

BP PINKHAM WAY NORTH CIRCULAR ROAD LONDON N11

Planning Statement/Design and Access Statement for
bp pulse
19 January 2023
Our Ref: 19/02234



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Appendix 1 Site Location Plan



1 INTRODUCTION

- 1.1 This Planning Statement/Design and Access Statement ("statement") has been prepared on behalf of bp pulse ('the Applicant') in support of a full planning application for a new EV Charging Hub to replace the existing petrol filling station at BP Pinkham Way, North Circular Road ('the Site').
- 1.2 The site falls within the administrative area of Haringey and is defined on the Site Location Plan enclosed at **Appendix 1**.

STRUCTURE OF STATEMENT

- 1.3 This statement explores the key planning considerations relevant to the site's redevelopment and is set out as follows:
- Chapter 2: Site and Surroundings
 - Chapter 3: Planning History
 - Chapter 4: The Development Proposal
 - Chapter 5: Planning Policy and Guidance
 - Chapter 6: Planning Considerations
 - Chapter 7: Conclusions
- 1.4 This statement provides an overarching background to the proposal and should be read in conjunction with the full set of submitted documents and plans prepared in the planning application, which together address the relevant matters in detail.

CONTENT OF THE APPLICATION

- 1.5 This statement is accompanied by the following submission documents, and reflects the scope of information requested by the local authority during pre-application discussions:
- Application /Certificate/CIL forms;
 - The following planning drawings:
 - Site Location Plan (ref: 13997/SLP)
 - Block Plan (ref: 13997/BLK)
 - Existing Site Plan (ref: 13997/20 Rev A)
 - Existing Site Elevations (ref: 13997/21 Rev A)
 - Proposed Site Plan (ref: 13997/22 Rev D)
 - Proposed Site Elevations (ref: 13997/23 Rev E)
 - Proposed Shopfront Elevations (ref: 13997/24 Rev E)
 - EV Canopy Details (ref: 13997/25 Rev B)
 - Equipment Elevations (ref: 13997/26 Rev A)
 - Transport Statement by Vectos/SLR;
 - Flood Risk Assessment by Weetwood;
 - Preliminary Risk Assessment by Arcadis;
 - Lighting Assessment by Graham White;
 - Traffic Management Plan by Toureen;
 - Dust Management Plan by Toureen, and
 - Construction Environmental Management Plan by Toureen.
- 1.6 The submission documents conclude that the proposed development is acceptable, and supportable, in planning terms.

2 SITE AND SURROUNDING AREA

SITE

- 2.1 The site is a long-standing petrol filling station, located on the southern side of the North Circular Road (A406), close to its junction with Bounds Green Road and Station Road. Vehicles to the facility enter the site from a shared access with the adjacent Alan Day VW Van dealership on the eastern side of the site and exit the facility at the north-western part of the site.
- 2.2 The site currently consists of:
- A canopy and six pump islands in a “domino six” layout, centrally located within the site
 - A BP M&S/Wild Bean Cafe forecourt shop, situated in the west of the site
 - An air and water facility, parking area, three EV spaces in the rear (south) of the site.
- 2.3 Given its size, the site is entirely developed to its boundaries.

SURROUNDINGS

- 2.4 As previously confirmed, the site lies on the North Circular Road. In terms of surrounding uses:
- To the north, beyond the North Circular Road, is a former gasholder site (upon which flats are being built) and a former Homebase store;
 - To the east, is the aforementioned van showroom;
 - To the south is the Bounds Green Industrial Estate, with industrial units backing onto the site at a high level, and
 - To the west is a Safestore self storage unit.
- 2.5 In this context, the character of the surrounding area is overwhelming commercial with no residential dwellings adjoining the site. New residential is under construction opposite the site, but this is across the North Circular Road and as such is separated physically and contextually from the site

3 PLANNING HISTORY

3.1 The local authority's available online records are without a map function, and it has not been possible to carry out a comprehensive site specific search relative to planning history.

3.2 However, Rapleys have advised on this site in the past, and Rapleys records and the local authority's records indicate that the most recent planning application relative to the site was a grant of planning permission (ref: HGY/2019/2463) in November 2019 for:

Removal and replacement of underground tank system including new tank farm comprising 2 no. 80,000 L underground storage steel tanks, formalisation of car parking (12 no. spaces, including 2 no. electric vehicle spaces and 1 no. DDA), relocation of A/W bay, and installation of new substation, LV panel enclosures and vent stack.

3.3 Conditions were subsequently discharged relative to this, and it appears that the consent was built out. In terms of prescriptive conditions on the consent, there are none that impose curfews that would suggest that the site is sensitive in planning terms.

3.4 In any event, Rapleys are aware that the site is well established as a petrol filling station, serving this part of the North Circular Road.

4 DEVELOPMENT PROPOSAL

4.1 This application seeks full planning permission for:

Redevelopment of the existing petrol filling station to provide an EV Charging hub including charging bays, canopy above, retention of (but extension to) existing amenity building and associated development.

4.2 More specifically, the development proposals comprise:

- Removal of the existing canopy, pump islands, pumps and associated infrastructure, with the fuel tanks to be mass filled;
- Removal of the three bays of existing EV charging and associated infrastructure;
- Extension of the existing sales building by 107sqm (from 305sqm to 412sqm gross);
- The installation of 10 new charging bays, supported by 5 chargers, with an overhead canopy along the rear of the site, and supporting new substation enclosure;
- 13 new parking spaces in the centre of the site and air and water bay, in place of the existing forecourt, and
- Retention of existing vehicular crossovers and two parking spaces (including one disabled space) in the south-west corner of the site.

5 PLANNING POLICY

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, any planning application for new development should be judged in accordance with the development plan unless material considerations indicate otherwise.

NATIONAL POLICY AND GUIDANCE

5.1 Relevant Central Government Policy is contained within the National Planning Policy Framework (the "Framework"), adopted in February 2021 and its accompanying National Planning Practice Guidance (NPPG), adopted/launched online in 2014.

5.2 The Framework is underpinned by a presumption in favour of sustainable development. In terms of decision-taking, paragraph 11 and the NPPG advises that Local Planning Authorities (LPAs) should seek to approve development proposals which accord with the Development Plan without delay.

Decision-making

5.3 Paragraph 39 sets out that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties with paragraph 41 advising that the more issues that can be resolved at the pre-application stage, the greater the benefits.

Building a strong, competitive economy

5.4 Paragraph 81 confirms that planning decisions should help create conditions in which businesses can invest, expand, and adapt and that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Promoting sustainable transport

5.5 Paragraph 104 confirms that at an early stage, development proposals should consider potential impacts of development on transport networks, opportunities for promoting walking and cycling, in addition to patterns of movement and other transport considerations that are integral to the design of schemes. Paragraph 107 advises that local parking standards should take into account inter alia, accessibility, and the type, mix and use of development.

5.6 In assessing sites, paragraph 110 advises that safe and suitable access to the site can be achieved for all users, with paragraph 111 confirming that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Making effective use of land

5.7 Paragraph 119 explains that planning decisions should promote an effective use of land in meeting the need various uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

Meeting the challenge of climate change, flooding and coastal change

5.8 Paragraph 152 confirms that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

Conserving and enhancing the natural environment

5.9 Paragraph 183 advises that planning decisions should ensure that a site is suitable for its proposed use, taking into account ground conditions and contamination risks, with paragraph 187 explaining that planning decisions should ensure new development can be integrated effectively with existing businesses.

THE DEVELOPMENT PLAN

5.10 The Development Plan for the site includes the London Borough of Haringey Local Plan: Strategic Policies DPD (2013, with alterations in 2017), the London Borough of Haringey Local Plan: Development Management DPD (2017) and the London Plan 2021.

5.11 The local authority is in an early stage of replacing its local plan documents, and as such emerging policy is unlikely to be a material consideration in decision making. However, the initial document

issued for publication in November 2020 indicates that the local authority will encourage the use of electric vehicles in emerging policy.

London Plan

- 5.12 Policies in the London Plan are encouraging of electric vehicle charging in principle, in the interests of reducing carbon emissions and improving air quality. Specifically, Policy T6 confirms that, where car parking is provided in new developments, provision should be made for infrastructure for electric or other ultra-low emission vehicles, and it also confirms that new or re-provided petrol filling stations should provide rapid-charging hubs and/or hydrogen refuelling facilities. Therefore, the London Plan provides general support for the provision of electric charging facilities in line with prevailing policy objectives for sustainable development.

Local Development Plan Documents

- 5.13 The site is not subject to any site specific allocation within the Development Plan, however, it falls within the Bounds Green Industrial Estate local employment area. The site also lies in Flood Zone 2. There are no Listed buildings near the site, nor any other designated heritage assets.
- 5.14 Local Employment Areas are protected within the Development Plan, with an aspiration for Class B uses. However, as the site is a long standing petrol filling station, and the proposals will be similar in use (with the refuelling of vehicles being retained, albeit with a switch from petrol and limited EV charging to entirely EV charging), employment policies have limited relevance in these terms.
- 5.15 There are no policies in the Development Plan at Borough level relating to electric vehicles, however local plan documents are supportive of electric vehicle charging in general.

OTHER RELEVANT POLICY DOCUMENTS – LONDON ELECTRIC VEHICLE INFRASTRUCTURE DELIVERY PLAN (JUNE 2019)

- 5.16 The Delivery Plan seeks to provide a way to ensure the right type and amount of charging infrastructure is in place to serve London's needs. It recognises that infrastructure is currently a barrier, be it real or perceived, to the switch to EVs.
- 5.17 The Delivery Plan suggests that between 2,300 to 4,100 rapid charge points and 33,700 to 47,500 slow to fast charging points by 2025. The expectation is that the charge points will be primarily delivered by the private sector but further support from the Government may be needed.
- 5.18 Paragraph 4.3.1 confirms that a priority focus is EV Hubs, as – inter alia – they are similar to the fuel station model with which drivers have existing familiarity. These include hubs which are simply dedicated to recharging vehicles. Further it confirms that typical dwell time provides an increased footfall, justifying additional provision of facilities such as toilet facilities, food and retail offerings, which may increase the commercial viability of sites, another concern holding operators back from investing.

6 PLANNING CONSIDERATIONS

6.1 From the foregoing commentary, the following planning considerations arise:

- Principle of development
- Design, scale, and layout
- Neighbour amenity
- Transport
- Flood Risk and Drainage
- Contamination
- Construction related matters

6.2 Each of these planning considerations is now addressed in turn below. In addition, to this statement, further details can be found within the suite of other accompanying documents prepared in support of this planning application.

PRINCIPLE OF DEVELOPMENT

6.3 The development does not involve a material change of land use, as essentially the activity on site will remain the same, albeit with electric charging rather than petrol refuelling. Further, by introducing electrical charging points the proposal will encourage the uptake of electric vehicles and improve air quality within the borough, in line with Development Plan Policy T1.

6.4 The proposal includes a small increase (circa 107sqm) in the size of the existing forecourt shop, in order to meet modern expectations of such a facility (which would be ancillary to the overall use of the site as an EV hub, and operate in a similar manner to the forecourt shop as existing with the sales area remaining materially unchanged). The additional space would be used as a rest area for visitors, given the slightly longer dwell times that are likely at EV charging hubs, in comparison to petrol filling stations.

6.5 More generally, the development will be one of the first in its kind in the UK, supporting BP's ambitious targets to support EV charging, as the world transitions to a cleaner energy mix, and towards Net Zero.

6.6 The principle of the development should therefore be embraced by the local authority without any additional information to support the principle, albeit it is accepted that other development management considerations will need to be addressed.

DESIGN, SCALE AND LAYOUT

6.7 BP would like to transform this site into a mobility charging hub, which is a relatively new concept, similar but distinct from its historic use, and this has been a key consideration in the design of the development proposals. As opposed to traditional petrol and convenience sites, BP's new EV-led mobility sites are intended to become environments in which people can recharge and refresh. With extended dwell times related to EV charging, the design of the site environment needs to move away from the in-and-out quick stop nature of a petrol service station.

6.8 Subtle references to more organic geometry on the building's architecture soften the often boxy and plain architecture seen on service stations. The open, angled design of the façade and storefront opens views into the shop environment, creating a connection between the dwell space and the customers' vehicles. Canopies above the charging areas provide safe and comfortable refuge for customers plugging in their vehicle, and carefully integrated site lighting serves to illuminate the customer environment without generating light pollution to the surrounding areas.

6.9 With lower structural profiles, carefully integrated and directed lighting, and an architectural design that elevates the experience on site, the site design elevates the customer experience and enhances the surrounding environment through thoughtful design.

NEIGHBOUR AMENITY

6.10 The development proposals involve similar land uses, in that they are locations for vehicles to refuel (albeit with electricity rather than fossil fuels). Further, the site is not in a residential area, and is separated from the residential development to the north by the busy North Circular Road. As such, the proposals will not have any material detrimental impact on local amenity, not least given the long-standing use of the site as a petrol filling station.

6.11 The application is also supported by a lighting assessment which also confirms that Existing and proposed boundary treatment to adjacent public roads and property along with the benefit of good

lighting design with new LED technology enclosed within structures or below fence/wall line will provide a high degree of control to restrict any boundary spillage of light and eliminate nuisance to neighbouring residents and adjacent wildlife habitats.

TRANSPORT

- 6.12 The application is supported by a Transport Statement which concludes that the proposed development would have no detrimental impact upon highway safety and that the residual cumulative impacts of the proposed development would not be severe. Therefore, it is concluded that there are no reasons why the planning application should be refused on highway or transportation grounds.

FLOOD RISK AND DRAINAGE

- 6.13 The application is supported by a Flood Risk Assessment (FRA), which confirms that there are no flood risk or drainage grounds why the application should not be supported by the local authority.

CONTAMINATION

- 6.14 A preliminary risk assessment, by Arcadis, supports the application. It confirms that the assessment of the potentially active contaminant linkages indicates a low risk to human health receptors and a moderate/very low risk to controlled waters. Further investigation work is recommended, which the application will carry out in due course.

CONSTRUCTION RELATED MATTERS

- 6.15 The Construction Traffic Management Plan, Dust Management Plan and Construction Environmental Management Plan submitted with the application confirm that the development will be constructed in a manner which is respectful of, and causes no material harm, to the site's surroundings (including residents and the highway network).

7 SUMMARY AND CONCLUSIONS

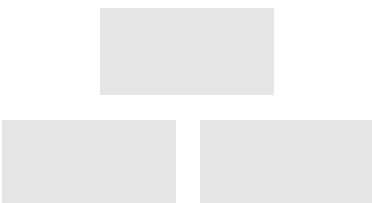
7.1 This statement forms part of a suite of technical documents which have been prepared in support of a full planning application for an EV charging hub at Pinkham Way Service Station, North Circular Road.

7.2 From review of this statement, and the other documents supporting the application, the following conclusions are drawn:

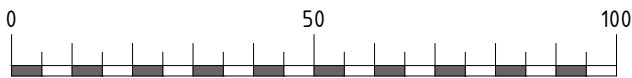
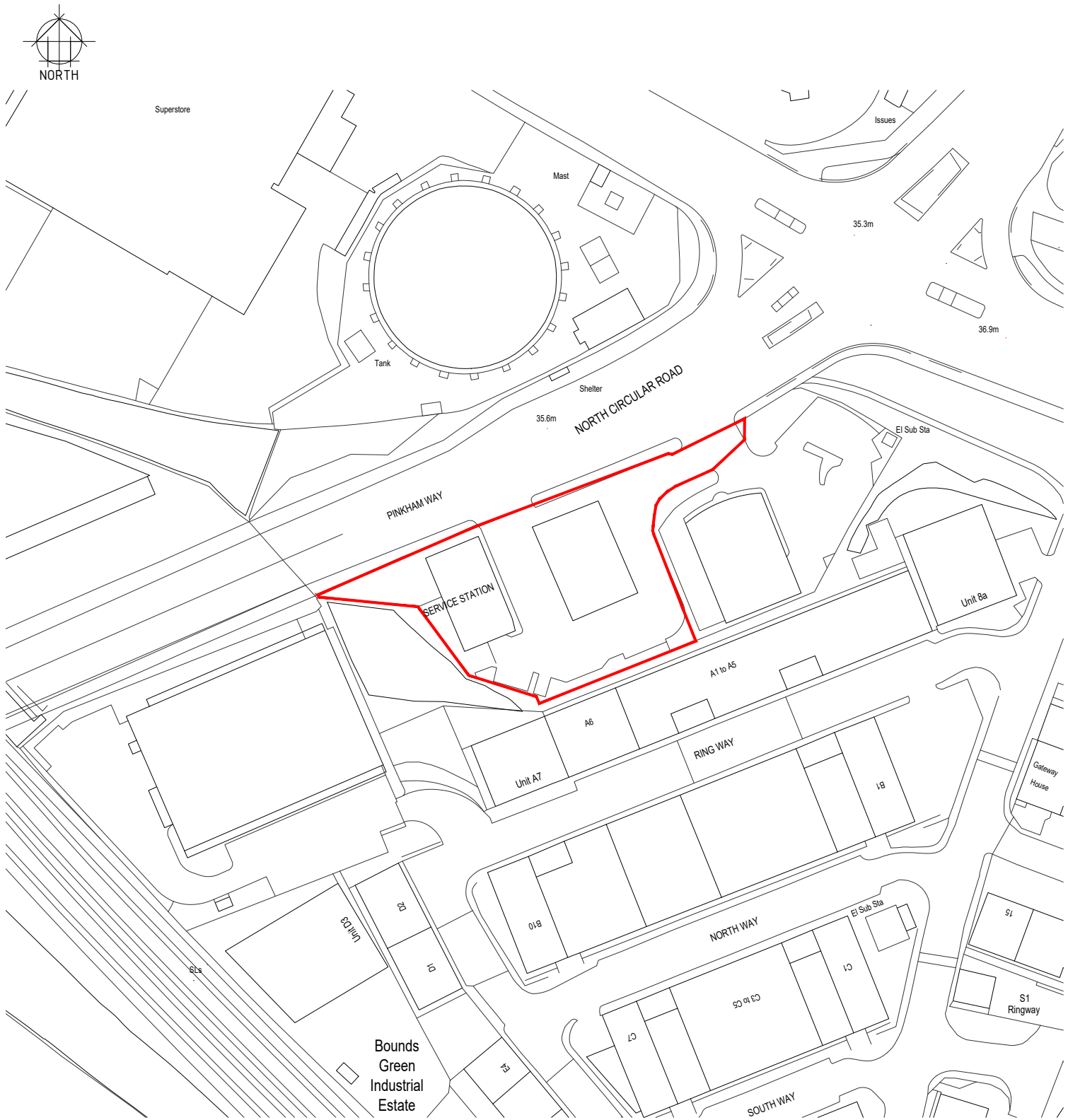
- The redevelopment of the site from a fossil fuel based petrol filling station to an EV charging hub is a key part of the move to a cleaner energy mix, and should be embraced by the local authority in these terms.
- The development proposals will be entirely in accordance with the site's commercial surroundings in visual terms.
- The proposal will not have a detrimental impact on neighbouring properties.
- In terms of other development management considerations, in so far as they arise relative to the proposals, are more than adequately met.

7.3 In these terms, the proposed development is in accordance with the Development Plan in every respect, and acceptable overall in planning terms. Full planning permission should therefore be granted without delay (as per the requirements of the NPPF).

Appendix 1 – Site Location Plan



Application Site Area - Red 2653m2



SCALE - METRES - 1:1250

PINKHAM WAY SF CONNECT
A406 North Circular
Bounds Green, London
N11 2UU

SITE LOCATION PLAN

SCALE 1:1250 @ A4

DATE DEC 2022 Rev A