Design and Access Statement
Volume VII
Interim Petrol Filling Station

October 2018
Merlango
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Every effort has been made to acknowledge the source of photographs and illustrations; we apologise for any errors or omissions.
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1 INTRODUCTION

The Canada Water Masterplan is an ambitious and transformative project. The Masterplan integrates a new network with the surrounding community and animates public spaces with a wide range of activities, including workspaces and dwellings, new cafés, restaurants and shops. The Masterplan will include an Interim Petrol Filling Station ("IPFS"), located on land which is to be within Development Zone C, in order to allow for the relocation of the existing PFS in the north-western corner of the Site and therefore enable the redevelopment of Plot A2. The Interim Petrol Filling Station will be similar to the existing facility, with an 8-pump layout, kiosk and canopy.

This Design and Access Statement has been prepared by Merlango on behalf of BL CW Holdings Ltd (a subsidiary of British Land Company PLC) (the 'Applicant'), hereafter referred to as British Land. This Design and Access Statement has been prepared to accompany a detailed planning application for the IPFS, which forms part of the Canada Water Masterplan.

This introduction explains:

- The team behind the application for the IPFS
- Why an application is being submitted for the IPFS
- How the application for the IPFS is being submitted
- What documents are being submitted in support of the application for the IPFS
1.1 The team behind the application

The application for the IPFS has been prepared by the applicant’s planning consultant DP9, and the lead designer, Merlango. The core project team includes:

**British Land**

British Land is one of Europe’s largest publicly listed real estate companies. They own, manage, develop and finance a portfolio of high quality UK commercial property, focused on retail, London offices and residential. British Land have been involved in discussions with Southwark Council in relation to Canada Water since 2013 and commenced consultation for the Masterplan in 2014. British Land is committed to working closely with Southwark Council, local residents and other key stakeholders to deliver a new town centre for Canada Water.

The Canada Water Masterplan team is led by British Land who have assembled a best-in-class team. Together, the team have the skills needed to carefully consider and develop their proposals for the Canada Water Masterplan.

British Land’s success stories include some of London’s most popular places: Broadgate adjacent to Liverpool Street Station, Regent’s Place in the West End, and Paddington Central close to Paddington Station.
Petrol Filling Station Specialist Consultant
Merlango

Transportation and Logistics Consultant
Arup

Landscape Architect
Townshend Landscape Architects

Environmental and Infrastructure Consultant
Waterman Infrastructure & Environment

Arboricultural Consultant
Waterman Infrastructure & Environment

Planning Consultant
DP9

Project Manager
AECOM

Cost Manager
Gardiner & Theobald
1.2 Why is an application being submitted?

British Land have been considering how the Site might be developed in the context of the surrounding areas and neighbourhoods. Following extensive engagement with the community and stakeholder groups, British Land prepared and submitted an application for the Canada Water Masterplan in May 2018. This application comprised of detailed proposals for the first detailed plots to form the first phase of the Masterplan and outline proposals for the remainder.

The Development which comprises the Canada Water Masterplan requires a large number of changes to be made to the physical environment at Canada Water. These changes constitute development for which Planning Permission is required. An application was submitted to Southwark Council in May 2018 seeking planning permission for the Development (the ‘Application’).

A petrol filing station is located on the Masterplan Site in the position where Plot A2 is proposed to be developed. Accordingly, to free up that part of the Masterplan Site for the development of Plot A2 it is necessary to demolish the existing petrol filing station ("PFS") and replace this elsewhere within the Masterplan Site. The IPFS is proposed as a replacement for the existing PFS that is to be demolished. Whilst at the time of the submission of the Application the detailed proposals for the IPFS were not available, the Applicant has decided to take the opportunity to submit these for approval prior to the determination of the Application.

This volume of the Design and Access Statement that you are now reading sets out information relating to the design and access of the detailed proposals for the IPFS.
1.3 How is the application being submitted?

The IPFS forms a detailed element of the Application for the Canada Water Masterplan. The Application is formed of detailed development proposals for Plots A1, A2, K1 (the ‘Detailed Proposals’) and now the IPFS for which no matters are reserved and outline development proposals for the rest of the Canada Water Masterplan (the ‘Outline Proposals’). The Detailed Proposals, the IPFS and the Outline Proposals form the ‘Development’.

Outline Proposal
For the majority of the Site the application seeks Planning Permission in outline with all matters reserved. The planning permission for the Outline Proposals will not approve the details for those parts of the Masterplan but will establish the parameters in line with which future Reserved Matters applications will be considered.

Detailed Proposals
The Application also comprises detailed proposals relating to Detailed Proposals (Plots A1, A2, K1) and now the IPFS. The Detailed Proposals and proposals for the IPFS seek approval for Access, Appearance, Landscaping, Layout and Scale.
1.4 What documents are being submitted?

A suite of documents are submitted in connection with the application for planning permission for the IPFS. The IPFS drawings are the documents that are submitted for approval.

In addition to this, the likely environmental impacts of the proposed IPFS have been assessed in the Environmental Statement and Addendum to that Environmental Statement submitted in the support of the Application.

A Design and Access Statement is submitted for the Development comprising of several volumes. This volume (Volume VII) relates solely to the IPFS. The role of the Design and Access Statement is explained in this section.

Purpose of the Design and Access Statement

This volume of the Design and Access Statement has been prepared in line with the requirements of Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), titled ‘Design and Access Statements’.

The format and content of the Design and Access Statement has been based upon guidance developed by CABE in their publication “Design and Access Statements. How to write, read and use them”. The Design and Access Statement needs to explain:

- The design principles and concepts that have been applied to the development;
- Demonstrate the steps taken to appraise the context of the development and how the design of the development takes into account that context;
- Explain the policy adopted as to access and how policies relating to access in relevant local development plan documents have been taken into account; and
- Explain how any specific issues which might affect access to the development have been addressed.
This document is arranged into the following chapters which cover the assessment, involvement and evaluation of the design as follows:

**Chapter 1: Introduction**
Explains the purpose and the structure of the application and this document.

**Chapter 2: Site context and analysis**
Assessing the attributes of the physical, social, economic and planning context which have guided the design proposals.

**Chapter 3: The proposed scheme**
Explaining the principles of the design for the IPFS which underpin the proposals. The approach to the design is set out by reference to the use, amount, layout, scale, and appearance of the development proposals for the IPFS and the landscaping for the proposals.

**Chapter 4: Access statement**
Explaining the principles incorporated for accessibility and inclusion within the proposals for the IPFS.

**Chapter 5: Technical considerations**
A summary of the technical considerations relevant to the design of the proposals for the IPFS.
2 SITE CONTEXT

Interim Petrol Filling Station boundary

Aerial view looking west
This section assesses the evolution of the Masterplan Site, within which the IPFS site is located, to provide an understanding of its past, present and future. This is in order to interpret and assess the history of the Site, the present site topography and its relationship to the existing context, and to evaluate its future character with proposed new connections and buildings, with reference to how the proposals for the IPFS take this into account.
2.2 Past

The overall Masterplan Site, within which the IPFS site is located, remained largely undeveloped until the existing marshland was changed to create docks and ponds. The subsequent development of the Surrey Docks commenced in the late 1800s, which came to occupy the majority of the Site. Large warehouses filled the land between the docks for most of the 1900s. With the docks infilled during the 1970s, large areas were cleared and today the Site comprises areas of different uses. In the 1980s, a large area was identified for a shopping and business centre, where Surrey Quays Shopping Centre is now located.
2.3 Present

This section looks at the site area for the IPFS today, describing the planning context, how this relates to the existing road network, the wider transport network and also the existing use and boundary conditions.

Planning Context

London Plan (2016)

Canada Water is identified in the London Plan as an Opportunity Area where development proposals should seek to optimise residential and non-residential densities, contain a mix of uses, contribute towards meeting minimum guidelines for housing and/or employment capacity, realise potential to improve public transport accessibility and support wider regeneration, as set out under Policy 2.13.

Canada Water is also identified as having the potential to evolve into a Major Town Centre. A Major Town Centre is defined as “typically found in inner and some parts of outer London with a borough-wide catchment. They generally contain over 50,000 square metres (sqm) of retail, leisure and service floorspace with a relatively high proportion of comparison goods relative to convenience goods. They may also have significant employment, leisure, service and civic functions”.

Roads

Canada Water is strategically located on the highway network close to central London:

- It is approximately two miles east of London Bridge and three miles south-east of the City;
- It lies just south of the Rotherhithe Tunnel which connects south-east London to the A13 north of the river Thames; and
- Redriff Road and Lower Road, directly west and south of the IPFS site, are the main local connectors.

Lower Road is a busy road with predominately residential buildings along the north and south ends, and Redriff Road has the Surrey Quays shopping centre and leisure facilities along the northern edge and residential buildings along the southern edge. Deal Porters Way provides a link into the existing Surrey Quays shopping centre surface car park and has a junction with Redriff Road.

IPFS site location and aspect

The Site is bounded by Deal Porters Way to the north and east, Redriff Road (B205) to the south and Lower Road (A200) to the west. Of these roads, Lower Road is the most heavily trafficked and forms part of the TfL Strategic Road Network (SRN). Redriff Road is a local road and Southwark Council is the highway authority. Deal Porters Way is a private road owned and managed by British Land.
Existing uses on the Site
In its existing condition, the IPFS plot is occupied primarily by a surface car park. This was built to support the Surrey Quays shopping centre and leisure facilities development, which opened in 1988.

Above and below ground site considerations
There are a number of constraints which inform the development of the IPFS above ground:

- There are a number of existing trees adjacent to Redriff Road and along Deal Porters Way. These have been assessed and do not have protection status, though every effort has been made to retain a good proportion of them. The Environmental Statement captures retained trees.
- There is a circa. 2.35m level change between the south / south-east of the plot along Redriff and Lower Roads.
- The Thames Tideway Tunnel runs directly below the IPFS site in a northwest to southeast direction. It is located at approximately 47m below the proposed ground level of the IPFS, based on proposed ground level of 5.2m AOD.
- The London Overground lines run approximately 68m to the west of the site above ground. Surrey Quays station is also located a similar distance away, off Lower Road.
2.4 Future

The IPFS is one of the first Detailed Proposals within the Masterplan. It will be located within the existing car park, at the southern end, close to Redriff Road and to the existing Tesco Superstore. The Site is comprised of a kiosk with PFS, a canopy above them and an air/water facility. Vehicular access and egress is from Deal Porters Way.

The location of the IPFS has been carefully considered to ensure ease of access from the existing road network and to allow continuity of provision when the existing PFS is demolished, whilst causing minimal disruption to Surrey Quays shopping centre and the associated surface car park.

The southern section of the existing surface car park creates a well-defined area for the IPFS in close proximity to the existing Tesco Superstore entrance and satisfies two key factors important for supermarket petrol stations in the UK:

- **Design standards**
  Access and egress must have minimal impact on the circulation within the car park. The proposed IPFS location allows for efficient circulation to and from the PFS, without impacting the rest of the Surrey Quays Shopping Centre car park.

- **Effective fuel delivery**
  The governing body of the fuel industry, APEA, requires that PFS design is such that tankers can carry out deliveries in the most effective way. The proposals for the IPFS allow for easy access and egress of the tanker from Redriff Road and Deal Porters Way without disrupting the existing car park.
3 THE PROPOSED SCHEME

Bird’s eye view of the IPFS looking West [please note landscaping shown is indicative]
As part of the Development it is proposed that the existing PFS in the north-western corner is to be demolished and the new IPFS to be located at the south of the Site as a replacement for this.

The proposed IPFS comprises the construction of a new kiosk with attached forecourt, with the aim of providing an enhanced offer to the surrounding area and a like for like replacement to the existing 8 pumps petrol filling station.

The proposed IPFS includes a modern forecourt in an 8 configuration, comprising 8 no. pump islands arranged in pairs. The distances between pairs of pumps allows for a central passing lane that will allow vehicles to pass when they have re-fuelled improving efficiency of movement under the canopy.

The forecourt and all its components have been designed according to the latest Association for Petroleum and Explosives Administration ("APEA") guidance. Before becoming operational, the IPFS will have to obtain further approval and licencing from London Fire and Civil Defence Authority ("LFCDA") and the Petroleum Officers of the London Borough of Southwark.

In addition, the proposal includes an enhanced pedestrian and cyclist connection along the existing pedestrian desire line connecting Surrey Quays Shopping Centre and Surrey Quay Station.

Considerations around the residential neighbourhood to the south of the Site, along the southern edge of Redriff Road, have also been important in shaping the proposal.

A meeting with the Osprey Estate highlighted the importance for existing residents of a natural edge as well as improved screening of the forecourt activities for pedestrian walking around the IPFS. Great attention has therefore been given to the retention of the existing trees/green edge along Redriff Road as well as the creation of additional screening/green buffer along the south and west edge of the forecourt.
It is envisaged that the IPFS will operate within similar hours to the existing PFS with the two pay at pumps locations open at night.

The kiosk will include a small shop floor and will be manned during the day as the PFS is fully open and closed at night during which time only the pay at pump locations will be open.

The following areas are proposed for the IPFS site:

- 84sqm GEA kiosk (78sqm GIA)
- 637sqm GEA canopy covered forecourt

The total proposed site area, including the entire IPFS forecourt, existing and new landscape is 4,601sqm.
3.3 Scale

The proposed IPFS is similar in scale to the existing PFS with larger vehicle queuing space and a slightly increased kiosk size.

The immediate context is characterised by the approx. 25m high bricked frontage of the Tesco superstore unit to the north of Deal Porters Way, four storey high residential building of the Osprey Estate to the southern edge of the tree lined Redriff Road and the 2/3 storey high frontages of the line of building along Lower Road to the west.

The IPFS has been designed according to the latest standards for petrol filling stations in terms of critical dimensions including height to allow tanker circulation. The canopy height is set at 5.25m (to allow for 4.5m clear) and will hence sit below the height of the existing Surrey Quay Shopping Centre providing a transition to Redriff Road and the closest residential frontages to the South. The kiosk has a total GEA of 84sqm and a height of 3.45m. The kiosk will partially sit below the canopy, which provides shelter to users commuting from the pumps to the kiosk facilities.

The closest residential frontage (the 4 storey Osprey Estate) is set at approximately 50m distance from the canopy, along the south of the tree lined Redriff Road. The design of the IPFS canopy is such that the shorter side (approx. 15m long) is aligned with Redriff Road while the longest side (approx. 33.15m long) extends north towards the existing Surrey Quays shopping centre and the existing surface car park.
3.4 Layout

Response to the Site
The layout of the Site is designed to minimise congestion within the forecourt as well as offering improved landscaping and connectivity for pedestrians walking between Surrey Quays Shopping Centre and Lower Road. The forecourt allows for appropriate queuing space and the pumps layout allows for passing lanes which reduces queuing time allowing cars to pass once they have finished fuelling rather than waiting in line.

Existing pedestrian circulation and desire lines across the shopping centre car park have played an important part in shaping the design of the IPFS. Existing routes have been amended to provide a clear and safe pedestrian circulation around the forecourt and improve the desire line between Lower Road and the Surrey Quay Shopping Centre, a link currently missing in the existing configuration.

The forecourt will occupy only the eastern section of the Site for the IPFS (which will be retained from the existing car park) while a generous pedestrian (and cyclist on foot) area will be ringfenced to the west. It is envisaged that this area could also host interim uses during the life of the IPFS. A new (bicycle friendly) staircase will be provided to the south-west of the Site to provide the link between this area and Lower Road/Redriff Road junction, bridging the existing c. 2.5m difference in level.

The existing staircase connecting the existing car park with Redriff Road will also be maintained and will connect to the new pedestrian connection created.

Forecourt
The IPFS forecourt follows a one-way vehicular traffic system through the Site with entrance and exit at two different points along Deal Porters Way.

The forecourt is designed as an 8 configuration, comprising 8 no. pump islands arranged in pairs. These include 2 no. pumps designated as pay at pump only locations located at the southernmost side of the IPFS to allow for faster circulation. All other pumps will be pay at kiosk. The space between pumps will include passing lanes which will help reduce congestion and traffic build up within the forecourt allowing cars to pass as others are fuelling. The layout provides a total of 16 no. dispensing positions with passing lanes. Each pump will be multiproduct and will dispense all grades of fuel.

Air and Water facilities will also be provided on site, just south of the kiosk, this allows for ease of use by vehicles after fuelling and prior to exiting the forecourt.

There will be 2 no. 100,000l underground fuel tanks located to the east of the Site. The tankers filling position is just south of the fuel tanks, along the south/east edge of the forecourt. This positioning allows for the tanker to easily access the Site whilst causing as little disruption to the forecourt flow as possible.

Tarmac will form the surface of the main forecourt area so that continuity with Deal Porters Way is guaranteed.

Kiosk
The kiosk is located to the west of the Site, between the pumps and the exit lane. Its location allows for the best visual connection between the till position and the pumps, so that employees can monitor the forecourt activity.
The kiosk is a modular construction which will mostly be occupied by a shop area and the tills plus a small back of house area. The back of house facilities are located towards the north of the kiosk, behind the tills, and they include a kitchenette/reheat point, small storage and an accessible toilet.

While the main door of the kiosk opens towards the pumps, a secondary door (staff only) will be located at the back of the kiosk. The plant associated with the kiosk will be small and limited to wall mounted condenser units and refrigeration units.
Access

Pedestrians & cyclists
Pedestrian and cyclist circulation through and around the Site focused on four key considerations:

1. Reinforcing the pedestrian link between Surrey Quays Shopping Centre and Surrey Quay Station
2. Improving connectivity for cyclists coming from Surrey Quay Station or directed to it from the Surrey Quays Shopping Centre
3. Improving the landscape of this area of the Masterplan
4. Ensuring safety for pedestrian

Each of these considerations has been addressed in the design and has shaped the proposal.

A new, more direct connection will be created between Surrey Quay Station and the Surrey Quays shopping centre on the western side of the Site. This section of the Site has been safeguarded for use by pedestrian and cyclist on foot and it will connect the existing crossing at the north of the Site with a new staircase directly linking to the Lower Road/Redriff Road junction.

The new staircase will provide an easy link to Surrey Quays Station for both pedestrian and cyclists (a side gully/ramp will be provided so that bikes can be easily carried). The route will be clearly marked (painted) on the ground and will be protected by barriers and raised kerbs as relevant to ensure safety.

The pedestrian connection to the east of the Site (along Deal Porters Way) will be removed to accommodate the IPFS vehicular access and minimise conflict with pedestrians. Pedestrian on this side of the Site will follow the current route, crossing Deal Porters Way at the junction with Redriff Road onto the existing pavement to the north of Deal Porters Way, where the bus stops are also located.

Pedestrian barriers effectively surround the IPFS forecourt on all sides and whilst they ensure a safe and clear pedestrian circulation they also avoid people from cutting through the forecourt, prevent accidents. Within the forecourt itself pedestrian circulation will be limited to IPFS users going to and from the kiosk from the pumps for payment purposes. Customers will access the kiosk from a door opening towards the pump. The canopy will allow for a sheltered connection between the pumps and the kiosk.
Proposed plan showing pedestrian routes
Private Vehicles
The forecourt has been designed to ensure smooth vehicular circulation and to avoid traffic build up which could cause disruption to local residents and the existing traffic. This is achieved via allowing a generous queueing space within the forecourt as well as passing lanes between each of the 4 lines of pumps (including two additional passing lanes north and south of the forecourt) so that cars can pass once they have re-filled and paid (at the kiosk).

The forecourt follows a one-way vehicular traffic system through the Site with entrance and exit at two different points along Deal Porters Way. The entrance is conveniently located in proximity of the Redriff Road junction. Vehicles can either make a right turn into the forecourt if they are coming from the Surrey Quays Shopping Centre car park and left turn if they are coming from Redriff Road. The exit is along Deals Porters Way, from there vehicles can either turn left towards the Surrey Quays Shopping Centre car park or right towards Redriff Road.

There is no car parking proposed on-site apart from a lay by position for short term use of the air and water facility.

For further details please refer to the “Transport Statement Interim Petrol Filling Station” document which forms part of this submission.

Tankers
Tanker access and exit will follow the same route as the one highlighted for all other vehicles above. The tanker filling point is located to the east of the Site, near the entrance. This will allow the tanker to pull directly to the filling point after entering the forecourt. The fuel tanker is expected to arrive one or two times a week.

The tanker approach route is proposed from Surrey Quays Road turning right into Deal Porters Way in part to mitigate the issues of overswing but also to better reflect the limitations of the Lower Road gyratory and the proposed changes at the gyratory which would limit access from Lower Road at Redriff Road for a vehicle of this size. The tracking included in drawing 1185-2018-MER-23 included within the planning set has been undertaken using a 16.5m articulated HGV.

In order to guarantee a safe manoeuvre for the tanker, the existing kerb arrangement to the east of the site requires a minor amendment (as detailed in drawing 1185-2018-MER-27). The proposed amendment requires a minor realignment of a small portion of the existing kerb to facilitate tanker turning manoeuvre. The proposed change doesn’t impact the main pedestrian pavement and the crossing point at the bottom of Deal Porters Way.

For further details please refer to the “Transport Statement Interim Petrol Filling Station” document which forms part of this submission.

Servicing
It is anticipated that the delivery and servicing taking place at the IPFS will be minimal, with at most two deliveries taking place per day. The kiosk will provide a small retail offering and it is likely that it will need to be serviced once a day.

The delivery and servicing vehicles will access the IPFS using the same entrance and exit as the cars.

For further details please refer to the “Transport Statement Interim Petrol Filling Station” document which forms part of this submission.
3 The Proposed Scheme

Proposed tanker tracking
3.5 Appearance

The IPFS is designed in a similar way to the existing PFS with a canopy covering part of the forecourt and a kiosk to one side.

The kiosk is a modular construction, with modular, factory produced tills and components. The proposed cladding material is bricks, a finish which is in line with the Surrey Quays Shopping Centre façade. The western façade of the kiosk, the one facing the pumps, will be mainly glazed in order to allow visibility to and from the pumps.

The canopy itself will be a metal construction and, as in standard petrol filling stations design, will include signage. Signage proposals will be submitted at a later date as part of a separate application for advertisement consent.

An area for a 7m high totem has been identified to the eastern side of the Site (as with the rest of the signage, the exact location and details will be finalised at a later stage via a separate consent).

It is proposed that the forecourt will be surrounded by protective pedestrian railing which will avoid pedestrian crossing and protect new circulation routes. It is envisaged that pedestrian railing will be designed to be more of a visual buffer to the south and west side of the forecourt to further protect pedestrian walking along Redriff Road or along the new pedestrian path. Railing will also be provided to the north and the east side of the Site. More open railing will be provided to the north and east.

Lighting within the forecourt will be minimal and will follow requirements for the correct operation of the petrol filling station. Lights will be provided to the underside of the canopy, they will be directed to the ground minimising any light pollution to neighbouring properties. An additional flood light will illuminate the tanker standing bay. This light will be facing north, away from Redriff Road and the closest residential neighbours to the south of the Site. The retained green edge along Redriff Road and additional new railing will also provide an additional buffer.
3 The Proposed Scheme

View of the IPFS from the rear of the forecourt from entrance along Deal Porters Way looking west (2)

View of the IPFS from the rear of the forecourt from entrance along Deal Porters Way looking west (3)

View of the IPFS forecourt from Deal Porters looking south-west

Note to all images: Please note that the landscaping shown in above and overleaf images is indicative.
3.6 Landscape

The proposed design of the IPFS has been carefully considered in order to maintain a good proportion of the existing green edge around the Site as well as improving the landscape of this area of the Masterplan whilst accommodating all the operational requirements of a petrol filling station.

The main principles of tree retention and protection are highlighted in the “Interim Petrol Filling Station Arboricultural Impact Assessment: Statement of Conformity” produced by Waterman and submitted in support of the Application.

No change is proposed to the Lower Road edge where the existing trees and green edge will be fully maintained. A number of the existing trees to the south of the Site, along Redriff Road, will also be maintained to provide a natural buffer between the forecourt and Redriff Road, these will include 7 trees of category B & C plus an existing group of trees. Most trees to be removed (a total of 14) are low quality trees (mainly category “C”). For details of the retained/removed trees please refer to drawing “WIE-SA-77-101-RevA03” within the “Interim Petrol Filling Station Arboricultural Impact Assessment: Statement of Conformity”.

The group of small trees along the western side of the existing Site will also need to be removed.

The trees on the north edge of the Site will be largely maintained (3 out of 4 category “C” trees, please refer to drawing “WIE-SA-77-101-RevA03” within the “Interim Petrol Filling Station Arboricultural Impact Assessment: Statement of Conformity”).

The landscape design has focused at creating improved connections between the Surrey Quay Shopping Centre and Lower Road and mitigating the forecourt impact.

The low-level soft landscaping next to the existing pedestrian crossing on Deal Porters Way will be enlarged to create a more natural border to the new pavement and pedestrian route towards the existing crossing. Additional planters will be added on this side to screen part of the railing which will surround the forecourt to the north. This section to the north of the Site will be paved with concrete pavers similar to the concrete pavers used in existing car park (the Site today).

The main pedestrian area to the west of the Site, will remained paved as the existing car park (concrete pavers) although new marking on the surface will indicate the main route through it. A new line of planters will be arranged along the new proposed railing enclosing the forecourt to the west, they will provide a softer and more pleasant edge to the new route contributing to the screening of forecourt activities from the desire line. These movable planters will include a selection of low level planting and higher trees.
Proposed landscape plan

Example of tree and green planting
4 ACCESS STATEMENT

The Access Statement describes the access provisions for the IPFS using a journey approach as follows:

- Site access and circulation; and
- The emergency evacuation strategy.

The Access Statement describes how the scheme has been progressed with consideration of the principles of inclusive design including visitors, staff and the wider community.

Standards and Policy

The access provisions are reviewed against the access regulations and standards that apply, which are identified below:


There are no nationally agreed access standards or regulatory controls governing extended external spaces and landscaping. For primary routes and approaches to buildings Approved Document M is taken as a bench mark for determining accessibility. With regards to streetscape and pavement design, guidance is provided by the Department for Transport’s Inclusive Mobility Guide and Transport Notes.

Access standards are in a continuing state of flux because of changing needs, expectations and legislation. The design of the scheme will work to interpret these standards to provide the best possible level of inclusive design and this Access Statement describes situations and solutions where interpretation may be necessary.

Access and circulation

IPFS Forecourt

The nature of the IPFS is such that access to the forecourt facilities and kiosk will be mainly by car. Facilities within the forecourt have been designed to comply with Building Regulations 2010, Approved Document M.

The kiosk facilities are designed to be wheelchair accessible. Customers access will be via minimal gradients (not less than 1:12) and dropped kerbs from the pumps. Shelter will be provided by the canopy which sits above pumps and kiosk.

Tills will be provided with hearing loop facilities. The welfare facility door is a partly glazed, manual door with appropriate signage and manifestation as recommended in BS 8300:2001. A wheelchair accessible toilet is included within the kiosk.

No car parking or cycle parking is included within the forecourt. It is expected that staff will use public transport or commute by bike using the Surrey Quays shopping centre cycle parking facilities.

Area around the forecourt

The proposed Site has a Public Transport (PTAL) level of 6 a and it is situated in close proximity to Surrey Quays Station. The existing surface car park is often used by pedestrian who come to and from the station and are directed to the Surrey Quays shopping centre. In order to facilitate this connection, a new pedestrian link will be included within the Site. This will connect the existing zebra crossing south of the existing Tesco Superstore.
and the main crossing between Lower Road and Redriff Road. The link will include a newly marked footpath to the north and west of the forecourt as well as a new bike friendly staircase (with gully/ramp on the Site for bikes). There is no direct cycling access to or around the Site at the moment, therefore it is expected that cyclists will have dismounted their bikes.

Provisions to ensure the comfort of all pedestrians using the public realm include:

- Legible layout and clear signage directing visitors through the Site;
- Pedestrian barriers along all sides of the forecourt to clearly separate vehicles from pedestrian;
- Wide, level and smooth surfaced footways;
- Suitable slip-resistant, even, level walking surfaces;
- Dropped kerb at crossing point (new crossing point at the vehicular exit from the forecourt and at the existing crossing on Deal Porters Way)
- Planting and landscape feature including seats and resting places every 50m. Any street furniture, paving and landscape features such as the proposed trees and public seating placed alongside circulation routes will not create barriers or hazards for people with impaired vision;
- Suitable tonal contrast between any structure that might protrude into the public area (such as columns) and the background against which it is seen.

It is not proposed that a new wheelchair route is created through the Site, the two main existing wheelchair accessible routes will remain available, to the east via Deal Porters Way (towards the Surrey Quays Shopping Centre entrance) and to the west via the exiting Lower Road towards the Surrey Quays Shopping Centre car park.

The emergency evacuation strategy
In case of an emergency, the evacuation strategy from the Site will be as follows:

- **Forecourt**
  vehicles are supposed to exit the forecourt via exit. Customers and employees will exit via the designated pathways and reach the designated assembly point.

- **Kiosk**
  employees will evacuate through either the entrance door or back of house and follow the designated pathway to reach the designated assembly point. Customers will exit via the main entrance and follow the designated pathway to reach the designated assembly point.
5 TECHNICAL CONSIDERATIONS

This chapter provides a high-level summary of technical considerations that influenced the design of the IPFS proposals.

Lighting
The lighting design is focused specifically around the forecourt which will be designed to a minimum level of 100 lux, the main sources will be the canopy lighting, there will be specific task lighting and columns around the tanker standing area to ensure this is provided, low level lighting may be provided in main circulation routes (to provide a minimum lux level of 20 lux.

Eco-friendly systems for lighting will be investigated and incorporated if possible.

Utilities

Drainage (storm water and foul water)
The storm water from the Site passes through the attenuated drainage system providing a rate of flow of 1.4l/s in line with the percentage requirements of the Canada Water Master Plan. The general drainage principles are as follows:

• Foul water discharges from the kiosk only to be drained into the existing private drainage system on the Site.
• Storm water drainage will capture the clean storm-water from both the canopy and the kiosk and discharge directly into the attenuation system
• Storm water drainage for the tank standing areas / forecourt area and general access / egress routes will pass through a Class 1 petrol interceptor and subsequently into the attenuation system

Power and data
The new IPFS facility will receive a new power supply from the local electricity board. The IPFS will also be connected back to the existing Tesco store with alarms, data, fibre-optic cables.

Odour (Mitigation measures)
The latest technology in petrol filling stations will be utilised for both pumps and tanker filling point. This will include a full stage 2 vapour recovery system which is rigorously tested and manufactured to ensure that the maximum amount of vapour and odour is retained and recycled within the fuelling system, this is aided by fully sealed ducting between all pipe systems within the forecourt. These systems are specifically built to ensure that the maximum amount of vapour and odour is retained within the fuelling system.

Explanation of measures in place to prevent contamination
The Site is designed in accordance with APEA/Industry standards for tank and pipework containment.

The below ground tanks are double skinned steel, alarmed and interstitially monitored. There is also a separate real time wet stock monitoring system which reports to a remote service centre. The below ground fuel pipework system is double contained plastic to current standards.

The forecourt has been designed to be graded so that runoff from the Site is drained via drainage channels across the forecourt. These channels then feed into their own drainage system which is processed through a 10,000 litre/ class 1 petrol
interceptor, the treated water is then fed into a attenuation block. A valve is installed between the petrol interceptor and attenuation block, which can be manually shut off to stop flow if there is any fuel failure on the site.

Fire (prevention & containment measures)
The forecourt and all its elements, including the kiosk, are designed to have all materials with Class 0 spread of flame. Due to its size the kiosk itself doesn’t require any internal fire separation.

Fire extinguishers will be located within the kiosk and the forecourt and there will be provision for a fire hydrant for the fire brigade.

Maintenance
Most elements which form part of the IPFS are located below 2m, therefore any cleaning and maintenance can be carried out from the ground. Maintenance and cleaning of elements like the canopy or kiosk roof will be carried out via mobile lifting platforms. Kiosk plant and equipment (such condenser units, aircon and refrigeration units) will be accessible from ground floor and easily maintainable without the need of additional machines.
For further information please contact

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