



ATTICUS PLANNING

Address: PO Box 247, Tavistock, PL19 1FJ

Telephone: 01822 270 020

Email: hello@atticusplanning.co.uk

Website: www.atticusplanning.co.uk

**ESSO EG SHIRLEY
CHEETHAM HILL ROAD
CHEETHAM HILL
MANCHESTER
M8 0PL**

**PROPOSED DEMOLITION OF EXISTING PETROL FILLING STATION &
CONSTRUCTION OF NEW FILLING STATION & DRIVE THROUGH CAFÉ**

PLANNING, DESIGN & ACCESS STATEMENT

JULY 2022

REPORT CONTROL SHEET

Document Title	Planning, Design and Access Statement
Proposal	Proposed demolition of existing petrol filling station and construction of new filling station and drive through café
Address	ESSO EG Shirley, Cheetham Hill Road, Cheetham Hill, Manchester, M8 0PL
Client	Euro Garages Limited
Project Number	AP22029

Author:	Checked By:	Date:	Status:	Revision:
Emily Robinson		15/07/2022	Final	

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1 INTRODUCTION

- 1.1.1 Atticus Planning is retained by Euro Garages Limited to obtain planning permission for the proposed demolition of an existing petrol filling station and construction of a new filling station and drive through café at ESSO EG Shirley, Cheetham Hill Road, Cheetham Hill, Manchester, M8 0PL.
- 1.1.2 The application is made to Manchester City Council as the Local Planning Authority (LPA), is submitted in full, and relates to the parcel of land outlined in red on the submitted Location Plan.
- 1.1.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 1.1.4 This Planning Statement will explain how the proposal complies with relevant planning policies and that there are material considerations which weigh heavily in favour of the scheme. It should be read in conjunction with the following suite of supporting documents:
- Air Quality Assessment
 - Application Form
 - Drainage Strategy Report
 - Drawings:
 - Location Plan (no. 2007-1)
 - Existing Site Layout (no. 2007-5)
 - Proposed Site Layout (no. 2007-6a)
 - PFS Plans and Elevations (no. 2007-7a)
 - Petrol Canopy (no. 2007-8)
 - Drive Through Coffee Shop Plans (no. 2007-9)
 - Bin Store Details (no. 2007-10)

- Electric Meter Kiosk ET6 Type (no. 2007-11)
 - Electric Meter Kiosk ET14 Type (no. 2007-12)
 - Proposed Site Elevations (no. 2007-13)
 - Landscape Layout (no. 5064 01)
 - Demolition Plan (no. 2007-14)
 - Existing Building Plan & Elevations (no. 2007-15)
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- Ecological Assessment
 - Noise Assessment
 - Phase 1 Land Contamination Assessment
 - Sequential Assessment
 - Tree Survey & Arboricultural Impact Assessment
 - Transport Statement

2 SITE DESCRIPTION

- 2.1.1 The site extends to an area of 0.27 hectares and contains a 4 pump petrol filling station which has an ancillary retail store (SPAR) and operates on a 24 hour basis.
- 2.1.2 It is located on Cheetham Hill Road, which is one of the main arterial routes connecting North Manchester to the City Centre. It forms part of a vibrant and diverse inner city area of Manchester, which is heavily developed and encompasses a wide range of uses.
- 2.1.3 The site is highly sustainable in accessibility terms, being close to tram and bus stops and is within an established, built up area, where people (staff and customers) could either walk or cycle to the site with ease.
- 2.1.4 Currently, the petrol station employs 2 full time and 7 part time staff.
- 2.1.5 An aerial image of the site is provided below, which shows its location in the context of the immediate surrounding, built up environment.

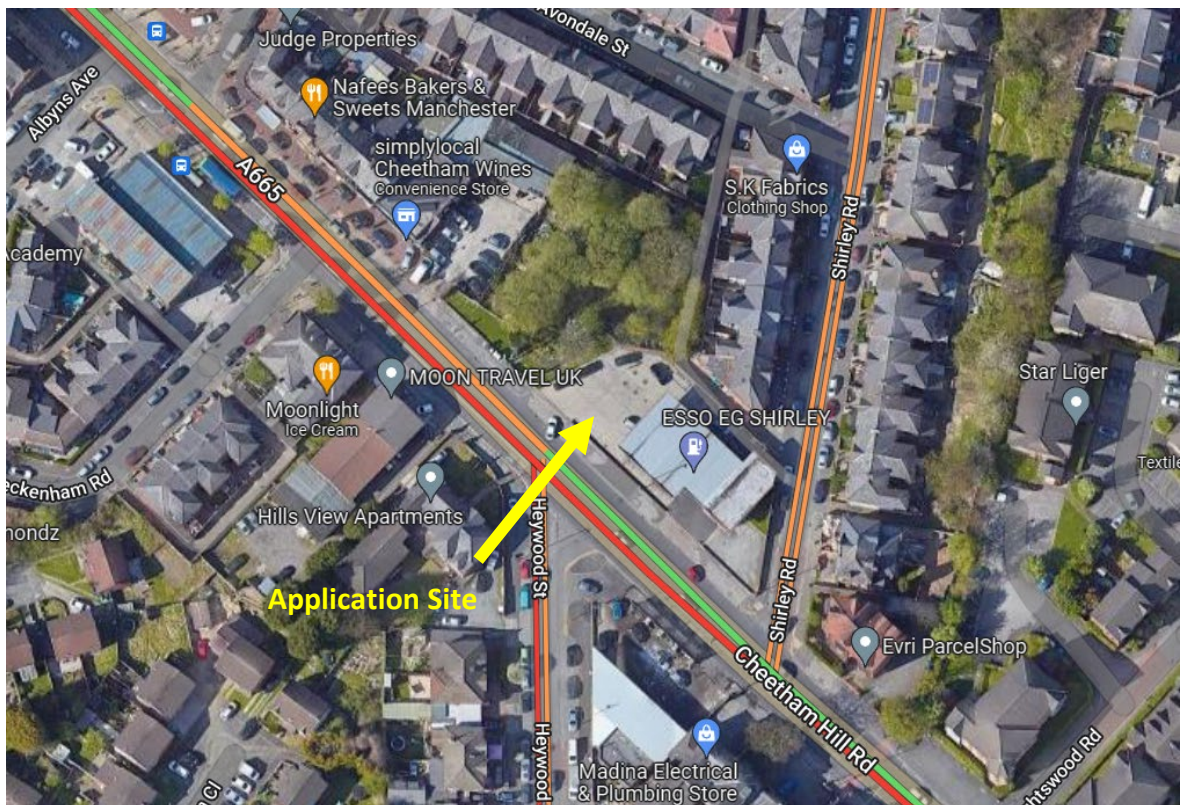


Figure 1: Aerial image of application site taken from Google Maps (not to scale)

- 2.1.6 The site is not subject to any landscape, heritage or ecological designations and it lies within Flood Risk Zone 1, where the risk of flooding from rivers and the sea is the lowest.

- 2.1.7 The area taken up by the existing petrol station contains very limited natural features, whereas the north western part is scrubland containing a number of trees, which despite providing some degree of amenity value, are of low quality. A shot taken from Google Street View is provided below which shows how the existing site, with the exception of the existing tree cluster in the background, contributes very little to the visual amenities of the area and that this part of Cheetham Hill Road could benefit greatly from an increase in soft planting along the road.



Figure 2: Shots taken from Google Street View, with the site on the right (not to scale)

- 2.1.8 There are currently two points of access / egress within the site, which are positioned along its western boundary along Cheetham Hill Road.

3 PLANNING HISTORY

- 3.1.1 The site has been the subject of a number of historic planning applications, all of which have been commercial in nature relating to its current use as a petrol filling station. None of these are considered to influence the application.
- 3.1.2 Having researched applications within the site's immediate vicinity, it is considered there are none which would affect the planning merits of the scheme.

4 PROPOSED DEVELOPMENT

- 4.1.1 It is proposed to redevelop the site into a new and improved petrol filling station and new drive through café.
- 4.1.2 The new petrol station occupies the same location as the existing, though the kiosk building is of a larger scale; the building is positioned within the south eastern corner of the site, utilising areas of redundant space. 3 no. petrol pumps are proposed, which results in a slight reduction to the existing and will be covered by a smaller, simple canopy. A new formalised row of parking spaces are to be provided at the front of the kiosk building, including one disabled space.
- 4.1.3 The new drive through café is proposed within the northern part of the site, with parking to its frontage, which includes two disabled spaces and two electric charging points.
- 4.1.4 Both buildings have a tidy, contemporary appearance and utilise high quality materials. The coffee shop will have a timber-effect appearance whilst the petrol station utilises red brick throughout. Whilst the kiosk building's primary elevation faces the pumps / into the site, it includes additional glazing to its south western elevation, in order to provide visual interest and achieve an active frontage along the road.
- 4.1.5 To facilitate the development a number of trees within the northern western part of the site require removal. To offset this, a number of new trees are proposed both along the site's frontage and within the site's south eastern corner, adjacent with the Shirley Road junction. The proposed layout also includes new areas of grass and ornamental planting.
- 4.1.6 Existing vehicular access points are to be retained but will undergo relevant improvement works. The layout incorporates new pedestrian paths which will connect the footpath along Cheetham Hill Road to both the café building and petrol station kiosk, which the existing arrangement currently lacks. Cycle parking is also provided adjacent to each building.
- 4.1.7 The proposal involves a significant increase in job opportunities; the new petrol station would employ 4 full time and 12 part time staff whilst the drive through coffee shop would offer 5 full time and 15 part time positions. This equates to a total of 36 jobs.

5 PLANNING POLICY CONTEXT

- 5.1.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise; meaning amongst other things any other supplementary/ supporting planning documents and the government's guidance as set out in National Planning Policy Framework (NPPF).
- 5.1.2 The statutory development plan for the site consists of the Manchester Core Strategy (2012) and saved policies within the Unitary Development Plan (UDP) (saved 2012). Material considerations comprise national policies set out within the NPPF (2021), as well as Manchester City Council's Guide to Development in Manchester Supplementary Planning Document (2007).
- 5.1.3 The Interactive Planning Map that accompanies the development plan shows the site as being within the North Manchester area and identifies Cheetham Hill Road as a "Major Road Rail Env Imp Corridor", as per UDP Policy E3.3. The Core Strategy Proposals Map shows the site located either within / on the very edge of an area identified as a Housing Improvement Area.
- 5.1.4 The following policies contained within the development plan are considered key to the proposal.

5.2 Core Strategy (2012)

- SP 1 Spatial Principles
- EC 1 Employment and Economic Growth in Manchester
- CC 5 Transport
- CC 9 Design and Heritage
- CC 10 A Place for Everyone
- EC4 North Manchester
- C 1 Centre Hierarchy

- C 9 Out-of-centre development
- T 1 Sustainable Transport
- T 2 Accessible areas of opportunity and need
- EN 1 Design Principles and Strategic Character Areas
- EN 8 Adaption to Climate Change
- EN 9 Green Infrastructure
- EN 16 Air Quality

5.3 Saved UDP Policies (2012)

Development Control Policies

- DC10.1
- DC23.1
- DC26.4

Environmental Improvement and Protection

- E3.3

Area 2 – Cheetham Hill and Crumpsall

- CC4

6 PLANNING ASSESSMENT

6.1 Principle of Replacement Petrol Filling Station

- 6.1.1 The site is not constrained by any local or national designations. It lies within a highly sustainable area and comprises previously developed, brownfield land.
- 6.1.2 The existing petrol station includes a retail convenience store within its kiosk building and thus, its replacement with a similar, but upgraded arrangement, will not result in a material difference to how this part of the site is already used. Moreover, on the basis there is already a petrol station on the site, UDP Policy DC23.1 is considered to be of limited relevance, though it is still important to demonstrate that the new station would not result in adverse impacts either on the environment or on existing amenity.
- 6.1.3 Firstly, regarding the environment, the new petrol station has a much more contemporary and neater appearance than the existing station, which will in turn result in a significant improvement to the quality of the local built environment. The introduction of new soft landscaping along the site's frontage, including the tree that is proposed within the site's south eastern corner, will further help enhance the site's appearance and improve the local, public realm. To this end, the proposal draws support from CS Policies EN 1 and CC 4, as well as UDP Policy E3.3 which all recognise the need for new developments to improve the image and character of major road routes into the City Centre, including Cheetham Hill Road. The proposed upgrading of the existing petrol station and improvements to the layout will achieve just this.
- 6.1.4 Secondly, as there will be a decrease in the amount of petrol pumps and the existing air pump is being removed, the new station will function in a manner that slightly improves the living conditions for neighbouring properties.
- 6.1.5 The development plan encourages proposals which make the best of use of existing brownfield land, creates job opportunities for all in sustainable locations, incorporates high standards of design and improves the sense of place. It also recognises that the retail sector (amongst other, non-traditional employment generating sectors) can be a significant contributor to economic growth (Policy EC 1).

- 6.1.6 Through the increase in floorspace within the new petrol station's kiosk building, there will be a net increase in jobs, thereby contributing towards the Council's ambitions for economic growth as set out by Policy EC 1. These jobs will appeal to a range of skillsets, from shop assistants to managerial roles. There will be other, indirect jobs sustained and created too, via the supply chain and also through the construction phase.
- 6.1.7 Paragraph 81 of the NPPF states that '*significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development*'. This paragraph is very pertinent to the proposal, given the number of new jobs set to be generated.
- 6.1.8 The new station makes the most efficient use of existing, brownfield land, using areas of currently redundant space and will help boost the socio-economics of the area, by providing new employment opportunities in an area that is highly accessible, something which is specifically encouraged in CS Policies SP 1 and T 1. The size of the proposed building is proportionate to the size of the plot and crucially, allows an increase in formalised parking spaces and landscaping within it.
- 6.1.9 Policy EC 4 promotes key transport infrastructure on key arterial routes, of which Cheetham Hill Road is one; it is considered the continued use of a petrol station on the site and provision of both electric charging points and cycle storage within the wider layout aligns with the Council's aims as set out in EC 4.
- 6.1.10 In line with the requirements of CS Policies SP 1, CC 5, T 1 and T 2, the layout incorporates new, level pedestrian access from Cheetham Hill Road to the kiosk building, thereby increasing pedestrian accessibility and making it a safer, more inclusive environment, for both employees and customers.
- 6.1.11 Regarding the proposed expansion of retail floorspace within the kiosk building, it is important to highlight that the site already functions on a retail basis, through the petrol station's ancillary retail SPAR store. As such, whilst the retail area is larger, the station's usage will not be materially different and it will continue to function in the same way; it will first and foremost act as a petrol filling station for passing traffic, with ancillary convenience provision.

6.1.12 It has been demonstrated that the principle of a new, upgraded petrol station is considered acceptable in the context of the development plan and the NPPF. It has also been proven that there are environmental and socio economic benefits on offer, that should be weighed into the overall planning balance.

6.2 Principle of New Drive Through Café

6.2.1 There are two principal matters to consider when assessing the suitability of the drive through café; its out-of-centre location and the need to remove existing trees to facilitate it. The following paragraphs will address each of these issues in turn.

6.2.2 Firstly, it is clear from the Core Strategy's retail policies, in particular Policy C 1, that new town centre uses are to be focused within either the City Centre, District Centres or Local Centres. The site is within neither, though it is only circa 250m south of the Cheetham Hill District Centre and within easy walking distance to it.

6.2.3 Policy C 9 states that applications for new town centre uses proposed in out-of-centre locations should be supported by a sequential assessment, which looks at sequentially preferable sites or allocated site within the area the development is intended to serve.

6.2.4 A sequential assessment has been carried out, the results of which are included within a separate document. The report confirms there are no sites either within or on the edge of Cheetham Hill and Harpurhey District Centres, the Local Centre at Lansdowne Lane and allocated retail site at The Fort Shopping Park that are available for sale, thereby passing the sequential test as required by Policy C 9.

6.2.5 The drive through café is only minor in scale and is of local significance, therefore an assessment of retail impacts is not required. It is also designed to serve passing traffic, taking custom off the local road network, as opposed to diverting footfall from nearby centres. It will of course provide a place for the local community to meet and socialise, but not to the extent it would harm the vibrancy and vitality of the centre.

6.2.6 It is also important to highlight that the café is located adjacent to a range of other commercial uses along Cheetham Hill Road and would not therefore not seem out of place within its surrounding built context.

- 6.2.7 Based on the above, the proposal is considered to comply with the first two parts of Policy C 9; the third part is addressed within the 'Residential Amenity' section of this report.
- 6.2.8 Turning now to the loss of the site's existing trees, Policy EN 9 states that new development will be expected to maintain existing green infrastructure, unless the benefits of the proposed development are considered to outweigh the loss and that in these circumstances the developer will be required to demonstrate how this loss will be mitigated.
- 6.2.9 Firstly, whilst the proposal involves the loss of a number of trees within the site's northern half, these trees are confirmed within the submitted Arboricultural Impact Assessment as being of low value; they comprise a combination of category U and C trees, all of which are described as being self-sown scrub specimens on wasteland. Whilst the quality of the trees may be low, they do provide a degree of visual amenity along the road and the report acknowledges this.
- 6.2.10 To mitigate the removal of the existing trees the layout incorporates a tree lined avenue along the site's northern frontage, as well as a further mature tree to the site's south eastern corner, next to the petrol station on the road corner. This proposed planting is considered to not only offset the loss of existing trees but will enhance the site's visual appearance the street scene and improve the image of the area. A strip of tree planting is also proposed to the rear of the drive through coffee shop. Furthermore, whilst the total number of proposed trees is less than the existing, the mix of species is of a higher quality which will turn provide habitats for local biodiversity and their positioning within the site result in betterment to the street scene.
- 6.2.11 Whilst it is considered the loss of existing trees is mitigated through the proposed planting strategy as outlined above, the socio-economic benefits associated with the proposal are also considered to outweigh their loss; the development would result in the generation of 27 new jobs within the site which is a significant amount and will be spread across a wide range of roles. Of course, there will be other economic benefits too, through the construction phase and supply chain, once both units are operational, which are not to be overlooked.
- 6.2.12 Based on the above, it is considered the proposal is able to robustly comply with Policy EN 9.

6.2.13 As with the new petrol station, the design of the development coupled with the inclusion of a new tree lined boundary, with other areas of soft landscaping along the frontage and within the site, will significantly improve how the site is experienced when driving / walking / cycling along Cheetham Hill Road, contributing positively to the local sense of place. Therefore, compliance with CS Policies EN 1 and CC4, as well as UDP Policy E3.3 is achieved.

6.2.14 Also, as with the petrol station, the drive through layout includes a pedestrian path from Cheetham Hill Road, as well as cycle storage, in compliance with CS Policies SP 1, CC 5, T 1 and T 2.

6.3 Design

6.3.1 The application presents an opportunity for regeneration and to secure its replacement into something far more attractive, sustainable and inclusive. It would also contribute towards the Council's aim of enhancing the image and appearance of major road routes into Manchester, of which Cheetham Hill Road is a key one.

6.3.2 Currently, the petrol station is of a tired, outdated appearance, with the existing bulky canopy dominating its appearance. The proposal is fresh, contemporary and of a much tidier appearance. The petrol pump canopy is much smaller and streamlined whilst the new kiosk building incorporates locally distinctive materials and includes areas of glazing on its south western elevation, in order to achieve visual interest and an active frontage along Cheetham Hill Road.

6.3.3 The drive through café is of a similar built quality to the petrol station, designed from high quality sustainable materials and has a modern appearance.

6.3.4 The layout includes tree planting along the site's frontage, a heavy standard tree within the site's south eastern corner and further soft planting within the site. These soft planting measures will significantly improve the image of the area and further help Manchester achieve its vision of creating greener streets and improving the images of key arterial routes into the City.

6.3.5 Not only will the increase in soft landscaping along the site's periphery and the construction of high quality, contemporary buildings result in notable environmental benefits, there will be social benefits too, through an increase in local civic pride for the area.

- 6.3.6 As already noted, the layout includes new pedestrian paths linking the existing footpath along Cheetham Hill Road to the fronts of both buildings, for both customers and staff to use. This results in a significant improvement to pedestrian safety and inclusivity, as it enables disabled access into the site.
- 6.3.7 A dedicated timber bin store is proposed centrally within the site's north eastern boundary, which further adds to the development's clean and attractive appearance.
- 6.3.8 Moreover, the design and landscaping of the development enables full compliance with CS Policies C9, C10, EN 1, EN 3, CC 4 and CC 5 and UDP Policy DC10.1.

6.4 Residential Amenity

- 6.4.1 Due to the fact the site is already in use as a 24 petrol station and is surrounded by both a busy road network, in a bustling, vibrant inner city area of Manchester, the proposal is considered to avoid harm on the amenities of nearby residential properties.
- 6.4.2 As has been noted, the removal of the air pump that is currently on the site's northern boundary and reduction in fuel pumps is considered to present a slight improvement to the living conditions of neighbouring properties to the north.
- 6.4.3 In terms of the new drive through café, noise arising from this part of the site would be low and overshadowed by existing, background noise levels associated with the local road network and nearby commercial uses. That said, a tree buffer is proposed in between this building and the adjacent properties to the north and east to further mitigate the potential for noise disturbance.
- 6.4.4 Moreover, as is confirmed within the submitted Noise Assessment, the development would not result in adverse noise impacts and permission should therefore not be withheld on noise grounds.
- 6.4.5 The scale of both buildings is appropriate in size to the plot and through being single storey, would be proportionate with surrounding developments.
- 6.4.6 Based on the above, the proposal is able to align itself with Core Strategy Policy C 9 and UDP Policies DC26.2 and DC10.1

6.5 Highways

- 6.5.1 Site access arrangements are both safe and suitable, and the site can be accessed by a range of non-car, sustainable modes of transport, by foot and bike.
- 6.5.2 The submitted Transport Statement explains that the proposal has the potential to result in an uplift in vehicular trips, however, these trips are expected to be based on existing passing traffic on the local road network and not 'new trips' i.e. trade will be drawn from people already on the network and will not become a vehicular destination in its own right.
- 6.5.3 The introduction of new cycle stores and electric charging points are further positive aspects from a highways perspective, and support the Council's encouragement of new electric charging infrastructure as a means to help reduce carbon emissions and its ongoing drive to improve air quality.
- 6.5.4 Further, the Transport Statement confirms the amount of parking proposed is appropriate and reiterates the site's sustainability credentials.
- 6.5.5 Based on the above, the application complies with CS Policies SP 1, CC 5, T 1, T2, EN 8 and EN16.

7 CONCLUSION

- 7.1.1 It has been demonstrated that the proposal is an acceptable form of development in the context of the development plan and relevant material considerations.
- 7.1.2 The application seeks to provide new, high quality development on previously developed land, in a highly sustainable location bringing with it significant social, economic and environmental benefits for the area, chief of which is a net increase in job opportunities and visual improvement to the street scene.
- 7.1.3 The scheme has been carefully designed to avoid adverse impacts on the environment and it would not give rise to any technical issues that cannot be mitigated through suitably worded planning conditions.
- 7.1.4 The development should therefore be approved, having regard to the statutory determination obligation prescribed by Section 38(6) of the Planning and Compulsory Purchase Act 2004.