

Planning Design & Access Statement

Proposal

To erect a new 4 Pump Automated Petrol Filing Station with associated support facilities at the existing ASDA store at Waterloooville.

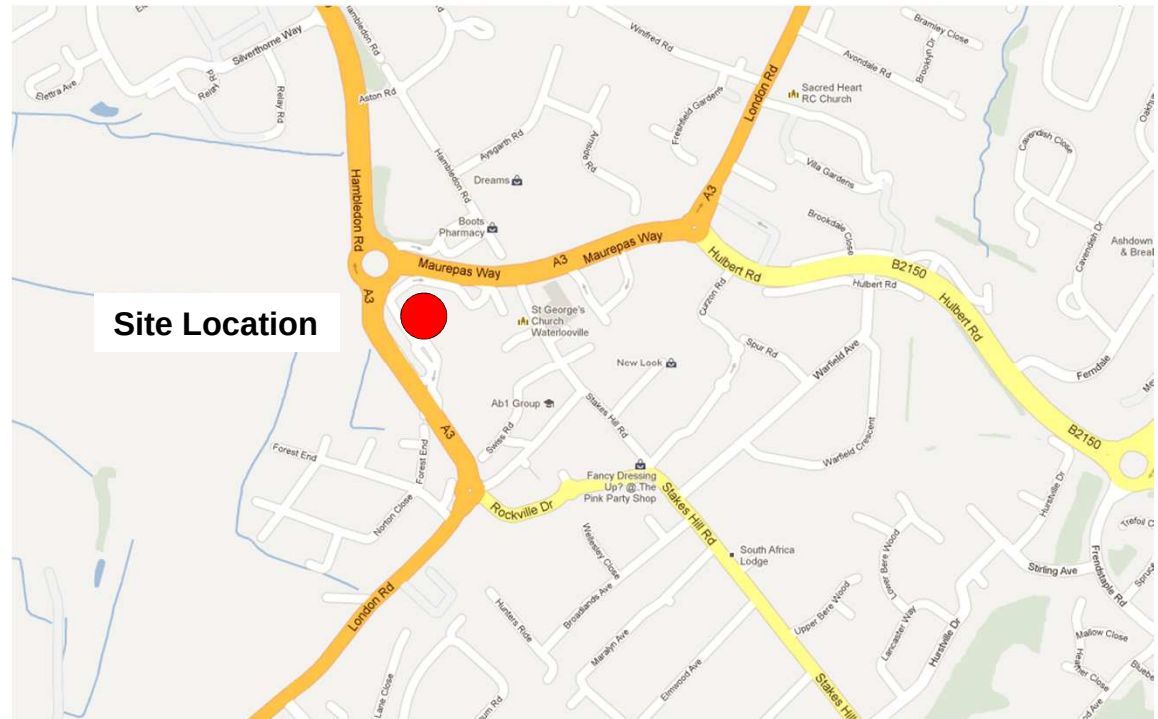
Introduction

The following Design and access statement has been produced to support the planning application regarding the proposed Petrol Filing Station (PFS) on behalf of ASDA Stores Ltd.

This statement will give an overview of the development concept and design theory including:

- Choice of Site Location
- Proposed Site Layout and Scale
- Appearance and Landscaping impact
- PFS Operation Principals and Secure by Design considerations
- Site / PFS Access (vehicle and pedestrian movement)

The following information should be read in conjunction with the planning drawings produced by HLM Architects.



Site Location

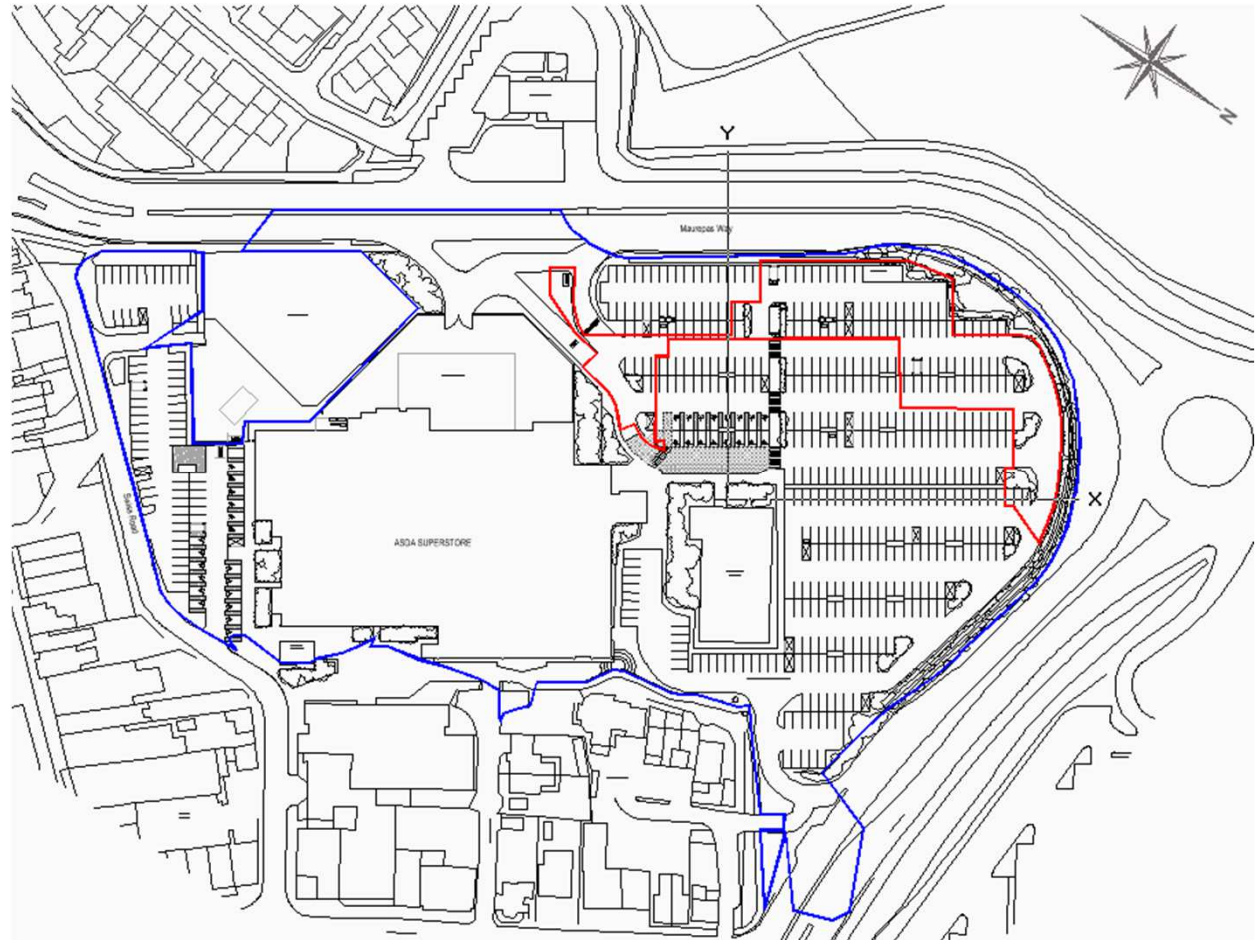
The proposal is to be located on the existing ASDA store car park at Waterlooville, which is on the periphery of a retail park. Access to the store is off the A3, Maurepas Way, the major road running through the town.

The location of the PFS is determined by:

- Being the least used area of car park.
- For direct access off the store primary access/egress.
- At distance from existing trees subject to TPO's.
- At distance from existing residential development minimising impact from noise and light emissions.

Flood Risk

The environment agency flood risk map suggests the site is not at risk from flooding.



Site Location Plan

Site Location – Aerial Photo



Site Location – Existing Site Photos



Proposed Site Scale and Layout

Scale

The Petrol Station specification is based upon sales volumes of the existing adjacent store and from experience of recorded data on similar stores with Petrol Stations in operation. Existing and projected volumes determine an ASDA standard model four island forecourt would be capable of meeting demand. This station has four dual sided dispensers, on four islands set out in a 2 x 2 (Domino) layout with fuel hose delivery to both sides of the dispenser providing 8 fill positions. The pumps will be fully automated, self service operated by means of customer credit card authorisation only; there will be no cash sales. This method of forecourt operation is significantly more efficient than "Pay at Kiosk" and "Drive to Pay" stations with much reduced standing time on the forecourt, consequently accommodating higher throughput with minimal queuing.

The Automated operation means there is no requirement for sales kiosks, shops etc and there will be no sales other than petrol dispensation. The superstructures are therefore limited to the forecourt canopy covering the pumps and a small unit which is located alongside the forecourt which contains the electronic control equipment.

The forecourt canopy (12.69w x 12.25d x 5.16h) has been designed to provide a minimal structure to meet functional requirements which include; a balance of providing weather protection to the fill points, and height clearances (4.5m) for service and customer vehicles plus support for artificial illumination.

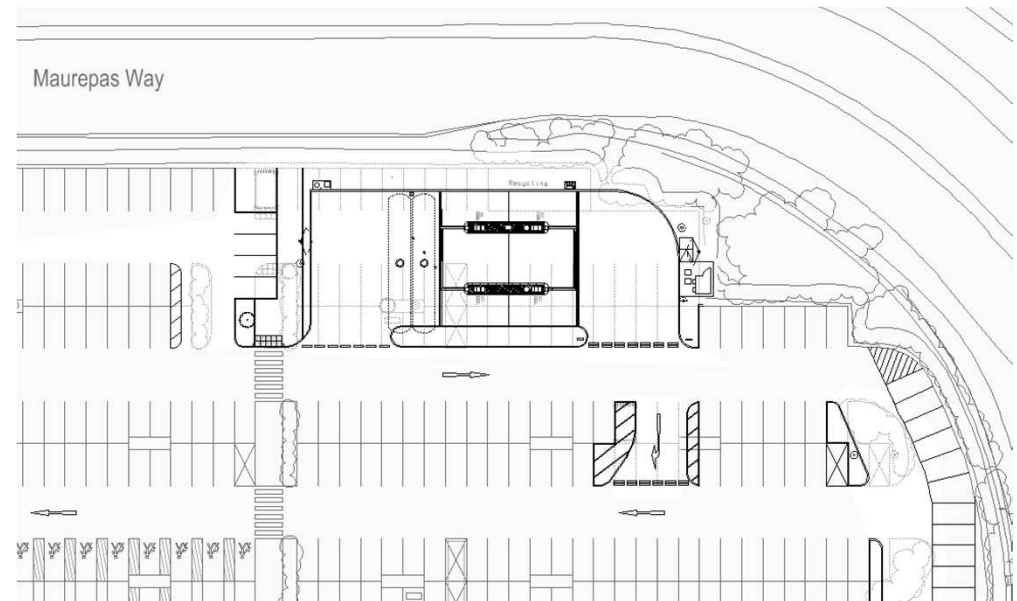
The Control Unit (2.15w x 1.95d x 2.31h) is a GRP secure structure housing the forecourt management equipment only. This is situated adjacent the forecourt for ease of access and containment of ductwork distribution and servicing within the site.

Overall, it is considered the proposed station design and automated format represents the most compact and efficient facility with minimal impact on the existing store operations and sits unobtrusively within the existing retail environment.

Site Layout/Use

The facility is primarily designed to meet existing store customer demand providing full product range availability associated with a major retailer and is in response to customer feedback.

The existing car parking provision is in excess of store requirements and parking loss will have no impact on either existing or projected future capacities.



Proposed PFS Plan

PFS Appearance and Landscaping

Appearance

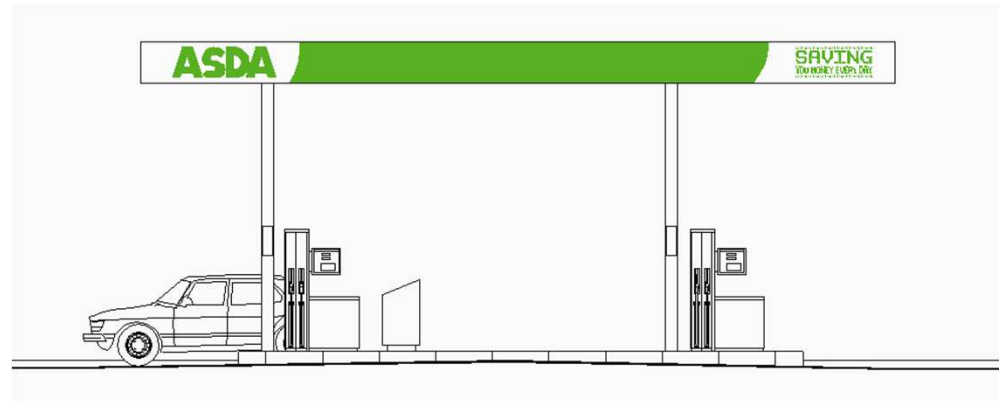
As stated above, the visible aspects of the proposal are limited to the forecourt canopy and associated dispensing equipment and the adjacent control unit. The canopy is designed to be a minimalist structure comprising a single sheet cover of profile metal decking supported on a primary grid of steel sections, all finished white.

The fascias are preformed aluminium pre-finished white upon which advertisement is applied in the form of vinyl adhered artwork. There will be no illumination to the fascias.

Night time illumination is provided by down lighters supported from gantry brackets off the canopy structure. Lighting will be bisymmetric fittings to the central forecourt and asymmetric lights to the outer lanes minimising light spillage from the site.

Landscaping

The proposal involves the alteration of some existing areas of landscaping, including additional areas of landscape between the proposed PFS and Maurepas Way. This will help further screen the development.



PFS Operation Principals and Secure by Design

Petrol station operation principles / secured design

In approaching the design and operation of ASDA's unmanned petrol stations the principle have been followed from the guidance in APEA/IP publication "Guidance for the Design, Construction, Modification and Maintenance of Petrol Filling Stations" and Petrol Circular 65/15 (Control Measures for Unattended Self Service Petrol Filling Stations).

All dispensers are limited, and therefore the pump will cut out at approximately 75 litres. Fuel cannot be obtained from the pump until the relevant card details have been authorised by the bank.

The store will be allocated 65 hours each week to provide a "forecourt greeter" during busier trading times. The greeter's role is to assist customers in use of the forecourt and to deal with any issues. They are also responsible for general forecourt housekeeping and reporting of any equipment faults/failures, and are able to accept attended deliveries in the unlikely event of the DCD failing.

Adjacent to the Help Point intercom there is an emergency box with a smash glass emergency shutdown switch which can be operated by members of the public. Signage on the pumps will advise customers to use the Help Point if they require assistance and in the event of a spillage, fire or damage to a pump to smash the glass to shutdown the site. Adjacent to this is a smash to open glass cabinet containing fire extinguishers and a sand bucket.

To assist in identifying customers in the event of an incident or possible card fraud, the forecourt camera is also linked to a number plate recognition system which logs the vehicle registration details for each transaction. This system also takes 2 digital pictures of the customer and vehicle which are accessible via a database linked to the transaction log. In addition to this there is a 1 second lapse rolling video of the forecourt on each dome camera recorded onto the hard disk of the NPR system.

Secured by design

The petrol filling station is located within sight of the store enabling distance monitoring by colleagues. Existing mature landscaping to the rear and side elevations of the petrol filling station prevents direct access from the adjacent area by pedestrians, limiting potential abuse of the facility. CCTV NPR cameras not only provide monitoring of the petrol station but also perceived surveillance of the site and a high level of luminance is provided in the petrol station area by under canopy lighting which will assist in the prevention of antisocial behaviour.



Typical 4 pump PFS Photo

Site / PFS Access (vehicle and pedestrian movement)

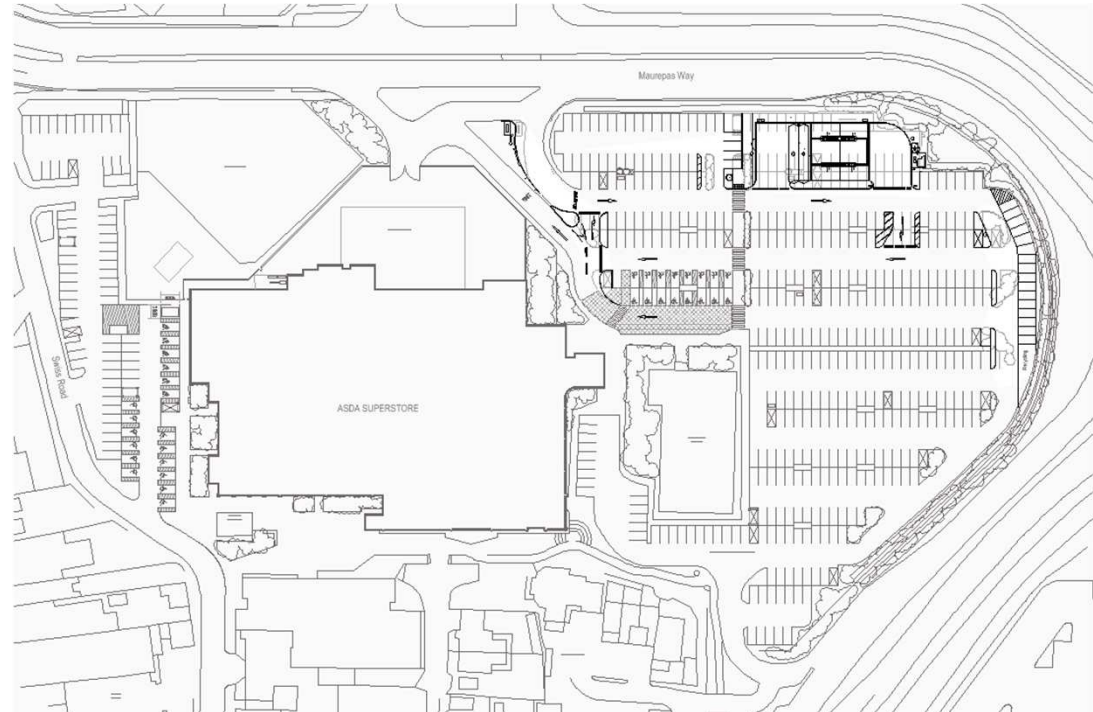
Access

The existing site access and egress off the highway are to remain, the access and egress road within the site is to be adapted to suit the proposed PFS Layout. Two filter lanes / cross overs have been introduced to improve circulation within the existing car park.

An existing pedestrian route is to remain with minor alterations – the route will be marked with raised areas, white lining and tactile paving.

The position of the station and forecourt orientation has been established by the following design considerations:-

- The station operates on a one way access principle with priorities managed by signage and surface markings.
- Customer access is taken directly off the access road avoiding secondary movements within the car park.
- Access on to the forecourt can be gained from both entry and exit flows.
- Sufficient lead-in is provided for forecourt cross flow on approaching pumps, maintaining maximum balance of pump usage.
- Entrance and exit forecourt adequate for HGV tanker turning allowing deliveries to be taken without traversing the ASDA car park reducing potential conflict with general custom.
- Air/water service unit offset on exit forecourt to maintain unrestricted access off the forecourt.
- Provision made for special needs/disabled customers at the forward pump with call/service point located on stanchion. Position highlighted by recognised signage. Support provided by store colleagues.



Proposed Store Plan