
2023/0189

Mr Paul Hicks

Installation of 6 ultra rapid electric vehicle (EV) charging stations serving 12no EV charging bays within existing car park, along with associated electrical infrastructure

The Fairway, Elmhirst Lane, Dodworth, Barnsley S75 4LS

Site Location and Description

The application site is part of the car park to The Fairway, a pub/restaurant with attached car park. The EV charging stations are proposed to be sited on the Elmhirst Lane frontage of the site, adjacent to the low hedge which defines the site.

The red outline application site includes 16 parking spaces.

Site History

Variety of planning applications relating to the pub/restaurant and attached hotel which have been on the site for nearly 20 years, including:

B/03/0785 – Development comprising hotel with car parking, service area and landscaping.

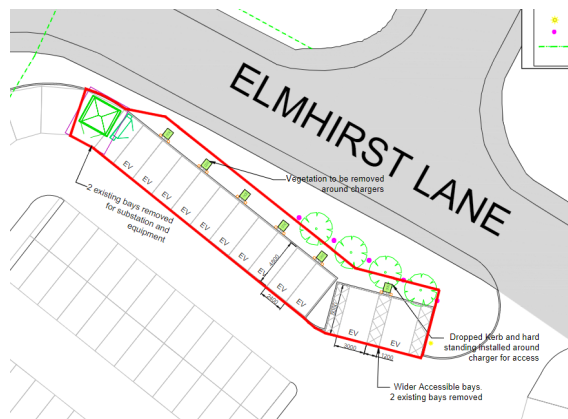
2021/1667 – Permission for 3 ultra rapid charging stations in car park on A628 frontage

Proposed Development

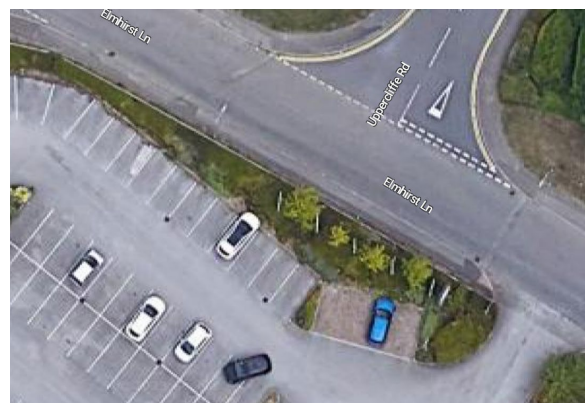
The applicant seeks permission for the installation of 6 electric vehicle charging stations next to the car parking spaces on site, together with a substation and a further equipment and the creation of two wider accessible bays. There will be a loss of four parking spaces. The proposed electric vehicle charging stations measure 2.235m x 0.732 x 0.845m and will have a steel finish coloured grey, green, blue and white. The proposed substation measures 2.268 (high) x 2.8 x 3.1m; the proposed cabinet measures 1.81m (high) x 2.94 x 0.65m; and they will both have a medium green finish. The siting of the charging stations will result in the removal of existing low-level vegetation where necessary for installation.

The submission indicates that this proposal replaces the 3 charging stations previously approved under 2021/1667.

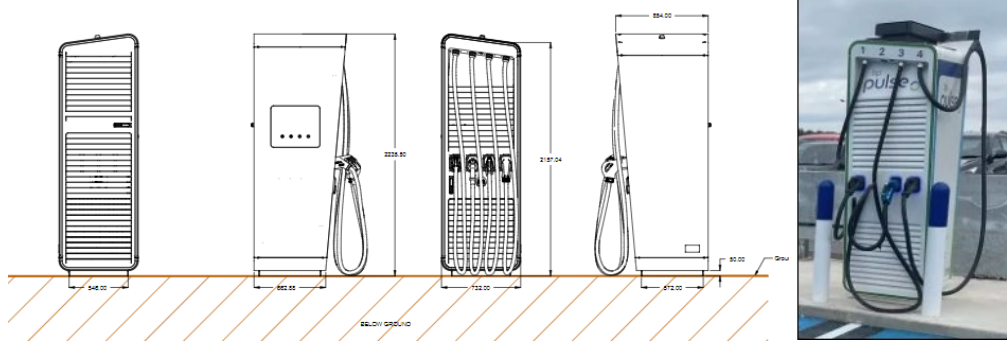
Proposed layout plan



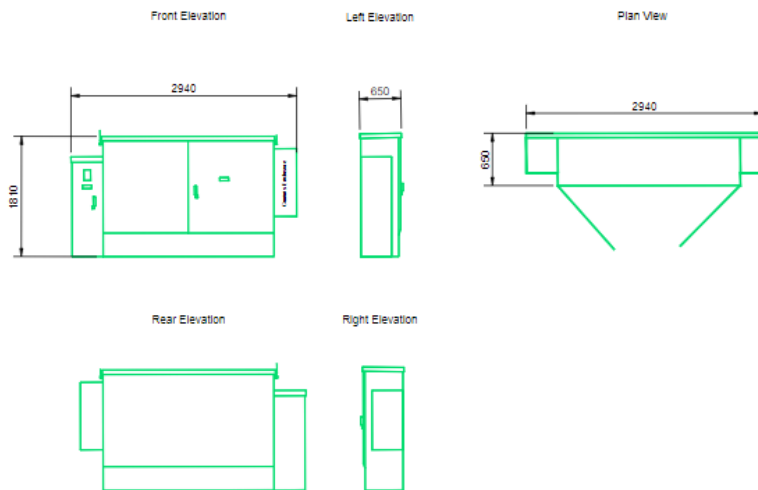
Existing aerial view



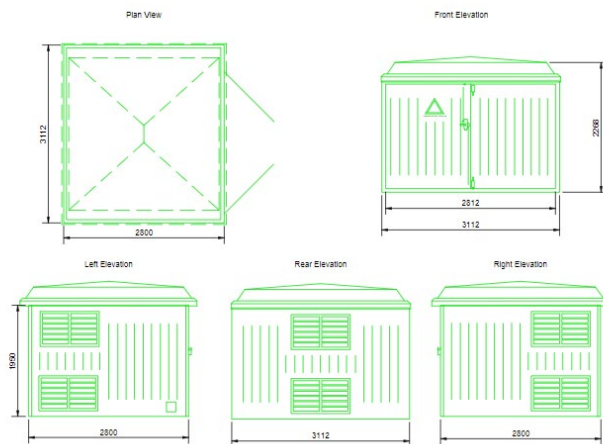
Proposed EV charging stations and typical charger image



Proposed Pillar



Proposed substation elevations



Policy Context

Planning decision should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making.

Local Plan

The Local Plan was adopted by the Council in January 2019. Council has also adopted a series of Supplementary Planning Documents which are other material considerations.

The Local Plan review was approved at the full Council meeting held on 24th November 2022. The review determined that the Local Plan remains fit for purpose and is adequately delivering its objectives. This means no updates to the Local Plan, in whole or in part, are to be carried out ahead of a further review. The next review is due to take place in 2027 or earlier if circumstances require it.

The site is in an area designated as Urban Fabric on the Local Plan Proposals Maps reflecting the existing built-up character. The following policies are relevant:

Policy SD1 Presumption in favour of Sustainable Development – indicates that we will take a positive approach reflecting the presumption in favour of sustainable development in the National Planning Policy Framework and that we will work proactively with applicants to find solutions to secure development that improves the economic, social and environmental conditions in the area

Policy GD1 General Development – sets a range of criteria to be applied to all proposals for development.

Policy T3 New development and Sustainable Travel – expects new development to be located and designed to reduce the need to travel, be accessible to public transport and meet the needs of pedestrians of cycles. Also sets criteria in relations to minimum levels of parking; provision of transport statements and of travel plan statements.

Policy D1 High Quality Design and Place Making – indicates that development is expected to be of high quality design and to reflect the distinctive, local character and features of Barnsley.

Policy CC1 – Climate Change – indicates that we will seek to reduce the causes of and adapt to the future impacts of climate change by a range of measures (including promoting and supporting the delivery of renewable and low carbon energy).

NPPF

The National Planning Policy Framework sets out the Government's planning policies for England and how these are expected to be applied. At the heart is a presumption in favour of sustainable development. Development proposals that accord with the development plan should be approved unless material considerations indicate otherwise. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole; or where specific policies in the Framework indicate development should be restricted or unless material considerations indicate otherwise.

Para 112 indicates that applications for development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Supplementary Planning Documents (SPD):

SPD Parking – gives guidance on parking standards and indicates that the Council encourages the provision of electric vehicle charging infrastructure.

Consultations

Highways DC – the proposal results in the overall loss of 4 parking spaces. The number of occasions when the car park would be at or near to capacity would be infrequent and it is considered the proposals do not adversely impact on highway safety and are therefore acceptable from a highways point of view.

Ward Councillors – No response

Representations

The application has been advertised by means of letters to nearby properties and a site notice (6 – 27 March) ; no representations have been received.

Assessment

Principle of Development

The application site has a designation of urban fabric in the Local Plan where Policy GD1 sets a range of criteria against which planning applications must be judged.

As the proposal is for infrastructure in connection with the existing use of the land, the principle of development is acceptable subject to consideration of details.

Visual Amenity/Design

Permitted development would allow the siting of equipment of a similar scale provided it were sited at least 2 metres from the highway. The siting of the charging stations is stated to require the removal of existing low-level vegetation where necessary for installation. It appears that this will not require the outright removal of low-level shrubs, and with the retention of some shrub bed and existing trees, the proposal is considered acceptable.

It is considered that the design and impact on visual amenity are acceptable in this setting and in compliance with Local Plan Policy D1.

Highways Safety

Noting the advice of the highways officer it is considered that the overall loss of 4 parking spaces in order to accommodate the necessary charging station infrastructure and provide for accessible parking spaces would have a negligible impact on the operation of the site. The proposals are therefore considered acceptable from a highways safety perspective and in compliance with Local Plan Policy T3.

Conclusion

The proposal is considered acceptable in visual amenity and highways safety terms. The proposal is presented as an alternative to the previously permitted scheme for 3 charging

stations on the A628 frontage. However, there is nothing to prevent both schemes from being implemented nor is it considered that there would be any adverse highway or visual concerns arising if both schemes were implemented. In conclusion, taken together with national and local support for electric vehicle charging provision in the interests of addressing the impacts of climate change, it is concluded that the proposal is acceptable.

Recommendation

Grant subject to conditions