



Bond House, The Bourse
Boar Lane, Leeds LS1 5EN



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

12th June 2025

Dear Sir,

Re: Proposed Installation of an EV charger in compliance with GPDO

We are pleased to enclose an application for a certificate of lawfulness (Proposed Use) for an EV charging installation at an existing parking area. As per Barnsley MBC approval reference, 2025/0314, the site has been confirmed as a lawful parking area by way of a certificate of lawfulness for existing use.

This application has been submitted via the Planning Portal (Ref: **PP-14093278**). Accordingly, please find enclosed the following attached in support of the planning application:

1. Site Location Plan, Drawing Ref: ZST-0000-01-2678 Rev B;
2. Existing Layout Plan Drawing Ref: ZST-0000-02-2678 Rev B;
3. Proposed Layout Plan, Drawing Ref: ZST-0000-03-2678 Rev B;
4. Proposed Elevation, Drawing Ref: ZST-0000-09-2678 Rev B;
5. Swept Path Analysis, Drawing Ref: ZST-0100-02-2678 Ref B; and,
6. Standard Detail Drawings, comprising:
 - a. BYD 160kwh Charger



This application is in compliance with GPDO policy, the appropriate section (Schedule 2, Part 2, Class E) reads as follows:

Permitted Development

E. The installation, alteration or replacement, within an area lawfully used for off-street parking, of an upstand with an electrical outlet mounted on it for recharging electric vehicles.

Development not permitted

E.1— Development is not permitted by [paragraph E(1)] if the upstand and the outlet would—

[(a)in relation to an upstand and outlet—

(i)within the curtilage of a dwellinghouse or a block of flats, exceed 1.6 metres in height from the level of the surface used for the parking of vehicles; or

(ii)in any other case, exceed [2.7 metres] in height from the level of the surface used for the parking of vehicles;

(c)be within a site designated as a scheduled monument;



(d) be within the curtilage of a listed building; or

(e) result in more than 1 upstand being provided for each parking space.

(2) Development is not permitted by paragraph E(2)(a) if the equipment would not be contained within equipment housing the installation of which would be permitted by this Class.

(3) Development is not permitted by paragraph E(2)(b) if—

(a) it would result in there being more than 1 unit of equipment housing within a non-domestic area lawfully used for off-street parking;

(b) the unit of equipment housing would—

(i) have a volume exceeding 29 cubic metres;

(ii) exceed 3 metres in height from the level of the surface used for the parking of vehicles;

(iii) be within 5 metres of a highway;

(iv) be within 10 metres of the curtilage of a dwellinghouse or block of flats;

(v) be within a site designated as a scheduled monument;

(vi) be within the curtilage of a listed building.

As per the existing use approval, the site is lawfully used for off street parking and therefore the site is appropriate to apply the permitted development legislation.

The EV charger will be supported by a feeder pillar, a necessary piece of support equipment ancillary to the chargers. The feeder pillar ensures efficient use of the charger and is where electrical input to the chargers can be managed and switched off if appropriate as a de facto 'control room'. It is required by the according electrical standards to support the charger installation.

I have included standard detail drawings of the proposed EV charging units to be deployed, which show that they are also in compliance with the policy.

For reference, I can include examples of similar certificate of lawfulness applications on comparable parking areas, these are:

- Stoke Ref. [71665/CLP](#)
- LB Croydon Ref: [24/02627/LP](#)
- Burnley Ref. [CEA/2025/0006](#)
- LB Hounslow Ref: [P/2024/2667](#)
- Ashford Ref. [PA/2024/0918](#)
- Newcastle Under Lyme Ref: [24/00449/FUL](#)
- Folkestone and Hythe Ref: [24/1202/FH](#)
- Birmingham Ref: [2024/02080/PA](#)
- LB Hounslow Ref. [P/2024/2667](#)
- LB Bexley Ref. [24/02379/LDCP](#)
- Tendring DC Ref. [24/01237/LUPROP](#)
- Cumberland Ref. [24/2284/0E1](#)

The proposed development is merely the evolution of the existing use to meet modern day travel needs, and due to the scale and nature of the surrounding area the facility will create no substantial environmental effects or have any adverse impacts upon the locality or wider area. The proposal will meet all the required regulations and standards for EV charging.



Yours faithfully,



Matthew Stimpson
Lead Planner | Zest