (Spatial Principles) (as updated in March 2024) sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and confirms that the regional centre will be the focus for commercial development, retail, leisure and cultural activity, alongside high quality city living. However, beyond the city centre and airport area, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

The policy also sets out core development principles which confirms that development in all parts of the city should make a positive contribution to neighbourhoods of choice including:

- Creating well-designed places that enhance or create character;
- Making a positive contribution to the health, safety and wellbeing of residents;
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income; and
- Protect and enhance the built and natural environment.

The policy also requires the minimisation of emissions, ensuring efficient use of natural resources and reuse of previously developed land wherever possible and also requires development to improve access to jobs, services, education and open space by being located to reduce the need to travel and to provide good access to sustainable transport provision.

- 6.28 Policy EC1 (Employment and Economic Growth in Manchester) (as updated in March 2024) sets out the employment aspirations for Manchester in terms of development land requirements for specific land uses, but also advises that the Council will support other significant contributors to economic growth and productivity, including health, education, retailing, cultural and tourism facilities and other employment generating uses mainly in the city centre and Eastlands (Eastlands a key employment area) in line with the centre hierarchy. The policy recognises priorities for ensuring continued economic growth which include improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses, and ensuring the continued social, economic and environmental regeneration of the city.
- 6.29 The policy also requires development proposals to have regard to climate change resilience; ensuring design makes the best possible use of a site or building in terms of efficient use of space; enhancing the sense of place in the wider area and minimising detrimental impacts on adjacent uses; considering the needs of users and employers of a site/building for access via walking, cycling and public transport, and the reduction of opportunities for crime by applying current and best practice in secure design and flood risk.
- 6.30 Policy C1 (Centre Hierarchy) confirms that Wythenshawe is designated as a district centre and therefore considered to have an essential role in providing key services to the city's neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily.
- 6.31 Policy C2 (District Centres) confirms that development will support thriving district centres, with distinct local character, providing a good range of

accessible key services including retail, health facilities, public services, leisure activities and financial and legal services.

6.32 Policy C10 (Leisure and Evening Economy) confirms that new development and redevelopment that supports the evening economy, contributes to the vitality of District Centres and supports a balanced and socially inclusive evening/night time economy will be permitted, subject to a number of considerations:

1. Cumulative impact;
2. Residential amenity; and
3. Balance ensuring that both the day and night time economy are supported whilst not undermining the role of the prime shopping area.

6.33 Additional guidance within Policy C10 is provided in relation to hot food takeaways and in addition to the above it is confirmed that consideration will be given to:

- The existing number of similar establishments in the immediate area and their proximity to each other;
- The type and character of other uses such as houses, shops and public houses;
- The existence of vacant shop units and the condition of the unit;
- The importance of the location for local shopping and the number/function and location of shops that would remain to serve the local community;
- The character of the centre and its frontage, and nature of the proposed use;
- The potential impact of the proposal on the wider community; and
- Any known unresolved amenity, traffic or safety issues arising from existing uses in the area.

6.34 Policy EN1 (Design Principles and Strategic Character Areas) confirms that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the city should be fully realised, particularly on radial and orbital roads and rail routes. Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the city, and supports the achievement of Core Strategy strategic objectives.

6.35 Policy DM1 (Development Management) states that all development should have regard to the following specific issues:

- Appropriate siting, layout, scale, form, massing, materials and detail;

- Impact on the surrounding area in terms of design, scale and appearance of the proposed development including consideration to the character of the surrounding area;
- Effects on amenity including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation;
- Accessibility so buildings and neighbourhoods are fully accessible to disabled people, and access to new development by sustainable transport modes;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effects relating to biodiversity, landscape, archaeology, or built heritage;
- Green infrastructure including open space, both public and private;
- Flood risk and drainage;
- Existing or proposed hazardous insulation; and
- Demonstration of sustainable construction techniques.

Saved Policies of the Unitary Development Plan

- 6.36 Policy 10 relates to food and drink uses and advises that in determining planning applications for development involving the sale of food or drink for consumption on the premises or for that food to be consumed off the premises the Council will have regard to:
- a) The general location of the proposed development including any reference to the area in other policies in the Plan;
 - b) The effect on the amenity of neighbouring residents;
 - c) The availability of safe and convenient arrangements for car parking and servicing;
 - d) Ease of access for all including disabled people; and
 - e) The storage and collection of refuse and litter.
- 6.37 Policy 26 relates to development and noise and confirms the Council's commitment to the impact of noise on people living and working or visiting the city. This Policy confirms the Council considers both the effect of new development proposals which are likely to be generators of noise and the implications of new development being exposed to existing noise sources which are effectively outside planning control. This is a pragmatic approach to noise consideration.

Hot Food Takeaway Supplementary Planning Document March 2017

- 6.38 The supplementary planning guidance builds on advice set out in the NPPF and Core Strategy and provides more concise guidance.
- 6.39 Policy 1 (Vitality and Viability) advises that hot food takeaways will not be supported in District and Local Centres where the cumulative impact of introducing this facility will be detrimental to the vitality and viability of a centre and would affect the balance between the day time and night time economy and the health of the population.

The Policy goes on to state that a proposal will be considered to be harmful to the vitality and viability of a centre if it:

- a. Increases the concentration of hot food takeaway ground floor frontages in a centre to more than 10% of all non-residential ground floor frontages (see paragraph 4.4 below). In centres where the proportion of hot food takeaway ground floor frontages is approaching 10%, consideration will also be given to the impact of the proposal on the character of the area surrounding the application site. Applications will not normally be permitted if the proposal would lead to the proportion of hot food takeaway frontages being more than 10% of non-residential ground floor frontages in a particular part of the centre concerned
 - b. Creates a cluster of more than two hot food takeaways together.
 - c. Reduces the number of units between hot food takeaway clusters to less than two non-A5 uses.
- 6.40 Policy 2 (Amenity) confirms that hot food takeaways will be considered against Core Strategy Policy DMI (Development Management) and specific considerations include:
- Hours of opening;
 - Extraction of odours and noise abatement;
 - Disposal of waste products and customer litter; and
 - Highway safety.
- 6.41 Policy 3 (Hot Food Takeaways and Schools) sets a threshold in terms of a distance from a school in which a takeaway facility will be restricted in its hours of operation except within a local centre, as follows:-

“Where a hot food take away is proposed within 400 metres of a primary or secondary school, and the proposal meets planning policy in other respects, planning permission will only be permitted subject to the condition that opening hours are restricted to the following:



- *A primary school: the hot food takeaway is not open to the public between 3 pm to 5.30pm on weekdays.*
- *A secondary school: the hot food takeaway is not open to the public before 5.30pm on weekdays.”*



SECTION 7: PLANNING ISSUES

- 7.1 This Section of the Planning Statement sets out the general planning matters, which are relevant to the consideration of this application.

Principle of Development of the Site

- 7.2 The principle of development to extend the existing sales building has previously been established under application LPA Ref: 133272/FO/2022 and application LPA Ref: 128059/FO/2020. The previous approvals confirm that the principle of expanding the facility has previously been established. It is considered that the proposed development complies with Local Plan Policy C2 which confirms that development will support thriving district centres, with distinct local character, providing a good range of accessible key services.
- 7.3 The principle of development is therefore centred around the provision of the 'Food to Go' offer within the proposed sales building. 'Food to Go' offers are commonly found as part of petrol filling stations meeting the needs of users of the site providing refreshment and a break from driving. The proposed development will support the wider use of the site, meeting the needs of motorists. It is considered that the hot food takeaway use will support the existing use of the petrol filling station and will provide an enhanced retail / hot food offer for customers and motorists. The proposed facility will operate in a secondary manner to the petrol filling station.
- 7.4 The established use of the site is sui generis (petrol filling station). The proposed use is 'food-to-go' (Class E/sui generis hot food takeaway).
- 7.5 The Civic Centre Service Station is an established petrol filling station located in an urban area. The principle of development for petrol filling station uses is established in this location and this has been confirmed by the planning history of the site. Accordingly, the site must be considered to be an existing/established developed site within the urban area of Wythenshawe.
- 7.6 The principle of the redevelopment of the site to provide an improved facility must be accepted as the use is well-established on the site and is clearly in need of upgrade noting the historic nature of the buildings on site (see Planning History) and the advancement in technology and environmental standards within the petroleum industry over time. The redevelopment of the site will be contained to brownfield land, and the demolition and replacement of the sales building, and the modernisation of facilities on site is in keeping with paragraph 85 of the NPPF which states planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and where there are opportunities for development.

- 7.7 It is anticipated that the proposed development will create 6 full-time and 6 part-time job opportunities which will be suitable for local residents particularly those who wish to be flexible in the hours they work. The proposed development is therefore in keeping with Core Strategy Policy EC1 which sets out the employment aspirations for Manchester. The policy prioritises continued economic growth such as improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses, and ensuring the continued social, economic and environmental regeneration of the city.

Sequential and Retail Impact

- 7.8 The application site is by definition, located within a District Centre. Core Strategy Policy C10 and Policy 1 of the Hot Food Takeaway Supplementary Planning Document are relevant. Policy 1 of the Hot Food Takeaway SPF states that hot food takeaways will not be supported in district and local centres where the cumulative impact of introducing the facility would be detrimental to the vitality and viability of a centre and would affect the balance between the day time and night time economy and the health of the population.
- 7.9 Roadside services and facilities are designed specifically to cater to motorists, requiring direct access from main roads and highways. These uses are integral to the transport infrastructure, providing essential services such as refuelling and recharging, rest stops, and food options to travellers. Their placement on the roadside is strategic, ensuring convenience and accessibility for road users.
- 7.10 The existing use on the site already establishes the principle of this type of development in this location. The site has historically accommodated a roadside use, and the proposal seeks to continue this established function, albeit with a slight increase in floorspace to enhance its service offering. The continuity of this use further reinforces that the site is appropriate for its intended purpose.
- 7.11 Given the very small scale of the proposal and the complementary role the proposal will have to the site and wider area, it is not considered that there will be any significant diversion of trade from any single centre or particular retail unit, which is protected under retail policy, that would cause significant adverse impact.
- 7.12 The primary purpose of the proposal is to provide an enhanced offer in conjunction with the petrol filling station and wider motorist uses on the site, a food-to-go facility, which is now commonplace in petrol filling stations countrywide. The addition of this use on the site will provide an enhanced experience for motorists meeting their needs and expectations, whilst also

offering benefits to residents and workers in the wider area who also have access to the site. In this regard, the facility in any other location would not meet the needs of the motorists on site and would not be well related to the existing petrol station, offering an extended/enhanced facility for those users.

- 7.13 Similarly, in terms of impact, the proposal falls well below the threshold for assessment in the NPPF for any town centre uses and therefore it is not considered that an Impact Assessment is necessary. The NPPF requires Impact Assessments for over 2,500 sqm proposals, and proposed development size is 269sqm.
- 7.14 Notwithstanding this, in light of the very limited scale of the proposal and the existing sales building on site, it is not considered that there will not be a significant diversion of trade from any single centre or particular retailer or commercial unit which is protected under retail policy that would cause a significant adverse impact. Accordingly, it is not considered that there will be any adverse impact arising from the proposal. On this basis it is considered that the proposal accords with the relevant national policy in this regard.

Amenity Issues

- 7.15 The application site is located in a mixed commercial and residential area of Wythenshawe.
- 7.16 A Noise Impact Assessment for the proposed HVAC plant has been submitted with the application prepared by Environmental Equipment Corporation.
- 7.17 The Noise Impact Assessment identifies the nearest noise-sensitive receptors as the residential dwellings located on Robinswood Road, which are situated approximately 100 meters to the south of the application site. Simonsway, a major dual carriageway, and the Manchester Tramline separate the site from the nearest noise sensitive receptors. These features serve as physical and acoustic barriers between the application site and the residential properties, further mitigating the potential for noise impact.
- 7.18 Cumulative rating sound levels have been predicted at nearest sensitive receptors using noise modelling techniques of all new plant and equipment defined by quantitative noise emissions. The worst-case rating levels will be at least 15 dB below the representative background sound levels. Predicted noise impacts have been supported as low when considering the context of the site. It has been concluded from the findings of this assessment that effects from the proposal will accord with overarching planning guidance.
- 7.19 Overall, it is considered that the proposal would not adversely affect the residential amenity of neighbouring properties.



Parking and Transport

- 7.20 The application is accompanied by a Transport Statement which has been prepared by Bellamy Roberts Transport Consultants. The report has been prepared to assess the impact of the proposed development in highway and transport terms.
- 7.21 The report concludes that the development would not result in an unacceptable impact on highway safety, and the residual cumulative impacts on the road network would not be severe. It has therefore been demonstrated that there are genuine opportunities for residents and visitors to travel to/from the application site using sustainable modes of transport. The proposed site access would be safe and suitable to serve all users. The local highway network can accommodate the traffic generated by the site during peak periods without resulting in a severe residual cumulative impact on the network.

Biodiversity Net Gain

- 7.22 A Biodiversity Net Gain assessment has been submitted with the application prepared by The Ecology Practice. The assessment was carried out using the Statutory Biodiversity Metric (2023). The BNG assessment has valued all habitats within the existing baseline scenario and assessed the impact of the proposals by taking into account all habitats to be lost, retained and created.
- 7.23 The baseline units at the site comprise of 0.41 habitat units. The proposal results in the loss of some modified grassland. Proposals include enhancement of the retained modified grassland and planting of three new native trees resulting in an on-site post-intervention score of 0.69 habitat units (+68.28%).
- 7.24 In summary, the proposals include enhancing the modified grassland and planting three additional native trees which achieves the required net gain and meets trading rules.

SECTION 8: DESIGN AND ACCESS STATEMENT

- 8.1 This Design and Access Statement has been prepared on behalf of the Applicant to support the planning application for full planning permission for “*Demolition of existing sales building, removal of existing canopy and pump islands. Construction of new sales building with 'Food to Go' offer and ATM, installation of new canopy, pump islands, bin store, car parking, car care facilities, new offset fills and all other associated works*” at Civic Centre Service Station, Rowlandsway, Wythenshawe, Manchester, M22 5RG.
- 8.2 The Design and Access Statement requirements of the site have evolved from an appraisal of the site’s context against the background of its location, the proximity to the highway network and operational requirements.
- 8.3 In accordance with the requirements to formally state how design and access issues have been considered (under Section 61 of the Planning and Compulsory Purchase Act 2014) this document addresses the design principles and concepts that have been applied to the development in relation to location, use, layout, scale, appearance and landscaping in relation to the site’s context.
- 8.4 The Design and Access Statement should be read in context with the planning application’s supporting reports, drawings and accompanying material.

Site Evaluation

- 8.5 There are a number of key issues which have informed the design solution for the site’s development. Effectively, it balances the site’s opportunities and constraints arising from the assessment of the site to deliver a development that achieves a high quality design, is sustainable, is economically viable and enhances the established locality. The principal constraints can be identified as:
- The need to upgrade the site to meet the operational needs of the operator and the requirements of the customers;
 - The need to ensure appropriate levels of car parking; and
 - The need to maintain existing access arrangements and ensure adequate circulation across the site for all users.
- 8.6 There are a number of opportunities afforded by the potential redevelopment of the site that are a relevant material consideration in evaluating the proposals. In summary these are:
- The opportunity to make best use of an existing site;



- The opportunity to provide an enlarged sales building which would benefit the users of the site and motorists on the road network.

Design Considerations

Use

- 8.7 The existing petrol filling station is sui generis use. The petrol filling station is a long established use on site. Accordingly, the principle of the proposal is acceptable in planning policy terms considering the wider established use and the context of the site.

Layout

- 8.8 The proposed layout of the scheme is shown on the accompanying planning application drawings, particularly the 'Proposed Site Plan.' The new sales building will be located broadly in line with the existing sales building, but there is a slight uplift in floorspace proposed. In total, the proposal will amount to an increase of 191sqm of floorspace. Detailed consideration has been given to the layout of the site in order to ensure adequate provision of parking.

Scale

- 8.9 The new sales building will measure 5.2m to the ridge and 4m to the eaves. It is considered that the size of the new sales building is commensurate to the site and its surroundings.

Appearance

- 8.10 The new sales building has been designed so that the fabric of the building is functional and modern in design, comprising Plank Profile composite and a glazed shopfront with an auto sliding door.
- 8.11 The proposal is of a high quality and functional design, whilst respecting the site boundaries. It is considered to accord with the NPPF and Local Plan Policy DMI.

Materials

- 8.12 The proposed materials are shown on the Proposed Building Elevations and reflect the modern and functional requirements of a petrol filling station. The introduction of a glazed frontage creates an attractive modern feel to the building, whilst also making the site and building appear lighter and more airy.



Landscaping

- 8.13 The site is an existing commercial site within an urban area. The proposal seeks to include additional landscaping as three native trees are proposed to be planted.

Accessibility

- 8.14 The applicant is committed to a policy of equality, inclusion and accessibility for those who live and visit the site and has strived to exceed all required standards and achieve a development which promotes inclusion and accessibility.
- 8.15 The provision of an accessible and inclusive environment has been an integral theme throughout the design process, from its initial conception to its current form. The concept of inclusive design seeks to remove barriers which create undue effort, separation or special treatment which enables everyone to participate equally regardless of gender, disability or age.
- 8.16 The use of the site as a petrol filling station is well-established, as demonstrated by the site's planning history. The current access arrangements are also well-established. The redevelopment of the site will not change the existing arrangements.

Inclusive Access

- 8.17 In respect to inclusive access, all of the petrol filling station operators agree that it is not merely physical barriers that can cause difficulties for customers. Employees of all the major national chains receive Disability Awareness Sessions as part of their basic training, to understand the challenges customers with disabilities may face, and to ensure that their needs are met.
- 8.18 For operational and design reasons the site will remain level, with level access provided to the facilities, including clearly marked pedestrian area to and from the car parking area. Services are therefore provided with access that meets the needs of those who are less able bodied, as well as those with pushchairs.

Community Safety

- 8.19 Consideration has been given to creating an attractive, safe environment through the development of a high quality public realm with a forecourt and parking area which is overlooked by the sales building and road network. The site layout ensures natural surveillance across the site and protects the safety of users and the wider community. Overall, the site will provide a high quality development with good community safety.

Conclusions

- 8.20 The proposal responds positively to the site's opportunities and constraints and consideration has been given to layout, scale, appearance and landscaping. Access to and within the site has been carefully reviewed. It is considered that, based on the above, an appropriate and site sensitive design solution has been found.



SECTION 9: CONCLUSIONS

- 9.1 This Planning Statement, also incorporating a Design and Access Statement, has been prepared on behalf of Motor Fuel Limited and is submitted in support of an application for the *“Demolition of existing sales building, removal of existing canopy and pump islands. Construction of new sales building with ‘Food to Go’ offer and ATM, installation of new canopy, pump islands, bin store, car parking, car care facilities, new offset fills and all other associated works”* at Civic Centre Service Station, Rowlandsway, Wythenshawe, Manchester, M22 5RG.
- 9.2 The National Planning Policy Framework identifies the need for planning positively for community facilities and roadside services that support the safety and welfare of road users. Petrol Stations are a vital necessity and provide an important role in ensuring that motorists travel safely especially as the number of vehicles on the roads continues to increase and the number of petrol filling stations decreases, thereby increasing demand on existing petrol stations.
- 9.3 The proposal represents a modernisation of the existing facilities on the site to meet changing motorists’ and environmental needs. Whilst the site continues to be in a functional use, it offers significant environmental benefits and meets modern standards.
- 9.4 In light of the size of the development and the location of existing established facilities, retail impact is not a consideration which is material to the application. Notwithstanding this, given the small uplift in floorspace it is not considered that the application proposal will have any trade diversion or adverse impact on any designated shopping centre or other retail floorspace of acknowledged importance. Due to the scale of the proposal and its relationship to the existing site, the application of the sequential assessment is not considered to be relevant.
- 9.5 Detailed consideration has been given to the layout of the site to ensure the operation of the site and traffic flows through it are optimised. Access into and out of the site remains as existing, meaning there will be no change or impact on the existing highway network. The proposal is supported by a transport assessment which confirms no harm arises from the proposal.
- 9.6 Due to the layout of the proposal and the distance of the nearest neighbours, it is considered that there will be no material impact on the amenity of adjoining occupiers, which is confirmed by the submitted noise assessment. The application proposal is of an appropriate design and will provides visual amenity benefits to the local area compared to the existing position. It is therefore considered that the proposal accords with national and local policy on amenity.



- 9.7 On the basis of the above it is requested that planning permission is forthcoming for this proposal.