

## **Planning, Design and Access Statement – Rev A**

### **Middleton Service Station, Main Street, Middleton, Pickering, YO18 8NS**

#### **Preface:**

Following receipt of the Planning Officer's comments by email, issued 11<sup>th</sup> September 2018, a meeting was held on site 21<sup>st</sup> September 2018 with the Planning Officer, Applicant and Agent to discuss the proposed development and to look at various options to address the concerns of the adjoining neighbours (the residential property immediately to the west of the site). The Agent presented several options open for informal discussion.

#### **The Applicant:**

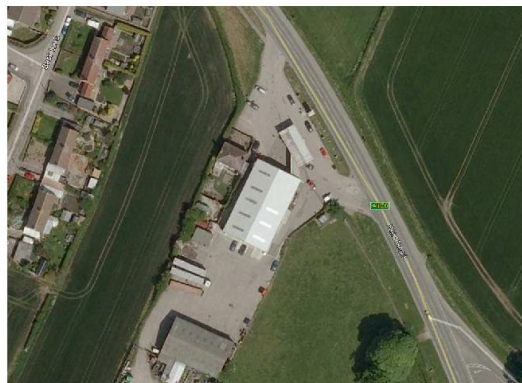
Jos Richardson & Son, Suite 12, Brackenholme Business Park, Brackenholme, Selby, YO8 6EL

The Applicant is a family-owned fuel and convenience retailer that operates six petrol retail outlets with associated convenience stores across Yorkshire.

#### **The Site and Site Location:**

The site is the existing Middleton Service Station (hereinafter referred to as 'the site'), lying adjacent to the A170 which forms the site's northern boundary. The site lies to the northwest of Pickering Town Centre.

The site consists of a forecourt, canopy, pump islands, shop and underground tanks. The petrol filling station is branded ESSO and is operated by Spensound Ltd, which is a wholly owned subsidiary of Jos. Richardson & Son Ltd.



*Figure 1 - Aerial image of Middleton Service Station*

**Existing Forecourt Elevation:**

The existing shopfront would benefit from a redevelopment that would not only enhance the site in terms of a visual aspect but would also modernise the operation by providing significantly improved facilities to meet customer's needs.

The proposed works will have a hugely beneficial impact to the overall site which is appropriate within and cognisant of its context and surroundings.



*Figure 2 – Existing Forecourt*



*Figure 3 – Existing Forecourt*

The existing delivery area is very constrained, with the site having to partially close during deliveries at present.



*Figure 4 – Existing Forecourt*

**Proposals:**

The proposal is to: -

- Demolish and replace existing canopy forecourt
- Remove and replace the existing underground petrol tanks
- Relocate existing tanker delivery area and existing vents
- Remove existing dedicated HGV pump
- Install new pump islands and dispensing pumps
- Install new shop frontage to existing shop, providing a new path and bollards
- Remove existing above ground diesel tank
- Demolish existing single store at the rear of site
- Replace existing wash bay area with 2No new jet wash bays and 1No service bay at the rear of the site for air / water and vacuum
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**Hours of Operation:**

The applicant confirms that the site will be open for business between 6am – 10pm, 7 days a week.

**Use – Class A1 Shop:**

The sale of convenience goods would remain ancillary to the main activity of fuel retail. The shop product range will include (but not limited to) cigarettes, newspapers, magazines, snacks, sandwiches, dairy products, cold drinks, selected groceries and associated car accessories.

The proposed redevelopment and enhancement of the existing petrol filling station facility represents a significant investment in the site which will ensure the long-term operational future of the facility by meeting the requirements of customers and modern petrol filling station operators.



**Access:**

The development is adequately served by the existing road network of the A170 and will not create or add to problems of safety, environment or efficiency on the highway network and is capable of being sufficiently served by public transport – subject to the results of the speed survey not flagging any issues.

**Disability Discrimination Act 1995:**

The Disability Discrimination Act 1995 (DDA) introduces measure to petrol retailers to prevent discrimination against disabled people. Wherever practicable, disabled customers should be able to access services and obtain goods in the same way as non-disabled customers.

The new building design will improve the way staff deliver services to disabled customers and make full use of the facilities and goods offered at the site. As with many other retail and service industries, the way a service is managed and delivered by staff has a substantial impact on accessibility and fulfilment of diverse customer needs, by providing a new disabled access into the building the site will be fully accessible.

**Environmental:**

The proposed works will be undertaken and managed in a manner having full regard to health and safety and environmental issues affecting the processes and materials used. The relevant statutory authorities have been fully consulted as part of the application process and have raised no concerns with respect to these issues.

Energy saving initiatives will be incorporated within the proposal to achieve a reduction to its carbon footprint. Low energy light fittings both internally and externally will produce energy savings.

The new jet wash bays will connect into the existing drainage network as they currently do.

**Flood Risk:**

The site is classified as being in Flood Zone 1 with a low probability of flooding.

**Highways:**

The Local Highways Authority has requested a speed survey. The applicant's highways consultant LTP Ltd will issue this report under separate cover.

Further, the applicant has agreed to remove various low-level advertisement signs on the roadside verge to avoid partial obstruction of visibility.



### Design:

Following objections from the adjoining property (The Grange) over the impact of the proposed canopy, the applicant has reassessed the proposal and has resubmitted plans which show a dramatic reduction in the size and scale of the replacement canopy to avoid any potential visual intrusion.

Any advertisement / lighting to the new canopy would be subject to a separate application.

For Health and Safety reasons the new canopy would be higher to allow clear access for tanker delivery. Industry standard height is 4.8m on all new developments. The photos demonstrate the need for this adjustment as it can clearly be seen that the canopy has suffered extensive damage due to vehicles colliding with it.



*Figure 5 – Damaged Canopy*

The applicant wishes to discourage HGV usage of the site, preferring to focus on 'retail' customers. To that end, it is proposed to remove the existing high-speed diesel pump and also to cease using the 'keyfuels / UK fuels' bunkering fuel cards so as to not attract HGV customer.

The proposed new forecourt layout will accommodate above ground offset fill pipes, to accommodate the tanker delivery area closer to the A170 which is circa 15 metres further away from the existing delivery area.

The existing vent pipes will be relocated to the south side of the existing building.

The existing picnic benches and low-level wall will be removed.

### Contamination:

Prior to the applicant's acquisition of the site in 2018, they commissioned a contamination survey. The survey highlighted that there was evidence of a small amount of contamination. The Quantitative Risk Assessment dated March 2017 – No17/0605 is enclosed under separate cover to provide full details. However, it is significant to note that the survey concluded that there would be no long-term harm to residents of the neighbouring residential property or to staff at the service station following the remediation of the site.



The applicant proposes to replace all existing underground tanks and remediate any contamination at the same time. This will result in the service station being shut for several months during the building works. The new tanks and underground services will comply to the latest UK petroleum standards.

**Conclusion:**

Every effort has been made to seriously consider the comments made by the adjoining property (The Grange). The applicant hopes that the amendments made to the proposed development fully addresses their concerns.

The development will improve the safety of the site and will fully comply with the latest industry standards.

The existing service station is not considered to have any architectural merit. The design and materials are limited, typical to the standard design of the era at which it was built. The premises will also be upgraded to ensure compliance with the Disability and Discrimination Act.

The sustainable development will create additional employment and safeguard existing employment for now and in the future with enhanced working conditions.

The design of the proposals is considered to be both appropriate in their context and in compliance with relevant planning policy, providing a clean, modern and sustainable forecourt shop premises which contribute to the local economy through business rates and employment and provide a longer building life and enhanced corporate reputation. The applicant is passionate about the high standards of its six operating sites and maintains a 'hands on' approach to their long-term management and stewardship.

The redevelopment incorporates remediation works to the site which will result in a cleaner and safer facility that also benefits from an improved layout configuration and a vastly improved visual appearance.

On balance we consider that the development would not give rise to any unacceptable consequences for the environment, community or other public interest and recommend that planning permission be granted for this important and much needed proposal forthwith.