

DESIGN & ACCESS STATEMENT

Proposed New Build & Extension At
Yorkshire Street Service Station, Rochdale OL16 2DR

For

AY & Y Patel Ltd, Yorkshire Street Service Station, Rochdale OL16 2DR

Site Location

Yorkshire Street Service Station, Rochdale OL16 2DR. The site is branded Shell. The site fronts onto Yorkshire Street, to the north of the town centre. The site consists of a forecourt, canopy, pump islands, shop, Auto Car wash building, underground tanks, ATM and other ancillary equipment and features.



Aerial image of Yorkshire Street Service Station

Proposal

The planning application is seeking permission to demolish the existing shop and existing car wash buildings and rebuild new shop in the south and west corner of the site. Including, protection bollards, new above ground offset fills and pump islands. The new building would be constructed with flat roof and brick external walls to the North, West and Southern Elevations, whilst the East Elevation will be glazed.

Ian Pawson Ltd 26 Essex Street, Barnoldswick Yorkshire BB18 5DT
Tel 01282 814148
e-mail info@ianpawson.com web: www.ianpawson.com

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The existing canopy and underground tanks to remain. A new 2.4m high timber screen bin store shop. is proposed to the southeast corner of the site of the. Customer parking is proposed on the southern and eastern boundaries.

Scale

Existing gross internal floor area of the shop 65 sqm and carwash building 50 sqm.
Proposed gross internal floor area 160 sqm.

Existing Forecourt Elevation

The existing shop front gives the feel that it is quite dated and would benefit from a re-development that would not only enhance the site in terms of a visual aspect, but it would also bring the site up to current standards by providing better improved facilities that are more suited to the modern motorists.

We consider that the proposed works will have no detrimental impact on the overall site and will be comfortable within its context and surroundings.



Existing Shop

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Use – A1 Shop

The existing business operates 24 hrs and will remain. The sale of goods would remain ancillary to the main activity of retail fuel. The shop product range includes but not limited to cigarettes, newspapers, magazines, snacks, sandwiches, dairy products, cold drinks, selective groceries, and associated car accessories.

The proposed redevelopment / enhancement of the existing petrol filling station facility represents a significant investment to meeting the requirements of modern petrol filling station operators and to the customers.

Access

The development is adequately served by the existing road network of Yorkshire Street and will not create or add to problems of safety, environment or efficiency on the highway network and is capable of being adequately served by public transport.

Most people who would visit the site to make a purchase of goods without fuel would reside locally or nearby businesses and access the site on foot. Where access for such a purpose is by way of motor vehicle, parking spaces for vehicles have been provided which would not interfere with motorists who are using the pump islands.

No alterations to the existing access / egress onto Yorkshire Street will be made to the redevelopment.

Parking

By providing parking spaces in the location we have, visitors by car for shop facilities only have a clearly defined location and will avoid any potential conflict in and around the forecourt area.

Disability Discrimination Act 1995

The Disability Discrimination Act 1995 (DDA) introduces new measures to Petrol Retailers to prevent discrimination against disabled people. Wherever practicable, disabled customers should be able to access services and obtain goods in the same way as non-disabled customers.

The new building design will improve the way staff deliver services to disabled customers and make full use of the facilities and goods offered at the site. As with many other retail

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and service industries, the way a service is managed and delivered by staff has a substantial impact on accessibility and the fulfilment of diverse customer needs.

The entrance to the shop is one of the most heavily trafficked areas of a service station and a route used by people requiring goods from the shop only and by people making full use of the forecourt services.

The existing access fails to meet the requirements of the disabled act, due to the difference of the forecourt and finish floor level. It is proposed to relocate the access towards the north of the site in the new extension. An entrance that is well designed and maintained provides a safe and convenient route for all customers to enter and leave the shop.

Environmental

The proposed works will be undertaken and managed in a manner having full regard to Health and Safety and Environmental issues affecting the processes and materials used. Energy saving initiatives will be incorporated in the proposal to achieve a reduction to the carbon footprint. Low energy light fittings both internally and externally will produce energy savings.

Other energy saving initiatives will include the use of motion sensors to control temperature settings in the store and investing in maintenance programmes for heating and ventilation systems.

Waste Disposal – Operations

A secure enclosure is to be provided for the storage of waste with a means to prevent access by vermin. The applicant will arrange for the collection of waste taking into consideration the volume and nature of the waste and the storage capacity required, based on the frequency of collection and the size and type of waste containers. Consideration will also be given to the access to the waste storage for operatives and vehicles, hygiene arrangements and fire hazards and protection measures.

The proposed collection will be managed by private collection. Biffa is a leading contractor in the waste management industry. They acknowledge their responsibility to safeguard and positively contribute to the environment and the communities within which we operate. They seek to minimise the impact of their operations and that of society's waste through the way they conduct their business, by promoting sustainable waste management practices and integrating these practices into their business activities.

Biffa provide a weekly on-site collection of items such as waste food, glass, and general waste as follows:

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- 1 No x 1100 Lt Euro Bin general waste
- 1 No x 1100 Lt Euro Bin palpable recycling.

The applicant will be compliant with the Waste Batteries and Accumulation Regulations 2009 and the Waste Electrical and Electronic Equipment (WEEE) Regulations 2006. In support of their commitment to reduce waste the applicants:

- Ask Vendors to use re-useable containers
- Use an air dryer/cloth towel and not paper towels at wash basins

Flood Risk

The site is classified as being in Flood Zone 1 with a low probability of flooding.

Planning Statement

The site is within a local centre boundary - Policy S/6 of the UDP states:

"In Milnrow District Centre and in local centres and linear commercial areas (as identified on the Proposals Map and listed in Appendix B) the development of, or change of use to, shops, financial and professional services, food and drink outlets, offices, community and cultural facilities and other uses appropriate to a district or local centre will be permitted provided that:

a) It will be of a scale and character appropriate to the size, role and function of the centre or area; and

b) It will be compatible with surrounding land uses and will not harm local residential amenity. For retail development over 500 square metres gross, the applicant should also demonstrate that the sequential approach to site selection has been adopted and that no suitable sites or buildings that are sequentially preferable are available or likely to become available within a reasonable period of time.

The scheme is below 500sqm retail space threshold in part b) above and I would suggest that the modest increase in floorspace remains "of a scale and character appropriate to the size, role and function of the centre" as set out in part a). The supporting text to the policy also states:

"Local centres also have an important role in facilitating access to services and facilities, thereby reducing the need to travel. 38 local centres are identified on the Proposals Map and in Appendix B. Outside of the town and district centres, these are the main concentrations of shops, services and associated facilities primarily serving local communities but also including specialist shops that serve a wider area"

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and:

"The overall objective is to sustain and support the local centre functions in these locations and secure regeneration where needed."

The proposed redevelopment of this site, which already contains an ancillary, associated retail element is therefore wholly in accordance with the requirements of the UDP and the modest increase in footprint will simply provide an improved and rationalised retail offer for users of the PFS and local residents who will use the site as a local convenience store.

Conclusion

The existing service station is not considered to have any architectural merit. The design and materials are limited, typical to the standard design of the era at which it was built. The premises will also be upgraded to ensure compliance with the Disability and Discrimination Act. It is intended that the site will continue to operate at its current hours.

The sustainable development will create additional employment and safeguard exist employment for now and the future with enhance working conditions.

The design of the proposals is both appropriate in their context and in compliance with relevant planning policy, providing a clean modern and sustainable forecourt shop premises which contribute to the local economy through business rates and employment and provide a longer building life and enhanced corporate reputation.

It is considered that the scale of the proposal is appropriate for the site. The proposed development will not impact the amenities of nearby residents.

On balance we consider that the development would not give rise to any unacceptable consequences for the environment, community, or other public interest.