

**Town and Country Planning Act 1990
Planning and Compulsory Purchase Act 2004**

Proposed Replacement Sales Building & Car Parking at

**FONTWELL SERVICE STATION
ARUNDEL ROAD
FONTWELL
BN18 0SB**

SHELL OIL PRODUCTS LIMITED

1.0 INTRODUCTION & LEGISLATIVE BACKGROUND

This Statement provides additional information relating to design and access matters in support of a planning application submitted by Shell UK Oil Products Limited for a new sales building to replace the existing at Shell Fontwell Service Station and front-of-store car parking. The remainder of the forecourt layout remains unaltered.

2.0 SITE DESCRIPTION & CONTEXT

The application site is a permitted and established service station serving the local community, local business and those travelling on the A27. The filling station forms part of a larger service area.

It should be noted that the existing layout with the forecourt canopy and sales building were developed with the benefit of planning permission.

The site's commercial appearance and uses are well established with related permissions and are inherently accepted in the context of the site's setting and its surrounds. The underground fuel tanks were replaced in 2015 under permission ref WA/92/11.

The site currently comprises a 5th starter gate dispensing forecourt with canopy over with a single storey sales building. The dispensing forecourt offers a limited HGV refueling facility.

The site has shared vehicular access with the other service area premises.

3.0 PROPOSAL AND POLICY CONTEXT

PROPOSAL

AMOUNTS OF DEVELOPMENT

The application proposes an enlarged single storey replacement sales building with a flat roof and a retail area of 150 square metres, front-of-store customer parking, a delivery bay, canopy link removal and a new bin store discretely positioned at the rear of the sales building. There are no works proposed to the dispensing forecourt or fuel infrastructure.

LAYOUT AND SCALE

The proposed sales building occupies a similar position to the existing building on site. The external appearance of the sales building has been designed following a review of design and construction details to improve insulation and reduce the building carbon footprint. The sales building will be single storey with a flat roof and will have a retail area of about 150 square metres but due to the removal of the canopy link the area of built environment is only increased by 83 square metres. The convenience formatted shop is specifically targeted to meet the needs of busy, working drivers giving quality goods. The shop will offer a range of traditional impulse goods similar to that in the existing shop. Internal storage facilities will be improved compared to that which exists. In terms of its use the turnover of the shop remains ancillary to the forecourt use. The onsite streetscape will not be changed. Front-of-shop parking will make safe access for customers. The sales building will also be accessible to those using alternative modes of transport.

MOVEMENT

Car & van vehicular, and pedestrian movement through the site will remain unaltered by this proposal except for the provision of front-of-store customer parking and of a dedicated delivery bay. Due to the removal of the HGV exit route around the rear of building, HGV access will be restricted by a height restriction barrier with a lift up head rail to allow access for the fuel delivery tanker and other deliveries.

APPEARANCE

The external appearance of the sales building has been designed following a review of design and construction details to improve insulation and reduce the building carbon footprint. The sales building will be single storey with a flat roof using flat coated metal cladding panels with an aluminium framed glazed shop front providing a modern appearance.

ENVIRONMENTAL SUSTAINABILITY

The new building fabric will meet current Building Regulation standards.

COMMUNITY SAFETY

The new building provides good visibility from the kiosk over the forecourt. The site is situated in a well lit service area scene and there is adequate lighting within the site.

POLICY

Relevant planning policies are principally contained in the National Planning Policy Framework published in March 2012, the Arun District Council Local Plan adopted in April 2003 and the Managing Development and the Environment DPD which was adopted in April 2010. The proposal does not run contrary to any adopted local policies or national guide lines.

The application site has a sui generis use which is permitted and which comprises a fuel forecourt and sales building which are inter-related uses. In context therefore, the proposals on the site continue the sui generis use, are an employment generator and do not run contrary to policy.

The service station is a sui generis use that is appropriately located within the area. It is an established and permitted use and the proposals therefore will sustain its future use and service.

4.0 THE PLANNING APPLICATION AND ACCESS

The application will provide a modest increase in the sales building floor area.

The access arrangements remain unaltered and have been specifically designed and implemented by the Highway Authority for the service facility use. The proposed layout provides a safe and efficient one-way flow through the site with defined parking.

The site has been designed to be fully DDA compliant and the site can operation a "service call" system which allows people with disabilities to request assistance on arrival at the pumps.

The development is designed to be as accessible and inclusive as possible. It welcomes the pedestrian with a paved area outside the shop entrance which makes accessibility to the sales building safe and convenient for all users.

It should be noted that the proposals do not make any changes or alterations to the existing access from the site.

5.0 CONCLUSION

As required by Section 42 of the Planning and Compensation Act 2004, a design and access statement (DAS) is submitted in support of the planning application for development at Shell Fontwell.

The site has been developed in consideration of relevant town planning guidance and the petroleum regulations. The principle of the site for use as a petrol filling station is well established and the current proposals take this as a starting point. As such, in terms of the appearance of the site following the development, its appearance will remain that of a petrol filling station.

There is a clear need for the service station facility on the application site and there exists circumstances which justify the granting of permission.

The scale of the scheme is considered appropriate and the rationale for the scheme and the layout, scale and amount of development is clearly shown.

Overall, it is considered that the proposal represents a sustainable and appropriate design, which relates directly to the site's permitted use and to its physical, social environmental context reflecting the requirements of national and local planning policy.