OPENSHAW (ST ANNES) SERVICE STATION

1555-1571 Ashton Old Road, Openshaw, Manchester, M11 1GR

DEMOLITION OF EXISTING CARWASH BUILDING,
NEW JET WASH BAYS AND ASSOCIATED
FORECOURT ALTERATIONS

DESIGN AND ACCESS STATEMENT

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SECTION 1: INTRODUCTION

1.1 This Planning, Design and Access Statement has been prepared in support of an application for full planning permission for development work at Openshaw Service Station (also known as St Annes Service Station) comprising demolition of the current automatic car wash building and adjoining plant room and installing two new jet wash bays with an adjacent plant room cabinet together with forecourt area kerbing alterations to suit the new layout.

1.2 It is considered that this application for planning approval will provide a worthwhile contribution to the area providing benefits namely;

- The proposed scheme represents continuing investment into the surrounding areas of Halstead;
- The proposed scheme will bring additional consumer choice for customers using Ashton Old Road and the wider road network.

SECTION 2: SITE AND SURROUNDING AREA

2.1 The proposed new two jet wash bays will be located on land currently occupied by a automatic car wash building within the existing service station site extents. The south boundary of the site faces onto Ashton Old Road with the western service station boundary facing onto a grassed area and surfaced car parking area outside of the service station boundary and accessed from Victor Mann Street. The far east boundary of the service station, a considerable distance from the jet wash location, and separated by a line of trees is Fairfield Avenue serving residential properties . The northern service station boundary faces mainly onto grassed open recreational land.

2.2 Openshaw Service Station already has an established roadside feel. Replacing the car wash building with two jet wash bays will enhance the service station and combine to form a more coherent motorist's offer. The site is generally laid to vehicle circulation areas with very minimal, if any, landscaping. The site is generally level and located in Flood Zone 1. Therefore the proposal will not require a flood risk assessment.

2.3 Access into the existing service station is by one entrance crossover and one exit crossover from the highway. These routes in and out of the service station will remain as existing. It can therefore be considered that the proposed works to the service station can safely maintain a safe traffic situation without impact to the main highway.

SECTION 3: PLANNING HISTORY

3.1 From the look and age of the present service station it would appear to have been established some time ago. As this planning application is to reconfigure part of the existing layout within

the service station by removing the automatic car wash building to accommodate two new jet wash bays, this therefore suggests that there should be no issues preventing this application being considered for approval.

SECTION 4: THE APPLICATION PROPOSAL

4.1 The application scheme proposes to add two new jet wash bays onto the service station site, replacing the car wash building intended to be demolished. By utilising existing occupied areas of the site to introduce more effective features will improve the use and function of the service station.

4.2 Staff levels will not be germane to this particular planning application. The site is currently consented to operate 24 hours every day. It is intended that the proposed jet washes will operate between 0600hrs to 2300hrs every day.

4.3 Enhancing the site by having appropriate vehicle jet washing facilities to meet customer needs is a necessary trend within a modern service station which has to evolve in response to accommodate and meet the changing needs and aspirations of consumers.

SECTION 5: NATIONAL PLANNING POLICY FRAMEWORK

5.1 The National Planning Policy Framework (NPPF) constitutes guidance for local planning authorities and decision-takers and is a material consideration in the determination of planning applications. The purpose of the planning system is to contribute to the achievement of sustainable development.

5.2 The NPPF confirms that there are three dimensions to sustainable development: economic, social, and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- An economic role – contributing to building 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 and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- A social role – supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment with accessible local services that reflect the community's needs and support its health, social and cultural wellbeing;
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment; and as part of this, helping to improve biodiversity, using natural resources

prudently, minimising waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

5.3 At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking. This can be summarised principally as:

- Approving development proposals that accord with the development plan without delay, and proactively drive and support sustainable economic development.
- Ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth.
- To help achieve economic growth, local planning authorities should plan proactively to meet the development needs of businesses and support an economy fit for the 21st century.
- Local authorities should plan positively for local services to enhance the sustainability of community and residential environments.
- In assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

SECTION 6: BIODIVERSITY NET GAIN CONSIDERATIONS

6.1 Refer to the separate Biodiversity Net Gain Planning Statement document to be read in association with this Design and Access Statement, and forming part of this planning application.

SECTION 7: PLANNING ISSUES

Design and Access general planning matters are considered in the following sections:

PRINCIPLE OF THE DEVELOPMENT ON THE SITE

7.1 The application proposal to provide better vehicle jet washing amenities by demolishing the existing car wash building makes more efficient use of the site without amenity impacts and is therefore to be welcomed.

7.2 Maintaining the function of the service station retains an appropriate use in this location reflecting the nature of the site on which it is located and its role to provide enhanced customer facilities for users of the service station.

7.3 Accordingly, the proposal improves motorist facilities where the surrounding infrastructure has been retained and enhanced as far as possible, making best use of an existing site. The proposal

therefore accords with the principles of sustainable development set out in the NPPF and Development Plan.

7.4 This site provides an important service station facility for those in the immediate neighbourhood around Openshaw, as well as providing significant and essential facilities for motorists using Ashton Old Road. It is important that adequate facilities are maintained and improved, and continued, to ensure that modern customer needs are met. The proposal to improve the established car washing facilities will allow this service station to better meet these needs.

IMPACT

7.5 The application proposal does not affect the existing forecourt shop and does not increase the overall gross building footprint. Therefore it can be considered that the proposed work does not fall within any of the required criteria for when an impact assessment is required. As such, the relevant policy asserts that impact is not a consideration which is relevant to the determination of the application.

7.6 Notwithstanding this, in light of the very limited scale of the proposal it is considered that there will not be any adverse impact on the surrounding areas and existing activities arising from the proposal. On this basis it is considered that the proposal accords with the relevant planning policy in this regard.

SEQUENTIAL ASSESSMENT

7.7 The proposed application to provide improved vehicle wash facilities will retain operation of the site by the applicant.

7.8 By its very nature and purpose, these site improvements retain the established use on the land as a service station and will maintain and enhance its purpose to provide expected facilities with enhancements to existing customers of the site and users coming from the surrounding area.

7.9 In accordance with current case law, the applicant must define the relevant catchment area of the proposal in order to assess any sequentially preferable sites. Given the existing use of the site, the role which it serves and the fact that this proposal is focused on improving the service for motorists using Ashton Old Road, the defined catchment of the proposal is the immediate surrounding area. Removing the service station, and the improved car wash facility, from this location would mean customers would not be serviced. Therefore it is reasonable to retain and maintain this location for a service station.

7.10 Accordingly, in undertaking this assessment of sequentially preferable sites, we have been unable to find any obvious sites which would be sequentially preferable.

NEIGHBOURHOOD AMENITY AND CONSERVATION AREA CONSIDERATION

7.11 The environment surrounding the application site is principally residential to the east and south site boundaries, with levels of background noise commensurate with being situated near to and alongside the A131 Trinity Street together with the associated feeder roads. The residential properties to the north of the service station are distanced by the width of Trinity Street. To the west of the site is an open grassed area, across Kings Road. Nevertheless, maintaining low operational noise levels for the proposal will be considered and allowed for.

7.12 The new jet wash bays enclosure appearance has been designed, and materials and colours chosen, such that it can be acknowledged that the street scene would not be adversely or unacceptably impacted by replacing the present car wash building with the proposed jet wash bays. Accordingly, the overall effect of the proposal can be considered acceptable in terms of minimising the built scale of the site without being visually intrusive to the street vista.

7.13 Existing boundary treatments on site are to be retained and will be made in good order where required. It is therefore considered that the application proposal will not have any adverse impact on adjoining occupiers or land use.

FLOOD RISK AND SUSTAINABLE URBAN DRAINAGE SYSTEMS (SuDS)

7.14 The site is designated by the Environment Agency (EA) Flood Mapping as being located in Flood Zone 1 and therefore does not require a Flood Risk Assessment report.

7.15 In respect to SuDS the site is and will be mainly hard standing and the new jet washes will use existing connections.

SECTION 8: DESIGN AND ACCESS STATEMENT

This Design and Access Statement has been prepared on behalf of the Applicant, TG Convenience Stores Limited (SGN Retail), and has been prepared to support a full planning application for demolishing the car wash building and provide new jet wash bays with associated forecourt modifications at Openshaw Service Station, which currently occupies a site situated on Ashton Old Road, Openshaw, Manchester, M11 1GR. 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 and proximity to the highway network and the developed nature of the site and should be read in context with the planning application's supporting reports, drawings and accompanying material.

SITE EVALUATION

8.1 There are a number of key issues which have informed the design solution for the proposed work. Effectively, it balances the site's opportunities and constraints arising from the assessment of the site to deliver a development that achieves high quality design, is sustainable, is economically viable and enhances the established locality.

8.2 The principal constraints can be identified as:

- The need to utilise the existing access points to and from the highway.
- The need to consider the massing of the development in respect to the site surroundings.
- The need to maintain any existing parking availability on site.

8.3 There are opportunities afforded by providing the proposed change with car washing facilities that are relevant material considerations in the evaluation of the proposals. In summary these are:

- The opportunity to provide improved facilities which will benefit customers of the site and motorists using Ashton Old Road.
- The proposal represents an enhanced offer to the service station site in a highly accessible location for the proposed use.

DESIGN CONSIDERATIONS – USE

8.4 The proposed work will be on a service station with an existing use on site considered to be sui generis.

DESIGN CONSIDERATIONS - LAYOUT

8.5 The proposed layout of the scheme is shown on the accompanying planning application drawings – particularly the 'Proposed Site Layout'.

8.6 The layout of the scheme has been carefully assessed taking into consideration the site boundaries with the need for the site to be visible and to create an attractive environment.

DESIGN CONSIDERATIONS - SCALE

8.7 With the proposed jet wash bay enclosures being of minimal size to suit their purpose, the bay superstructures can be considered to be in appropriate scale to the site as a whole. With the removal of the much larger automatic car wash building structure, the built mass of the service station will be reduced, improving the service station's appearance and to the surrounding neighbourhood.

APPEARANCE

8.8 Maintaining the general appearance of the service station site will continue to reflect the architectural genre for this type of facility, being fit for purpose and offering a welcoming appearance.

MATERIALS

8.9 The proposed jet wash bay screens will be constructed with simple metal posts with cladding and frames containing glazed side and intermediate panels, and solid panels to the rear of each bay facing the adjacent residential property . In continuing consideration of the service station surrounds each jet wash bay will incorporate a roof to minimise the effect of wash activities and maintain acceptable amenity to the surrounding neighbourhood.

COMMUNITY SAFETY

8.10 Consideration has been given to maintaining an attractive safe environment with the introduction of the new features. The proposed site arrangement will continue to ensure there is natural surveillance across the whole site and protect the safety of users of the site and wider community.

SUSTAINABLE DESIGN

8.11 The site makes best use of this existing service station site servicing the users of Ashton Old Road and the close-by communities. The proposed work will incorporate, as practically able, a series of measures that are likely to include:

- Materials used in construction to be selected for robustness, reducing embodied energy through a longer life span.
- The waste hierarchy will be applied – design, reduce, reuse, recycle, dispose.
- Waste segregation and recycling put in place to minimise waste to landfill.
- Where appropriate and possible; green technology utilising low energy efficient lighting, and low energy equipment will be employed.

LANDSCAPING

8.12 The site is an existing commercial site within the settlement limit. There is no landscaping required to be removed to accommodate the proposal. The existing service station is not effected and the surrounding landscaping environs outside the site are unchanged.

REFUSE MANAGEMENT

8.13 There is no anticipated waste as such resulting from the jet wash operation. However, waste from the service station forecourt shop will continue to be collected by a private contractor. Delivery and refuse vehicles will still be able to access and leave the site, and park during refuse collections with minimal disruption to the service station operation. Delivery and refuse vehicles will still be able to access and leave the site, and park during deliveries and refuse collections with minimal disruption to the service station operation.

ACCESSIBILITY

8.14 The applicant is committed to maintaining a policy of equality, inclusion and accessibility for those who live and visit the site and strives to meet all required standards and promote inclusion and accessibility.

SERVICING

8.15 In respect to servicing this will, even with the proposed jet wash bays, remain as it currently operates with delivery vehicles continuing to service the service station by entering the site, park for unloading, and exit the site in a forward gear.

SITE PARKING

8.16 The existing site does not, as such, have any clearly indicated and designated customer parking bays. The current arrangement is that customers are relied upon to park where they can and therefore there are no actual allocated parking spaces within the existing site layout. As the proposed jet wash bays will replace and therefore occupy the same location as the removed car wash building, the current arrangements applied to customer parking is not affected and can continue as previously consented.

SUMMARY

8.17 The proposal responds positively to the site's opportunities and constraints, and consideration has been given to layout, scale and appearance. Access to the service station will remain unaltered. It is considered that, based on the above, an appropriate and site sensitive design solution has been found.

SECTION 9: CONCLUSIONS

9.1 The application seeks to demolish the existing car wash building, and associated plant room, and install new, replacement, jet wash bays at Openshaw Service Station to provide, for customers and motorists, extra facilities which are considered today necessary to fully complement the existing service station.

9.2 The National Planning Policy Framework identifies the need for planning positively for community facilities and motorist services. Motorist service areas are a vital necessity and provide an important role in ensuring that motorists travel safely.

9.4 The application site has a long planning history for roadside related uses and the proposal will meet this roadside need.

9.5 It is considered the application proposal is of an appropriate design and will provide amenity benefits to motorists using Ashton Old Road, and to local communities. The proposal is of high quality design and consideration has been given to sustainable design and construction in accordance with policy.

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