

Extension to existing forecourt shop / sales building;
installation of new service compound; and other
associated works at

Home Park Service Station, 89 Outland Road, Plymouth PL2 3DE

Planning Statement for
Rontec Service Stations 1A Limited
September 2023

Our Ref: 23-01946



Contents

1 INTRODUCTION3
2 SITE AND SURROUNDINGS.....4
3 PROPOSED DEVELOPMENT6
4 PLANNING POLICY CONTEXT7
5 PLANNING ASSESSMENT10
6 SUMMARY AND CONCLUSION.....12

Appendices

Appendix 1 Site Location Plan



Quality Assurance

This report has been prepared within the quality system operated at Rapleys LLP according to British Standard ISO 9001:2015.

We confirm that the undersigned is an appropriately qualified and experienced Chartered Planner experienced in the commercial property sector.

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1 INTRODUCTION

1.1 This Planning Statement has been prepared by Rapleys LLP on behalf of Rontec Service Stations 1A Limited ('Rontec') and is submitted in full support for a full application for an extension to existing forecourt shop / sales building; the installation of new service compound; and other associated works at Home Park Service Station, 89 Outland Road, Plymouth PL2 3DE.

1.2 This Statement should be read in conjunction with the documentation submitted in support of this application, namely:

Document	Prepared by
Application Drawings: <ul style="list-style-type: none">Existing Site Layout – Ref. 140329_PLNG-01;Existing Site Elevations – Ref. 140329_PLNG-02;Existing Building Layout and Elevations – Ref. 140329_PLNG-03;Proposed Site Layout – Ref. 140329_PLNG-04;Proposed Site Elevations – Ref. 140329_PLNG-05;Proposed Building Elevations – Ref. 140329_PLNG-06;Proposed Floor – Roof Plan – Ref. 140329_PLNG-07;Block Plan – Ref. 140329_PLNG-08; andSite Location Plan – Ref. 140329_PLNG-09.	Jennings Design
Design and Access Statement	Rapleys
Arboricultural Survey	DEP
Landscaping Plan	DEP

1.3 These submission documents conclude that the proposed development is acceptable and should be supported in planning terms. It is therefore considered that planning permission should be granted without any delay in accordance with the national planning policy.

1.4 This Statement provides an overview of the development site and surroundings, a summary of the site's planning history, detail of the planning application proposal and an assessment of how the proposed development complies with national and local level planning policy, and key planning considerations.

1.5 In this regard, the content of this Statement has been set out as below:

- Introduction;
- Site and Surroundings;
- Proposed Development;
- Planning Policy Context;
- Planning Assessment; and
- Summary and Conclusions.

2 SITE AND SURROUNDINGS

- 2.1 The proposed development site, which measures approximately 0.27 ha (0.66 acres), is located to the north-west of Outland Road (A386), Plymouth. The site is bound by the rear gardens of residential properties to the north; Outland Road to the south-east; Lyndhurst Road to the west; and a residential property to the north-west.
- 2.2 The site is occupied by an Esso Petrol Filling Station ('PFS'), with a Shop'N Drive branded forecourt shop / sales building and other associated facilities.
- 2.3 The surrounding area comprises a mix of predominantly residential and local community uses, as well as parkland. Residential uses are found to the north, west and south-west. To the east is Central Park, which comprises parkland, outdoor sports facilities (including Home Park – Plymouth Argyle FC's stadium), the Plymouth Life Centre and associated parking.
- 2.4 Access to the site is taken from Outland Road along the eastern boundary. The PFS operates a one-way system, with vehicles entering the site from the south-east corner and exiting in the north-east corner.

Site Constraints

- 2.5 The site is entirely within Flood Zone 1 (low probability of flooding) and is not subject to any risk of surface water flooding.
- 2.6 A number of the trees on site are protected under Tree Preservation Order Ref. 00/00035/TPO. It should also be noted that Outland Road forms part of the Plymouth Air Quality Management Area.

Planning History

- 2.7 The site is located within the administrative boundary of Plymouth City Council. A review of the Council's planning portal has found the following planning applications, deemed relevant to the proposed development:

Reference	Description	Decision
08/00465/FUL	Demolish existing buildings and structures and redevelopment site by erection of new sales building, canopy, fuel dispensing equipment, replacement underground fuel tanks, fencing to form waste and condenser areas, external plant and ATM and associated works	Approved 5 August 2008
07/00186/FUL	Demolish existing buildings and structures and redevelop site by erection of sales building, forecourt, canopy, fuel dispensing equipment, replacement underground fuel tanks and associated works	Withdrawn 20 March 2007
02/01531/FUL	Demolition of sales building, canopy and forecourt apparatus and erection of new petrol filling station including an enlarged sales building incorporating a food retail shop	Refused 30 January 2003
91/00933/FUL	ALTERATIONS AND EXTENSION TO SALES BUILDING.	Approved 20 August 1991
85/01795/FUL	ERECTION OF NEW PETROL FILLING STATION.	Approved 3 September 1985
82/00779/FUL	ALTERATIONS TO FORECOURT BUILDING.	Approved 6 April 1982

2.8 Based on the above planning history, it is clear that the existing lawful use of the site is for a service station / petrol filling station, a Sui Generis use. The planning history also appears confirm the principle of redevelopment of / improvements to the existing facilities as being acceptable.

3 PROPOSED DEVELOPMENT

3.1 This planning application seeks consent for an extension to the existing forecourt shop / sales building; the installation of new service compound; and other associated works at Home Park Service Station off Outland Road, Plymouth.

3.2 It is proposed that the shop extension will be erected along the northern elevation of the existing PFS kiosk. The proposed extension will result in the following changes to the floorspace figures for the forecourt shop / sales building: -

	Existing	Proposed	Difference
Sales Area	61sqm	148sqm	+ 87sqm
Back of House	62sqm	83sqm	+ 21sqm
Gross Internal Area (GIA)	123sqm	231sqm	+ 108sqm

3.3 The proposed extension will be finished in brick, with different shades of brick to match and reflect the existing brickwork and cladding. Six A/C condenser units are also proposed along the northern elevation of the extension.

3.4 The new service compound is proposed along the western elevation of the PFS unit. The compound will make use of space currently used as an access road to the car park to the rear of the PFS kiosk, which will be stopped up as part of this development. The compound area will be enclosed by wooden fencing, offering additional screening and security.

3.5 A new path will be provided along the rear of the unit to allow access and enable maintenance to the rear of the building.

3.6 The proposal also includes the introduction of new landscaping, in the area currently occupied by the car park to the rear. This landscaping comprises an area of flowering grass mix and new native hedge along the western site boundary. Additional new native hedge will also be provided along the northern site boundary, between the road and the existing vegetation.

3.7 Full details of the proposed development can be found on the accompanying plans, submitted as part of this planning application.

4 PLANNING POLICY CONTEXT

National Planning Policy

4.1 The National Planning Policy Framework was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied.

Achieving Sustainable Development

4.2 In regard to the presumption in favour of sustainable development, paragraph 11 states the below.

4.3 For decision-taking this means:

- *Approving development proposals that accord with an up-to-date development plan without delay; or*
- *Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - *The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*

Building a Strong, Competitive Economy

4.4 Paragraph 81 confirms "*planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.*"

Promoting Sustainable Transport

4.5 Paragraph 110 of the NPPF sets out that development should ensure that safe and convenient access is provided; appropriate facilities, such as parking, are available; and significant impact on the transport network is avoided. Paragraph 111 states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*"

Achieving Well-designed Places

4.6 Planning policies and decisions should ensure that developments:

- *Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- *Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- *Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- *Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*

- *Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- *Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and*
- *Where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

Meeting the challenges of climate change, flooding and coastal change

- 4.7 Paragraph 159 sets out that development should be avoided in the areas at highest risk of flooding, however, where development in such areas is required development should be made safe for its lifetime without increasing flood risk elsewhere.
- 4.8 Further to this, Paragraph 167 sets out that “*when all determining applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, in the light of this*”.

Local Planning Policy

- 4.9 The adopted Development Plan for Plymouth City Council comprises:

- Plymouth & South West Devon Joint Local Plan 2014-2034 (adopted March 2019)

- 4.10 In the above context, the relevant design policies are outlined below.

Plymouth & South West Devon Joint Local Plan 2014-2034 (2019)

- 4.11 **Policy SPT1 (Delivering sustainable development)** sets out the Council’s commitment to supporting development which is economically, socially and environmentally sustainable.
- 4.12 **Policy SPT2 (Sustainable linked neighbourhoods and sustainable rural communities)** seeks to promote uses, infrastructure and a built environment that creates sustainable communities.
- 4.13 **Policy SPT6 (Spatial provision of retail and main town centre uses)** expects the development on new main town centre floorspace to be in line with the sequential hierarchy.
- 4.14 **Policy SPT10 (Balanced transport strategy for growth and healthy and sustainable communities)** supports the delivery of infrastructure that promotes healthy and sustainable communities, prioritising more sustainable modes of transport.
- 4.15 **Policy SPT12 (Strategic approach to the natural environment)** sets out the strategic approach to ecology, biodiversity, landscape and other natural assets across the Local Plan area.
- 4.16 **Policy DEV1 (Protecting health and amenity)** expects development to safeguard the health and amenity of local communities in terms of sunlight, artificial lighting, outlook, privacy, noise, accessibility to public space and potential health impacts.
- 4.17 **Policy DEV2 (Air, water, soil, noise land and light)** requires that development avoids, and where relevant mitigates against, any soil, air, water, land, noise or light pollution. Further to this, developments within or with the potential to impact on AQMA’s should avoid or mitigate against any impacts.
- 4.18 **Policy DEV16 (Providing retail and town centre uses in appropriate locations)** asserts that in assessing proposals for new retail floorspace (including extensions) in edge- and out-of-centre locations the

Council will apply the sequential test; and, for retail floorspace exceeding 500sqm in the Plymouth Policy Area, require a retail impact assessment.

- 4.19 **Policy DEV20 (Place shaping and the quality of the built environment)** expects development to provide good standards of design, considering (*inter alia*): materials, layout, massing, visual impact, heritage, trees, landscape, safety and security.
- 4.20 **Policy DEV23 (Landscape character)** requires development to conserve and enhance landscape, townscape and seascape character, avoiding significant adverse impact on landscape and visual amenity.
- 4.21 **Policy DEV26 (Protecting and enhancing biodiversity and geological conservation)** sets out (*inter alia*) that the Council will seek wildlife enhancements within the built environments for development of all scales.
- 4.22 **Policy DEV28 (Trees, woodlands and hedgerows)** asserts that development resulting in the loss or deterioration of high value trees, including protected trees, will only be permitted where the need for the development or benefits of the development outweighs the loss. Where the loss of trees and hedges is proposed, replacement planting is required to provide a net gain.
- 4.23 **Policy DEV29 (Specific provisions relating to transport)** requires development to contribute positively to creating a high-quality, effective and safe transport network. To achieve this the policy requires development to (*inter alia*) consider impacts on the transport network; provide safe and convenient access, which promotes sustainable modes of transport; and provide the correct amount of parking.

Supplementary Planning Documents

- 4.24 The adopted Local Plan is supported by the Plymouth & South West Devon Joint Local Plan 2014-2034 SPD (adopted July 2020), which provides further guidance in relation to the development management policies within the Local Plan, covering topics such as amenity, pollution, housing, retail, design, the natural environment, transport, climate change and other topics covered in the Local Plan.
- 4.25 The Council are also understood to be in the process of producing additional SDPs, however, these are yet to be adopted.

Other material considerations

- 4.26 Plymouth City Council also adopted the Plymouth and South West Devon Climate Emergency Planning Statement in November 2022.

5 PLANNING ASSESSMENT

5.1 This section considers the merits of the planning application proposals with regard to the relevant national and local policy considerations identified in the preceding section in addition to any other material considerations.

5.2 The preceding section considers the following matters in turn:

- Principle of Development;
- Design and Layout;
- Trees and Landscaping;
- Amenity; and
- Transportation and Highways.

Principle of Development

5.3 Based on the planning history, it is clear that the existing lawful use of the site is for a service station / PFS. This application seeks to maintain this use and improve the existing PFS facilities on the site.

5.4 Further to this, planning consent in 2008 is considered to demonstrate that the Council are supportive of the continued use of the site as a PFS. Whilst the consent is now fairly historic and it was for the complete rebuild of the PFS, it is considered that this consent demonstrates acceptance of the principle of improving the PFS facilities on the site.

5.5 Given the above, it is considered that the principle of the proposed extension and other improvements to the existing PFS is acceptable.

Design and Layout

5.6 The proposed development is considered to represent an upgrade on the current PFS facilities at the site, which will improve customer experience.

5.7 The proposed building extension is considered to be of an appropriate scale, which is in keeping with the character of the site and surroundings. Meanwhile, the new compound will enhance the day-to-day function of the PFS.

5.8 A full assessment of the design and layout can be found in the accompanying Design and Access Statement.

5.9 Overall, it is considered that the proposed development includes an appropriate design and layout, which is compliant with Policies DEV20 and DEV23, as well as national planning policy.

Trees and Landscaping

5.10 As outlined above, a large portion of the site is covered by a Tree Preservation Order. Given this, the application is supported by an Arboricultural Assessment, which assesses the condition of the trees on site; identifies trees that need to be removed to accommodate the proposed development; and puts forward mitigation measures to protect the retained trees.

5.11 The Arboricultural Assessment confirms that a total of three individual trees and part of a shrub group would need to be removed to accommodate the development. A breakdown of the quality of the trees to be removed, as outlined in the assessment, is outlined in the table below.

Category	Tree No.
Category A – Trees of high quality	-
Category B – Trees of moderate quality	T4

Category	Tree No.
Category C – Trees of low quality	T5, T6 & G1
Category U – Unretainable trees	-

5.12 Based on the above it is clear that the majority of trees to be removed as part of the proposed development will be of a 'low' quality, with one tree being assessed as of 'moderate' quality. In this context, and with consideration to the context of the site as a whole, the Arboricultural Assessment concludes the following: -

"The impact on trees due to this development is relatively minor in comparison to the population and it is considered that they can easily be mitigated with some replacement planting."

5.13 Considering Policy DEV28 of the adopted Local Plan, it is considered that the need for the development warrants the proposed loss of trees. The extension is necessary to ensure that the PFS facilities are able to continue viably operating; and the proposed layout represents the only acceptable approach. Further to this, landscaping is proposed to offset the loss of trees and shrubs.

5.14 The application is supported by a Landscape Plan, which details that additional native hedgerow will be introduced to the site; and the customer car park to the rear of the site will be removed and replaced with an area of flowering grass. It is considered that this will improve the in terms of both ecology and visual amenity, in line with Policies DEV20, DEV23, DEV26 and DEV28.

5.15 Overall, it is considered that the proposed development is acceptable in terms of trees and landscaping; and is compliant with local and national planning policy.

Amenity

5.16 It is not considered that the proposed development will have any impact on neighbouring amenity. The proposed compound and A/C condenser units are not anticipated to generate sound levels significantly higher than existing.

5.17 Furthermore, both the compound area and A/C condenser units will be screened from nearby residential users by existing and proposed boundary treatments and landscaping.

5.18 Overall, the proposed development is considered to be designed and laid out in a manner which will protect the amenity of local users. Meaning that the development is compliant with both local and national planning policy.

Transportation and Highways

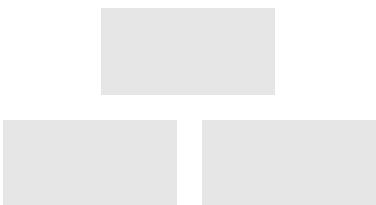
5.19 The proposed development does not include any works to the existing access arrangements; and the overall vehicular layout of the site remains largely unchanged.

5.20 With the above in mind, it is considered that the proposed development is compliant with national and local transport policy.

6 SUMMARY AND CONCLUSION

- 6.1 After the proceeding review of the site, surrounding and planning policy context, with respect to the proposed development, it is considered that this application for an extension to existing forecourt shop / sales building; the installation of new service compound; and other associated works at the existing PFS off Outland Road is wholly acceptable.
- 6.2 To summarise:
- The principal of a service station / PFS is well established on the site and the proposed development would maintain this use;
 - The proposal will deliver improvements to the existing PFS, whilst demonstrating an appropriate design and layout;
 - The proposal will not lead to any adverse impacts on the transport network; and
 - The proposed development will maintain the amenity of neighbouring users.
- 6.3 Given the above, it is considered that the proposed development is acceptable and planning permission should be forthcoming.

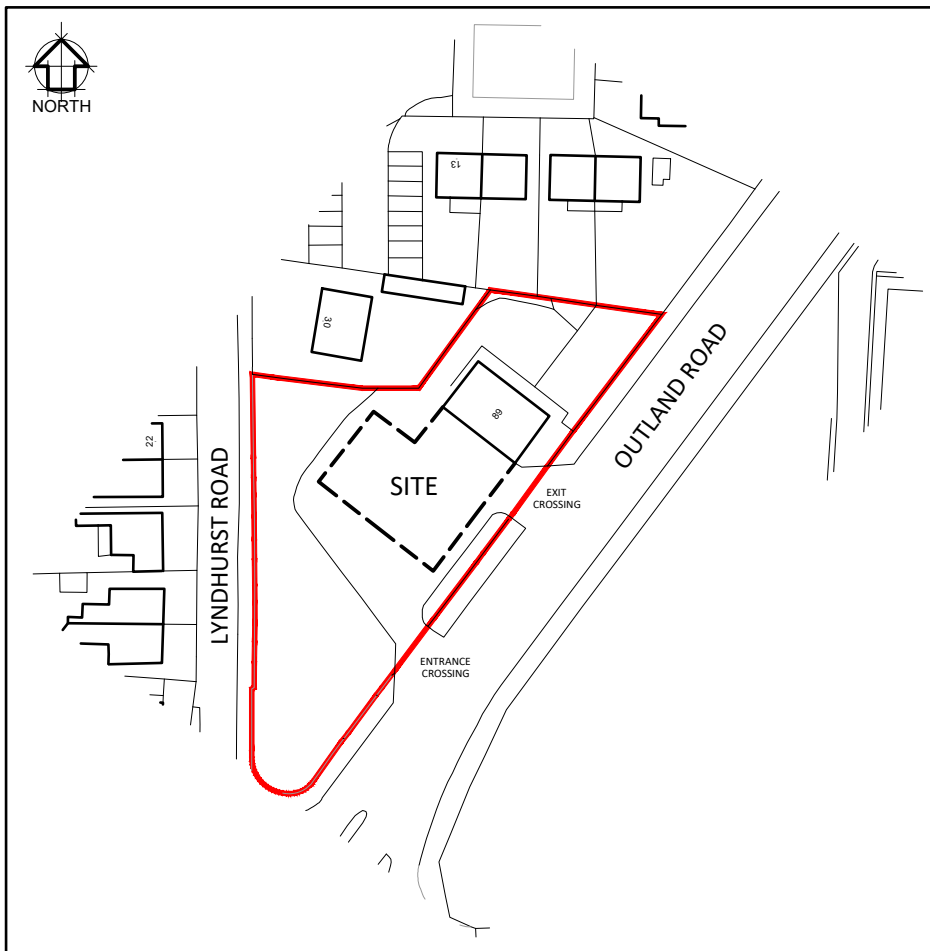
Site Location Plan



GENERAL NOTES

This drawing has been prepared for planning purposes only by Jennings Design Limited on behalf of Rontec Service Stations 1A Limited taken from Malcolm Hughes Land Surveyors Topographical Survey.
Site boundary taken from Title Plan.

This drawing to be read in conjunction with ;
 140329 PLNG-01 Existing Site Layout
 140329 PLNG-02 Existing Site Elevations
 140329 PLNG-03 Existing Building Layout and Elevations
 140329 PLNG-04 Proposed Site Layout
 140329 PLNG-05 Proposed Site Elevations
 140329 PLNG-06 Proposed Building Elevations
 140329 PLNG-07 Proposed Floor - Roof Plan
 140329 PLNG-08 Block Plan
 140329 PLNG-09 Site Location Plan



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Rev	Date	Comments
STATUS		PLANNING PHASE
PROPOSAL		SALES BUILDING EXTENSION
SITE LOCATION		HOME PARK SERVICE STATION 89 OUTLAND ROAD PLYMOUTH, DEVON, PL2 3DE
TITLE		SITE LOCATION PLAN



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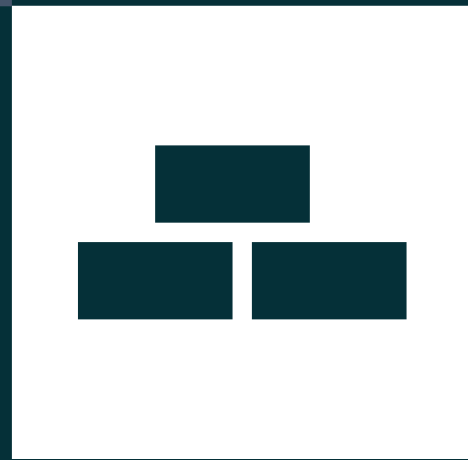
Drawn by: DS	Checked by: NJJ
Date: July 2023	Scales: 1:1250 @A4

PLAN NO. 140329_PLNG 09



SCALE - METRES 1/1250 @ A4

A4
ORIGINAL
PLOT SIZE



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