

Item Number: 7
Application No: 18/00739/FUL
Parish: Aislaby, Middleton & Wrelton Parish
Appn. Type: Full Application
Applicant: Jos Richardson & Son
Proposal: Erection of replacement forecourt canopy and pump islands, formation of replacement shop front, installation of 2no. replacement underground tanks, installation of service bays, relocation of vent pipes and formation of additional parking bays
Location: Middleton Service Station Main Street Middleton Pickering YO18 8NS
Registration Date: 2 August 2018
8/13 Wk Expiry Date: 27 September 2018
Overall Expiry Date: 5 November 2018
Case Officer: Alan Goforth **Ext:** Ext 332

CONSULTATIONS:

Highways North Yorkshire	Objection
Parish Council	No objection with comments
Environmental Health Officer	Recommend conditions
Sustainable Places Team (Environment Agency)	Recommend conditions
Yorkshire Water Land Use Planning	Recommend conditions
Highways North Yorkshire	Recommend conditions
Parish Council	No response to re-consultation
Environmental Health Officer	No further comments
Sustainable Places Team (Environment Agency)	No further comments
Yorkshire Water Land Use Planning	Comments unchanged

Neighbour responses: Mr Martin Farrell, Mrs Kathryn Farrell,

SITE:

The existing filling station (branded Esso) is situated on the southern side of the A170 to the east of the village of Middleton and approximately 0.5km north-west of Pickering. The application site is within the open countryside. The site amounts to approximately 0.35 hectares.

The existing filling station site comprises a forecourt, canopy (approx. 125m²), 2 no. pump islands with four fuel dispensers, shop (Londis) and underground tanks. There are two accesses to the site off the inside bend of the A170, both within the 40mph speed limit zone.

The shop forms part of a large building (576m² footprint) and occupies approximately one third of the ground floor which would be unchanged. The shop frontage and entrance is the north-east facing elevation of the building. The existing canopy roof, which abuts the corner of the building, is immediately to the northeast of the shop.

The nearest residential property is 'The Grange' which is a detached, two storey dwelling immediately to the west of the filling station. Access to the property is via the filling station forecourt. Other residential properties are located on West View 60m to the west of the site.

HISTORY:

06/00277/FUL- Erection of building to form petrol station with retail, office and storage areas and 2 no. light industrial units to replace demolished fire damaged building. APPROVED 09.06.2006.

PROPOSAL:

Planning permission is sought for the replacement of the forecourt canopy and pump islands, formation of replacement shop front, installation of 2no. replacement underground tanks, installation of service bays, relocation of vent pipes and formation of additional parking bays.

The proposed development comprises the following:-

- Demolition and replacement of the existing canopy within the forecourt (existing height clearance of 3.2m and overall height of 4.8m)
- Removal and replacement of the existing underground fuel tanks and resurfacing of the forecourt
- Relocation of the existing tanker delivery area to a position 15m closer to A170 than existing
- Relocation of the existing vent pipes from the north west corner of the building to the north east corner (further away from the neighbouring residential property)
- Removal of the existing, dedicated HGV high-speed fuel pump
- Installation of new pump islands and dispensing pumps (increase from 2 to 4 pump islands but no increase of pump dispensers)
- Installation of new shop frontage to north-east elevation and new path and bollards
- Removal of existing above ground diesel tank
- Demolition of existing single storey brick built store building/garage at the rear of the site
- Replacement of the existing wash bay area with 2no. jet wash bays (with 2.9m high glazed screens) and 1no. service bay at the rear of the site for air/water and vacuum
- Installation of ATM in shop front
- Removal of the external, informal seating area comprising picnic benches and low level wall adjacent to the shop entrance
- Installation of five external CCTV mini dome cameras

In response to concerns raised by the occupant of the neighbouring property and following discussions with the LPA, the Applicant amended the application to reposition the canopy, alter the shape and reduce its size from approximately 330m² to 230m². The new canopy roof would provide 4.8m clearance (overall height of 5.6m) to allow safe access for fuel delivery by tanker. The existing canopy has been subject to collision damage from larger vehicles.

The shop is ancillary to the fuel retail activity. It would continue to provide a range of goods such as (but not limited to) snacks, sandwiches, newspapers, magazines, cigarettes, dairy products, drinks, selected groceries and car accessories.

The refurbishment will modernise the filling station and shop and create additional short-term employment during the construction phase and would safeguard existing jobs at the garage in the long-term (10 full and 2 part-time).

There would be on-site parking provision for 13 vehicles and the hours of operations are 0600- 2200, seven days a week.

POLICY:

Under Section 38(6) of the Planning and Compulsory Purchase Act 2004 planning authorities are required to determine each planning application in accordance with the planning policies that comprise the Development Plan unless material considerations indicate otherwise. The Development Plan for the

determination of this particular application comprises the following:

- The Ryedale Plan- Local Plan Strategy (2013)

The Ryedale Plan - Local Plan Strategy (2013)

Local Plan Strategy - Policy SP16 Design

Local Plan Strategy - Policy SP17 Managing Air Quality, Land and Water Resources

Local Plan Strategy - Policy SP19 Presumption in Favour of Sustainable Development

Local Plan Strategy - Policy SP20 Generic Development Management Issues

Material Considerations

National Planning Policy Framework 2018 (NPPF)

National Planning Practice Guidance 2014 (PPG)

Appraisal

The main considerations in the determination of this application are considered to be:

- i) Principle of the development;
- ii) Design and appearance;
- iii) Impact on residential amenity;
- iv) Highway impacts; and
- v) Water management and contamination.

Principle of the development

The use of the land as a filling station and shop is established by the previous grant of planning permission and the business has operated from the existing building for 12 years. The proposed redevelopment and modernisation of the infrastructure would safeguard existing employment at the site and provide additional, short-term employment during the construction phase. The impacts of the alterations and additions shall be considered in this report.

Design and appearance

Policies SP16 and SP20 of the Local Plan Strategy place great weight upon ensuring a high quality design that respects the character and appearance of the surrounding context.

The existing building is predominately clad with Moorland Green powder coated vertical sheets with a Goosewing Grey roof covering. There would be no change to the general appearance of the building. The existing 'Londis' shop front on the north-east facing elevation comprises the retailer's branding in a green, white and orange colour scheme, glazed screens and doorway and facing brickwork.

The new shop frontage would be predominately glazing although an existing single staff entrance door would be bricked up and the main entrance, which would remain on the right hand side of the frontage, would be a box cladding feature with a roller shutter behind.

The replacement canopy roof (230m²) would stand on painted columns and, as amended, would be of a size and shape to provide cover over the new fuel pump island layout with a safe clearance height. The design and colour finish for the canopy fascia is subject to the fuel supplier. The height of the canopy would allow for safe clearance for vehicles and due to the siting would not appear incompatible with the existing building.

The external materials and colour finishes for the shop front and canopy would be secured by condition. It is considered that the design, scale and appearance of the external alterations and additions would be sympathetic to the existing site and would be appropriate in accordance with Policies SP16 and SP20.

Impact on residential amenity

Letters of objections have been received on behalf of the occupant of the adjacent detached dwelling (The Grange). The main concerns raised in response to the original proposal, which included the larger canopy, relate to increased traffic, noise, loss of privacy, loss of light, loss of outlook and visual amenity, security risks, light pollution, contamination and health concerns.

As required by Policy SP20 (Generic Development Management Issues) the development should respect the character of the area without having a material adverse impact on the amenity of present or future occupants, the users or occupants of neighbouring land and buildings or the wider community.

The Officer view is that the initial proposal for the canopy encroached across the front of the neighbouring property. Whilst loss of view is not a material planning consideration it was considered that the canopy, by virtue of its siting and extent of projection, would be overbearing and would result in an adverse impact on visual amenity of the neighbouring residential property.

Following discussions between the case officer and the applicant amendments to the application were submitted that repositioned the canopy, altered the shape and reduced its size (no change to height). In addition further changes were agreed to reposition the tanker delivery area further from the residential property, to remove the outdoor seating/eating area adjacent to the shop entrance and to reposition the vent pipes to the north-east corner of the building (further away from the neighbouring residential property).

The north-west projection of the canopy (as amended) is reduced by approximately 4-5m so that it terminates in line with the side of the filling station building and does not cross the front the adjacent dwelling. At its closest point the corner of the canopy would be approximately 10m from the front elevation of The Grange. The alterations to the canopy and forecourt layout also allowed the fuel tanker delivery point to be moved a further 4m from the neighbouring property than originally proposed. It is considered that the amendments adequately address the initial concerns in relation to the visual impact and overbearing presence.

A representation has been received on behalf of the occupant of 'The Grange' in response to the amended proposal. The representation confirms that the occupant is grateful for the amendments and further details in relation to the siting and size of the canopy, removal of the shop tables/wall near the entrance, change to the applicant's HGV policy and the confirmation of the CCTV coverage.

The representation reiterates a 'strong objection' to the application stating that the amenity impact will significantly increase particularly around the shop front area as a result of the expected and anticipated increase in usage of the new petrol pumps, shop and the car wash bays at the rear of the property.

The local resident requests that the shop entrance is repositioned further from their property. Due to the historical arrangement of the buildings and the close proximity of the residential property to the filling station building and the fact that they share access via the forecourt on the north-eastern side, the level of privacy for the outside area to the front of the dwelling is not that that would be expected in the rear garden of the dwelling. The principal garden is to the rear, south-western side of the dwelling and is largely screened by the existing building and the rear boundary comprises a 2m high vertical boarded timber fence. The garden benefits from good levels of privacy that would not be affected by the proposed development. The boundary of the front garden comprises a low level brick wall and vertical timber boarded arch top fence standing to an overall height of 2m. It is acknowledged that this area is close to the shop entrance but it is considered that the existing boundary treatment will continue to provide an adequate level of screening and privacy to the small area to the front of the house and also the ground floor living areas. The occupants of the dwelling would not be adversely affected or disturbed by the passing of customers in and out of the shop any more than what is experienced at present. The addition of an ATM is considered to be a benefit of the scheme although has the potential to attract additional vehicle movements to and from the site over and above existing, although it is not

envisaged that it would cause any significant impacts in terms of disturbance. The ATM is located on the side of the shop front furthest from the adjacent residential property.

The local resident has requested that the jet wash bays to the rear of the site are removed, reduced or repositioned. The existing jet wash is approximately 9m from the boundary with the residential property and screened by the single storey garage/store building. Following the demolition of the garage/store building and removal of the tank the proposed jet wash bays would be approximately 6m from the boundary of the garden. However, the modern jet wash bays would be enclosed by the glazed screens (2.9m high) which would contain the spray arising from car washing. In addition, in order to protect amenity in terms of noise disturbance, the hours of operation of the jet wash are intended to be limited by condition and the specification of any generators and pressure washing equipment will also be approved prior to use to ensure that the output will not cause unacceptable levels of disturbance.

As per the existing situation it is necessary for there to be illumination within the site for safety reasons, when there is reduced or no natural daylight. The applicant has confirmed that there would be no illumination of the rear side of the canopy roof. There would continue to be lighting provided on the underside of the canopy to illuminate the pump islands and the applicant has confirmed that the scheme of modernisation of the filling station includes the use of LED lighting and motion sensors where necessary. A planning condition shall control the position, height, angle of lighting, illuminance level and hours of operation of any additional external lighting to ensure that residential amenity is protected. It is anticipated that there will be no unacceptable illumination or light trespass into the surrounding area or to occupants of neighbouring property.

A concern was raised by the neighbour that the site would be operational 24 hours a day. There are currently no planning restrictions on the hours of opening/operation of the filling station and the shop. In response the applicant has confirmed that the hours of operation of the filling station and shop would be no greater than 0600- 2200, seven days a week. This can be secured by a planning condition of any planning permission granted.

A concern has been raised about security for the occupant of 'The Grange'. At present there is a clear demarcation of the boundary of the residential property to the front and rear and customers currently access both sides of the site to use the fuel pumps, shops at the front and also the jet wash and cleaning bay at the rear. The applicant has provided details relating to CCTV coverage and there would be a staff presence on-site through the day. The details of the external CCTV coverage also indicate that there would be no intrusion or surveillance of the private living areas of the nearby residential property and it is not anticipated that the proposed development would create any additional security risks for the occupants of the neighbouring dwelling.

It is considered that the proposed redevelopment, remediation and modernisation including the new forecourt layout and alterations that reposition certain elements of the operation have the potential to improve the situation for both users of the filling station and also the occupant of the neighbouring property. It is not anticipated that this proposal, as amended, would give rise to any unacceptable visual intrusion, overbearing presence, loss of light, loss of privacy, pollution or disturbance in compliance with the relevant part of Policy SP20.

Highway impacts

The LHA initially objected as part of the proposals were on land forming part of the public highway under the historic route status of the road in connection with a highway improvement scheme along this vicinity (which in effect moved the carriageway further to the north). The effect is that the highway boundary location is within the development site 'footprint'. In light of this the Applicant was advised to apply to the Secretary of State for stopping up of some of the highway land as part of the planning application procedure.

The LHA also requested a speed survey to ascertain the amount of land the LHA will have to maintain to protect the forward and access visibility splays along the inside of the bend of the carriageway.

The applicant submitted a Highway Access Appraisal that includes vehicles speed and visibility surveys. It demonstrates that based upon measured vehicle speeds, visibility splays of 2.4m x 87m northwest bound and 2.4m x 83m southeast bound should be provided at the access points. The appraisal states that these splays are achievable. In addition the existing totem sign is to be relocated to the rear of the existing verge with a 2m clearance above ground level along with a commitment to remove low level structures along the verge to reduce potential obstruction to visibility.

Policy SP20 states that *“Access to and movement within the site by vehicles, cycles and pedestrians would not have a detrimental impact on road safety, traffic movement or the safety of pedestrians and cyclists”*.

The existing filling station is physically constrained and requires partial closure during fuel deliveries. Furthermore, due to the existing arrangement of the pump islands the fuel dispensers are very close together and, at present, one vehicle frequently occupies the space of two dispensers. The new pump island layout (increasing from 2 to 4) would provide for a better flow of customer traffic through the site and more efficient dispensing of fuel with reduced vehicle waiting time/congestion on site.

It is considered that this would create an improved layout for safe pedestrian and vehicles movement with clearer circulation routes and entry and exit points with suitable visibility. In addition the redevelopment site would no longer cater for HGV customers. The high speed diesel pump would be removed and the operator would cease using the ‘keyfuels/UK fuels’ fuel cards.

The LHA have requested conditions in relation to the prevention of the deposition of mud and surface water discharge onto the public highway, the retention of parking and turning areas and the protection of the verge so to not impinge on the required visibility splay sight lines. It should be noted that the LHA recommendation is made without prejudice to the outcome of the Stopping-up Order application which the applicant is in the process of making to the Secretary of State under Section 247 of the Town and Country Planning Act 1990. The Secretary of State cannot issue the Order until planning permission has been granted. Informatives shall be included as part of any permission granted to advise the applicant on this matter.

There would be no change to the existing access arrangements and no significant increase in traffic accessing the site. No capacity issues have been highlighted in relation to the public highway and it is considered that the new forecourt layout would improve the movement and safe circulation of pedestrians and vehicles within the site. There are no objections from the LHA and it is considered that the proposed development would not create conditions prejudicial to highway safety and complies with the relevant parts of Policy SP20.

Water management and contamination

The site is in a sensitive location in that it lies within groundwater Source Protection Zone I (inner zone) for the Malton public water supply boreholes and the applicant must ensure that the proposals pose no increased risk to groundwater and the public water supply. Policy SP20 states that *“All sensitive receptors will be protected from land and other contamination. Developers will be expected to assess the risks/ potential risks posed by contamination in accordance with recognised national and international standards and guidance”*.

The Parish Council have confirmed that they have no objection to the proposed development and on a whole see this as a good development for the area improving the facilities and safety of the site. However, they have requested that waste water from the jet wash is appropriately controlled.

The Environment Agency have highlighted that the use of the site as a filling station presents a high risk of contamination that could be mobilised by surface water infiltration from sustainable drainage system (SuDS) leading to pollution of controlled waters (located within groundwater Source Protection Zone 1). In light of this a condition is required to be imposed that prohibits the use of infiltration SuDS in this location. It is proposed that the jet wash bays would connect to the drainage network to the rear of the site as existing.

The application is accompanied by a contamination assessment which detected a small amount of contamination at the site. The assessment concludes that there would be no long-term harm to residential receptors or staff at the filling station following the remediation of the site. The remediation would take place as part of the works to replace the existing underground tanks. This would require the service station to be closed for several months during the work.

With regard to contamination, the proposed development will be acceptable if a planning condition is included requiring the submission of a detailed remediation strategy in line with paragraph 178 of the revised NPPF. Similarly, Local Plan Policy SP17 requires the protection of groundwater and the incorporation of an appropriate remediation scheme.

The application details indicate that remediation work would include the use of modern infrastructure to replace the existing and would comprise double skinned tanks, monitoring systems and a resurfaced forecourt with new oil interceptors. In addition, when the ground is opened for the tank removal any contaminated soils would be excavated for off-site disposal and chemical injection would be undertaken in the centre of the forecourt.

Yorkshire Water have requested the inclusion of conditions in order to protect the local aquatic environment and their infrastructure. This would include the submission of a robust Construction Environmental Management Plan which fully details the measures which will be put in place to protect the water environment. The Environment Agency have no objections subject to the inclusion of conditions in respect of pollution control. The application has been discussed with the Council's Environmental Health Specialists who agree with the inclusion of the contamination remediation conditions. The conditions relating to a remediation strategy would ensure that any existing contamination is appropriately remediated as part of the removal and replacement of the existing underground tanks in accordance with the NPPF and policies SP17 and SP20 and there would be no harm to staff, local residents or the environment.

Other matters

The representations made on behalf of the occupant of the neighbouring property highlight concerns relating to the obstruction of vehicular access to the front of 'The Grange' because of inconsiderate customer parking adjacent to the front of the shop. However, the civil rights of access across the filling station forecourt to the adjoining property falls outside the consideration of this planning application. In the event that this application is approved, no such approval would alter such civil rights relating to access. This is a matter between the respective landowners.

Conclusion

The proposed redevelopment and refurbishment of the filling station and shop, including the remediation works, would modernise the site and the improved layout within the forecourt would allow for a more efficient and safe operation of the filling station. In addition, existing jobs would be secured in the long term and short term employment would be created during the construction phase.

It should be noted that if planning permission is not forthcoming the fall-back position would be that the applicant would continue to operate the filling station and shop with the existing layout and infrastructure.

The proposed development would not have an unacceptable impact on the appearance of the site, residential amenity, the water environment or highway safety. In light of the above assessment, it is considered, on balance, that the proposal is acceptable and complies with policies SP16, SP17, SP19 and SP20 of the adopted Ryedale Plan - Local Plan Strategy and the revised National Planning Policy Framework. The recommendation to Members is one of conditional approval.

RECOMMENDATION: **Approval**

1 The development hereby permitted shall be begun on or before .

Reason:- To ensure compliance with Section 51 of the Planning and Compulsory Purchase Act 2004

2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Location Plan, drawing ref. 7a, dated 09.10.18

Feasibility Option 3, drawing ref. 4d, dated 08.11.18

Petrol Canopy, drawing ref. 11a, dated 01.10.18

CCTV System Layout, dated 02.10.18

Tank Detail, drawing ref. 9, dated 21.06.18

Proposed Front Elevation, Plans and Section, drawing ref. 9, dated 16.07.18

Wash Bay Elevations, drawing ref. 12, dated 19.07.18

Reason: For the avoidance of doubt and in the interests of proper planning.

3 No development approved by this planning permission shall commence until an Construction Environmental Management Plan (CEMP) relevant to all phases of the construction and use of the proposed development, is submitted to and approved by the Local Planning Authority. The statement shall outline the potential impacts from all construction activities and use of the development on both groundwater and surface water and identify the appropriate mitigation measures which shall then be implemented to the satisfaction of the Local Planning Authority. It shall include, but not be exclusive, to the following matters:-

a) the means by which the underlying aquifer shall be protected during any excavations , explorations or piling activities ;

b) storage and use of fuels and other chemicals on the site;

c) assurance that no excavations shall take place within groundwater SPZs an assessment has been undertaken to determine the presence of contaminated land. Where contamination is found an appropriate methodology to mitigate the risk of pollution into groundwater shall be agreed in writing with the Local Planning Authority;

d) construction site drainage to include the means of sediment control and preventing build - up of standing water in excavations ;

e) all plant and equipment shall be checked each day for signs of leakage of fuel or other fluids and any equipment found to be leaking shall be removed from the site immediately; and

f) design & management of on -site facilities including welfare units and vehicle washing etc, particularly in relation to disposal of waste water / effluent.

Reason: In order to minimise risk to groundwater and in the interest of public health.

4 No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. A preliminary risk assessment which has identified:

- all previous uses;
- potential contaminants associated with those uses;
- a conceptual model of the site indicating sources, pathways and receptors; and
- potentially unacceptable risks arising from contamination at the site.

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

5. The verification plan shall include a timetable of monitoring and submission of verification reports to the Local Planning Authority.

Any changes to these components require the written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution.

- 5 Prior to any part of the development being brought into use a verification report demonstrating the completion of the initial works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan timetable (Condition 4(5) above) to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete.

- 6 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site.

- 7 No infiltration of surface water drainage into the ground is permitted other than with the written consent of the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants.

- 8 There shall be no access or egress by any vehicles between the highway and the application site until full details of any measures required to prevent surface water from non-highway areas discharging on to the existing or proposed highway together with a programme for their implementation have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. The works shall be implemented in accordance with the approved details and programme.

Reason: In the interests of highway safety.

- 9 Notwithstanding the provision of any Town and Country Planning General Permitted or Special Development Order for the time being in force, the areas shown Feasibility Option 3, drawing ref. 4d, dated 08.11.18 for parking spaces, turning areas and access shall be kept available for their intended purposes at all times.

Reason: To ensure these areas are kept available for their intended use in the interests of highway safety and the general amenity of the development.

- 10 There shall be no access or egress by any vehicles between the highway and the application site until details of the precautions to be taken to prevent the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. These facilities shall include the provision of wheel washing facilities where considered necessary by the Local Planning Authority in consultation with the Highway Authority. These precautions shall be made available before any excavation or depositing of material in connection with the construction commences on the site and be kept available and in full working order and used until such time as the Local Planning Authority in consultation with the Highway Authority agrees in writing to their withdrawal.

Reason: To ensure that no mud or other debris is deposited on the carriageway in the interests of highway safety.

- 11 No part of any sign, structure or means of enclosure or vehicle parking area shall be laid out or erected within or projected forward of the required visibility splay sight line as shown highlighted in Feasibility Option 3, drawing ref. 4d, dated 08.11.18.

Reason: In the interests of road safety.

- 12 The new jet wash bays (2no.) shall not be brought into use until details of any associated generator and pressure washing equipment to be used has been submitted to, and approved in writing by, the Local Planning Authority.

Reason: To ensure that amenity levels of surrounding properties are not unacceptably reduced, in accordance with Policy SP20 of the Ryedale Plan - Local Plan Strategy.

- 13 Prior to the installation of the new shop front and canopy roof details of the exterior materials and colour finishes to be used shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of visual amenity.

- 14 Unless otherwise approved in writing the external CCTV provision (location and direction of view) shall be installed in accordance with the details shown on the CCTV System Layout drawing, dated 02.10.18.

Reason: In the interests of the amenity.

- 15 There shall be no illumination on the rear, west and south-west facing sides of the canopy roof. Full details of any new or additional external lighting at the site, including lighting for site security purposes, shall be submitted to and approved in writing by the Local Planning Authority prior to installation. The details shall include the position, height, angle of lighting, illuminance level and hours of operation. All lighting shall be installed and maintained in accordance with the approved details.

Reason: In the interests of the reduction of light pollution.

- 16 There shall be no external eating areas (picnic benches or similar) provided within the application site outlined in red on the Site Location Plan, drawing ref. 7a, dated 09.10.18.

Reason: In the interests of the amenity.

- 17 The operational hours of the filling station and associated shop shall be limited to only between 06:00 and 22:00 hours.

Reason: To ensure that the amenities of nearby residents are not unreasonably affected.

- 18 The operational hours of the jet wash bays (2no.) shall be limited to only between 08:00 and 20:00 hours.

Reason: To ensure that the amenities of nearby residents are not unreasonably affected.

INFORMATIVES (Other consents)

- 01 An Order authorising the stopping up of the highway under Section 247 of the Town and Country Planning Act 1990 is required.

It should be noted that there may exist underground services which could lie below the historic route of the road and that will possibly be affected by any stopping-up of land required for the development proposed. This may raise an objection to the stopping-up order and/or may require a service diversion at the applicants' expense. It is advised, therefore, that contact be made with the utilities which may be affected at an early stage in the process.