

It is notable that none of the above facilities benefit from a frontage onto the A109. We therefore consider that while there is 24 hour provision on other elements of the Strategic Network within Harringey, there is a need to provide comparative 24 hour provision of the element of the network the application Site serves (i.e. the A109) between 07:00-22:00.

Further to the above, the existing provision, much of which operates on a 24 hour basis, provided clear evidence that PFS facilities can operate harmoniously with neighbouring residential uses without issue in respect of the amenity within Harringey. The below photographs of the stations highlight the proximity of residential dwellings to the 24 hr PFS sites:

Site 1 – Shell, Palmers Green



The above image identifies residential uses to the immediate east and opposite the PFS.

Site 2 – MFG, Lordship Lane



Residential units immediately about the PFS.

Site 3 – Shell, Hornsey Park



Residential units immediately about the PFS and are located directly opposite.

It is clear that 24 hour petrol filling stations can operate harmoniously with neighbouring residential uses. Given the regularity of 24-hour PFS' operation throughout the UK in urban locations, the proposed additional hours of operation do not give rise to significant concern in respect of National Planning Policy Framework and policies DM1, DM23 and DM49 of the Development Management DPD (2007).

Further to the above, and in order to ensure a robust submission, a Noise Impact Assessment prepared by Acoustic Consultants Limited forms part of the application package. The report assessed the implications of a 24 hour operation of the PFS in respect of amenity considerations and concludes:

*"A baseline noise survey was completed, and background noise levels representative of the nearby noise sensitive receiver were obtained. Using transaction counts of existing service stations and representative field noise measurements, a noise model was made to predict the specific sound level of the service station's commercial activities at the NSR, during the proposed extension of operational hours.*

*The BS4142 initial estimate of impact suggests that noise, with character corrections, from the service station will have low impact upon the nearest NSR during the proposed extension of operational hours.*

*With context considered, noise from the proposals, during the proposed extension of operational hours is not expected to be distinguishable above the residual noise climate and as such, noise would not cause a change in behaviour or attitude and achieves the aims of the National Planning Policy Framework (NPPF).*

*It is considered that the assessment further emphasises conformity with the re policies DM1, DM23 and DM49 of the Development Management DPD (2007)."*

## **Summary and Conclusions**

This application seeks planning permission for overnight use of the existing PFS at the Site. No physical works are proposed, nor is any alteration to the hours of operation of other elements of the operation at the Site. It has been evidenced in this submission that there is a lack of 24 hr PFS provision serving A109 and further to this a series of PFS's which serve other elements of the strategic network within Haringey operate on a 24 hour basis in the immediate vicinity of neighbouring residential uses harmoniously.

A dedicated assessment in respect of noise forms part of the application package and evidences the compliance of the proposals with local planning policy.

I trust that we have provided you with sufficient information to enable you to register and consider the application. However, if you do have any queries, please do not hesitate to contact me on 07881 230361 or [Matthew.Gray@Montagu-evans.co.uk](mailto:Matthew.Gray@Montagu-evans.co.uk).

Yours sincerely,

*Montagu Evans*

**Montagu Evans LLP.**