PIPPIN SERVICE STATION
OXFORD ROAD, CALNE, WILTSHIRE, SN11 8AA

SINGLE STOREY FORECOURT SIDE SHOP EXTENSION AND CUSTOMER PARKING

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 works at Pippin Service Station comprising the extension of the current forecourt building, removing the current car wash. Included in this extension will be the incorporation of a food to go offer together with petrol filling station (use class E and sui generis). improved forecourt area with customer parking to will also be provided at the Motor Fuel Group location.

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 this area of Calne;
- The proposed scheme can provide the opportunity for new jobs if possible;
- The proposed scheme will bring additional consumer choice for customers using Oxford Road, and the wider highway network.

SECTION 2: SITE AND SURROUNDING AREA

2.1 The forecourt shop building is located on land currently occupied by the existing service station. Surrounding boundaries are residential dwellings as well as retail amenities.

2.2 Pippin Service Station already has an established roadside feel and the converted forecourt shop incorporating a food offer will combine to form a more coherent motorist's facility. The site is generally laid to vehicle circulation areas and as such does not have any landscaping or trees of any significance. The site is generally level and located in Flood Zone 1. Therefore, the proposal will not require a flood risk assessment.

2.3 Access to the service station is by using the existing entrance and exit crossovers from Oxford Road. These routes in and out of the service station will remain as existing. The site crossovers will not be affected by the proposed site improvements work. It is considered that the proposed works to the service station, with the retention of the current traffic flows into and out of the service station, maintains the present safe traffic situation. There are therefore no material changes to the site's interface with the public highways.

SECTION 3: PLANNING HISTORY

3.1 From the look and age of the present service station it would appear to have been established recently with modern shop fascia. An application was approved in 2018 for a jetwash facility and even earlier in 2014 for a rear shop extension and secure compound unit. Therefore, there should be no planning issues in hindering this planning proposal.

SECTION 4: THE APPLICATION PROPOSAL

4.1 The application scheme proposes extending the current forecourt shop with a side shop extension. Along with this extension, allocated customer parking shall be provided.

4.2 The external appearance of the existing building to be reused comprises walls finished with vertically banded composite insulated profiled metal architectural panels under a flat roof which will be retained.

4.3 The site opening hours for the forecourt shop will remain as currently operated being 24 hours every day.

4.4 The forecourt retail shop and food offer will continue to be operated by the Applicant.

4.5 Enhanced retail shop merchandising together with food and beverage facilities and food to go offer is a major 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 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 is to extend the service station forecourt shop to the side and allocate 3no. new parking spaces. The service station layout will be considerably improved both in terms of internal site circulation and site operating safety.

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 and within the wider Wiltshire area. 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 forecourt shop building and provide improved parking will allow this service station to better meet these needs.

IMPACT

7.5 The application proposal to extend the forecourt shop will provide a mixed-use facility comprising a shop retail space with the introduction of a food to go offer. The extended forecourt shop will now have a gross food to go area of 86.3sqm. These areas do 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 construct a side extension to the current forecourt shop, with new improved parking will retain operation of the site by the applicant.

7.8 By its very nature and purpose, the forecourt shop building retains 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 Oxford Road, the defined catchment of the proposal. Removing the service station 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.

AMENITY

7.11 The environment around the application site is substantially built up urban, with a mix of some residential and commercial activity, with levels of background noise commensurate with busy thoroughfares. Maintaining low operational noise levels for the proposal within this commercial area has been considered and allowed for.

7.12 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.

7.13 In respect to the issue of odour extraction it is not anticipated that any large primary cooking will be required to be undertaken on site which would give rise to odour issues. However, plant associated with the air conditioning will be required.

7.14 Overall, it is considered the application will have no adverse amenity as any neighbouring properties are reasonably separated from the service station.

LITTER

7.15 The Applicant is committed to tackling litter in as many different ways as possible including daily litter patrols within the site. Litter bins are to be provided for customers to encourage the disposing of litter responsibly. In addition, anti-littering signage will be displayed.

FLOOD RISK AND SUSTAINABLE URBAN DRAINAGE SYSTEMS (SuDS)

7.16 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.

7.17 In respect to SuDS the site is entirely hard standing, and the new structure will use existing connections.

SECTION 8: DESIGN AND ACCESS STATEMENT

This Design and Access Statement has been prepared on behalf of the Applicant, Motor Fuel Group Limited, and has been prepared to support a full planning application for constructing a side shop extension, sui generis, together with improved parking at Pippin Service Station, and associated forecourt modifications, which currently occupies a site situated on Oxford Road. 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 shop building extension. 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 adjoining properties.
- The need for parking possibilities on site.
- The need to retain as far as possible and maintain any significant landscaping within the redevelopment scheme.

8.3 There are opportunities afforded by relocating the forecourt shop building 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 Oxford 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 comprise of the side extension of the forecourt shop building and provide improved merchandising capability with food to go offer, together with the addition of improved parking. The existing use on site is 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 Site parking at present is undefined and not designated, relying on customers to find a sensible space to park. The proposed layout provides improvement with the introduction of designated customer parking bays which will include a new dedicated disabled bay.

8.7 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

8.8 With the proposed extension of forecourt shop being situated to the side of the existing building , the whole superstructure can be considered to be in appropriate scale to the site as a whole.

APPEARANCE

8.9 The appearance of the shop extension will be retained to continue to reflect the architectural genre for this type of facility, being fit for purpose and offering a welcoming appearance. Integrating the forecourt shop into this extension will maintain continuity with the current architecture and continue this theme.

MATERIALS

8.10 The pallet of materials presented by the existing building is considered to be in keeping with the present nature of the existing petrol filling station.

COMMUNITY SAFETY

8.11 Consideration has been given to maintaining an attractive safe environment with the introduction of the new building extensions. 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

8.12 The site makes best use of the existing service station site in the urban location. The forecourt building refurbishment and extension will incorporate, as practically able, a series of measures that are likely to include:

- Waste and use of recycled material 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.
- Temperature control assisted by using automatic entrance doors to retain heat and achieving the required air tightness levels.
- Green technology within fit-out utilising low energy efficient lighting; low energy kitchen appliances used; half-hourly energy metering employed.

LANDSCAPING

8.13 The site is an existing commercial site surrounded by residential dwellings in an urban town location. The site is all hard standing and contains no landscaping.

REFUSE MANAGEMENT

8.14 Waste from the service station will continue to be collected by a private contractor. The service station forecourt has space for positioning refuse bins, which has proven to be acceptable with the existing service station operation. It is intended that this workable arrangement will be retained.

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

8.15 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

8.16 In respect to servicing this will 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.

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 and within the 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 the development to extend the current forecourt building to the side at Pippin Service Station together with improved parking, providing for customers and motorists extra facilities which are considered today necessary to fully complement the existing service station. The new extension will comply with the petrol station, use class sui generis, with a food to go offer.

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 As the proposal is for extending the existing forecourt building there is therefore no need to justify finding an alternative location for the service station. Considering the size of the development, retail impact is not a consideration which is material to the application. Notwithstanding this, given the small size of the proposal, it is not considered that the application proposal will have any trade diversion or adverse impact on any designated shopping centre or other retail floor space of acknowledged importance. No sequentially preferable location for the development has been found.

9.6 It is considered the application proposal is of an appropriate design and will provide amenity benefits to residents. The proposal is of high-quality design and consideration has been given to sustainable design and construction in accordance with policy.

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