



TURKS SERVICE STATION, TURKS ROAD, BURY, GTR MANCHESTER, M26 3NW

PLANNING, DESIGN AND ACCESS STATEMENT

Existing forecourt canopy raised from 4.4m to 5.1m between ground level and underside of canopy



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1 Planning Statement

The proposed development comprises the raising of the existing canopy by 0.7m from 4.4m high to 5.1m high, to the underside soffit. The existing canopy is reused, the flat top being lifted by crane, so the coverage of the canopy remains unchanged and the recessed down lights set into the underside soffit of the canopy remain the same in number.

The principle of development relates solely to the increase in height of the forecourt canopy and any implications of the increase in height. The existing forecourt canopy is 4.4m high to the underside of the soffit and has been subject to several vehicular impacts due to the relatively restricted height.

The increase in height is proposed in order to improve safety on the forecourt for customers, specifically for drivers of larger vehicles. It is important to consider why a high canopy is required and what the potential implications of an increase would be. The principle reason is to allow both domestic and commercial vehicles to access the petrol filling station more easily and to increase the safety of those users.

Whilst it is not considered that the increase in height of the canopy will have a significant impact on the visual amenity it will lead to increased light spill which may be considered to have the potential to impact neighbouring residential amenity. The applicant has provided a lighting assessment, Bever Innovations, 20/01/2023 which shows that light spill levels will be at or below 1 lux outside the station forecourt. The vertical light spill will not have a detrimental impact upon neighbouring amenity.

Concerns have also been raised regarding neighbouring amenity with respect to noise and antisocial behaviour as a result of increased vehicle movements, particularly HGV traffic. Whilst these are noted the principle of the petrol filling station in this location is established and the only alteration to be considered for this proposal is an increase in the height of the forecourt canopy. Given the minor nature of the proposal and the established use, it would be inappropriate to assume that raising the canopy would generate higher levels of noise or increased traffic movement.

Whilst there might be an assumption that the increase in the height of the canopy may lead to increased HGV movements, it would still be inappropriate for long vehicles to use the filling station due to the existing layout which remains unaltered.

Petrol stations suffer impact damage from heights over 4.5m. It is not a trend but there are vehicles such as trailers with HIAB or other equipment that cause damage. The height of 5.1m has proved to achieve a safe zone.

The majority of these trucks are hired, they are not indicative of an increase in the size of vehicles likely to visit the site but the occasional HIAB can cause damage that is both costly and disruptive for the business to repair.

HGV height limits provided by MHF Truck Hire and Sales advises that, 'Road vehicles are generally less than 4.5m tall however there are instances where vehicle height exceeds this, notably when a tipper is raised or when a load protrudes above the top line of the vehicle. Due to the height of most road bridges a vehicle and its load should not exceed a height of 5.03m. This is the normal maximum clearance under highway bridges in the UK.'

The forecourt canopy is comparable to the road bridge.

HGVs are restricted to accessing only the front dispensing pump, between the front island and dwarf brick wall at the back of the pavement which is the route of the fuel delivery tanker. The increase in the height of the canopy makes for a safer environment for all users by removing the potential for vehicle impact.

UDP Policy S4/4 – Car Showrooms, Car Sales Areas and Petrol Filling Stations states that proposals for development should take account of potential disruption to the free flow of traffic; provision of adequate well laid out parking and display facilities with safe and convenient arrangements for access, circulation and egress; road and pedestrian safety; amenity of nearby residents and businesses.

This is an operational petrol filling station and the main function of the site generates vehicle movement. The only measure of accessibility that will change is the clearance height which would change by less than a metre. It would therefore be inappropriate to assume that the increase in the height of the canopy would have a significant impact on the highway.

The only assumption that could be made is that the increase in height of the canopy will make the forecourt a safer place for vehicles and pedestrians. Overall it is not considered that the proposed works will impact the highway.

The forecourt is located in proximity to several residential properties with the closest elevation being approximately 20 metres away from the near side of the canopy. The visibility of the canopy is somewhat restricted by mature landscaping which sits between the canopy and these properties. A more direct line of view occurs to the properties on the opposite side of Ratcliffe Moor Road but here the closest elevation is approximately 30 metres away from the near side of the canopy and in between is the carriageway and overhead lighting. For those nearby residential properties the vertical light spill is at or below the 1 lux threshold that would be considered acceptable in the ILP guidance notes for all UK residential areas.

The current proposal retains the previously approved petrol filling station layout and the unrestricted use of the site is critical to the operation of the petrol filling station business. It is not considered that there will be any significant detrimental impact on residential amenity.

It has been suggested that because the larger HGVs can only access the front lane of the petrol filling station the increase in height of the canopy could be restricted to that front section of the canopy. The forecourt roof canopy is a steel framed structure utilising H section steel columns projecting vertically from concrete foundations to support the elevated steel roof framing. The roof structure itself is comprised of primary steel beams supported by the columns. Those beams are cantilevered beyond the columns. Secondary steel beam framing, supported by the primary steel beams support the upper cladding, roof decking, under sheet cladding and soffit.

Maintaining the full cross section of the roof structure is essential for both strength and bonding stiffness for the safety and successful performance of the loaded structure. This roof structure can be raised in one piece and it can, subject to the direction of the primary steel beams, be reduced in one direction. It cannot be redesigned to be other than a flat top roof structure.

The image below illustrates the primary and secondary beam interconnection.



2 Site Description

Turks Service Station fronts the roundabout connecting Ratcliffe Moor Road, Turks Road and Countess Lane in the town of Bury. The site is located within an area of predominantly residential use to the South-East of the Bradley Ford Industrial Estate.

The forecourt comprises 2 lateral pump islands to Ratcliffe Moor Road, each island holding 2 dispensing pumps. The islands face a single flat roof storey shop. A rollover car wash and two jet wash bays lie behind the forecourt and shop on the Northern side.

The entrance into the filling station is from Ratcliffe Moor Road. Vehicles exit onto a short service road which leads onto Turks Road.

D&M Motorcare car servicing sits to the West of the site and 2-storey residential properties extend to the North, separated from the site by dense tree planting. To the east adjoining the site and to the south on the opposite side of Ratcliffe Moor Road are residential bungalows.



3 Planning History

The planning history for the site shows the following principal decisions:

Date	Description	Reference	Decision
03/2020	2 no. jet wash bays.	PP-08469138	Granted
11/2020	Installation of 5no. vehicle charging points and associated electrical infrastructure.	PP-09052763	Granted

4 Proposal

The overhead canopy is a strategic element of the petrol filling station.



It achieves two principal objectives. To keep customers dry when refueling and to provide sufficient illumination to enable refueling to be carried out safely and in accordance with APEA/EI Design, Construction, Modification, Maintenance and Decommissioning of Filling Stations, 4th Edition, May 2018. Historically canopies were lower because vehicles generally were smaller and although the principle of refueling vehicles has not changed, it is easy to see by comparison with modern stations, where changes have evolved.

Petrol Stations now serve larger vehicles particularly the delivery tankers that bring and off-load fuel into the underground storage tanks.

The application submitted for Turks Service Station is to raise the height of the forecourt canopy from 4.4m to 5.1m, essentially to prevent impact damage from high sided vehicles.

At the present height the canopy is vulnerable to impact damage and has been repaired on many occasions. The need to remove the ongoing risk of impact damage, safety of customers, loss of business and maintenance costs by raising the height of the canopy, is the reason for this application.

There are no ground works required, the process involves lifting the canopy top by cranes and inserting extension legs into the columns. The legs are bolted to the sides of the columns and into the steel beam above the soffit of the canopy.

5 Drainage

The volume of rainwater discharged remains the same because the footprint of the canopy remains unchanged.

The drainage for the site will remain unaffected. The site currently benefits from separate foul and surface water drainage.

6 Canopy Luminaires

The lights are recessed into the underside of the canopy; therefore, the acrylic diffuser is flush with the underlining. The lamps in the fittings are asymmetrical with the light source directed onto the dispensing pumps beneath.

This combination avoids normal glare to be experienced from an exposed lamp that projects beneath the canopy.

Light spill is assessed in the supporting document prepared by Bever Innovations. Light spill is addressed within the Planning Statement section of this document.

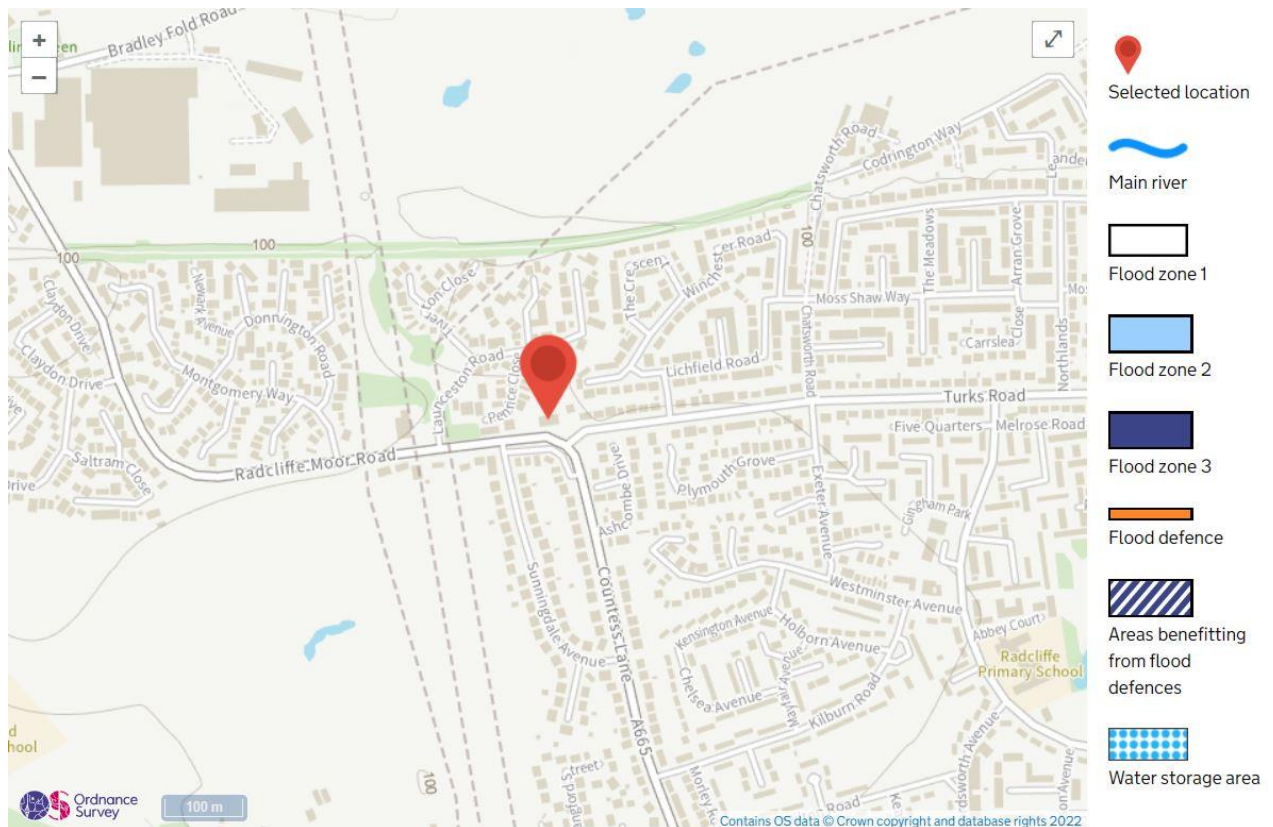
7 Environmental Sustainability

The petrol filling station comprises an existing retail premises located in an accessible location for both the passing traveler and the local community and can be accessed via a variety of transport modes.

The proposed works will be undertaken and managed in a manner having full regard to Health & Safety and Environmental issues.

8 Flood Risk

The surface area of the canopy will remain as existing therefore there is no additional surface water on the forecourt. The extract of the Environmental Agency Flood Map shows Turks Service Station to have a low probability of flooding. The co-ordinates for the site are Easting (X) 376653 and Northing (Y) 408157.



9 Application Drawings / Documents

PA01a	Location and Block Plan
PA02a	Site Layout Plan
PA03	Existing Site Elevations
PA04	Proposed Site Elevations
Bever Innovations	Canopy Raise 4.3m JdB20220210-V1 (Existing) Canopy Raise 5.1m JdB20220210-V1 (Proposed)