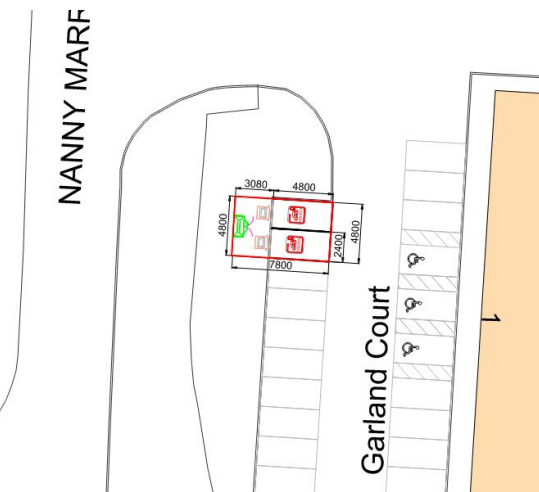

Application: **2022/1305**

Site address: **Tesco, Nanny Marr Road, Darfield, Barnsley, S73 9AB**

Description: **Installation of two rapid vehicle charging stations to allow two existing parking bays to become EV charging bays**



Officer Photo/Extract of Agents Map



Site Location and Description

The proposed site is at the Tesco store on Nanny Marr Road in Darfield. Specifically, the location is two car parking spaces and a small proportion of horticultural landscape, within an existing small retail parade. Named, Garland Court, the parade is composed of three retail units. The largest unit is currently occupied by a Tesco Express convenience store, with a Cooplands bakery occupying the adjacent unit and the third unit currently vacant. The parking provision of 24 units appears to be shared amongst the three units. Currently 3 spaces are designated for blue badge holders and the remaining 21 for general use.

Garland Court is prominently situated on the B6096, a classified road, leading off the nearby A635 before continuing to the A633 In Wombwell. The site is easily accessible by pedestrians and public transport, reducing the potential reliance of motor vehicles to visit site but retaining good accessibility and reasonable parking provision for such vehicles. However, during a site visit, there appeared to be no dedicated provision for cycle or motorcycle parking within the site. In a broader context, the retail park, along with new housing provision was constructed on the site of the former Foulstone School and is situated adjacent to the area defined as Darfield's local centre.

Planning History

Prior to September 2012, the site was occupied by Darfield Foulstone secondary school.

- **2012/1006** Prior Notification - Demolition (DEM) – Grant of Prior Approval
- **2014/1232** Demolition of existing built development and construction of retail units and erection of residential development of up to 35 no. dwellings (Outline) - Approved Subject to Legal Agreement
- **2020/0429** Erection of three retail units (Use Class E) with associated access and parking – Approved with Conditions
- **2021/0491** Proposed canopy and fencing [Tesco] - Approved with Conditions
- **2021/0492** Proposed illuminated and non-illuminated fascia and graphic signage [Tesco] - Approved with Conditions
- **2021/0564 & 2022/0457** Variation of condition 7 of application 2020/0429 (Erection of three retail units) to allow for deliveries to take place on Sundays and Bank Holidays / To allow longer opening hours and delivery times for Unit 2 - re-consultation as amended hours submitted – Approved and Approved with Conditions respectively
- **2021/0594, 2021/1077, 2021/1174 & 2022/0784** Discharges of multiple conditions - Approved
- **2022/0147** Installation of plant and enclosure including Co2 gas cooler, 3 AC units, and 2.4m high timber fence and gates
- **2022/0542** Change of use of Unit 3 from retail (Class E) to Hot Food Takeaway (sui generis) – Refused

Proposal

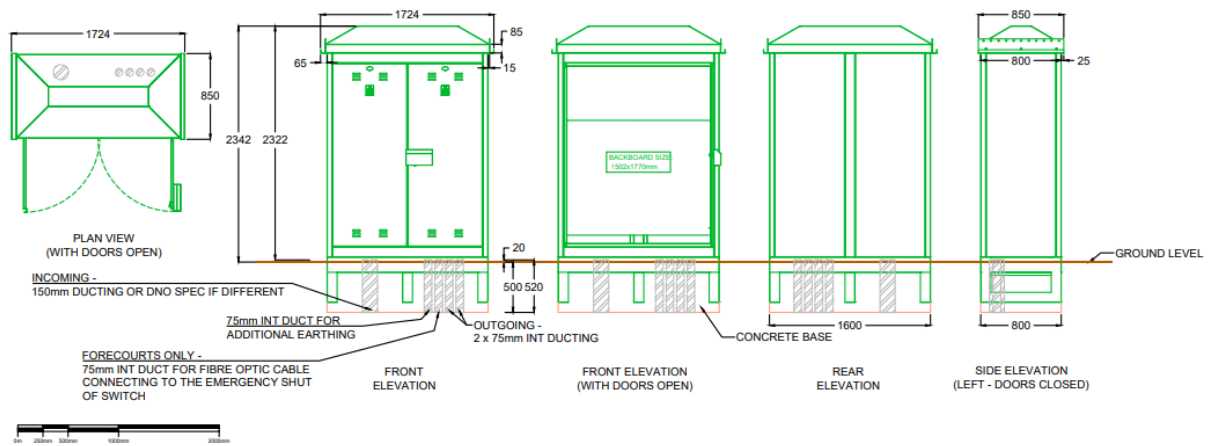
The proposal is for the installation of two electric vehicle charging stations, an accompanying feeder pillar and relevant ground markings to indicate the bays are for electric vehicles. The charging stations would be comparable to petrol pump, found within a traditional filling station, whilst the feeder pillar would be akin to a standard green telecommunications cabinet. The installation would reduce the standard numbers of general use parking spaces to 19 but would not reduce the overall amount of parking spaces available.

Described within the design and access statement are details of the power provided by each charging station, which would be 120kW and that “Each station is equipped with two connecting plugs; CHAdeMO and CCS. These are the two most common types of connectors used on all EV’s for DC charging. This means the chargers are open and available to all EV drivers.”

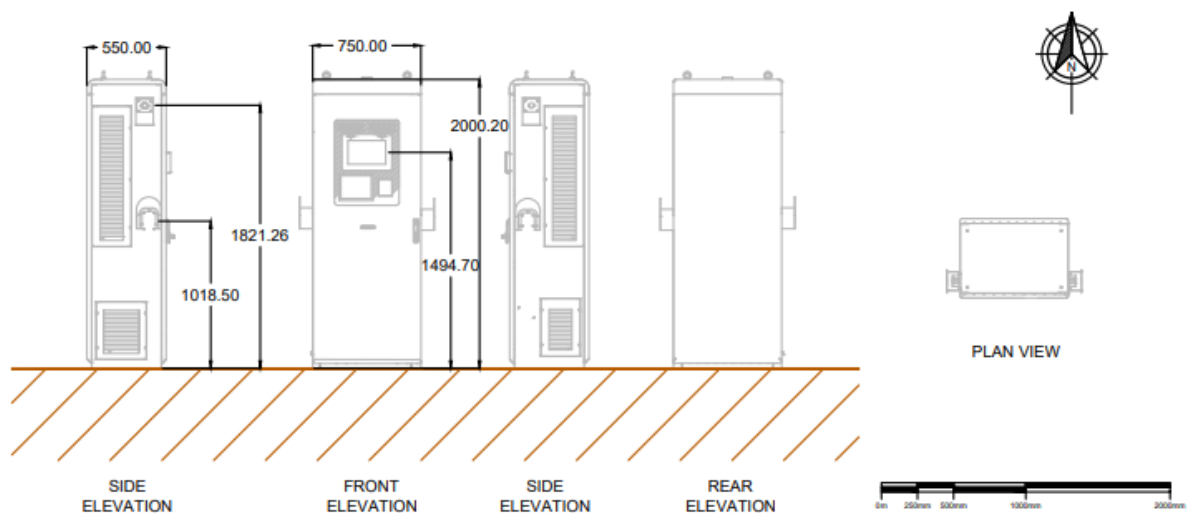
The physical size of the proposed pillar (above ground level) would have maximum dimensions of 1.724m W × 2.342m H × 0.85m D. For each electrical charging station, the maximum dimensions would be 0.75m W × 2m H × 0.55m D. For the ground display, each of the two squares would measure 1.4m × 1.4m.



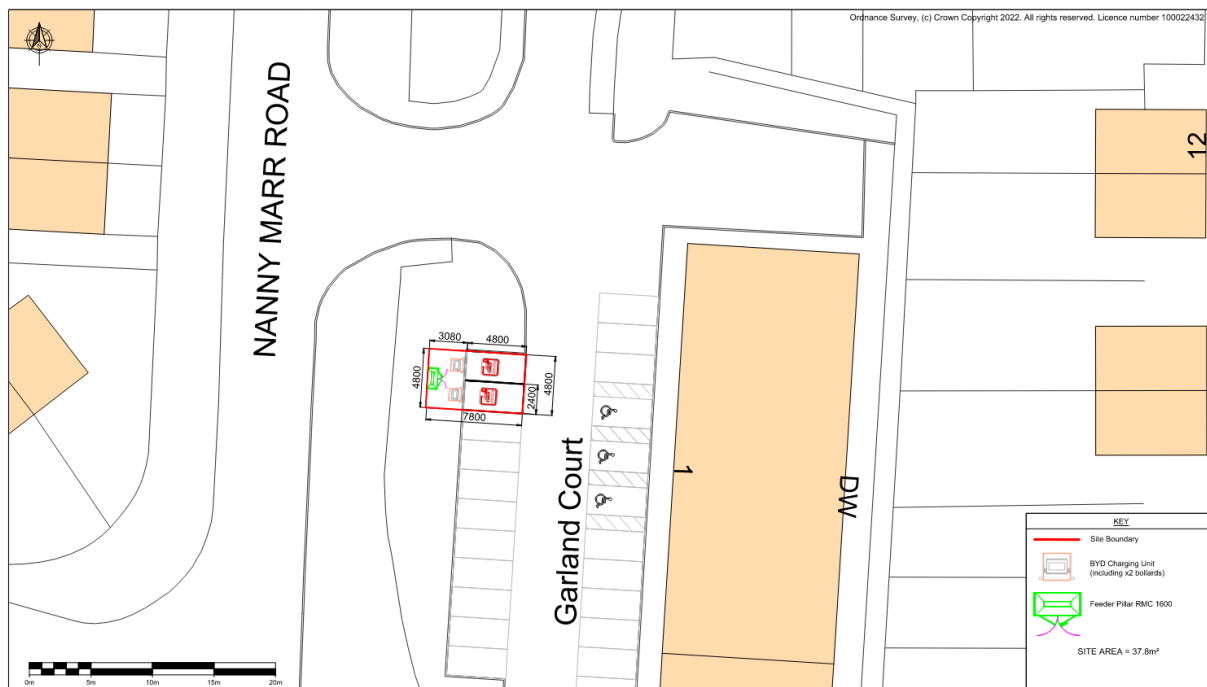
Proposed Ground Signage (left) and Electric Charging Station (right)



Proposed Pillar Cabinet



Proposed Electric Stations



Full Site plan

Policy Context

Planning decisions 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 Local Plan was adopted in January 2019 and is also now accompanied by seven masterplan frameworks which apply to the largest site allocations (housing, employment and mixed-use sites). In addition, the Council has adopted a series of Supplementary Planning Documents and Neighbourhood Plans which provide supporting guidance and specific local policies and are a material consideration in the decision-making process.

The Local Plan review was approved at the full Council meeting held 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.

Local Plan

The site was previously allocated for Housing provision HS80 within the Local Plan. Planning application 2018/1564 completed the housing allocation for the site with remaining land retained for retail development. Policies relevant to the site are listed below.

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.

Included with Section 9 of the NPPF ‘Promoting Sustainable Transport’ is paragraph 107:

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

In Section 10 of the NPPF ‘Considering development proposals’ is paragraph 110:

e) 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.

Consultees

Highways: Initial response confirmed no adverse effect on the highway. A follow up response confirmed an officer query over pavement parking outside of the site, predates the sites development and is unenforced by the local authority.

Pollution Control: Recommended approval

Ward Councillors: Councillor Osborne (Darfield Ward & Cabinet Support Member for Regeneration and Culture) supports the application and highlights the need for electric charging infrastructure within Darfield.

Assessment

The installation of the proposed equipment would take place within an existing retail development and would convert two existing parking spaces and a minimum amount of landscape buffer into two electric vehicle parking spaces with charging facilities.

The visual impact of the proposed infrastructure would not significantly harm the visual amenity of the area. The green pillar cabinet is of a similar design to other common street furniture utilised for telecommunications equipment. The electric stations may be of a more unusual appearance but are sited within private land and would not be visually overbearing within the site.

Highways have firstly confirmed that there would be no impact into highway safety, access or manoeuvring if the proposed development was constructed. Additionally, Highways also confirmed that the site has not caused a noticeable increase in pavement parking within the area, but instead have confirmed that such behaviour both known about and predates the development of the Garland Court. Pollution control have also confirmed there would be no adverse impact by the proposed development.

The proposal does not create a loss of parking provision at Garland Court, rather two spaces are repurposed for the purpose of providing facilities and parking space for electric vehicles. The provided facilities represent just 8.3% of total parking provision and 9.5% of general parking spaces when disabled parking bays are excluded.

The Air Quality and Emissions Good Practice Planning Guidance was produced by BMBC in November 2021. In this document, it recommended that commercial sites, subject to some exclusions, provide Electric Vehicle Charging Points (EVCP) facilities in at least 10% of parking spaces. Additionally, the document sets out that the minimum charging standard for such infrastructure should be a minimum of 7 kw (32AMP). Whilst the parking provision is slightly lower at this site, firstly it is a retrospective addition of EVCP infrastructure, rather than a new development and secondly there is no addition or loss of parking overall parking provision. Furthermore, the proposed EVCP infrastructure far exceeds the recommended minimum requirements of 7 kw charging facilities. Although not every electric vehicle would be capable of utilising the maximum 120 kw power of the charger proposed, many vehicles are able to take advantage of faster charging at such infrastructure and thus reducing the amount of time each vehicle would be required to occupy the charging point.

Overall, when the proposed development is separated from the wider site of Garland Court, where it would be situated, the development meets the requirements of local and national policy and would be a beneficial asset to the local community. When considered as part of the wider site of Garland Court, it would support the site's ability to meet the recommendations and requirements set out in local and national policy and would have an overall positive effect upon both on Garland Court and local area.

Recommendation

Approve subject to conditions