



Report of the Chief Planning Officer

PLANS PANEL SOUTH & WEST

Date: 6th December 2012

Subject: APPLICATION 12/04516/FU – demolition of existing service station and redevelopment to provide a new petrol filling station, comprising of canopy/forecourt, sales building with ATM, underground storage tanks and car parking at Rawdon service station, Apperley Lane, Rawdon, Leeds LS19 7BZ.

APPLICANT

Total Bonjour Ltd

DATE VALID

24.10.12

TARGET DATE

19.12.2012

Electoral Wards Affected:

Guisseley and Rawdon

Yes

Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

RECOMMENDATION:

GRANT PERMISSION subject to the following conditions:

1. Commencement of development within 3 years.
2. Approval of plans
3. Samples of all external walling and roofing to be approved prior to commencement of development
4. Samples of all external surfacing materials including pedestrian access and parking areas to be approved prior to commencement of development
5. details of boundary treatments
6. signage scheme re window displays
7. detailed landscape scheme to be submitted / implemented / managed
8. 5 yr planting replacement
9. details of delivery bay screen wall
10. details of floodlighting
11. hours of demolition / construction 0730-1830 Monday-Friday, 0900-1300 Saturday, no operations Sunday/BH
12. details of installation/ operation of air conditioning / plant
13. plant noise limited to 5dB below prevailing background (LA90)
14. opening hours 0600-2300 Monday-Sunday

15. delivery hours 0700-1800 Monday-Saturday, none Sundays/BH
16. lighting restriction residential properties
17. details storage and disposal of litter
18. details of cycle /motorcycle facilities
19. vehicle space to be laid out
20. car park and servicing management plan
21. approved vehicular access plan H830-SK01
22. approved travel plan statement
23. phase 2 site investigation
24. amendment of remediation statement
25. verification report
26. separate systems of foul and surface water drainage
27. In granting permission for this development the City Council has taken into account all material planning considerations including those arising from the comments of any statutory and other consultees, public representations about the application and Government Guidance and Policy as detailed in the National Planning Policy Framework and (as specified below) the content and policies within Supplementary Planning Guidance (SPG) and The Development Plan consisting of The Yorkshire and Humber Plan - Regional Spatial Strategy 2008 (RSS) and the Leeds Unitary Development Plan Review 2006 (UDPR).

GP5, N12, N13, BD5, T2, T24, LD1, S2

On balance, the City Council considers the development would not give rise to any unacceptable consequences for the environment, community or other public interests of acknowledged importance.

1.0 INTRODUCTION:

- 1.1 This application is brought to the Panel at the request of Councillor Latty who is concerned regarding the size of the proposed store.

2.0 PROPOSAL:

- 2.1 The proposal is the demolition of an existing service station and redevelopment to provide a new petrol filling station, comprising of canopy/forecourt, sales building with ATM, underground storage tanks, car parking and landscaping.

3.0 SITE AND SURROUNDINGS:

- 3.1 The site is presently occupied by a petrol filling station and small forecourt shop. The site has a broad grassed area occupying a swathe of the northern, eastern and southern parts of the site. The petrol station is accessed by a service road connecting Apperley Lane and New Road.
- 3.2 Adjoining to the west of the site there is car sales area comprising a sales building with a large display forecourt. The nearest residential occupiers are a number of detached properties adjoining the site to the south west. The A65/A658 roundabout junction adjoins the site to other directions, beyond which there are a mix of predominantly residential and employment uses in the locality including a large office building on the opposite side of New Road.

4.0 RELEVANT PLANNING HISTORY:

- 4.1 10/00450/FU – demolition of car sales building and workshop, and erection of new car sales building with canopy, new car display forecourt and extension to existing petrol filling station site – approved
- 4.2 10/04224/ADV – 2 internally illuminated fascia signs, 1 halo illuminated individual letter sign, 1 externally illuminated freestanding sign, 1 externally illuminated 'V' shaped sign, 8 non illuminated flag pole signs and 1 externally illuminated entrance sign to car showroom – approved
- 4.3 12/01906/FU - Demolition of existing service station and redevelopment to provide a new petrol filling station, comprising of canopy/forecourt, sales building with ATM, underground storage tanks and car parking – withdrawn

5.0 HISTORY OF NEGOTIATIONS:

- 5.1 The proposal has been the subject of a withdrawn application as above, which has subsequently been followed by pre-application proposals which have informed the current scheme.

6.0 PUBLIC/LOCAL RESPONSE:

- 6.1 The application has been advertised by means of site notices; one objection has been received from Councillor Latty.

The issues raised include:

- Size of the proposed shop

An objection has also been received from three local traders who object to the proposal on the grounds that the enlarged shop will affect the viability of local businesses.

7.0 CONSULTATION RESPONSES:

- 7.1 Highways – no objections subject to conditions.
Contaminated Land Team - no objections subject to conditions
Air Quality Management - no objections subject to conditions
Environmental Protection - no objections subject to conditions
Yorkshire Water - no objections subject to conditions

8.0 PLANNING POLICIES:

- 8.1 As required by Section 38(6) of the Planning and Compulsory Purchase Act 2004 this application has to be determined in accordance with the Development Plan unless material considerations indicate otherwise. The development plan consists of the Regional Spatial Strategy for Yorkshire and the Humber adopted in May 2008 and the Leeds Unitary Development Plan Review (2006).
- 8.2 The most relevant Policies in the adopted Leeds Unitary Development Plan are outlined below.

GP5 – proposals should resolve detailed planning criteria
N12 – priorities for urban design
N13 – design of new buildings
BD5 – design of new buildings
T2 – accessibility
T24 – car parking guidelines
LD1 – landscape design
S2 – local centres

8.3 National Planning Policy Guidance:

The National Planning Policy Framework came into effect on 27th March 2012, and replaces the advice provided in Planning Policy Guidance Notes and Statements. The aim of this document is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. Local planning authorities are expected to “plan positively” and that there should be a presumption in favour of sustainable development.

9.0 MAIN ISSUES:

9.1 The following main issues have been identified:

- Out of centre retail
- Character and appearance
- Landscape
- Highways
- Neighbour amenity

10.0 APPRAISAL:

- 10.1 The application proposes to comprehensively redevelop an existing petrol filling station site situated in a prominent location adjacent to a major roundabout junction. In 2010 approval was granted for redevelopment of the large car sales site situated adjoining and immediately to the rear of the site for a replacement car sales building and revised layout to the sales forecourt.
- 10.2 The site is presently occupied by a petrol filling station and associated forecourt canopy, shop and jet wash. Additionally there is a large swathe of grassed area which wraps around the site to the north, east and south. This acts as a valuable visual open space and is prominent in views when approaching the junction from the south and east.
- 10.3 The proposal seeks to introduce a shop building of approximately 460 sq.m. gross, of which the trading area of the shop is shown as approximately 290 sq.m. This is directly comparable with the size of similar proposals which have been approved elsewhere within the district for enlarged shops to petrol filling stations. The NPPF requires that the sequential approach to site selection should be applied to all development proposals for main town centre uses that are not in a centre and not in accordance with an up to date development plan. This is an out-of-centre retail proposal and therefore it requires a sequential analysis.

- 10.4 The applicants have submitted a retail statement which has considered a range of sites both within and on the edge of Rawdon and Yeadon local centres. The applicant considers that the proposal constitutes a service station with ancillary retail, and as such the two uses are linked. Consequently the assessment has concluded that in the majority of cases the sites were unsuitable due to insufficient size. While the issue of the two uses being inextricably linked is not accepted in policy terms, nevertheless the sequential assessment is considered acceptable as no sites were identified which would be suitable to accommodate the uses separately.
- 10.5 The proposals include a building of approximate dimensions 27m x 18m and 5m height. It is of a relatively simple design of silver horizontal panels above a stone plinth. The building would have a flat roof which slightly oversails the building. The glazing wraps around the eastern corner of the building, presenting a visually open frontage not only to the forecourt but also to the street. It would be appropriate to impose a condition in order to protect this from the application of advertising such as internally applied vinyls, which would have the effect of blocking this
- 10.6 The rear southern elevation would include a steel louvered plant enclosure and secure long stay cycle store. Two staff parking spaces are also proposed to the rear.
- 10.7 The revised proposals includes areas of landscape planting to the eastern periphery including shrub planting. However the amount of landscape buffer area would be diminished from the existing situation. As referred to above, the site is a prominent one, being at a junction of four busy roads and the existing open space provides a welcome visual break between built up areas. However the current proposals have been carefully considered in order to retain as much open space as possible to the eastern periphery adjoining the roundabout, and to the largest piece of open space to the northern part of the site. Importantly, the proposal retains an unbroken green buffer strip all along the eastern part of the site from south to north. The proposal includes areas shown specifically as landscape planting, and the detail of this such as planting plans, could be required by condition
- 10.9 The proposal would include some minor re-alignment and widening of the existing internal access road. The existing road currently passes through the petrol station forecourt area, however due to the relocation of the filling station, it would now bypass it. Because of this, it would seem more likely that the access road could be used by motorists traveling between Apperley Lane and New Road to avoid the roundabout junction. In order to address this the applicant has agreed to the introduction of traffic calming measures and has limited the width of the access road. The new traffic management arrangements which were recently installed at the Apperley Lane junction with the roundabout include an enlarged pedestrian refuge. This work was done after consultation with Ward Members and was done to make the area safer for pedestrians. The current proposal would tie in with this as a new pedestrian access into the site would be created opposite the refuge.
- 10.10 The proposal would be acceptable in highway terms in respect of highway access, internal layout, parking etc. A travel plan statement has been submitted with the application and is acceptable. Retail developments at petrol filling stations can cause difficulties if customers park for long periods in pump bays causing other customers to queue. Therefore a car parking management plan could be secured by condition with the aim of minimising queueing at peak times of demand.

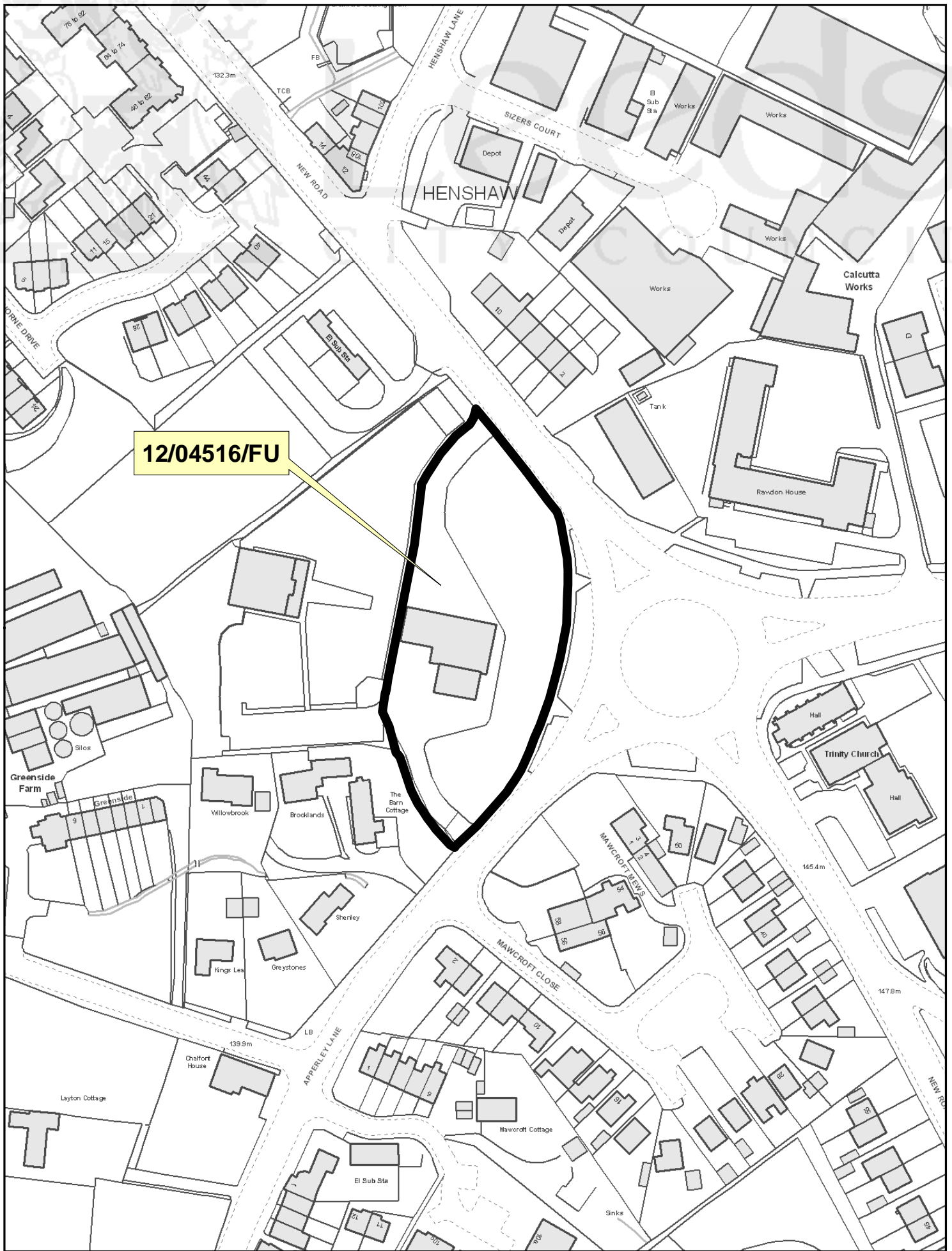
10.11 The site is adjoined to the south west by residential properties, the nearest of which would be approximately 40m from the proposed building. While this is a redevelopment of an existing site, Environmental Health colleagues indicate that they are not aware of any nuisance complaints arising from the current use of the site. Plant such as air conditioning units would be enclosed within a stonework enclosure with louvre doors. It is not considered that such an arrangement would be likely to lead to any loss of amenity for nearby occupiers due to noise etc. The proposed plans also indicate the addition of flood lighting at various points around the site, including at the road junction closest to the dwellings. Details of the proposed floodlighting, as well as boundary treatments, could be secured by condition in order to ensure that residential amenity is protected.

11.0 CONCLUSION:

11.1 After careful consideration of all relevant planning matters it is considered that the proposed development is acceptable subject to the imposition of suitable conditions. The proposal is therefore recommended for approval.

Background Papers:

Application file;
Certificate of Ownership.



12/04516/FU

SOUTH AND WEST PLANS PANEL