



Building Services Engineers

Proposed Re-Development of  
Grange Filling Station,  
Rayleigh,  
Essex,

Energy Statement Report  
In Support Of Planning Application  
To  
Rochford District Council

Prepared by Adrian Foster  
Date 11<sup>th</sup> March 2014  
Revision A

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**Design and Access Statement**

**Proposed Redevelopment**  
**Grange Filling Station & Grange Villa**  
**London Road**  
**Rayleigh**

on behalf of  
**Trevellyan Developments Limited**

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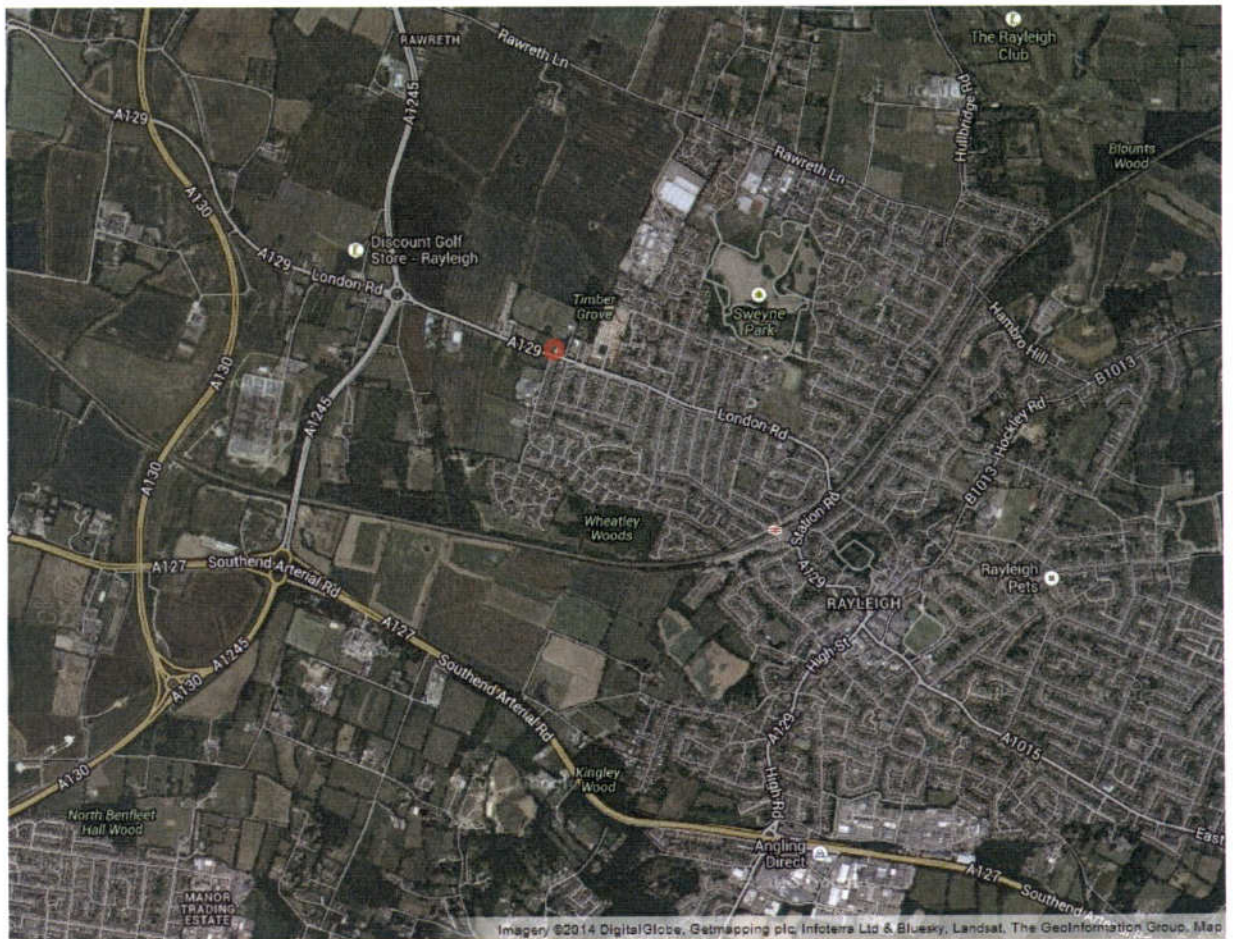
**February 2014**

## 1.0 Introduction

- 1.1 The purpose of this document is to provide additional supporting information and to illustrate the design intention and philosophy for the proposed redevelopment.
- 1.2 The applicant, Trevellyan Developments Limited, a privately owned company, have operated the existing Petrol Filling Station for several years.
- 1.3 This document will seek to provide information covering the design process and evaluation of the physical characteristics of the existing design and how the proposed scheme thus developed.
- 1.4 In context, it will also prove the need for a much needed service to be maintained to support the local economy, residents, the change in market trends and social patterns.

## 2.0 Site Location and Context

- 2.1 The site is located on the north western fringe of Rayleigh, about 1 mile from the centre.



### 2.1.1 Site location

- 2.2 The site is on London Road (A129) on the western approach to Rayleigh, approximately 700m from the Chelmsford Road (A1245) junction and 2km from the Southend Arterial Road (A127).
- 2.3 The site has operated as a Petrol Filling Station since the 1970's
- 2.4 The site is located on the outskirts of the urban district. The surroundings are mixed residential properties, open undeveloped land and public/commercial uses (scout hut, car sales, etc).
- 2.5 The existing building is a small single storey flat roof building with predominantly facing brickwork construction, painted timber fascia/parapet and a glazed display shop front fenestration facing the forecourt.
- 2.6 Numerous livery, display boxes, signage relevant with a site of this nature.
- 2.7 The fuel forecourt consists of 4no. pumps in a 'square' configuration below a forecourt canopy which extends to cover shop entrance, clear height is 3.7m. The site also includes a domestic residential property, Grange Villa, to the rear of the site. A dormer bungalow with an orientation prominent to outlook east/west aspects to private gardens and open ground to the west.
- 2.8 Accordingly, the site's commercial appearance and use are well established and inherently accepted within the context of the location and its surrounding.
- 2.9 However, with social patterns and market trends changing this redevelopment is an opportunity to provide long overdue modernisation of the site and more importantly a sustainable one
- 2.10 The sites use as a fuel filling station has a number of advantages:
  - 2.10.1 It serves through traffic from the main trunk road;
  - 2.10.2 It provides combined trip;
  - 2.10.3 It is well established and provides accessible use to all users, not just drivers.
- 2.11 There are no plans to alter modify existing vehicle access and egress arrangements

### **3.0 Planning Context**

- 3.1 Pre application enquiry was submitted by Petro Designs Ltd which have provided useful advice in respect of planning policy and Case Officer considerations.
- 3.2 However in respect of planning context please refer to separate planning policy statement, produced by Copesticks Limited.

## **4.0 Use**

- 4.1 As outlined in the previous paragraphs relating to the site, physical and social economic context, and as is supported by the local planning policy, the continued use and sustainability of the site is crucial to maintaining and providing local employment, business and community provision.
- 4.2 The well designed and effective fuel forecourt will remain and continue to provide a safe and efficient operation for customers and aid in the continued free flow of traffic through the site.
- 4.3 As mentioned, the increased 'convenience' formatted shop will provide offers specifically targeted to meet the requirements of business drivers offering a range of traditional convenience goods similar to the existing but of greater variety. Plus, providing the local residents with convenient amenity within easy walking distance. Along with the internal sales area being modernised to offer a brighter experience and more attractive shop environment and increase to the store area. The public toilet facility will be significantly improved to provide a fully compliant accessible WC provision.
- 4.4 The site will no longer provide a residential unit (as previously consented proposals) due to largely the financial viability of such a proposal, from the additional impact/constraints of the sites ground conditions, drainage, increasing structural requirements & implications, potential market interest & appeal. However this should more importantly consider the aspect of health & safety and the operational logistics of an occupant living on the site.

## **5.0 Amount**

- 5.1 The current building area on the site amounts to 339m<sup>2</sup>.  
(Sales Building 155m<sup>2</sup> + Residential 184m<sup>2</sup> = 339m<sup>2</sup>)
- 5.2 The proposed new building GEA = 368m<sup>2</sup> creates an increase of only 10% of the existing total.

## **6.0 Layout**

- 6.1 The redevelopment will in the main establish a new layout in context of the existing site. However the proposals will provide a familiar flow and arrangement of the fuel forecourt with a reorganised '4 square' pump island arrangement (economic in respect of canopy structure).
- 6.2 Fuel dispensers will provide "all grades" of fuel at all fill up positions, which will minimise confusion or error by the customer.
- 6.3 Majority of accessible parking positions will be located adjacent to the new shop entrance. The scheme provides 3no. accessible bays.

- 6.4 Parking provision will be provided on a 1 space:30m<sup>2</sup> ratio, located separate to the fuel forecourt, in accordance with the standards set out by RDC Adopted Parking Standards Design and Good Practice, along with pre application liaison with the LPA.
- 6.5 The increased height of the canopy will assist in manoeuvring of larger vehicles, when necessary, omitting the restrictions which currently exist.

## **7.0 Scale**

- 7.1 As established above, the scale of the development is appropriate to the site area, with the plan area of the canopy altered and raised to maintain the canopy's proportion and functionality of the new forecourt arrangement.
- 7.2 With the scheme now proposed as a single storey sales building (the former application included a two storey building) this will reduce the impact of the site to the neighbouring open ground site, which is marked for development. This will also lessen the visual impact on any future adjacent development.

## **8.0 Landscaping**

- 8.1 All existing planting and screening outside the site are retained and remain unaffected by the proposals, however concern has been raised following the completion of the Tree Survey and Report with recommendations to the Local Council. Reference will also be made towards the Ecologist assessment.
- 8.2 Low level and ground covering shrubs/planting will be provided to certain prominent areas of the site.

## **9.0 Appearance**

- 9.1 The new building will provide a clean and predominantly contemporary structure, the low maintenance approach to the selected materials will aid and maintain the condition of the building and it's predominance on the approach to Rayleigh
- 9.2 A mixed palette of complimentary colours has been selected. With composite cladding external materials addressing functionality, robustness and thermal efficiency.
- 9.2 To enhance the welcome and experience of the shop, it is proposed that a full shopfront is provided across the forecourt frontage incorporating a new automatic sliding access door to assist accessibility to shop facilities with modification to existing surfacing to provide a level approach.
- 9.4 Roof will be a low mono pitched configuration with parapet detail.
- 9.5 Hard surfacing will be similar to match the existing (i.e. tarmac or concrete)

- 9.6 Materials will be selected in accordance with Green Specifier guidelines which considered the materials 'lifespan' assessing the manufacturer process, maintenance and disposal/recyclability (BREEAM Mat) Along with either thermal efficiency and capability in accordance with Approved Document L requirements

## 10.00 Access

- 10.1 The site is fully accessible by pedestrians/cyclists/motorists alike. Highway crossovers will be retained as per existing, a key fact in BREEAM consideration, the site is also served well with local public transport (bus stops)
- 10.2 The scheme will be developed in accordance with the guidance and legislation of:
- The Equality Act 2010
  - BS8300:2009 Design of Buildings and their approaches to meet the needs of disabled people – Code of Practice;
  - The Building Act 1989 Part 1 – Building Regulations 2010 Approved Document M – Access to and use of Buildings;
- 10.3 The site will operate fully as a compliant site, and with additional support where upon people with restricted mobility, if required, can request assistance on arrival at the pumps.
- 10.4 The site also benefits from existing 'level' pedestrian approach routes along paved/hard surfacing, making the site fully inclusive to vehicle and on foot customers.
- 10.5 Accessible parking will be provided, and located as close as possible to the buildings main entrance.

## 11.0 Site Photographs



11.1 Site Photograph – approach from Rayleigh



11.2 Site Photograph – approach to Rayleigh



11.3 Site Photograph – existing sales building



11.4 Site Photograph – 'Grange Villa' residence

