
2021/1667

Mr Paul Hicks

Installation of 3 ultra rapid EV charging stations 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 A628 frontage of the site, adjacent to the low hedge which defines the site.



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.

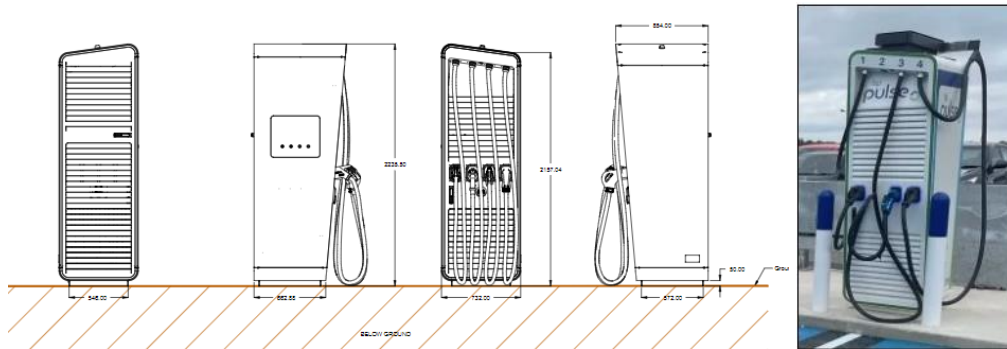
Proposed Development

The applicant seeks permission for the installation of 3 electric vehicle charging stations next to one of the car parking spaces on site, together with a substation and a further cabinet. 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.

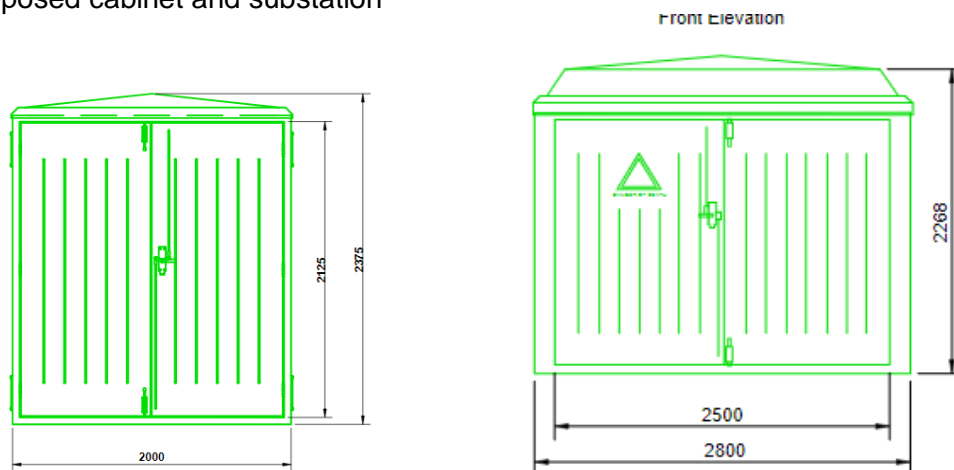
The proposed substation measures 2.268 (high) x 2.8 x 2.8m; the proposed LV unit cabinet measures 2.375 (high) x 2.0 x 1.0m; and they will both have a medium green finish.

The siting of the substation will result in the loss of two parking spaces and the siting of the charging stations is stated to require the removal of existing low-level vegetation where necessary for installation.

Proposed EV charging stations and typical charger image



Proposed cabinet and substation



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.

The new Local Plan was adopted at the full Council meeting held 3th January 2019 after it was found to be sound by the appointed Planning Inspector following the examination process. This means that it now takes on full weight for decision making process in planning law terms as the development plan for the Borough, superseding the remaining saved policies from the Unitary Development Plan (adopted in the year 2000) and the Core Strategy (adopted in 2011).

Local Plan

The site is allocated as Urban Fabric within the Local Plan Proposals Maps. 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.

26. 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 proposals result in 6 regular parking spaces being redesignated as electric vehicle/charging bays and the overall loss of 2 parking spaces in order to accommodate the necessary charging station infrastructure. It is considered that the impact of the proposals on the operation of the site would be negligible and the proposals are therefore considered acceptable from a highways development control perspective.

Pollution Control – This development is unlikely to have an adverse impact on health and the quality of life of those living and/or working in the locality, so approval is recommended.

Pollution Control (Air Quality) – I do not have objections to the proposed development on operational phase air quality grounds

Forestry Officer – No response

Ward Councillors – No response

Representations

The application has been advertised via site notice (12 January – 2 February) ; 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 rights allow an EV charging station of up to 2.3m in height above ground level, but subject to conditions including that the charging station may not be within 2 metres of the highway. It appears that the charging stations may be permitted development but the substation and the cabinet will be within 2 metres of the highway and so the scheme as a whole can't benefit from permitted development rights.

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 is more likely to involve significant trimming of the existing low-level hedge, rather than outright removal and this 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

The advice from the highways officer notes the overall loss of 2 parking spaces in order to accommodate the necessary charging station infrastructure and concludes that the impact of the proposals on the operation of the site would be negligible and the proposals are therefore considered acceptable from a highways development control perspective.

Recommendation

Grant subject to conditions