

Planning Services  
London Borough of Barnet  
2 Bristol Avenue  
Colindale  
London  
NW9 4EW

Our ref: 24-00747  
Date: 19 March 2024

Dear Planning Services,

Re: Full Planning Application for the installation of 6no. Electric Vehicle Charging (EVC) bays and associated infrastructure, at Hendon Way Service Station, 67 - 73 Watford Way, London NW4 3AQ.

Rapleys LLP has been instructed to submit a full planning application for the above site on behalf of Rontec Service Stations 1A Limited (Rontec). The application seeks consent for the installation of 6no. Electric Vehicle Charging (EVC) bays and 1no. disabled parking space, and associated infrastructure.

## Submission

The content of this application comprises this covering letter and the following:

- Completed Application & CIL Forms;
- Site Location Plan (Ref. 240121\_PLNG-06);
- Block Plan (Ref. 240121\_PLNG-05);
- Existing Layout (Ref. 240121\_PLNG-01);
- Existing Elevations (Ref. 240121\_PLNG-02);
- Proposed Layout (Ref. 240121\_PLNG-03);
- Proposed Elevations (Ref. 240121\_PLNG-04); and
- Tracking Plan (Ref. 240121\_PLNG-07).

The application has been submitted through the Planning Portal and has been given the reference PP-12902731.

The requisite planning application fee of £293.00 has also been paid via the Planning Portal.

## Site and Surroundings

The application site relates to Hendon Way Service Station, which lies to south west of the A41 Watford Way. Hendon Way Service Station comprises an Esso petrol filling station, a forecourt shop / sales building occupied by Morrisons Daily, a Costa Express, with a car wash facility along the south western border of the site. Vehicular access to the service station is taken from the A41 Watford Way Road, and the egress leads onto Neeld Crescent.

The surrounding area is a mix in character and is made up of commercial units, blocks of flats and semi-detached properties. Residential properties border the site to the south-east and south-west. To the north of the site lies St Mary's and St John's CE School and its associated playing fields. Further south west of the site along Watford Way lies a mixture of commercial and retail shops, along with Hendon Central Tube Station.

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The site does not lie within a designated Conservation Area, however the Grade II Listed Hendon War Memorial lies approximately 50m north of the application site. The site also lies near to an area of Special Archaeological Significance.

## Planning History

A review of the Council's online planning register was undertaken revealing a long planning history associated with the site. The key applications are summarised in the table below.

Reference	Description	Decision	Decision Date
W02638	Erection of religious hall and two flat conversion of house into 2 flats.	Refused	23 Sep 1970
W02638A	Office building.	Refused	10 Feb 1971
W02638D	Change of use from residential to office.	Refused	25 Mar 1987
W02638E	Erection of 20, two-bed flats in three-storey block with ancillary parking and amenity space. (Outline Application).	Refused	05 Oct 1988
W02638G	Erection of three-storey building comprising 5 Class B1 units totalling 24,000 sq.ft. (gross floor area) with ancillary car parking. (Outline Application).	Refused	05 Oct 1988
W02638K	Erection 3, part three/part two-storey Class B1 (Business) units and erection of a 3 storey block of 5 flats and formation of car parking area. (Amended Description)	Refused	04 Jan 1989
W02638N	Erection of Three storey office (Class B) Building with Associated Access and Car Parking.	Refused	03 Sep 1991
W02638Q	Site for the erection of a petrol filling station and car wash and construction of related access.	Approved	01 Dec 1992
W02638T	Variation of condition 12 on Planning Permission ref: W02638P granted consent on 1.12. 'allow petrol station to open for 24 hours a day'	Refused	11 May 1995
W02638V	Use of part of petrol station shop as a hot food servery.	Refused	15 Aug 1996
W00076Q/02	Proposed LPG gas tank filling area compound comprising of 3 LPG tanks, protective galvanised fencing and new LPG dispensing forecourt.	Withdrawn	23 Dec 2002
W02638Y/06	Redevelopment of the existing petrol station to provide a new forecourt, new pumps (including partially retained pump island canopy) new sales building, storage compound, car wash & plant room with associated parking & landscaping.	Withdrawn	15 Aug 2006
W02638Z/06	Redevelopment of the existing petrol station to provide a new forecourt, new pumps (including partially retained pump island canopy) new sales building, storage compound	Approved	05 Feb 2007

car wash & plant room with associated parking & landscaping.

W02638AJ/07

Erection of forecourt canopy link extension.

Approved

21 Nov 2007

## The Proposal

The development proposed through this full planning application is for the installation of 6no. EVC bays, including 1no. DDA compliant bay, and associated infrastructure.

As part of the development, the existing car wash and car wash plant room which sits along the south western border of the site are to be replaced with 6no. EVC bays. The existing Tank Vents are also to be removed and relocated to the southern corner of the site. The power of the charging points will be 150kW Rapid Charge with an 80% from empty re-charge time of circa 20 minutes, dependent upon vehicle technology and capacity.

The upgrade will be accompanied by a cantilevered steel canopy with a glazed roof, approximately 3.5m in height.

The installation of the EVC spaces will be supported by the associated EVC infrastructure which includes a sub-station and an LV meter cabinet. This infrastructure will be located adjacent to the proposed EVC bays towards the western corner of the site,

Full details of the proposed development are shown on the accompanying set of proposed plans submitted as part of the application.

## Planning Policy Position

### National Planning Policy

The Government published the latest iteration of the National Planning Policy Framework (NPPF) in December 2023. The document confirms that the purpose of the planning system is to contribute to the achievement of sustainable development via three overarching objectives: an economic objective, a social objective, and an environmental objective.

Paragraph 11 of the NPPF requires Local Planning Authorities to apply a presumption in favour of sustainable development during decision-making. This means that authorities should approve development proposals that comply with relevant policies without delay. Where there is an absence of relevant development plan policies or if the policies are out-of-date, planning permission should be granted unless:

- I. "The application of policies in this Framework that protect areas or assets of particular importance provide a clear reason for refusing the development proposed, or*
- II. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

In building a strong and competitive economy, Paragraph 85 requires Local Planning Authorities to place significant weight on the need to support economic growth and productivity by taking into account local business needs.

Paragraph 109 of the NPPF advises that the transport system should be balanced in favour of schemes that promote sustainable transport modes, to provide people with a real choice about how they travel. The document further advises that encouragement should be given to development solutions which support reductions in greenhouse gas emissions and reduce congestion. Local planning authorities

should therefore support schemes that seek to encourage and facilitate the use of sustainable modes of transport.

When promoting developments, Paragraph 114 of the Framework states that “it should be ensured that:

*Appropriate opportunities to promote sustainable transport modes are taken up, given the type of development and its location; and  
Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

Explaining further, Paragraph 115 states that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

In the same character (Paragraph 116), it is advocated that “within this context, planning applications for development should:

*Address the needs of people with disabilities and reduced mobility in relation to all modes of transport; and  
Be designed to enable charging of plug and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

In respect of achieving well-designed and beautiful places, Paragraph 131 states that the creation of high-quality, beautiful, and sustainable buildings and places through good design is a key aspect of sustainable development.

Explaining further, Paragraph 135 ensures that local planning policies and decisions should aim to ensure that developments:

- a. *“Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b. *Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c. *Are sympathetic to local character and history, including the surrounding built environment and landscaping setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d. *Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e. *Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f. *Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”*

### Regional Planning Policy

The London Plan sets out the mayor’s planning strategy for Greater London and contains strategic thematic policies, general crosscutting policies and more specific guidance for sub-areas within the Metropolitan Area.

The Mayor opens the 2021 London Plan with his foreword, giving a vision for London's future. In this vision, he emphasises the importance of using sustainable resources to fuel a smart city: "It is about making London a city with clean air for our children to breathe, and a pioneering smart city...one where we lead the way in tackling climate change by moving towards a zero-carbon city by 2050."

It is therefore imperative that sustainable infrastructure such as EVC charging schemes be brought forward, further contributing towards a greener city as idealised above. As such, policies from the London Plan which are both relevant and supportive to the implementation of EVC charging infrastructure have been listed below.

Policy D3 (Optimising Site Capacity Through The Design-Led Approach) requires all development to make the best use of land by following a design-led approach that optimizes the capacity of sites, in terms of appropriateness and land use efficiency.

Policy D4 (Delivering Good Design) states that design quality of the site should be retained through adherence to design codes and reviews.

Policy D5 (Inclusive Design) dictates development proposals should achieve the highest possible standards of accessible and inclusive design, so that they can be entered, used and exited safely and easily.

Policy S11 (Improving Air Quality) requires development to improve air quality rather than reduce air quality benefits provided by the Mayors' or boroughs' activities to improve air quality.

Policy T1 (Strategic Approach to Transport) requires all development should make the most effective use of land by supporting proposed transport schemes, of which electric vehicle charging infrastructure is included.

Policy T7 (Deliveries, Servicing and Construction) states proposals which provide rapid electric vehicle charging points will be supported at key transport facilities.

### Local Planning Policy

The London Borough of Barnet's adopted Development Plan consists of the London Plan (2021), the Core Strategy (2012) and the Development Management Policies Document (2012). In this regard, the key policies that are relevant to this proposal are set out below.

Policy CS5 (Protecting and enhancing Barnet's character to create high quality place) ensures development in Barnet respects local context and distinctive local character, creating places and buildings of high quality design.

Policy CS9 (Providing safe, effective and efficient travel) promotes the delivery of more environmentally friendly transport networks. The Council will support the use of low emission vehicles including electric cars through provision of charging points in new developments.

Policy CS12 (Making Barnet a safer place) aims to make Barnet a safer place, including the promotion of safer streets and public areas.

Policy CS13 (Ensuring the efficient use of natural resources) seeks to minimise Barnet's contribution to climate change and ensure that through the efficient use of natural resources the Borough develops in a way which respects environmental limits and improves quality of life. The Council commits to improve air and noise quality.

Policy DM01 (Protecting Barnet's character and amenity) ensures that proposals demonstrate environmental awareness and contribute to climate change mitigation and adaptation, preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets, and reduce opportunities for crime and minimise the fear of crime.

Policy DM03 (Accessibility and inclusive design) states that development proposals should meet the highest standards of accessible and inclusive design by demonstrating that they meet the following principles: can be used safely, easily and with dignity by all regardless of disability, age, gender, ethnicity or economic circumstances.

Policy DM06 (Barnet's heritage and conservation) states that heritage assets will be protected in line with their significance. All development will have regard to the local historic context and must preserve or enhance the character of conservation sites in Barnet. Proposals affecting heritage assets should demonstrate the significance, the proposed impact, proposed mitigation and how the benefits will outweigh harm caused. Any development that may affect archaeological remains will need to demonstrate the likely impact upon the remains and the proposed mitigation to reduce that impact.

Policy DM17 (Travel impact and parking standards) states that the Council will ensure that the safety of all road users is taken into account when considering development proposals, and will refuse proposals that unacceptably increase conflicting movements on the road network or increase the risk to vulnerable users.

#### Assessment

The application is for the installation of 6no. EVC parking spaces at Hendon Way Service Station.

Rontec, as a business, is currently in the process of reviewing its existing portfolio of service stations to assess future requirements for EVC bays in the context of the growing electric vehicle market and changing customer requirements. Hendon Way Service Station has been identified as a site which is suitable to accommodate EVC provision.

The application site relates to an existing service station and the area for development is located along the south west boundary of the service station. The EVC bays will be supported by the associated infrastructure which includes an LV meter cabinet and sub-station.

In its current form, the site has a functional appearance which reflects its purpose. It's design does not positively contribute to the visual amenity of the local area, given its built form comprises a forecourt, canopy, forecourt shop / sales building, fuel pumps and other associated facilities. In this context, it is not considered that the introduction of 6no. EVC bays and associated infrastructure within the existing site demise would adversely affect the significance of the local character and setting, when compared to the existing position at the site. Given this, the proposed development complies with London Plan Policy D4 and Development Plan Policies CS5 and DM01.

The proposed development will not give rise to any adverse impacts on the amenity of surrounding residential properties. The proposed development will lower noise levels by replacing a relatively noisy car wash facility with low noise level EVC infrastructure. EVC bays and associated infrastructure constitute low noise level development, and it is not considered that any potential noise associated with the operation of these bays will be greater than the existing noise levels generated from the operation of the wider service station as a whole. The loss of the car wash facility will bring betterment in this regard.

Policy D5 of the London Plan dictates that development proposals should achieve the highest possible standards of accessible and inclusive design. The development includes a DDA compliant EVC bay, and therefore shows that the proposal intends to increase inclusivity through design.

It is also considered that the forecourt shop / sales building provides suitable facilities to support the use of the EVC bays; where customers are able to buy food and drink whilst waiting for their cars to charge.

The Government announced in November 2020 that the sale of new petrol and diesel cars will be banned by 2035, which is now only 11 years away. The Government's Road to Zero Paper (November 2018) confirms that electric vehicles will be at the forefront of its planned transition to zero emission transport. The country will therefore shift to zero-emission vehicles and as such, infrastructure to support these vehicles will be imperative in ensuring that this target can be achieved.

The Government envisages that the majority of vehicle charging will take place at home but recognises that a widespread public charging point network is important for drivers who do high mileage, travel long distances or who do not have access to charging points at home or at work.

It is clear therefore, that publicly accessible electric vehicle charging points on sites such as the application site, which take access off a main A road or strategic highway network, can provide a valuable contribution to the local transport network and real benefits to the wider community, where there is a dearth of such provision currently available.

Given the Government's support for electric vehicles, it is necessary for service stations to evolve so that they can continue to provide an important service for customers. In this context, this development, which proposes to introduce 6no. EVC bays, is sustainable and is therefore considered to be in line with both national and local policies. In this context, it is clear that the EVC bays constitute a public benefits. The proposed development should therefore be supported by the Council.

#### Conclusion

After consideration of relevant planning policy at a national, regional and local level, it is deemed that this application for the installation of 6no. Electric Vehicle Charging (EVC) bays and associated infrastructure is compliant with relevant local and national planning policy and should therefore be acceptable in planning terms.

We therefore respectfully request that planning permission is granted for the proposed development.

We trust that the enclosed information is sufficient to enable you to validate the application and look forward to receiving confirmation in due course. We will also be pleased to address any matters raised through the consultation process.

Please contact me should you require any further information.

Yours faithfully,



Alex Ashby  
MSc (Hons), BA (Hons)  
Planner

