

Date: 14<sup>th</sup> August 2024  
Our Ref: CSC1159

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CF24 0EB

Planning and Building Control  
Barnsley Metropolitan Borough Council  
PO Box 634  
Barnsley  
S70 9GG

Planning Portal Reference: PP-13233084

Dear Sir/Madam,

**APPLICATION BY MOTOR FUEL GROUP  
MORRISONS, LOWER THOMAS STREET, BARNLSLEY, S70 1LQ**

On behalf of our client, Motor Fuel Group (MFG), a planning application for the creation of an electric vehicle (EV) charging zone and associated infrastructure within the Morrisons customer car park as well as a single storey extension to the existing petrol filling station's sales building and associated works at Morrisons, Lower Thomas Street, Barnsley, S70 1LQ was submitted on the 15<sup>th</sup> July 2024.

Following internal review of the scheme, changes are now proposed including the addition of Jet Wash facilities including the addition of four jet washes. The revised description of development is therefore as follows:

*The creation of an EV charging zone, and four new jet washes, sub-station enclosure, LV panel, meter cabinet and associated works.*

The schedule of areas (sqm) of the sales building are shown in the table below. These remain unchanged in accordance with the original submission.

	Existing	Proposed Extension	Total
Shop Gross External Area	77 sqm	60 sqm	137 sqm
Shop Gross Internal Area	67 sqm	56 sqm	123 sqm

The following revised documents are submitted in support of this application:

- Completed Application Form
- Planning Supporting Letter (this document)
- Application drawings comprising:
  - 14314-2098-LP - Location Plan
  - 14314-2098-BP - Block Plan
  - 14314-2098-210 - Jet Wash Elevations
  - 14314-2098-211 - AW Elevations

**Rational for the Proposal**



The UK has committed to reducing greenhouse gas emissions by 28% by 2035 and moving to Net Zero by 2050. As part of the Net Zero strategy (October 2021), the UK Government have placed a new emphasis on electric vehicle charging infrastructure in the UK. As part of this drive, it is essential that there is a comprehensive and competitive EV charging network in place.

The Department for Transport published 'Taking Charge: The electric vehicle infrastructure strategy'<sup>1</sup>, which notes that the UK Government expects around 300,000 public chargers as a minimum by 2030 and their goal is to ensure these charge points are installed ahead of demand, inspiring confidence in drivers who have not yet made the switch.

The latest figures<sup>2</sup> (as at midnight 1 April 2024) show that there were 59,670 public electric vehicle charging devices installed in the UK, an increase of just 5,993 in the last quarter. At the current pace, just 161,551 would be installed by 2030, with the target of 300,000 not being met until some 7.5 years later. To meet the target in time, 14,137 chargers would need to be installed each quarter between now and 2030 – a 236% increase over build rate. Rapid charging for longer journeys located in areas such as on motorways and in remote areas will be particularly important. At present, it is understood that the uneven spread of EV charging facilities significantly hinders the take-up of electric vehicles, due to potential servicing constraints. En-route charging for longer journeys is deemed crucial to support the switch to EV and reduce concerns about charge 'range anxiety'.

MFG is the UK's largest independent forecourt operator with over 900 sites offering a dual-fuel strategy, convenient retail and 'food to go'. For the abovementioned reasons, MFG are looking to roll-out an extensive supply of EV charging facilities at existing Morrisons sites across the UK to diversify their existing offer, with the aspiration to make it as easy to charge your vehicle as re-fuelling with petrol or diesel. The aspiration of MFG is to provide access to convenient and affordable charging, regardless of where the driver lives. As part of MFG's proposals to upgrade facilities across their portfolio of Morrison petrol filling stations they are also taking the opportunity to extend the existing kiosk/shop, to provide an improved offer to visiting motorists

## Key Considerations

The National Planning Policy Framework (2023) indicates at Paragraph 116(e) that development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

MFG's proposal to install new EV charging points at the Morrisons site should be considered positively in light of the national context and the demand for the necessary infrastructure to support electric vehicle use across the UK. The proposals will contribute positively to the existing EV charging network, to the benefit of those utilising the strategic highway network surrounding the application site. The proposals will enhance the existing offer at the site, without compromising the efficient operation of the facility.

The proposals do not raise any concerns regarding adverse impact on amenity / conflict in terms of surrounding land uses. The area will be well-lit and does not raise any concerns from anti-social behaviour / natural surveillance perspective.

In terms of design, the proposed EV charging area has been carefully planned to positively integrate with the existing site operations. The charging facility offers a modern design approach, which is uncluttered and fit for purpose. The proposals will be Equalities Act compliant, offering dropped kerbs and other associated measures to ensure equal ease of access for all.

In terms of retail planning policies, the sequential and impact tests do not apply as the small kiosk offer is purely ancillary to the main use as a petrol filling station, which is not a 'main town centre use' (as defined in the

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<sup>1</sup> [Taking charge: the electric vehicle infrastructure strategy \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

<sup>2</sup> [Electric vehicle public charging infrastructure statistics: April 2024 - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

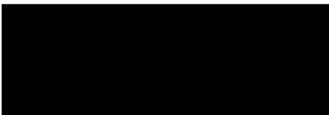


National Planning Policy Framework) – petrol filling stations do not fall within the Class E(a) shop use, being listed in the Use Classes Order 1987 (as amended) as a sui generis use. There should therefore be no mandatory requirement to assess the impact of the larger kiosk. In respect of the sequential test, again the land use is sui generis not a shop use, but in any event given any extension of the kiosk is intended to provide an improved offer to customers using the petrol filling station, it is site specific and clearly could not be located on a separate site.

Notwithstanding the above, if an impact assessment was required by policy, then the Government's Planning Practice Guidance (PPG) is clear that impacts should be assessed on a like for like basis in respect of the particular retail sector (PPG ref. 2b-015-20190722), which here would mean the impact of the larger forecourt kiosk on the turnover of other petrol filling stations. However, retail policies in both the National Planning Policy Framework and development plan are concerned with protecting the vitality and viability of defined town centres, so given the kiosk is purely ancillary to the petrol filling station use and caters to passing motorists and is not a retail destination in its own right, a retail impact assessment is clearly not warranted. The PPG also says that impact tests should be undertaken in a proportionate and locally appropriate way (PPG ref. 2b-017-20190722), so again, given the kiosk extension involves only a modest extension to a small retail offer intended to serve customers of the PFS, an impact assessment is not necessary. Any small uplift in turnover the extension will bring will not be spending that would otherwise be spent in the town centre.

We trust that the application is in order and that it can be processed accordingly. Should you have any queries or wish to discuss the above please don't hesitate to contact us.

Yours faithfully,



Lucy Burton  
**Planner**  
**CarneySweeney**

Encl.

