

OFFICER REPORT FOR DECISION UNDER DELEGATED AUTHORITY

APPLICATION NO: P0996.23

WARD: Marshalls & Rise Pk **Date Received:** 22nd June 2023

ADDRESS: 61-63, Eastern Avenue East
Romford

PROPOSAL: Proposed installation of 6no. EV car charging bays and erection of new substation and associated infrastructure to support EV charging.
Reposition Laundrette unit and Air/Water unit.

DRAWING NO(S): DWG 3
DWG 4
DWG 5
DWG 6
DWG 7

RECOMMENDATION: It is recommended that **planning permission be GRANTED** subject to the condition(s) given at the end of the report

SITE DESCRIPTION

The site is located on the west side of Eastern Avenue East and the site is known as 61-63 Eastern Avenue East. The site is currently used as a Texaco petrol filling station with a sales building, laundrette facilities, delivery lockers and customer parking.

The site is bounded by a residential dwelling No.57 East Avenue East to the south west and another residential dwelling at No.67 East Avenue East to the north east. The site is located on the Transport for London Road Network (TLRN). This site is not listed or located within a conservation area.

DESCRIPTION OF PROPOSAL

The proposals seek planning permission for the proposed installation of 6no. EV car charging bays and erection of new substation and associated infrastructure to support EV charging with the repositioning of the laundrette unit and air/water unit.

RELEVANT HISTORY

P0220.16 Proposed overclad of existing petrol filling station shop with metallic silver ellipse infilled with horizontal cedar-effect cladding to primary elevations and paint other elevations as described.

	Apprv with cons	03-05-2016
P0438.12	Variation of Condition 8 of L/HAV/588/70 - for the site to operate 24 hours a day	
	Withdrawn	21-05-2012

CONSULTATIONS/REPRESENTATIONS

Notification letters were sent to neighbouring occupiers and no representations were received.

The following comments were received from consulted stakeholders:

- LBH Street Management/Highways Department: No comments are offered. It is not believed the proposals will have any significant impact on the public highway.
- LBH Environmental Health/Public Protection Department provided conditions in respect to contaminated land and noise. These will be imposed should the application be approved. The agent was notified regarding the conditions in advance as they were pre-commencement and were agreed as acceptable in the e-mail of 12th October 2023.

Transport for London (TfL) - TfL are the highway authority for this road as it is on TLRN. In principle TfL is very supportive of the provision of electric vehicle charging points, in the right locations, with appropriate design, and with appropriate supporting facilities.

TfL understands that the application is for the construction of electric vehicle charging bays with associated infrastructure works. One of the EV bays is a disabled blue badge bay which appears to be designed to meet the relevant space standards, which is welcomed.

TfL's key concern is that users of the EV charging points are provided with the necessary amenities. While filling a car with petrol or diesel takes a couple of minutes, EV charging can take 30-40 minutes, which means that users will need to be able to purchase snacks and drinks and access toilets. TfL doubt there will be an objection from the applicant over sale of food and drink, but considerable reluctance over toilet access. With that in mind, TfL have advised that the Council may wish to impose a condition which secures these facilities for the entire time that the charging facilities are available. In particular, this should prevent antisocial behaviour in relation to toilet needs (ie using bushes or neighbours' gardens). Knowing that petrol station toilets are generally of poor quality, you might wish to seek to secure certain features, such as ensuring there are two toilets available with a regular cleaning regime and maintenance arrangements.

OFFICER RESPONSE: Site constraints dictate in this instance the size of spaces and the applicant outlines that the purpose of the charging bays are for those solely seeking to utilise the charging points. It is noted that the site would provide sale of food and drink. Further to TfL comments regarding the use of the toilets, the agent has confirmed via e-mail that the toilets would not be available 24 hours, just whilst the site is open, 5am until midnight. It would too onerous to impose a condition for toilets to be made available outside of these times as would present other material considerations outside the scope of the current application. In light of the benefits of providing EV charging points it is not considered that these perceived failings could present grounds for refusal. Further to this the site has adequate natural surveillance given that it is relatively open and

unobscured.

RELEVANT POLICIES

Havering Local Plan (2021)

Policy 7 Residential design and amenity

Policy 19 Business growth

Policy 23 Transport Connections

Policy 24 Parking provision and design

Policy 26 Urban design

Policy 33 Air Quality

Policy 34 Managing pollution

Policy 35 Waste management

London Plan (2021)

Policy D4 Delivering good design

Policy D14 Noise

Policy SI 12 Flood risk management

Policy SI 13 Sustainable drainage

Policy T4 Assessing and mitigating transport impacts

NPPF (2021)

2. Achieving sustainable development

9. Promoting sustainable transport

14. Meeting the challenge of climate change, flooding and coastal change

MAYORAL CIL IMPLICATIONS

The proposal not liable for CIL.

STAFF COMMENTS

The main issues in this case are considered to be the design and visual impact of the development on the character of the locality of the area, Transport and highways impacts and the impact on the amenity of adjoining residential occupiers.

The proposal would be considered to be a response to the need to provide modern and most up to date infrastructure for electric or ultra-low emission vehicles to ensure that the site remains flexible and complies with the evolving vision set out in the London Plan and the Local Plan.

PRINCIPLE OF DEVELOPMENT

The proposals would be considered to be new features within petrol stations and other parking areas to meet the need of electric or ultra low emission vehicles and to comply with the Emerging

Building Regulations (July 2019), the London Plan and the Local Plan.

The proposals would involve the installation of 6no. EV car charging bays and erection of new substation and associated infrastructure to support EV charging with the repositioning of the laundrette unit and air/water unit. As such the proposals raise no land use issues.

DESIGN/IMPACT ON STREET/GARDEN SCENE

The vast majority of vehicles in use on the roads currently run on petrol or diesel. However, these fuels produce emissions which are known to impact on human health and the environment. For these reasons the UK government are driving a transition to more efficient, lower polluting technologies such as Electric Vehicles (EVs).

The National Planning Policy Framework encourages the provision of EVCPs in development. Paragraph 110 states that 'applications for development should (e) be designed to enable charging of plug-in and other ultra- low emission vehicles in safe, accessible and convenient locations'. It is also stated in paragraph 179 of the Framework that 'Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas'.

No objection is raised to the proposed installation of 6no. EV car charging bays and erection of new substation and associated infrastructure to support EV charging with the repositioning of the laundrette unit and air/water unit

The changes to the side and rear of the site including the EV car parking charging bays, new substation and associated infrastructure to support EV charging with the repositioning of the laundrette unit and air/water unit would be set back from the road, and as such would have a negligible impact on the appearance of the site and wider street scene, mindful of the sites current use. The proposals would therefore comply with Local Plan Policy 26.

IMPACT ON AMENITY

The EV charging bays would be located adjacent to the neighbouring property of No. 57 Eastern Avenue East. However they would not cause significant harm to neighbouring amenity given they would be located approximately 1.6m away from the boundary and would replace existing parking bays, in a similar location.

The laundrette facilities would be brought slightly closer to the neighbour at No.67 Eastern Avenue East with new substation and associated equipment with the repositioning air the air and water facilities.

It is noted that there could be some additional noise and potential for increased disturbance from use of ev points due to the number being proposed and comings and goings but on balance, it is considered that any additional harm would not outweigh the benefit.

The proposal would not be considered to have significant impact on residential amenity, given its

location. It is considered that the proposal would be modest and not to give rise to any level of overshadowing/loss of light capable of substantiating a decision or refuse permission over an above existing conditions.

To prevent the associated plant equipment causing harm to neighbouring amenity in terms noise, a condition would be imposed. An informative would also be added to advise about additional lighting and signage.

The proposals subject to conditions would therefore comply with Local Plan policies 7 and 34.

HIGHWAY/PARKING

London Plan (2021) and in particular policy T6, generally seeks and supports the delivery of electric vehicle charging points. The delivery of electric vehicle charging points is therefore supported.

Furthermore, the proposed location and placing of associated infrastructure would not have an adverse impact on operation of highway.

The proposals subject to conditions would therefore comply with Local Plan policies 23 and 24 and London Plan policy T6.

SUSTAINABILITY/ENERGY EFFICIENCY

The proposed charging points would be a positive contribution towards London becoming a carbon free city and reducing levels of air pollution within the surrounding area. The proposals are in accordance with the Mayors Transport Strategy (2018). the London Plan and the Havering Local Plan.

KEY ISSUES/CONCLUSIONS

Upon full assessment of the submitted material supporting the application, taking into account all material considerations, it is considered that the objectives of the development plan have been met.

RECOMMENDATION:

It is recommended that **planning permission be GRANTED** subject to the following condition(s)

1 SC4 (Time limit) 3yrs

The development to which this permission relates must be commenced not later than three years from the date of this permission.

Reason:-

To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2 SC10C Materials as per application form

The proposed development hereby approved shall be constructed in accordance with the materials detailed under material section of the application form unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area.

3 SC32 (Accordance with plans)

The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans (as set out on page one of this decision notice).

Reason:-

For the avoidance of doubt and to ensure that the development is carried out as approved.

4 SC82 (External lighting)

In the event of any additional external lighting to support development hereby permitted, full details shall be submitted and approved in writing by the Local Planning Authority prior to vehicle charging points coming into use. The lighting shall be provided and operated in strict accordance with the approved scheme.

Reason:-

Submission of this detail prior to occupation in the case of new building works or prior to the use commencing in the case of changes of use will protect residential amenity and for the avoidance of any doubt.

5 SC42 (Noise - New Plant) (Pre Commencement)

Before the uses commences a scheme to control the transmission of noise and vibration from any mechanical ventilation system installed shall be submitted to and approved in writing by the Local Planning Authority and implemented prior to the permitted use commencing. Thereafter, the equipment shall be properly maintained and operated during normal working hours.

Reason: To protect the amenity of noise sensitive premises from noise and vibration from mechanical plant

6 SC60 (Contaminated land condition No. 1) (Pre Commencement)

1) 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 unsuspected contamination shall be dealt with has been submitted to and approved in writing by the local planning authority. The remediation strategy shall be implemented as approved.

2) Following completion of the remediation works as mentioned in (1) above, a 'Verification Report' must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

Reason: To ensure that any previously unidentified contamination found at the site is investigated and satisfactorily addressed in order to protect those engaged in construction and occupation of the development from potential contamination.

INFORMATIVES

1 TfL Highway Informatives

1. The footway and carriageway on the A12 Eastern Avenue must not be blocked during the construction and maintenance of the EV. Temporary obstructions during the development must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the A12 Eastern Avenue.

2. All vehicles associated with the development of the EV bays must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.

3. No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see, <https://tfl.gov.uk/info-for/urban-planning-and-construction/our-land-and-infrastructure/highway-licences?intcmp=3496>

2 Additional and security lighting

The applicant should note that separate planning consent may be required for any lighting columns and security lighting within the site.

3 Signage Consent

A clear sign with instructions should be located near the charging points to indicate that the bays are reserved for those charging only. Please note that any such signs or additional signage for directions may be subject to further assessment under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

4 Approval - No negotiation required

Statement Required by Article 35(2) of the Town and Country Planning (Development Management) Order 2015: No significant problems were identified during the consideration of the application, and therefore it has been determined in accordance with paragraph 38 of the National Planning Policy Framework.

Authorising Officer:



Neil Goate

20th October 2023