

Item No. 6.3	Classification: Open	Date: 26 January 2011	Meeting Name: Borough and Bankside Community Council
Report title:	Development Management planning application: Application 11-AP-1571 for: Full Planning Permission Address: SHELL SOUTHWARK BRIDGE SERVICE STATION, 101 SOUTHWARK BRIDGE ROAD, LONDON, SE1 0AX Proposal: Redevelopment of existing petrol station to provide new forecourt canopy, rear boundary wall and retail shop building.		
Ward(s) or groups affected:	Cathedrals		
From:	Head of Development Management		
Application Start Date 27 June 2011		Application Expiry Date 22 August 2011	

RECOMMENDATION

- 1 Grant planning permission subject to conditions

BACKGROUND INFORMATION

Site location and description

- 2 The application site is located on the east side of Southwark Bridge Road, a main classified road (A300). The site is located in a mixed use area with residential to the east in Ayres Street and south in Southwark Bridge Road, and with commercial offices on Southwark Bridge Road to the north.
- 3 The site comprises of a three pump island forecourt, a canopy and retail shop and is accessed/egressed from Southwark Bridge Road only, although there appears to be a redundant entrance at the rear.
- 4 The property is located within the Union Street Conservation Area, to the east (rear) of the site are the Grade II listed buildings of Whitecross Cottages 1-6 Ayres Street. The application property is within the Bankside and Borough District Town Centre, Central Activities Zone, Air Quality Management Area and Bankside, Borough and London Bridge Opportunity Area.

Details of proposal

- 5 The proposal is to modernise the existing facilities on the site by replacing the existing shop and forecourt including the provision of a new canopy, underground tanks and pumps.
- 6 The new pumps will be in a triangular format with four dispensing pumps on two

islands with passing lanes to both islands. Multi product pumps will be used to stop motorists having to manoeuvre on site to the correct pump. The canopy will be smaller in area than the current canopy, reduced from 161 square metres to at 161 square metres as opposed to 66 square metres for the new canopy. Its design is contemporary and its main role is to provide a weatherproofed area for customers.

- 7 The sales building will be 96 square metres, an additional square footage of 13 square metres is proposed. The new building will be single storey and have a flat roof. The proposed materials are a glazed front with rendered blockwork elsewhere with composite roof panels. The shop is said to 'cater for busy, working people who need a convenient store and will stock a number of impulse buy products similar to a local shop while also offering drinks and refreshments. The shop will also have its own storage facilities as well as recycling and refuse. The shop will remain ancillary to the forecourt.
- 8 There will be a vapour recovery for fuel deliveries so that when the tankers deliver to the site any fumes in the tanks will be recycled to a chamber in the delivery vehicle. This prevents the dissipation of vapour in the atmosphere. The applicant has further stated that the 'the new double skin tanks with a leakage detection system will be installed which is designed to prevent ground contamination.'
- 9 There will be no changes to the existing access/egress to the site which is solely from Southwark Bridge Road. Three existing parking spaces will be retained. The petrol station will continue to operate on a 24 hour basis.
- 10 A new rear boundary wall is to be provided to replace the existing industrial palisade fence. The area to the rear of the shop will be three metres high, to a length of 10.5 metres, then nearer to the residential adjoining occupiers its height is reduced to two metres for a length of 16 metres.

Planning history

- 11 No previous planning history found.

Planning history of adjoining sites

- 12 Bishops Hall 8 Ayres Street

Permission on 22.8.2007 for the display of a blue plaque on the east facade to commemorate Octavia Hill (07-CO-0082)

Temporary permission 17.5.2010 for a single storey office building on land to the side (10-AP-0425).

Temporary permission 15.3.2010 for a two storey office building on land to the side (10-AP-0426)

KEY ISSUES FOR CONSIDERATION

Summary of main issues

- 13 The main issues to be considered in respect of this application are:
 - a) the impact on the amenities of adjoining properties
 - b) the impact of a larger retail unit and new pump formation on vehicular movements and vehicular safety

- c) the impact on the appearance and character of the Union Street conservation area, including the setting of the listed buildings to the rear in Ayres Street and archaeology ; and
- d) ground water contamination.

Planning policy

Core Strategy 2011

- 14 Strategic Policy 10 – Jobs and businesses
Strategic Policy 12 – Design and conservation
Strategic Policy 13 – High environmental standards

Southwark Plan 2007 (July) - saved policies

- 15 1.7 Development within town and local centres
3.2 Protection of Amenity
3.12 Quality in Design
3.7 Waste Reduction
3.11 Efficient Use of Land
3.12 Quality in Design
3.13 Urban Design
3.15 Conservation of the Historic Environment
3.16 Conservation areas
3.18 Saved Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites
3.19 Archaeology
5.2 Transport Impacts
5.3 Walking and Cycling
5.6 Car Parking
7.4 Bankside and Borough Action Area.

London Plan 2011

- 16 Policy 2.12 Central Activities Zone – predominantly local activities
Policy 2.13 Opportunity areas and intensification areas
Policy 2.14 Areas for regeneration
Policy 2.15 Town centres

Policy 4.3 Mixed use development and offices
Policy 6.9 Cycling
Policy 7.3 Designing out crime

Policy 7.8 Heritage assets and archaeology

Planning Policy Guidance (PPG) and Planning Policy Statements (PPS)

- 17 PPS1 Delivering Sustainable Development
PPG 13 Transport
PPG 23 Planning and Flood Risk
The draft National Planning Policy Framework (NPPF)
- 18 The draft National Planning Policy Framework (NPPF) was published at the end of

July 2011 for consultation until 17 October 2011. The Government has set out its commitment to a planning system that does everything it can do to support sustainable economic growth. Local planning authorities are expected to plan positively for new development. All plans should be based on the presumption in favour of sustainable development and contain clear policies that will guide how the presumption will be applied locally.

- 19 The NPPF builds upon the Government's 'Plan for Growth' which was published in March 2011. The overall theme of this document is to support long term sustainable economic growth and job creation in the UK. This is set out as a clear and current Government objective (and accordingly should attract significant weight).

Principle of development

- 20 The site is currently uses as a petrol filling station with ancillary retail unit (Sui Generis Use) and will remain so. Therefore, there are no land use issues. Furthermore, the ancillary retail store is being expanded by only a modest amount. It is also important to note that the site is within a Town Centre location.

Environmental impact assessment

- 21 Not required due to the small scale of the development.

Impact of proposed development on amenity of adjoining occupiers and surrounding area

- 22 It is not considered that an extension to the retail shop of 13 square metres will not intensify the use to the extent that it will harm the amenities of local occupiers. Currently the site has unattractive open palisade fencing to the rear of the site. The proposal is to build a replacement 3 metre wall by the shop and a 2 metre wall nearer residents. This will have the benefit of being more attractive, but also provides a better noise barrier between the petrol station and the residents of Whitecross Cottages 1-6 Ayres Street, which appear to be the nearest residential properties.

- 23 However, local residents raised concerns in respect to the three metre element but at over 8 metres from the Whitecross Cottages in Ayres Street it is considered to be of sufficient distance away that it will not result in the loss of sunlight or daylight or create a sense of enclosure for those residents. The wall nearest the residents of Whitecross Cottages will be the two storey element at 7 metres away. It is believed that the previous fence was about two metres in height. The applicant has submitted a photograph of the previous fence. Residents in Red Cross Cottages, Ayres Street objected to the proposal as they wished to have a fence or wall that was the same height as the previous fence, these properties are situated to the rear of Whitecross Cottages to the east of the application site.

- 24 The new pumps and equipment will be more energy efficient but will also prevent any fumes from escaping when the tanks are being filled. It is considered this will benefit local residential occupiers.

Impact of adjoining and nearby uses on occupiers and users of proposed development

- 23 The residential uses will not impact on the occupiers of the petrol station, and given that the petrol station and residential properties have co-existed for many years, seemingly without issue, there is no reason to consider that complaints would now arise against the petrol station from these residents.

Traffic issues

- 24 No objections in principle have been raised to the proposal, as there are no changes to the vehicular access to the site which is only from Southwark Bridge Road. The Transport Group have raised the issue of the redundant crossover to the rear, however, in planning terms this falls outside the application site and the proposed description of development and this proposal does not include alterations or amendments to the public highway.
- 25 The pedestrian access is retained solely off Southwark Bridge Road.
- 26 In respect to car parking the proposal is located in an area with a high TfL PTAL rating (6b) reflecting the area's high level of access to all forms of public transport. As a petrol filling station has a sui-generis use class the saved policies in the Southwark Plan 2007 and the Core Strategy 2011 do not contain any maximum parking standards for such a land use. There is parking for 3 customers and 1 delivery vehicle, in the delivery area. It is considered that this is an acceptable level of car parking. There is no additional space allocated for car parking when compared with the existing situation and therefore it is considered an acceptable level of parking provision for the proposal.
- 27 In respect to cycle spaces the Saved Southwark Plan policies and Core Strategy 2011 require the provision a minimum of 2 cycle spaces to serve members of staff and customers who visit the convenience store only. The applicant has agreed to provide 3 cycle spaces, and although undercover, will not be secure, as normally sought by the Council. but will be under natural surveillance of the retail element as well as CCTV cameras. More details in respect to the location and type of cover proposed will be conditioned.
- 28 In respect to disabled parking, Policy 5.7 of the Southwark Plan states:
"Developments (subject to site constraints) must provide adequate parking for disabled people and the mobility impaired."
- 29 Therefore one of the three parking spaces should be a disabled parking space. The applicant has agreed to provide this bay and this will be subject to a condition requiring its provision and retention.
- 30 Servicing is proposed to take place within the forecourt and delivery area to the side of the convenience store which is deemed acceptable; as this is off-street. Petrol deliveries will occur via an oil tanker parking on the forecourt. The swept path analysis presented within drawing number 10018907 Proposed Site Layout demonstrates that a tanker can access and leave the site in a forward gear.
- 31 Deliveries to the convenience store are expected to be via smaller transit type vehicles and these will load/un-load from the deliveries area adjacent to the sales area. This provision is considered to be acceptable.
- 32 In order to effectively manage and reduce the impact deliveries to the site have on the highway network, the applicant is required to produce a Service Management Plan, which can be conditioned.

Design issues

- 33 Saved Policy 3.13 Urban design, requires that the height, scale and massing of buildings to be appropriate to the local context and not to dominate its surroundings.

The urban structure, space and movement of a proposal should have regard to the existing urban grain, development patterns and density in the layout of development sites. Proposals should also be designed with regard to their local context, making a positive contribution to the character of the area's townscape and providing active frontages.

- 34 While the design is that of a typical petrol station fore-court with a retail element and pumps, it is reasonably attractive and an improvement on the existing buildings. It is however, recommended that further details of the wall be submitted to ensure that the material and bonds used are in keeping with the conservation area. The new wall is considered a vast improvement on the existing industrial looking palisade fence. Any new illuminated signage is likely to require advertisement consent.

Impact on character and setting of a listed building and/or conservation area

- 35 Saved Policy 3.15 Conservation of the historic environment requires development to preserve or enhance the special interest or historic character or appearance of buildings or areas of historical or architectural significance. Planning proposals that have an adverse effect on the historic environment will not be permitted.
- 36 The existing building on the site currently has no architectural merit and therefore there is no presumption in this policy to preserve the current building as it makes no contribution to the local context. Paragraph 55 of the Historic Environment Planning Practice Guide for PPS5 (published by English Heritage - March 2010) states that the "process of deciding planning permissions, listed building or conservation area consents may also lead to the recognition that a heritage asset has a significance that merits some degree of protection." PPS5 and its associated guidance therefore encourages Local Planning Authorities to use the process of determining planning applications to identify heritage assets that merit a degree of protection, in this case the existing building has no merits.
- 37 Conservation Area Consent is not required for the demolition of the existing building as it is less than 115 square metres. The proposed new buildings are considered to be of a higher quality than the existing building and it is considered, at the very least, to preserve the character and appearance of the conservation area.
- 38 Saved Policy 3.18 Setting of listed buildings, conservation areas and world heritage sites requires proposals to preserve the setting of listed buildings, which applies in this case due to the Grade II listed buildings to the rear at Whitecross Cottages, 1-6 Ayres Street. It is considered that their setting will be preserved by the better quality and smaller structures being provided on site, and in particular the provision of a new brick wall on the boundary with Ayres Street.
- 39 Strategic Policy 12 – Design and conservation of Core Strategy 2011, requires that development will achieve the highest possible standards of design for buildings and public spaces to help create attractive and distinctive places which are safe, easy to get around and a pleasure to be in. This is to be achieved by:
1. Expecting development to conserve or enhance the significance of Southwark's heritage assets, their settings and wider historic environment, including conservation areas, archaeological priority zones and sites, listed and locally listed buildings, registered parks and gardens, world heritage sites and scheduled monuments. In respect to this, the proposal achieves this.
- 40 Policy HE7.2 of PPS5 requires that in considering the impact of a proposal on any heritage asset, local planning authorities should take into account the particular nature of the significance of the heritage asset and the value that it holds for this and future generations. This understanding should be used by the local planning authority to

avoid or minimise conflict between the heritage asset conservation and any aspect of the proposals. Again it is not considered that this site has merit as a heritage asset, even though it is within a conservation area. Therefore, the proposal is considered to be acceptable.

Archaeology

- 41 The application site is located within and Archaeology Priority Zone, and officers consider that, subject to the imposition of the Council's standard archaeology conditions, that the proposal is acceptable.

Impact on trees

- 42 There are no trees on site or adjoining the application site.

Planning obligations (S.106 undertaking or agreement)

- 43 Transport Group requested that parking permits be restricted for staff of the petrol station. However, there is no anticipated upturn in the number of employees and a very modest extension to the retail store of 13 square metres, therefore it is considered to be unreasonable to impose this requirement.

Sustainable development implications

- 44 The applicant has stated that the new canopy will be fitted with energy saving LED fittings which are part of the Applicants' green energy programme.

Ground water contamination and flood risk assessment

- 45 A report was submitted in respect to these issues. The Environment Agency have studied the documents and consider that, subject to conditions set out in the recommendation, that the proposal is acceptable.

Other matters

- 46 None.

Conclusion on planning issues

- 47 Although the new ancillary shop is slightly larger than the current proposal, this is not considered to harm the amenity of local residents in terms of additional noise and disturbance or sunlight/daylight and outlook. The same is true of the proposed wall which decreases in height to 2 metres nearest to residential occupiers and thus will have no material impact on loss of sunlight and daylight for local occupiers. The wall will also act as a barrier in terms of noise from the petrol station. Overall, due to the decrease in the footprint of the canopy there will be fewer structures than previously on site. The Council are satisfied that the new layout of the garage will not impact on highway movement or highway safety. A tanker can still enter and leave in a forward gear. Therefore, planning permission is recommended with conditions.
- 48 In respect to the draft National Planning Policy Framework, the policies on new development all carry a clear expectation that development should be supported, unless the benefits are clearly outweighed by the harm caused to other interests, such as heritage, amenity or living standards. The proposal is considered sustainable, and it would be capable of delivering good outcomes which benefit the occupiers of the property and the area generally by providing a higher quality building, updated

petrol pumps and tanks which will have leak detectors on them and the provision of a brick wall which will improve the appearance of the area and lessen noise from this commercial use.

Community impact statement

- 49 In line with the Council's Community Impact Statement the impact of this application has been assessed as part of the application process with regard to local people in respect of their age, disability, faith/religion, gender, race and ethnicity and sexual orientation. Consultation with the community has been undertaken as part of the application process.
- 50 a) The impact on local people is set out above.
- b) The following issues relevant to particular communities/groups likely to be affected by the proposal have been identified as a possible minor intensification of use and impact on residents of the new wall.
- 51 c) The likely adverse or less good implications for any particular communities/groups have been also been discussed above. It is considered that there will only be a relatively minor intensification of the ancillary retail store and the new wall, at two metres nearest to residents, will not materially impact on their amenities and may in fact, reduce noise from the property over the existing railings.

Consultations

- 52 Details of consultation and any re-consultation undertaken in respect of this application are set out in Appendix 1.

Consultation replies

- 53 Details of consultation responses received are set out in Appendix 2.

Summary of consultation responses

- 54 Occupiers 2, 3, 4, 5, 6 Red Cross Cottages Ayres Street. 56A Ayres Street stating that they have the following requirements i.e. provision of a wooden or brick fence in place of, or as well as, the current metal fence.
- 55 After further consultation occupiers requested that the wall be no higher than the previous fence.

Human rights implications

- 56 This planning application engages certain human rights under the Human Rights Act 2008 (the HRA). The HRA prohibits unlawful interference by public bodies with conventions rights. The term 'engage' simply means that human rights may be affected or relevant.
- 57 This application has the legitimate aim of providing a new station forecourt. The rights potentially engaged by this application, including the right to a fair trial and the right to respect for private and family life are not considered to be unlawfully interfered with by this proposal.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Strategic Director of Communities, Law & Governance

58 None.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Site history file: TP/1396-101 Application file: 11-AP-1571 Southwark Local Development Framework and Development Plan Documents	Regeneration and Neighbourhoods Department 160 Tooley Street London SE1 2TZ	Planning enquiries telephone: 020 7525 5403 Planning enquiries email: planning.enquiries@southwark.gov.uk Case officer telephone: 020 7525 5453 Council website: www.southwark.gov.uk

APPENDICES

No.	Title
Appendix 1	Consultation undertaken
Appendix 2	Consultation responses received

AUDIT TRAIL

Lead Officer	Gary Rice, Head of Development Management	
Report Author	Michèle Sterry, Team Leader West Team	
Version	Final	
Dated	11 January 2012	
Key Decision	No	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director of Communities, Law & Governance	No	No
Strategic Director of Regeneration and Neighbourhoods	Yes	Yes
Strategic Director of Environment and Housing	Yes	Yes
Date final report sent to Constitutional Team		16 January 2012

Consultation undertaken

Site notice date: 20.07.2011

Press notice date: 14.7.2011

Case officer site visit date: 20.07.2011

Internal services consulted: 12.7.2011 and 3.10.2011

Transport Group
Environmental Protection Group
Archaeology

Statutory and non-statutory organisations consulted:

Environment Agency
Transport for London

Neighbours and local groups consulted:19.7.2011

1-6 WHITECROSS COTTAGES AYRES STREET LONDON SE1 1ET
BISHOPS HALL 8 AYRES STREET LONDON SE1 1ES
FLAT 1 to 50 PATTISON HOUSE MARSHALSEA ESTATE REDCROSS WAY LONDON SE1 1EY
1-6 RED CROSS COTTAGES AYRES STREET LONDON SE1 1EX
UNIT D FLATIRON YARD 14 AYRES STREET LONDON SE1 1ES
83-87 UNION STREET LONDON SE1 1SG
THIRD FLOOR 62 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
GROUND FLOOR 62 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
BASEMENT 66 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
BASEMENT AND GROUND FLOOR 64 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
THIRD FLOOR 58 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
BASEMENT AND GROUND FLOOR 58 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
SECOND FLOOR 56 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
SECOND FLOOR 58 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
FIRST FLOOR 58 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
PETROL FILLING STATION 97-113 SOUTHWARK BRIDGE ROAD LONDON SE1 0AX
FIRST FLOOR 115-129 SOUTHWARK BRIDGE ROAD LONDON SE1 0AX
GROUND FLOOR 115-129 SOUTHWARK BRIDGE ROAD LONDON SE1 0AX
THIRD FLOOR AND FOURTH FLOOR 115-129 SOUTHWARK BRIDGE ROAD LONDON SE1 0AX
SECOND FLOOR 115-129 SOUTHWARK BRIDGE ROAD LONDON SE1 0AX
58 AYRES STREET LONDON SE1 1EU
UNIT C FLATIRON YARD 14 AYRES STREET LONDON SE1 1ES
UNIT F FLATIRON YARD 14 AYRES STREET LONDON SE1 1ES
UNIT E FLATIRON YARD 14 AYRES STREET LONDON SE1 1ES
FLAT 3 79-81 UNION STREET LONDON SE1 1SG
UNIT G FLATIRON YARD 14 AYRES STREET LONDON SE1 1ES
56A AYRES STREET LONDON SE1 1EU
GEORGE BELL HOUSE 8A AYRES STREET LONDON SE1 1ES
FIRST FLOOR FLAT 60 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
BASEMENT AND GROUND FLOOR 1-2 DOYCE STREET LONDON SE1 0EU
SECOND FLOOR FLAT 56 AYRES STREET LONDON SE1 1EU
BASEMENT TO FIRST FLOORS 56 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS

FIRST FLOOR AND SECOND FLOOR 1-2 DOYCE STREET LONDON SE1 0EU
GROUND FLOOR AND FIRST FLOOR FLAT 66 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
SECOND FLOOR FLAT 2 64 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
FIRST FLOOR FLAT 1 64 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
FIRST TO THIRD FLOOR FLAT 66 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
THIRD FLOOR FLAT 3 64 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
84, 82, 80, 85A, 86, 70, 72 74, 76, 78, 91-95 SOUTHWARK BRIDGE ROAD LONDON SE1 0EX
1, 5-6, 8, 9 PLAYHOUSE COURT LONDON SE1 0AT
FIRST FLOOR 56 AYRES STREET LONDON SE1 1EU
UNITS A AND B FLATIRON YARD 14 AYRES STREET LONDON SE1 1ES
UNIT B FLATIRON YARD 14 AYRES STREET LONDON SE1 1ES
BASEMENT AND GROUND FLOOR 56 AYRES STREET LONDON SE1 1EU
BASEMENT AND GROUND FLOOR 60 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
68 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
STUDIO A FLATIRON YARD 14 AYRES STREET LONDON SE1 1ES
SECOND FLOOR FLAT 60 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
FOURTH FLOOR FLAT 60 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
SECOND FLOOR REAR 8 PLAYHOUSE COURT LONDON SE1 0AT
THIRD FLOOR FLAT 60 SOUTHWARK BRIDGE ROAD LONDON SE1 0AS
23, 21, 27, 25, 19, 13, 11, 17, 15, 29, 54 AYRES STREET LONDON SE1 1ES
FLAT 2 79-81 UNION STREET LONDON SE1 1SG
FLAT 1 79-81 UNION STREET LONDON SE1 1SG
56a Ayres Street London SE1 1EU

Re-consultation: 18.8.2011

As above

Consultation responses received

Internal services

Transport Group

Vehicular access – as existing from Southwark Bridge Road.

The existing access on Ayres Street which is redundant must be reinstated, with Highways approval and at the applicant's expense. The following informative should be included:

"The planning permission granted includes alterations and amendments to areas of the public highway, which will need to be funded by the developer. Although these works are approved in principle by the Highway Authority, no permission is hereby granted to carry out these works until all necessary and appropriate design details have been submitted and agreed. You are advised to contact the Principal Engineer, Infrastructure Group (020 7525 5509), at least 4 months prior to any works commencing on the public highway."

Pedestrian access – pedestrian access is directly from Southwark Bridge Road; as existing.

Car Parking

This proposal is located in an area with a high TfL PTAL rating (6b) reflecting the area's high level of access to all forms of public transport. As a petrol filling station has a sui-generis user class the Southwark Plan does not contain any maximum parking standards for such a land use. There is parking for 3 customers and 1 delivery vehicle, in the delivery area. We would deem this level of car parking to be acceptable. There is no extra space allocated towards car parking when compared with the existing situation and the nature of the site means that trips will be made by car. Therefore we would not consider the level of parking provision to be a reason for refusal.

Cycle Storage

Table 15.3, the Southwark Plan, states that the secure parking standard for cycles is 1 space per 250m² of commercial (A & B1) floor space (minimum of 2). For this development of 50m² A1 land use and 66m² of Sui Generis we would look for a minimum of 2 cycle stands. This is primarily to serve members of staff and customers who visit the convenience store only.

In order to satisfy Policy 5.3 of the Southwark Plan cycle parking provision must be convenient, secure and weatherproof and to the minimum standards as detailed in Appendix 15 of the Southwark Plan. For reasons of convenience, cycle storage must be of the dimensions as stated in the Manual for Streets, sections 8.2.21-8.2.24 and should comply with best practice guidance. The applicant is required to submit to the Council, for approval, detailed and scaled drawings to demonstrate the provision of cycle storage.

Disabled Parking

Policy 5.7 of the Southwark Plan states:

"Developments (subject to site constraints) must provide adequate parking for disabled people and the mobility impaired."

Therefore we would look for one of the three parking spaces to be a disabled parking space. The bay must adhere to the dimensions as stated by the DfT in *Parking for Disabled People*:

The dimensions of off-street parking bays should provide a rectangle at least 4800mm long by 2400mm wide for the vehicle, along with additional space as follows:

(a) where the bays are marked parallel to the access aisle and access is available from the side, an extra length of at least 1800mm, or

(b) where the bays are marked perpendicularly to the access aisle, an additional width of at least 1200mm along each side. Where bays are adjacent, space can be saved by using the 1200mm "side" area to serve the bays on both sides.

Servicing is proposed to take place within the forecourt and delivery area to the side of the convenience store which is deemed acceptable; as this is off-street. Petrol deliveries will occur via an oil tanker parking on the forecourt. The swept path analysis presented within drawing number 10018907 Proposed Site Layout demonstrates that a tanker can access and leave the site in a forward gear.

Deliveries to the convenience store are expected to be via smaller transit type vehicles and these will load/un-load from the deliveries area adjacent to the sales area. This is deemed acceptable.

In order to effectively manage and reduce the impact deliveries to the site have on the highway network, the applicant is required to produce a Service Management Plan. The applicant should refer to the Transport for London document "London Freight Plan sustainable freight distribution: a plan for London". Section D Project 2 of this document introduces Delivery and Service Plans. The TfL document Managing Freight Effectively: Delivering and Servicing Plans will also assist the applicant in producing a Delivery and Service Plan.

Transport DC have no objections to this application, provided the identified issues are addressed.

- We would strongly encourage that the applicant incorporates cycle parking into the scheme and submits details to the Council for approval. This is in order to promote sustainable transport to and from the site.
- The existing access on Ayres Street which is redundant must be reinstated, with Highways approval and at the applicant's expense. Public Realm should be consulted upon this aspect.
- We would look for one of the parking spaces to be changed into a disabled parking space, to serve disabled users.
- The need to produce a Service Management Plan should be conditioned as part of this application.

- As there are proposed amendments to the public highway Public Realm should be consulted upon this application. Public Realm's view upon the amended vehicular accesses should be sought as the applicant will need to enter into a S278 Agreement for this work to be undertaken.

Transport for London should be consulted due to the proximity of the site to the Transport for London Road Network

Archaeology - No objections subject to conditions

Environmental Protection Team - No objection.

Statutory and non-statutory organisations

Environment Agency - No objection on Development and Flood Risk Issues.

Groundwater and Contaminated Land

The site is located over a Secondary Aquifer and there are a number of single-skinned underground storage tanks installed in 1966. It is understood that the current site is to be redeveloped, including the installation of new double-skinned underground tanks with a leakage detection system.

We consider that planning permission should only be granted with the enclosed four conditions and Informative.

Transport for London - No objection to this proposal.

Neighbours and local groups

Letters received from 2, 3, 4, 5, 6 Red Cross Cottages Ayres Street. 56A Ayres Street stating that they have the following requirements for agreeing the planning 11-AP-1571

'There used to be a wooden fence at the back of the service station which shielded us from the noise and fumes from the service station. A new fence was put in place, a metal railing fence which opened up our street directly onto the service station. We request that a wooden or brick fence is erected in place of, or as well as, the current metal fence. We request that this fence is on the Ayres Street side so that we see a better looking fence. In the past the community in Ayres Street gathered in the street, the new fence made this much less possible due to the noise, fumes and lack of street privacy.

Following reconsultation, the occupier of 56A Ayres Street requested that the new wall be no taller than the existing fence.