

Officer's Report

Application Number	HGY/2023/0180
Type	Full planning permission
Location	Petrol Filling Station, Garage1, Pinkham Way, Wood Green, London, N11 2UU
Proposal	Redevelopment of the existing petrol filling station to provide an EV Charging hub including charging bays, canopy above, extension of existing sales building and associated development.
Case Officer	Ben Coffie
Valid Date	19/01/2023
Applicant	bp pulse
Agent	Mr Jason Lowes

RECOMMENDATION

Approve with Conditions

PROPOSED DEVELOPMENT AND LOCATION DETAILS

Proposed development

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

Site and Surroundings

The site is a petrol filling station located in the Bounds Green Industrial Estate. The site is located on the southern side of the North Circular Road (A406) and is within proximity to the junction with Bounds Green Road and Station Road to the east. Vehicular access to the site is achieved via 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. To the west of the site is situated the Safestore self-storage building and to the south are industrial units which are let to various businesses.

Relevant Planning and Enforcement history

The most recent planning history in relation to this site is as follows:

- HGY/2019/2463- 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.

Consultation Responses

LBH Transportation – no comments received.

LBH Carbon Management and Pollution – No objections to the proposal the following conditions are recommended:

- Land contamination investigation
- Unexpected contamination remediation plan

- Demolition/construction environmental management plans

Environment Agency- no objections have been raised against the development however the following informatives have been recommended which would be detailed in the decision.

TFL- no objections

Local Representations

The number of representations received from neighbours, local groups, etc. in response to notification and publicity of the application were as follows:

Objecting: 0

Supporting: 0

Other: 0

MATERIAL PLANNING CONSIDERATIONS

Principle of development

LB Haringey Local Plan Strategic Policies 2013 -2026 policy SP0 'Presumption in Favour of Sustainable Development' states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF, paragraph 14). The Council will work proactively with applicants to find solutions, which mean that proposals can be approved wherever possible and to secure development that improves the economic social and environmental conditions in Haringey.

The site is an existing operational petrol filling station on a main road network. The development would not result in the change of land use. The site would remain a petrol filling station however the redevelopment of the site would introducing 10 new electrical charging bays with 5 chargers, designed to support the changeover in vehicles from running on fossil fuels to electricity, as such contributing to mitigating climate change. Whilst there would be an increase of approximately 107sqm to the size of the existing forecourt shop, it is therefore considered that the provision of electric charging points and other associated works would be commensurate with the existing use of the site as a petrol filling station and are acceptable in principle.

Design and site layout

DM Policy (2015) DM1 'Delivering High Quality Design' states that development proposals should relate positively to their locality, having regard to, building heights, form, scale & massing prevailing around the site, urban grain, sense of enclosure and, where appropriate, following existing building lines, rhythm of any neighbouring or local regular plot and building widths, active, lively frontages to the public realm, and distinctive local architectural styles, detailing and materials. DM DPD 2017 policy DM3 'Public Realm' sets out the Council's approach to ensuring that the design of streets, including street lighting, paving, street furniture, public art installations and signage, are of the highest quality and contribute to local distinctiveness, providing safer and accessible spaces for all in line with London Plan

The changes to this petrol filling station involve the following:

- 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.

The redevelopment would improve the overall appearance of the petrol filling station, the above changes are commensurate with the use of the site and do not materially affect the overall appearance of the site. The new elements and structure consisting of canopies and substations would be proportionately and well-integrated within the site and would not represent overdevelopment of the site. The sales building as an associate building to the site would have an acceptable scale and massing, its redevelopment with aluminium cladding panels and engineering brick represents high quality materials. Given the new signs are indicated in the proposed elevations of the sales building, an informative is being added with respect of advertising signage, as this requires consent.

Consequently, the redevelopment of the site would not result in any detrimental impacts against the character and appearance of the existing site and its surrounding areas.

Access & Highways Impacts

London Plan Policy T1 requires all development to make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and to ensure that any impacts on London's transport networks and supporting infrastructure are mitigated. Policies T4, T5 and T6 set out key principles for the assessment of development impacts on the highway network in terms of trip generation, parking demand and cycling provision.

A Transport Statement has been submitted with the application 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. Given the development would operate within the same use it would not give rise to any significant impacts against traffic movements within the site/ immediate area, or in relation to the local highway network.

Inclusive Access

The application has included a disabled parking space in close proximity to the main building. The plan also indicated a ramp to allow for access to the retail unit.

Impact on residential amenity

London Plan Policy D6 outlines that design must not be detrimental to the amenity of surrounding housing, in specific stating that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. London Plan Policy D14 requires development proposals to reduce, manage and mitigate noise impacts. DPD Policy DM1 'Delivering High Quality Design' states that proposals must adequately address issues of vibration, noise, fumes, odour, light pollution and microclimatic conditions likely to arise from the use and activities of the development.

The site is located in an industrial estate where a substantial level of noise is expected to be generated from industrial activities. The petrol filling station is not within a residential area, therefore its operation will not have any impacts on amenity, namely in terms of vehicles arriving and leaving, vehicle doors closing, engines turning on and off, music from car radios, the use of a kiosk/ retail, the headlights of cars directed at neighbouring properties etc. Moreover, the site is

situated on the North Circular (A406) which is busy traffic route, therefore it is not anticipated that the operation of the site and visitors may give rise to nuisance to neighbours.

As such it is accepted that complaints of this nature, may arise, in the context of an existing operational petrol filling station, any such complaints would have to be investigated as statutory nuisance (a nuisance covered by the Environmental Protection Act 1990) as this site has an established use as a petrol filling station, with ancillary facilities.

Conclusion

The proposed development is in general accordance with Policies DM1 and DM8 of the Development Management, Development Plan Document 2017, and policy SP11 of Haringey's Local Plan Strategic Policies 2017. The proposed development also accords with the relevant policies of the London Plan 2021 and the NPPF.

It is considered that the proposal will provide a modern petrol filling station with an improved layout and functionality compared to the existing situation and will not affect the character and appearance of the adjoining conservation area. As such, the proposal is recommend for approval subject to conditions.

Conditions:

- 1 The development to which this permission relates must be begun no later than three years from the date of this decision notice, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of Section 91 of the Town and Country Planning Act 1990 and to prevent the accumulation of unimplemented planning permissions.

- 2 The development hereby permitted shall be carried out in complete accordance with the approved plans and drawings listed in this decision notice, other than where those details are altered pursuant to the conditions of this planning permission.

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

- 3 The proposed development hereby approved shall be finished in accordance with material detailed in drawing no. 14026_24 E unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure a satisfactory appearance for the proposed development, to safeguard the visual amenity of neighbouring properties and the appearance of the locality consistent with Policy D3 of the London Plan 2021, Policy SP11 of the Haringey Local Plan 2017 and Policy DM1 of The Development Management DPD 2017.

- 4 Before development commences other than for investigative work: a. Using the information already submitted in Phase 1 Preliminary Risk Assessment Report with reference 10058657-ARC-XX-XX-RP-ZZ-0003-01 prepared by Arcadis (UK) Ltd dated December 2022, an intrusive site investigation shall be conducted for the site using information obtained from the desktop study and Conceptual Model. The site

investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements. Whilst the submitted Phase 1 report recommends groundwater monitoring using boreholes that were installed during a previous site investigation, the investigation would also need to include an assessment of soil and groundwater samples from the area of soft landscaping which is adjacent to the western site boundary. b. The risk assessment and refined Conceptual Model shall be submitted, along with the site investigation report, to the Local Planning Authority which shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. c. Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and; d. A report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

- 5 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.

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

- 8 No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of :

- a) parking and management of vehicles of site personnel, operatives and visitors
- b) loading and unloading of plant and materials
- c) storage of plant and materials
- d) programme of works (including measures for traffic management)
- e) provision of boundary hoarding behind any visibility zones
- f) wheel washing facilities:

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

Informatives:

- We strongly recommend the use of flood resistance and resilience measures. Physical barriers, raised electrical fittings and special construction materials are just some of the ways you can help reduce flood damage. To find out which measures will be effective for this development, please contact your building control department. In the meantime, if you'd like to find out more about reducing flood damage, visit the Flood Risk and Coastal

Change pages of the planning practice guidance. The following documents may also be useful: Department for Communities and Local Government: Preparing for floods <http://www.planningportal.gov.uk/uploads/odpm/4000000009282.pdf> Department for Communities and Local Government: Improving the flood performance of new buildings: <https://www.gov.uk/government/publications/flood-resilientconstruction-of-new-buildings>

- The following issues are not within our direct remit or expertise, but nevertheless are important considerations for managing flood risk for this development. Prior to deciding this application, we recommend that consideration is given to the issues below. Where necessary, the advice of relevant experts should be sought.
 - Adequacy of rescue or evacuation arrangements • Details and adequacy of an emergency plan
 - Provision of and adequacy of a temporary refuge • Details and adequacy of flood proofing and other building level resistance and resilience measures
 - Details and calculations relating to the structural stability of buildings during a flood
 - Whether insurance can be gained or not
 - Provision of an adequate means of surface water disposal such that flood risk on and off-site isn't increased
- You are encouraged to join the nationally recognised Considerate Constructors Scheme. This commits those sites registered with the Scheme to be considerate and good neighbours, as well as clean, respectful, safe, environmentally conscious, responsible and accountable. For more information please contact the Considerate Constructors Scheme directly on 0800 783 1423, siteenquiries@ccscheme.org.uk or visit www.ccscheme.org.uk.
- The applicant/occupants should phone Floodline on 0345 988 1188 to register for a flood warning, or visit <https://www.gov.uk/sign-up-for-flood-warnings>. It's a free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email or text message. Anyone can sign up.

Flood warnings can give people valuable time to prepare for flooding – time that allows them to move themselves, their families and precious items to safety. Flood warnings can also save lives and enable the emergency services to prepare and help communities.
- The Applicant is advised that deemed consent for any business related signage applies for signs up to 0.3sqm. Any larger signage will require advertisement consent. This is in accordance with section 2 (b) of the Town and Country Planning Act (Control of Advertisements) Regulations 2007.
- The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm	Monday to Friday
8.00am - 1.00pm	Saturday

and not at all on Sundays and Bank Holidays.
- The applicant is advised to contact the Metropolitan Police Service Designing Out Crime Officers (DOCOs) in respect of achieving accreditation. The services of MPS DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or

0208 217 3813.