

Electrical Vehicle Charge Point and Infrastructure Strategy

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1. Introduction

Purpose of Statement

1.1 This Electrical Vehicle Charge Point and Infrastructure Strategy been prepared to accompany a discharge of condition application to retrospectively fulfil Condition 4 of planning approval 2020/1032 for the 'erection of a new factory/warehouse (Use Class B2 General Industrial & Use Class B8 Storage & Distribution) with installation of up to a 1 MW biomass boiler, associated parking and circulation space.

1.2 Condition 4 of planning approval 2020/1032 reads as follows:

Prior to occupation of the building, an Electrical Vehicle Charge Point and Infrastructure Strategy shall be submitted and approved in writing by the Local Planning Authority. The strategy shall include projection of likely future use/demand for charge points and triggers for implementing additional infrastructure on site. The Electrical Vehicle Charge Point and Infrastructure Strategy shall be implemented in accordance with the agreed details for the duration of the development hereby approved.

Reason: In accordance with Local Plan Policy T3 and the Sustainable Travel SPD.

2. Current provision of Electrical Vehicle Charge Points and Infrastructure

- 2.1 Symphony is the UK's largest privately owned manufacturer of fitted kitchen, fitted bedroom and fitted bathroom furniture supplying independent retailers, merchants, housebuilders, residential housing developers and social housing providers. The Symphony Headquarters are at Grimethorpe, located to the north east of Barnsley roughly equidistant between the M1 motorway to the west and the A1 to the east. The 32ha. site has developed in stages over a number of years, the 2020 application related to Phase 3.
- 2.2 Phase 3 is located to the north/north west of the site, access into the site is taken either from the Ferry Moor Roundabout (north) or the Grimethorpe Colliery Roundabout (south) on the A6195 onto Symphony's private road which runs north to south through the Symphony site.
- 2.3 Phase 3 provided parking area to the north of the factory/warehouse with a total of 292 spaces across carpark number 2 and visitor bays directly outside the building, as well as motorbike parking and two covered secure cycle facilities for a total of 40 bicycles within carpark number 2. Accessible parking spaces accounted for 5% of the 292 spaces (15 in total), car sharing spaces also 5% (15 in total) and electric vehicle charging spaces 10% (30 in total).
- 2.4 The parking bays reserved for electric vehicles are equipped with pod point twin charger bollards (one bollard to two parking bays) installed within the landscaping strip which bounds the carpark.
- 2.5 Following the construction of Phase 3 and the electrical vehicle charging provision the development brought with it Symphony together with their vehicle leasing provider, JCT600 Vehicle Leasing Solutions (VLS,) set about moving their all-diesel fleet to a more environmentally friendly alternative. In April 2021 Symphony launched a new choice list

which included plug in hybrid vehicles (PHEV) for fleet users, subsequently 32 PHEVs were ordered. By 2024 75% or 250 PHEVs now operate as part of the Symphony fleet.

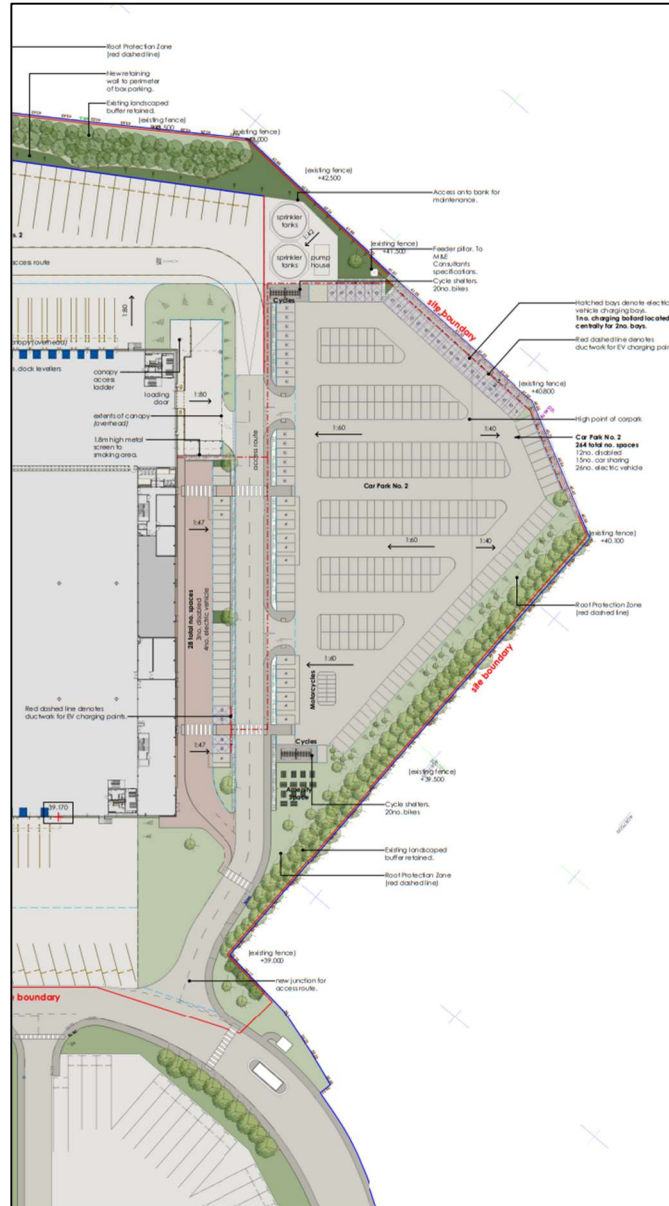


Figure 1 Site layout plan, blue hatched bays denote electric vehicle charging bays, the feeder pillar lies to the north, and the red dashed line denotes the ductwork for the EV charging points.

3. Projecting future increases in demand

- 3.1 Following the United Nations Climate Change Conference (COP21) in Paris on the 12th of December 2015 the historic Paris Agreement was signed setting long term goals to guide all nations to substantially reduce global greenhouse gas emissions. In 2019 the UK government made net zero by 2025 law and in September of the same year Barnsley Metropolitan Borough Council (BMBC) declared a climate emergency.
- 3.2 Writing to government in January 2025 the Department for Transport and Heidi Alexander MP outlined plans to phase out the sale of new petrol and diesel cars from 2030 and the government's support for zero emission vehicle (ZEV) transition. There will be no sales of new petrol or diesel cars after 2030 and all new cars and vans will need to be 100% zero emission by 2035.
- 3.3 BMBC under their Zero 45 programme which aims that the borough reach net zero by 2024, the council are sunning a sustainable transport project which includes;
- A scheme to install electric vehicle charging in public car parks across the borough using funding from the Office for Zero Emission Vehicles (OZEV).
 - On-Street Residential Chargepoint Scheme (ORCS) to provide EV charging for residents without access to off-street parking.
 - Leading on a project across South Yorkshire to provide additional electric vehicle charge point infrastructure.
- 3.4 As a result of both national and local emphasis the electric and hybrid vehicle take up has grown significantly between 2021 and 2025. At the end of April 2025 statistics showed there were;
- 1,505,000 battery-electric cars registered in the UK
 - 825,000 PHEVs registered in the UK
- Both fully electric cars and plug-in hybrids have shown substantive growth in sales over the last four years, with the overall number of cars growing from 744,823 and 2.3% of all cars in 2021 to 2,118,822 and 6.2% of all cars at the end of 2024.

- 3.5 Therefore, requirement for charging electric and/or hybrid plug in vehicles is only due to grown across the UK. Symphony headquarters currently supports the zero emission vehicle (ZEV) transition through the provision of EVCPs as well as hybrid plug in vehicles on the choice list for fleet users.
- 3.6 Given the general increase in chargeable vehicles the demand for the EVCPs by employees at the Symphony Grimethorpe site is considered to increase. This increase will be made across fleet vehicles, employees salary sacrifice vehicles, and employees privately owned/leased vehicles. However, Symphony are not required to provide the ability to charge vehicles while employees are at work, albeit fleet vehicles are used for business purposes and so the ability to charge these is a business requirement.
- 3.7 Given the above, the increase in demand for charging provision of ZEVs at the Symphony site is not considered to increase in line with the amount of ZEVs registered in the UK each year. There will be however an increase in demand, and of course such provision could be made chargeable for those who do not receive an electric or hybrid plug in vehicles as part of a work benefit/perk scheme or business necessity (fleet).