



Delegated Report

Planning Application

Planning Application No: 20230032

Location: Clock Tower Service Station 139 Milton Road Gravesend Kent

Description: Creation of charging zone, erection of EV chargers, sub-station enclosure, LV panel and associated forecourt works.

Applicant: Motor Fuel Group

Site Visit Date: 23rd February 2023

Submitted Documents/Plans

Application Form

Cover Letter

WPS-MFG-STD-EV-01-4-1 – Proposed Electric Vehicle Charging Bays

WPS-MFG-580-P-01 – Site Location and Block Plan

WPS-MFG-580-P-03 – Existing Site Elevations

WPS-MFG-580-P-04 – Proposed Site Plan

WPS-MFG-580-P-05 – Proposed Elevations

WPS-MFG-580-P-06 – Sub Station & LV Panel Plan and Elevations

Tree Survey

Relevant Planning History

Reference	Description	Decision	Decision Date
20040782	Erection of single storey front extension to form an ATM room, installation of a new shop front and closure of vehicular access onto Wellington Street.	Permitted	19.10.2004
19990902	Installation of an ATM on Milton Road elevation of existing sales building.	Permitted	24.02.2000
19990332	Replacement of underground fuel storage tanks, installation of Class 1 interceptor, replacement fuel lines, replacement pumps and islands and new forecourt finishes.	Permitted	19.08.1999
19840543	Redevelopment of petrol filling station including erection of sales shop and office canopy and car parking	Permitted	04.12.1984
19760167	Formation of an additional vehicular access	Permitted	04.06.1976
19740004	Forecourt alterations.	Permitted	05.06.1974

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development

- CS02 – Scale & Distribution of Development
- CS05 – Gravesend Town Centre
- CS11 - Transport
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 - Development & Design Principles

Gravesham Local Plan: First Review (1994)

- Policy T1: Impact of Development on the Highway Network
- P3 – Vehicle Parking Standards

Paragraph 33 of the NPPF (2021) sets out that policies within adopted local plans should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary. Such reviews are also a legal requirement as set out in Regulation 10A of the Town and Country Planning (Local Planning) England Regulations 2012.

The Council undertook such a review in September 2019 and found that the adopted Local Plan Core Strategy is in need of a partial review in terms of Policy CS02, due to the increased need for housing since the Local Plan Core Strategy was adopted and the need to ensure that a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan 1st Review (1994) generally conform with the NPPF (2021), the Council will also seek to replace these.

National Planning Policy Framework (2021)

- Section 2 – Achieving Sustainable Development
- Section 4 - Decision-making
- Section 6 – Building a strong, competitive economy
- Section 7 – Ensuring the vitality of town centres
- Section 9 - Promoting sustainable transport
- Section 11 - Making effective use of land
- Section 12 – Achieving sustainable development and well-designed places
- Section 14 - Meeting the challenge of climate change, flooding and coastal change

Planning (Listed Buildings and Conservation Areas) Act 1990

- Part II Conservation Areas

Supplementary Planning Guidance

- SPG 4 - KCC Parking Standards (2006);

Consultations, Publicity and Representations

Consultees

Ward Councillor: No responses received.

KCC Highways:

The provision of an EV charging station at the town centre is welcomed. It is unlikely that this proposal will create any congestion issues in the local highway network as effectively this is a replacement for existing customers with electric vehicles instead of petrol fuelled vehicle customers.

No objection on highway grounds is raised to this application provided the following Condition is applied to any consent granted:

1 The existing dropped kerb access off Wellington Street is removed and the kerbing / footway is reinstated to the approval of the Highway Authority through a Section 278 Agreement.

Officer Note: KCC Highways have also requested the inclusion of informatives.

Group Fire Safety Office: No responses received.

GBC Conservation Officer: No responses received.

GBC Highway Officer:

The introduction of 150kW charges in Gravesham Town Centre is to be welcomed.

However, I do have concerns about the proximity of the bays to the eastern entrance, there is a risk of conflict with vehicles leaving the charging bays and those entering to access the pumps, shop, Amazon locker or the ATM. It is suggested the applicant have a suitably qualified person carry out a safety audit to confirm whether or not the forecourt will be able to safely operate, and I would suggest this is added as an informative it being the applicant's responsibility to ensure his site operates safely. I note the intention to relocate the fuel tank vent pipe and the PID sign although no details are given regarding the new location of these items.

I note the applicant intends to close his access from Wellington Street and this should extend to removing the existing carriage crossover and restoring the footway, which will require a Section 278 Agreement with the Highway Authority, Kent County Council.

GBC Environmental Protection:

The introduction of additional EV charging facilities in the district is welcomed from an air quality perspective.

The petrol filling station has a Permit for the unloading of petrol into stationary storage tanks and filling of vehicle petrol tanks under the Environmental Permitting (England and Wales) Regulations 2010 (as amended). The fuel tank vent pipe forms part of the infrastructure under this Permit and as such a minor variation may be required. Further advice should be sought from the Environmental Protection Team by the applicant.

Neighbouring properties

54 surrounding properties were consulted and 0 responses were received.

Officer's Analysis

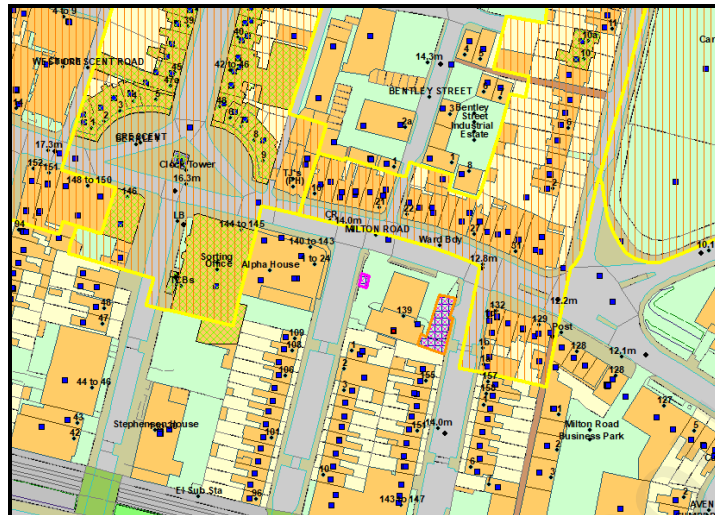
Principle of Development

This application is located inside the Urban Boundary, where appropriate development would generally be acceptable in principle as per Policy CS02: Scale and Distribution of Development.

However, all other relevant matters should be considered. In this instance, the main points to consider would be the potential impact on; Heritage, Design, Character and Appearance, Highway safety, and Residential Amenity of neighbours.

Heritage, Design, Character and Appearance

As the below map snippet shows, the site is not in the Conservation Area (Outlined in Yellow) but is located close to the Conservation Area. As such there would be no impact on the Conservation Area, in this instance.



It is however, important to understand the existing appearance and character of the site and how the proposed works would impact this. The below images show the service station from the eastern side.



The following plans (Not to scale) show the positioning and appearance of the additions from this eastern side.

This plot is in an urban setting with residential neighbours nearby. However, the proposed works would likely not result in any significant increase in harm to the residential properties nearby. Reasoning for this assessment relates to the minor scale of development, the position of the plot away from residential neighbours and lack of increased parking provision.

The proposal is therefore considered to safeguard the amenity of neighbouring properties in compliance with policy CS19 of the Core Strategy 2014.

Conclusion & Recommendation

The proposed development complies with all relevant national and local planning policies. The recommendation is to approve.

(For detailed conditions / reasons for refusal and informatives, see draft Decision)

Case Officer:	Ms Lisa Williams	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	2 nd March 2023	Dated:	3rd March 2023