

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

Design and Access Statement for
Rontec Service Stations 1A Limited
September 2023

Our Ref: 23-01946



Contents

1 INTRODUCTION3
2 ASSESSMENT OF THE SITE AND ITS CONTEXT.....4
3 DESIGN6
4 ACCESS9
5 SUMMARY 10

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 Design and Access Statement has been prepared on behalf of Rontec Service Stations 1a Limited ('Rontec'), in respect of a full planning 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 Rontec are one of the leading petrol filling station ('PFS') operators in the United Kingdom, operating 265 forecourts throughout England and Wales. Their sites across the country operate under the Esso, BP and Shell brands, with forecourt shops / sales buildings operating under three key brands, Shop'N Drive, Spar and Morrisons Daily.
- 1.3 In the above context, this planning application seeks consent for improvements / modernisation of the existing PFS at Home Park Service Station, Plymouth.

2 ASSESSMENT OF THE SITE AND ITS CONTEXT

2.1 This section sets out the steps taken to appraise the physical context of the application site and its surroundings.

Methodology

2.2 A desktop review of the site was undertaken to understand the existing context for the application site in relation to its surroundings. This was followed by a planning history and planning policy review to understand the existing planning context for the site before considering the design approach to the development proposal.

2.3 A full appraisal of the development proposal against national and local policy is provided in the accompanying Planning Statement.

Application Site

2.4 The proposed development site, which measures approximately 0.27 ha (0.66 acres), is located to the north-west of Outland Road (A386) in 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.

2.5 The site is occupied by an Esso PFS, with a Shop'N Drive forecourt shop; and other associated facilities.

2.6 The below extract from Google Maps, provides further context:



Figure 1: View of the site from southern corner.

Surroundings

2.7 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.

Access

2.8 Access to the site is taken from Outland Road along the south-eastern boundary. The PFS operates a one-way system, with vehicles entering the site from the southern corner and exiting further northwards.

Site Constraints

- 2.9 The site is entirely within Flood Zone 1 (low probability of flooding) and is not subject to any risk of surface water flooding.
- 2.10 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.

Relevant Planning History

- 2.11 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

- 2.12 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 DESIGN

3.1 This section outlines the national and local policy relevant to design in Plymouth City Council, followed by an assessment of the design rationale pertaining to the proposed development.

Planning Policy Context

National Planning Policy

3.2 The National Planning Policy Framework (NPPF) was most recently updated in July 2021. It sets out the purpose of the planning system of achieving sustainable development and how these are expected to be applied.

3.3 In respect of achieving well-designed places, Paragraph 126 states that the creation of high-quality, beautiful, and sustainable buildings and places through good design is a key aspect of sustainable development.

3.4 Explaining further, Paragraph 130 ensures that local planning policies and decisions should aim to ensure that developments:

- a. *“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;”*
- b. *Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c. *Are sympathetic to local character and history, including the surrounding built environment and landscaping setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d. *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;*
- e. *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*
- f. *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.”*

Local Planning Policy

3.5 The adopted Development Plan for Plymouth City Council comprises:

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

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

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

3.7 **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.

3.8 **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.

- 3.9 **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.
- 3.10 **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.
- 3.11 **Policy DEV23 (Landscape character)** requires development to conserve and enhance landscape, townscape and seascape character, avoiding significant adverse impact on landscape and visual amenity.
- 3.12 **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.
- 3.13 **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.
- 3.14 **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.

Design Rationale

- 3.15 The design rationale has been informed by the location of the site; the applicant's operational requirements; and how the site relates to its surrounding land uses.
- 3.16 The proposed development comprises the following: -
- An extension to the existing forecourt shop / sales building, along the north-eastern elevation;
 - The installation of a new plant compound along the north-western elevation of the forecourt shop / sales building;
 - The replacement of the existing car park to the rear of the building with landscaping; and
 - The installation of six A/C condenser units along the north-eastern elevation of the proposed extension.

Use

- 3.17 The planning history demonstrates that the existing lawful use of the site is a service station / petrol filling station, this use will be maintained through this development.
- 3.18 The proposed development will see an extension to the existing forecourt shop / sales building; the installation of a new service compound; and other associated works. All of these works are considered to be in keeping with the use of the site as a service station / petrol filling station.
- 3.19 Further details on the principal of the proposed development are set out in the Planning Statement. The statement concludes that the proposed development, which maintains the existing use, is acceptable.

Amount of Development

- 3.20 The proposed extension will increase the floor area of existing forecourt shop / sales building by 108 sqm, from 123 sqm to 231 sqm. This extension is considered to be modest in nature and proportionate the existing unit and the buildings in the surrounding area.
- 3.21 The service compound proposed as part of the development will provide a suitable area for deliveries and back-of-house operations to be undertaken, at a scale in keeping with the PFS as proposed.
- 3.22 Furthermore, the proposed A/C units are necessary for the function of the kiosk and are considered to be in keeping with the proposal. Similarly, the landscaping will be well integrated into the existing landscaping and the site as a whole.
- 3.23 Overall, it is considered that the amount of development proposed is appropriate and in line with adopted local and national policy.

Layout

- 3.24 The proposed extension and service compound is considered to represent a sensible upgrade to the existing facility. The expansion of the forecourt shop / sales building north-eastwards onto the underutilised land to the rear is considered to represent a logical development of the existing facilities.
- 3.25 Further to this, the location of the compound will promote efficient operations of the PFS facilities, with an access door proposed between the extended forecourt shop / sales building and the compound. The repurposing of the car park to the rear for a landscaped area is also considered to be appropriate.
- 3.26 Overall, it is considered that the proposed development is in keeping with local and national planning policy in terms of layout.

Scale

- 3.27 The scale of the proposed extension is considered to be in keeping with the context of the site and surroundings, with a similar roof height and massing to the existing building. Meanwhile, scale is not considered relevant to the other works proposed.
- 3.28 As such the proposed development is understood to be of an appropriate scale, in line with local and national planning policy.

Appearance

- 3.29 The materials proposed as part of the proposed development are considered to be in keeping with the existing context of the site. The extension will be finished in brick, with lighter brickwork to match the brick found on the existing unit; and darker bricks to contrast with the existing cladding panels.
- 3.30 The compound fence, which will measure 2m in height, will comprise a timber frame with wooden vertical fence slats. The proposed fence is considered to be in keeping with the appearance of the site and the surrounding area.
- 3.31 Given the above, the proposed development is considered to be appropriate in terms of appearance and is understood to be compliant with local and national planning policy.

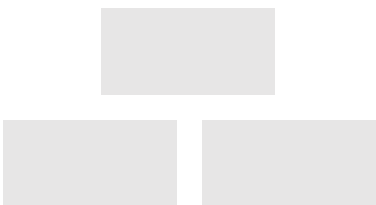
4 ACCESS

- 4.1 The existing vehicular access and egress arrangements to the service station, off Outland Road, will not be altered through the proposed development. The existing access arrangements are considered suitable to serve the development proposal on a safe and appropriate basis.
- 4.2 In this regard, it is considered that the proposal will demonstrate safe access in accordance with national and local planning policy.

5 SUMMARY

- 5.1 This Design and Access Statement has been prepared on behalf of Rontec Service Stations 1a Limited in respect of a planning application at Home Park Service Station, Plymouth. The proposed scheme involves an extension to existing forecourt shop / sales building; the installation of new service compound; and other associated works.
- 5.2 The proposal is considered to be acceptable in design terms, as it has been designed to take account of the site's physical and functional requirements, whilst also taking into account the site context. Given that there are no changes to the access arrangements proposed, it is considered that the proposal is acceptable in terms of access.
- 5.3 Given the above, it is concluded that the development proposal is acceptable in design and access terms.

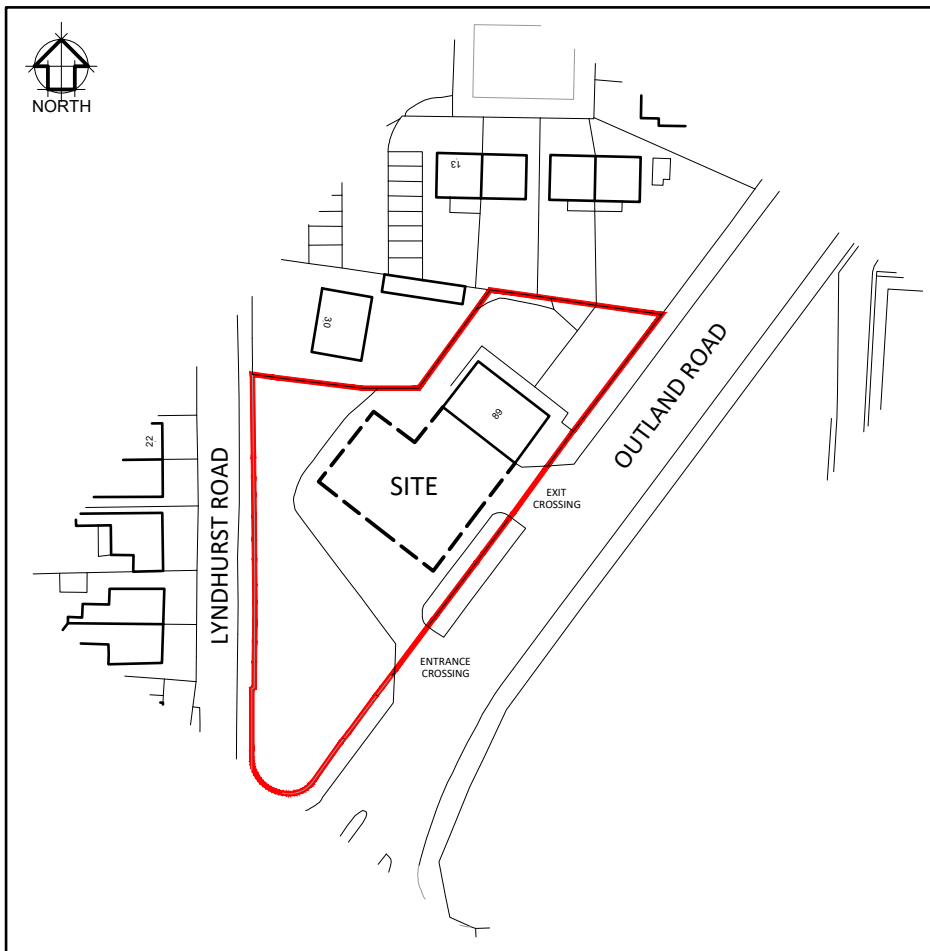
Site Location Plan



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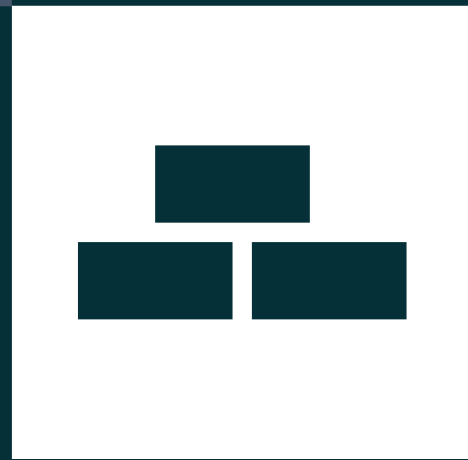
Drawn by: DS	Checked by: NJJ
Date: July 2023	Scales: 1:1250 @A4

PLAN NO. 140329_PLNG 09



SCALE - METRES 1/1250 @ A4

A4
ORIGINAL
PLOT SIZE



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