

Application No: 15/5807M

Location: CHELFORD GARAGE, ALDERLEY ROAD, CHELFORD, MACCLESFIELD, CHESHIRE, SK11 9AP

Proposal: Removal of existing below ground fuel storage tanks and installation of 2 no new 60,000 litre double skin below ground storage tanks. Removal of existing forecourt canopy and installation of new at increased clear height of 4.5 metres min. Forecourt reinstatement including new pump islands and pumps. Replacement tank vent stack and re-location of air/water machine. 3 no. New car parking places.

Applicant: Shell UK Retail

Expiry Date: 16-Feb-2016

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Location: CHELFORD GARAGE, ALDERLEY ROAD, CHELFORD, SK11 9AP

Proposal: New canopy, storage tanks, pump islands and pumps and new car parking spaces

Applicant: Shell UK Retail

SUMMARY

The revised drawings show a canopy in a position that is considered, on balance, to be acceptable in residential amenity terms and no significant intensification of the use of the petrol filling station is envisaged.

SUMMARY RECOMMENDATION

Approve with conditions

PROPOSAL

Full planning permission is sought for the removal of the existing below ground fuel storage tanks and installation of 2 no. new 60,000 litre double skin below ground storage tanks. The proposed development would also include the removal of the existing forecourt canopy and the installation of a new canopy at increased clear height totalling approximately 4.5 metres. On the forecourt works would include a reinstatement including new pump islands and pumps; replacement tank vent stack; re-location of air/water machine and 3 new car parking places.

SITE DESCRIPTION

The site is a well-established and well-known Petrol Filling Station located on the roundabout junction of the A537 and A535 to the South-East of Chelford. The site is in the Green Belt but there is development at the roundabout with a mix of uses including both residential and

commercial. The site shares access and egress points with other uses from both Knutsford Road (A537) and Alderley Road.

RELEVANT HISTORY

Various relating to the use as a petrol filling station but non specifically relevant

NATIONAL & LOCAL POLICY

National Policy:

NPPF

NPPG

Development Plan:

MBLP policies:-

GC1 Green Belt

DC1 New Build

DC3 Amenity

DC6 Circulation and Access

CONSULTATIONS

SIM – No objections: having reviewed the amended plans the Strategic Infrastructure Manager (SIM) notes a number of objections from local residents and, Chelford Parish Council regarding the height of the proposed canopy, which will be raised and, the potential this will have to increase patronage by drivers of heavy goods vehicles (HGV's). The SIM has reviewed the plans and is satisfied that the proposals would be unlikely to attract drivers of HGV's from the wider highway network and that the petrol station would only usually be used by drivers of HGV's already passing the site. There are no other highway implications associated with this proposal, as the proposed works are wholly contained within the site and the existing accesses to and from the site remain unchanged.

EHO – No objections subject to conditions in respect of hours of construction, piling and contamination

VIEWS OF THE CHELFORD PARISH COUNCIL

Object: Proposed Forecourt Canopy Height: The justification for raising the height is given in the application as 'to suit modern vehicles'. It is the PC view that modern vehicles do not require such an increase unless the intention is to encourage larger vehicles. By encouraging larger vehicles to use the filling station, this will exacerbate existing access/egress issues which arise due to the proximity of the filling station to Chelford Roundabout which lies at the intersection of several busy commuter routes (A535, A535, B5359). Concern is also expressed that current damage to highway verges, caused by larger vehicles attempting to exit and enter the filling station, will also become more extensive should increased numbers of larger vehicles use the site. It is considered that the increase in height of the forecourt canopy will have a detrimental impact on the access to sunlight by neighbouring residential properties.

Proposed Forecourt Canopy Size: In the application it describes the increase in height and area as 'a slight increase'. This is misleading and in the PC view the increase in height and

area is significant. It is considered that the increase in size and height of the canopy will adversely impact neighbouring properties by detrimentally affecting their access to natural sunlight during the day and exposing the properties to increased artificial light pollution in the evening. Should the extension of the forecourt canopy be essential to the proposed on-site activities it would be considered less intrusive to extend towards Alderley Road (B5359).

Fuel Tank Provision: It is considered that the replacement fuel tanks, of increased volume than the existing tanks, potentially pose an increased safety hazard to neighbouring residents due to their relocation closer to the neighbouring residential properties.

OTHER REPRESENTATIONS

Two objections received on the grounds that this seems a corporate policy decision by Shell to make all there the garages the same. This site is unique in that there is a house so close by and using the same entrance.

The increase in the height of the canopy will reduce the amount of light. The sun comes round on that side of the building in the morning and the increase in height will restrict light coming through our landing window, our kitchen window and into the conservatory that is built on the side of the neighbouring house.

The increase in the height of the canopy will allow larger lorries to use the site. As it is Shells own tankers struggle to get onto the site, causing traffic to slow on the Knutsford road as they enter the narrow entrance and again on the Alderley road as they exit. The site is not suitable for larger vehicles.

living on the B5359 close to the Chelford roundabout (junction of busy commuter routes A B5359). The objectors are concerned that the proposed alterations to expand the garage f lead to it being used by larger, slower vehicles leading to greater risk of collisions on th

The entry/exit on the B5359 is of particular concern as there have been several collisions inv coming out of the garage with cars exiting the roundabout at too high a speed. The distance b from the garage and the roundabout is short and although there is a 40mph limit in force always deter motorists from accelerating sharply off the roundabout along

At peak times there is standing traffic on the B5359 leading up to the roundabout and this mak the garage even more difficult. There are many 'near misses' at

The A537 entry/exit causes traffic to back up to the roundabout at peak times. Any addition tc vehicles using this entrance/exit would only make this queuing worse, leading to restrictec around the roundabout.

APPLICANT'S SUPPORTING INFORMATION

D&A Statement

Key Issues

Principle, Amenity, Design, Access

Principle of development

Although the site is located in the Green Belt, where Policy GC1 restricts the types of development permitted within the Green Belt, it is important to note that the petrol filling station is an established use that has been a feature in the locality for decades and possibly prior to the designation of green belt status for the area. No expansion of the overall curtilage is proposed and the built development would not impact on openness or undermine the purposes of including land within the Green Belt. Thus the principle of its existence is established and proposals to enhance the facility are considered to be acceptable and are assessed against generic local plan policies; in this case, Policies DC1 and DC3 which deal with design and amenity.

Design and Residential Amenity

The concerns expressed in consultation have resulted in officers requesting amendments to negate the impact of a raised canopy. The initial submission was considered somewhat overbearing as the projection of the proposed raised canopy would have extended further towards the south west and potentially impacted on the adjoining house. The amended plans now limit the projection to the south west to be in line with the shop side wall and it is now considered that this would be acceptable on balance.

The filling station is a well established facility and is not a new introduction into the locality or its character. It is not considered that the raise in height of 0.5 metres in itself is unacceptable given the requirements of functionality. The impact on neighbouring amenity and the character and appearance of the area is deemed to be acceptable.

Access

The improvements to the facility are more than likely to improve access to the petrol filling station and ease movement of vehicles and thus improve the situation on the highway network. The Strategic Infrastructure Manager has no objections and comments that the proposals are unlikely to result in or attract extra activity to the site, as with most filling stations of this more modest size, the vast majority of visits of a passing rather than a destination nature.

SOCIAL SUSTAINABILITY

The need for a step or ramp to the shop is removed giving a level access to assist people with mobility issues.

ECONOMIC SUSTAINABILITY

The proposals would enhance an economic node in the locality and contribute to the local and national economy.

ENVIRONMENTAL SUSTAINABILITY

The proposals will give better access and egress on the site and availability to cope with peak time demands.

Representations

Objections to the proposal have been received to the proposed development on various grounds which have been considered and are addressed in the main body of the report.

PLANNING BALANCE

It is considered that in the planning balance, that the amended proposals are acceptable. The amenity concerns have been noted and addressed by applicants with the amended canopy line now proposed and it is considered that the social, economic and environmental benefits weigh in favour of these site improvements being carried out.

RECOMMENDATION

Approve with conditions

In order to give proper effect to the Committee's intentions and without changing the substance of the decision, authority is delegated to the Head of Planning and Regulation, in consultation with the Chair (or in his absence the Vice Chair) of Northern Planning Committee, to correct any technical slip or omission in the wording of the resolution, between approval of the minutes and issue of the decision notice.

Should this application be the subject of an appeal, authority be delegated to the Planning and Place Shaping Manager in consultation with the Chairman of the Northern Planning Committee to enter into a planning agreement in accordance with the S106 Town and Country Planning Act to secure the Heads of Terms for a S106 Agreement.

Application for Full Planning

RECOMMENDATION: Approve subject to following conditions

1. Commencement of development (3 years)
2. Development in accord with approved plans
3. Protection from noise during construction (hours of construction)
4. Pile Driving
5. Contamination Report
6. Contamination
7. NPPF

