



Fastned

Electric Vehicle Charging Station, IBIS Hotel, Barnsley

Planning, Design and Access Statement

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RSK



RSK GENERAL NOTES

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Planning, Design and Access Statement

Client: Fastned

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Date: 6 April 2022

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1 INTRODUCTION

This Planning and Design and Access Statement (PDAS) has been prepared in support of the application for an Electric Vehicle (EV) Charging Station to be installed within an operational car park on land off Whinby Road, Dodworth, Barnsley S75 3TX, southwest of the Hotel Ibis Styles Barnsley by Fastned UK Ltd.

The EV Charging Station will provide 8no. EV charging spaces, comprising rapid charging facilities for up to 8 vehicles. The proposed development will comprise mainly of a charging station solar canopy, which will additionally provide shelter to users and equipment. A full list of the development components is supplied in **Section 2** below.

The proposed development requires planning permission under the Town and Country Planning Act 1990 (as amended) (hereafter 'the Act'). The proposal also requires advertisement consent in order to display the Fastned branding and logo on the constructed development, which will be duly applied for and therefore the proposed advertisements have been discussed in full within this PDAS.

This PDAS provides a description of the proposed development and assesses it in the context of national and local planning policy. The PDAS should be read in conjunction with the appended plans and drawings prepared to national and local validation requirements and planning application forms (Planning Portal Ref.: PP-11103184).

2 PROJECT AND SITE DESCRIPTION

2.1 Site Description and Access

The proposed site is located within Dodworth, Barnsley under the jurisdiction of the Barnsley Metropolitan Borough Council (BMB), within an operational car park located off Whinby Road, S75 3TX southwest of the Hotel Ibis Styles Barnsley. The proposed Charging Station would sit within a southwestern portion of the car park, centred at Grid Reference (GR) SE 31993 05918 (Lively, Zeal, Noses in What3Words), which is accessed by car and pedestrian via Whinby Road, with the site entrance situated via the access road that serves the Hotel Ibis Syles Barnsley and Toby Carvery Dodworth Valley. The total site area is 598sqm (0.06ha).

A site location plan is shown below in **Figure 2.1** (courtesy of Fastned UK Ltd.):

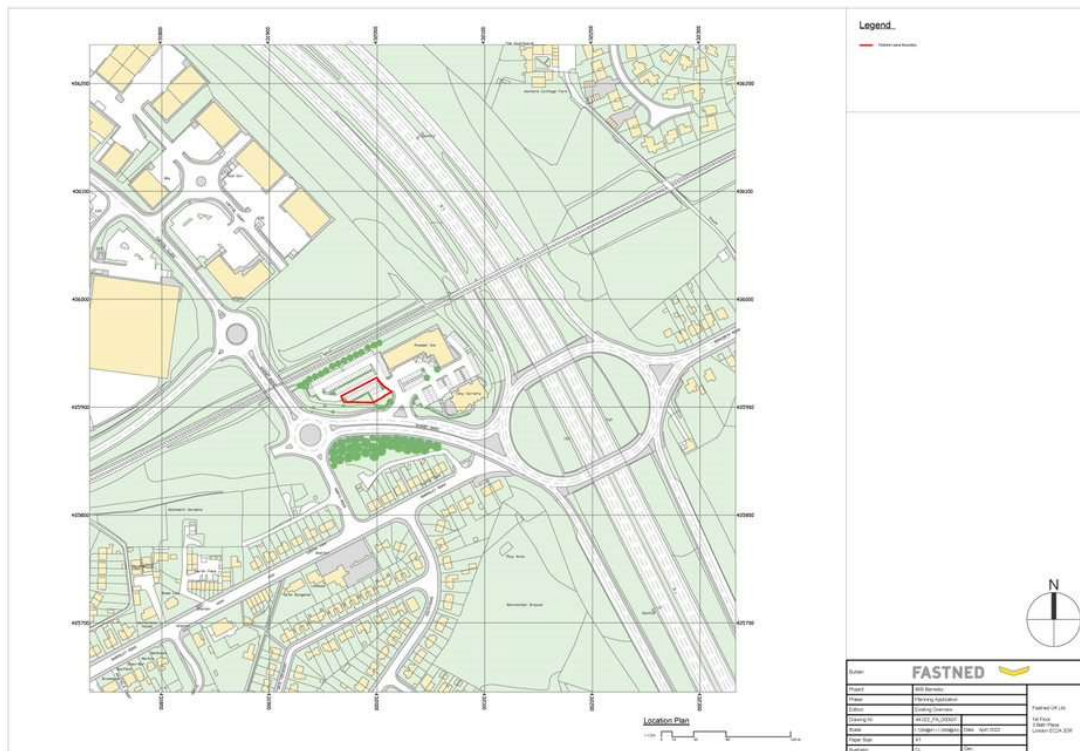


Figure 2.1 Site Location Plan

The area around the site to the east is comprised primarily of hospitality and commercial buildings, the closest of which is Hotel Ibis Styles Barnsley, located approximately 13m to the east of the site boundary. The south of the site is bordered by Whinby Road, which connects onward to Dodworth to the southwest via the B6449 and Barnsley Road, and to Barnsley to the east via the A628. At the north-western corner of the existing car park.

There are a number of residential properties located along Castle View, approximately 78m south of the site, separated by Whinby Road. There are no listed buildings, scheduled monuments or registered parks and gardens within 50m of the site boundary, the closest being a Grade II Listed building located 890m east of the site, separated residential, commercial and industrial buildings on the outskirts of Barnsley. There are no waterbodies or surface water features within or immediately adjacent to the site. The site is located within an area identified as Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%)) and therefore is not at risk of flooding.

The wider site setting is comprised of a mix of commercial, industrial and residential land. There are no statutory or non-statutory designated sites of ecological or geological importance within proximity to the site boundary, the closest being Worsborough Country Park Local Nature Reserve (LNR) Interest located approximately 2.8km south, southeast of the site. There are no notable habitats within the immediate site surrounds, the closest being a large area of woodland 400m west of the site, separated by an industrial facility and the A628.

The site itself is located within an operational car park which serves the Hotel Ibis and Toby Carvery Dodworth Valley to the northwest and west and therefore is considered to have low to no ecological value.

2.1.1 Access

The site can be accessed by car and pedestrian via the existing access off Whinby Road as well as by foot from the roundabouts to the east and west.

The existing site access serves the Hotel Ibis Styles Barnsley and Toby Carvery Dodworth Valley located east of the proposed site. The proposed development will preserve this access for both these hospitality and commercial buildings as well as the EV charging units.

2.2 Proposed Development

2.2.1 Overview

The proposed development is for an EV Charging Station and associated ancillary works. The Charging Station is modelled after similar developments in Europe and is designed to allow electric vehicles to receive a rapid charge (approximately 15-20 minutes) before continuing their onward journey. The proposal entails four rapid charge units, each capable of serving two cars simultaneously, resulting in 8no. charging bays, a solar array and associated electrical sub-station.

The development is being implemented by Fastned UK Ltd; the UK subsidiary of the Netherlands based Fastned BV, a European developer and operator of EV rapid charging stations. Fastned currently operates in excess of 200 multi-charger rapid charging stations in the Netherlands, Belgium, Germany and France. The proposed development at the application site is based upon

the designs and technology used in these existing facilities and, together with a number of recent approvals gained by Fastned in north-east England, London and southern Scotland, will be among the first of its kind in the UK.

2.2.2 Proposed Infrastructure

The proposed development will lie entirely within the existing car park off Whinby Road. The site layout would comprise 8no. charging bays, each 3m wide and 5m long, supported by a substation and Low Voltage (LV) switchboard at the eastern portion of the site (3.8m x 3.8m and 1.5m x 3.8m respectively) (dimensions as shown on drawing nos. 44.022_PA_001002, 44.022_PA_002001 and 44.022_PA_002002). 4 no. charging units will be installed to support two bays each, each standing 1.9m in height, 0.84m wide and 0.83m in length (as shown on drawing no. 44.022_PA_004001 provided). The proposed infrastructure features a 30.6m long, 6.1m high photovoltaic (PV) canopy (comprised of 4no. prefabricated canopies), providing shelter for users and containing Fastned's branding, allowing ready identification of the Charging Station to passing drivers.

Customers will access the site via the existing car park entrance/exit to the east off Whinby Road, arriving perpendicular to the charging bays, as per a standard parking space. The proposed layout, including vehicle tracking, is as shown on drawing no. 44.022_PA_001003. Sufficient space is provided to enable cars to manoeuvre and pass unimpeded to avoid queuing near the access to the facility. **Figure 2.3** below provides an impression of the potential development at the proposed site (courtesy of Fastned UK Ltd).

2.2.3 Sub-Station

The proposed development will require construction of a new electricity substation and associated LV switchboard on land immediately adjacent to the proposed EV Charging Station at the easternmost portion of the site, as shown in the site layout provided as **Figure 2.2** below as well as drawing no. 44.022_PA_001003 which accompanies this planning application submission.

2.2.4 Proposed Advertisements

The proposed development is additionally inclusive of branding and signage, ensuring visibility to customers, therefore the proposed requires advertisement consent. The location of the proposed advertisement totem is shown on drawing nos. 44.022_PA_001001 and 44.022_PA_003001, and the detailed design of the advertisement is shown on drawing no. 44.022_PA_003001. Each of the bays will feature a Fastned symbol painted onto the floor, which will be approximately 2m in length and 0.63m in width. The charging infrastructure will also be branded with the Fastned logo, as shown on drawing no. 44.022_PA_004001. Furthermore, the PV canopy will be supported by 4 no. timber 'Y structures' and feature 'Fastned yellow' cladding around the canopy perimeter.

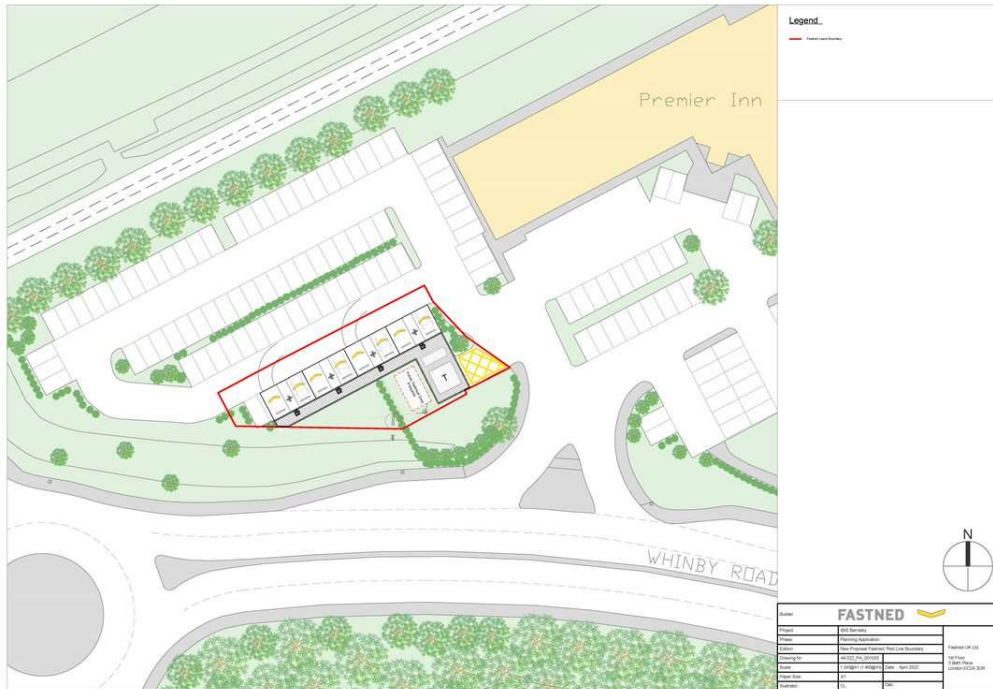


Figure 2.2 Site Layout: Proposed layout of EV Charging Station at the existing carpark off Whinby Road



Figure 2.3 Site layout: Dimensions of proposed infrastructure at the existing carpark off Whinby Road

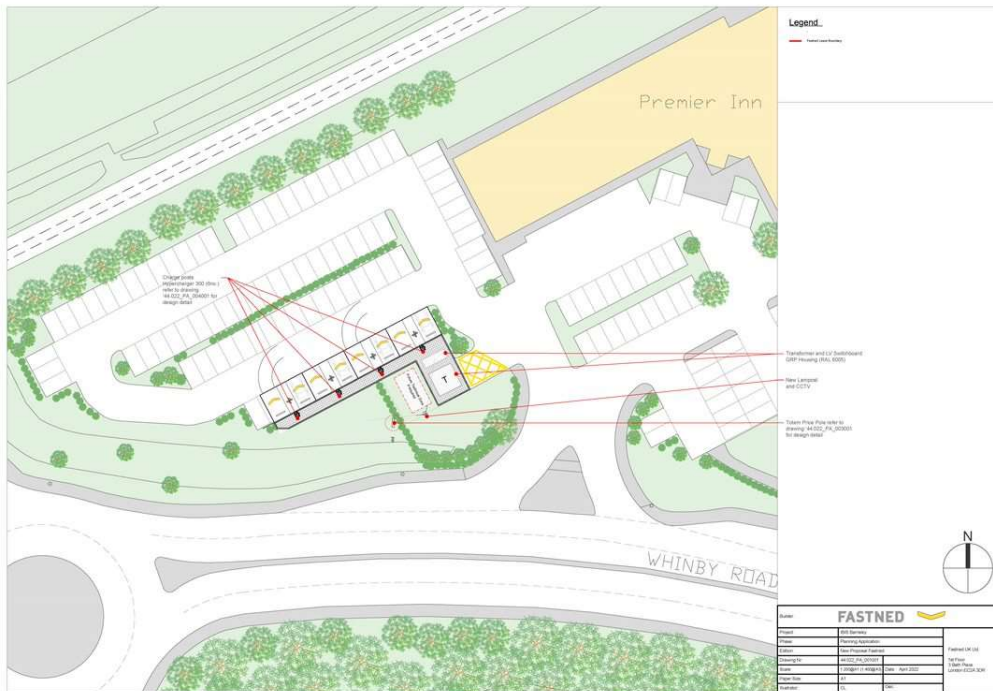


Figure 2.4 Site layout: Proposed development components at the existing carpark off Whinby Road

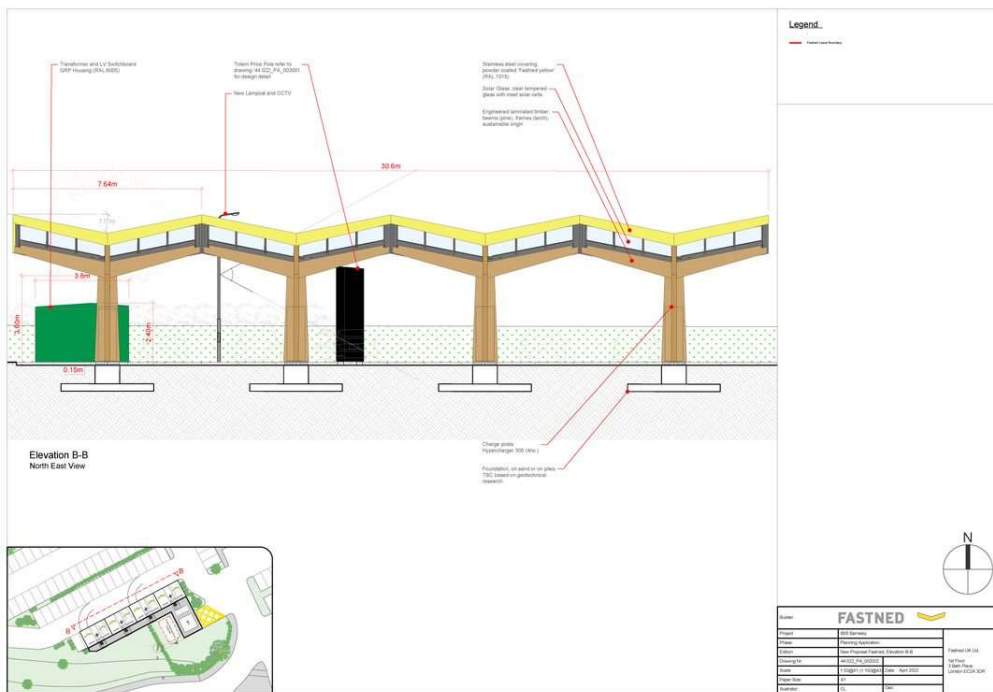


Figure 2.5 Site layout: proposed elevations of charging units and solar canopy at the existing carpark off Whinby Road (northeast view)

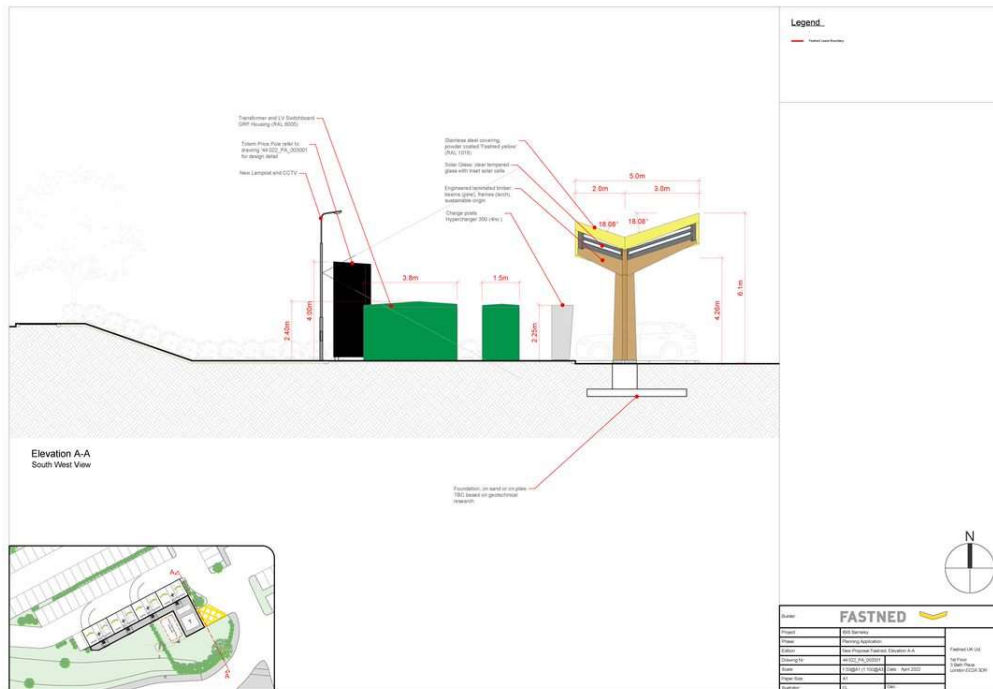


Figure 2.6 Site layout: proposed elevations of charging units, solar canopy and ancillary development at the existing carpark off Whinby Road (southwest view)

2.2.5 Construction Details

The proposed construction materials are as shown on application drawing nos. 44.022_PA_001001, 44.022_PA_003001 and 44.022_PA_004001 and elevation drawings 44.022_PA_002001 and 44.022_PA_002002. The main built element of the development will be the solar canopy that covers the charging area. This will consist of laminated timber columns and cantilevered beams holding the steel-framed and glazed photovoltaic canopies. The external edge of the canopies will be clad with a metal trim, polyester-power-coated yellow to match the Fastned branding (see **Figure 2.5** above).

The sub-station enclosure will consist of Glass Reinforced Plastic (GRP) as shown in application drawing nos. 44.016_PA_002001 and 44.016_PA_002002.

Boundary treatments will remain unaltered with the exception of the installation of a new lamppost and CCTV as identified on application drawing no. 44.022_PA_001001.

2.2.6 Development Programme

The proposed development will take place in three phases: Phase 1, Preparation of groundwork and infrastructure; Phase 2, Assembly and build-up of the canopy; and Phase 3, Finishing infrastructure. These have been outlined as the following:

Phase 1: Preparation, groundwork, infrastructure

The first phase will involve preparations by the construction contractor, such as fencing the site and implementing any access improvement measures necessary to allow safe access and egress from the public highway.

The initial construction activities will entail:

- Ground improvement measures, exact methods to confirmed subject to ground investigation but typically requiring the removal of existing ground layer and filling the area partly with a base layer of clean construction sand or aggregate (this would be for the charger island footprint only, or for the whole area if it is to be repaved);
- Localised ground improvement and stabilisation, if required, to provide a suitable foundation for the development and to remove any unsuitable fill materials;
- Installing and connecting the metering cabinet including all switchgear and electricity meter to the feeder pillar installed and commissioned by the Distribution Network Operator (DNO);
- Preparation of any necessary drainage measures (not likely to be required);
- Preparation for electric cables by installing cable ducts; and,
- Finishing the groundworks by filling up the remaining area with a layer of base course.

Project risks in this phase are related to pre-existing underground infrastructure and the impact that excavation works could have on those. "Check Before You Dig" processes will be carried out in the preparation phase and this information will be considered when carrying out the detailed design of the Charging Station.

Phase 2: Assembly and build-up of the canopy

The proposed development involves a PV solar canopy structure to shelter the charging areas and provide recognition of the site function to passing drivers and the wider public.

Each canopy structure will be pre-fabricated to Fastned specifications off-site and delivered to the site by road. It will then be assembled and erected by crane.

A solar panel roof will then be installed on top of the canopy. This activity is carried out using an aerial working platform to allow the crew to safely work at heights while assembling the roof, which will be pre-fabricated off-site ready for installation.

In parallel to the installation of the solar roof, the electrician will commence works with putting cables through the cable ducts and installing the CCTV systems, 4G antennas, Wi-Fi antennas,

etc. Additionally, the lights under the canopy will be installed and the solar power system connected and commissioned.

Experience of Fastned's other site in the UK and Europe suggest that complete construction of the canopy, including installation of the solar panels will take approximately 1-2 weeks to complete.

Phase 3: Finishing infrastructure

In the final phase, the remaining aspects of the Charging Station are installed, commissioned and tested prior to opening. More specifically, the Charging Station is completed with the presence of all suppliers on site, with the contractor tasked with keeping overview and register of all parties present and that all necessary security measures are being complied with.

Activities completed at this stage involve:

- Laying of pavement (if necessary);
- Completion of the technical installations;
- Commissioning of the CCTV system (if necessary);
- Installation of the signage and traffic signs;
- Commissioning of the illumination system;
- Commissioning of the chargers;
- Installing, configuring, and commissioning the 4G and Wi-Fi network;
- Finishing surrounding grounds; and,
- Connecting to and configuring the station to Fastned's systems.

On successful completion of all testing, the Charging Station is declared operational and is handed over to the network operations team for operation.

2.2.7 Visualisations

Visualisations of the envisaged appearance of the completed development are provided below in **Figures 2.7 - 2.10**.

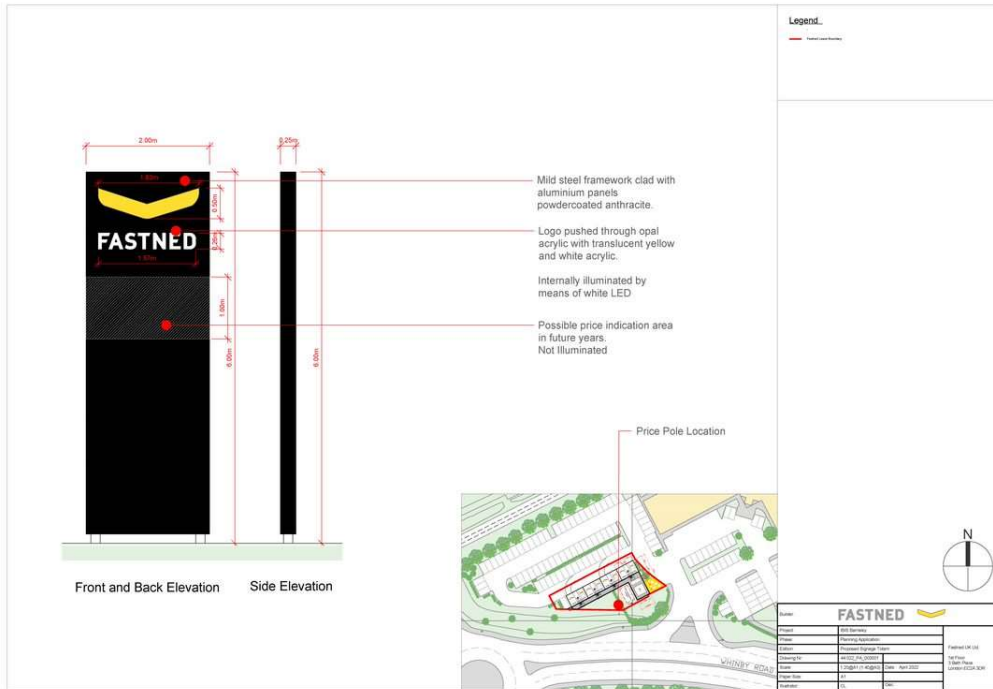


Figure 2.7 Visual impression of the proposed advertisement totem at the site off B1137

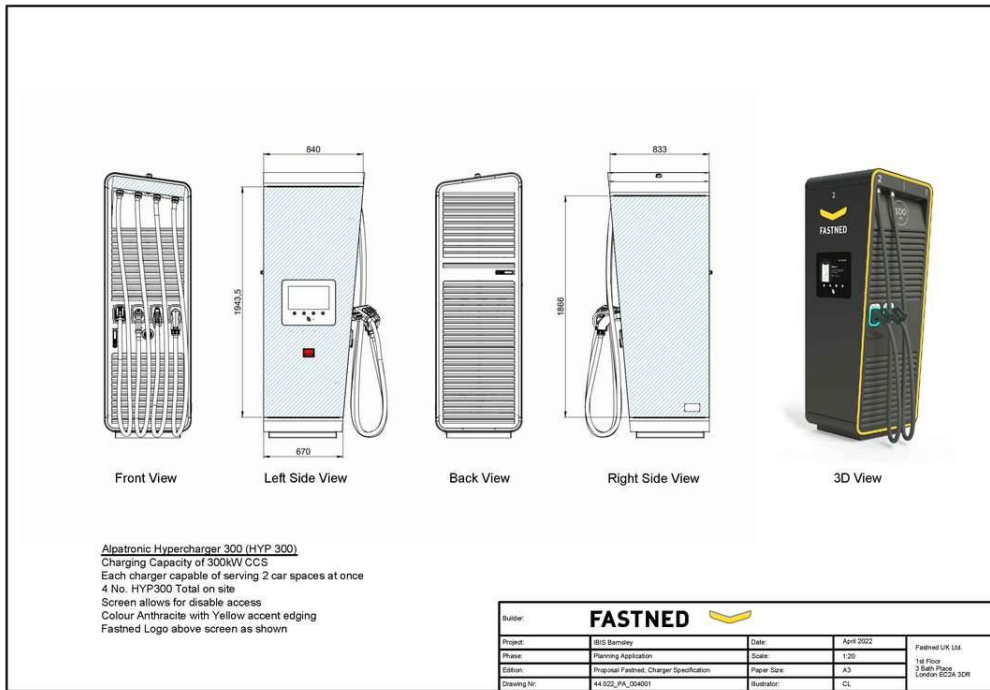


Figure 2.8 Conceptual visualisation of charging point appearance



Figure 2.9 Indicative visualisation of charging point appearance based on a similar installation elsewhere



Figure 2.10 A recently completed charging station of a similar design but half the length of the proposal

3 PLANNING POLICY CONTEXT

3.1 Policy Background

3.1.1 UK Policy and Legislation

The Department for Transport (DfT) and the Department for Business, Energy and Industrial Strategy (DfBEIS) has led on EV policy in recent years, with several initiatives put in place since 2007. In 2009, the Office for Low Emission Vehicles (OLEV) was created jointly within DfT, BIS and the Department of Energy and Climate Change (DECC) (now DfBEIS) to oversee aspects of EV funding and to promote market development of low emission vehicle infrastructure.

The Automated and Electric Vehicles Act 2018 (as amended) seeks to improve the network of charging points for EVs and is intended to help deliver the Government objective for almost every car to be a zero-emission vehicle by 2050. Specifically, the Act aims to ensure that public charging points are compatible with all EVs and sets standards for reliability and charging mechanisms. As part of the current government's commitment to ensuring this, the July 2017 Air Quality Plan announces it will end the sale of all new conventional petrol and diesel cars and vans by 2030 and all hybrids by 2035.

The UK's modern Industrial Strategy and Automotive Sector Deal (2018) is committed to making transport technology cleaner and greener and promote the mission to put the UK at the forefront of the design and manufacturing of zero emission vehicles. The government is committed to meeting climate change targets and improving air quality and through the Road to Zero Strategy (2018), the Government has committed £400m (increased to £500m at Budget 2020) to the public-private Charging Infrastructure Investment Fund.

The UK Government is taking an integrated approach to support EV market growth. This includes the November 2020 Spending Review, wherein the Government announced that it would invest £1.9 billion in charging infrastructure and consumer incentives, including £950 million to support charging hubs at every service station, £582 million for the Plug-in Car, Van, Taxi, and Motorcycle Grant until 2022-23, £275 million to extend support for private charging point installations and £90 million to fund local charging infrastructure in England. Additionally, consumers and businesses also benefit from a favourable tax regime, with plug-in vehicles receiving Vehicle Excise Duty and Company Car Tax exemptions, as well as Enhanced Capital Allowances.

The Government additionally supports low and ultra-low carbon vehicle Research, Development and Demonstration focusing on priorities identified in conjunction with the UK Automotive Council. This Strategy sets the framework for the development of recharging infrastructure to support plugin vehicle owners and industry in the UK.

3.2 National Planning Policy

3.2.1 National Planning Policy Framework (July 2021)

The National Planning Policy Framework (NPPF) published in March 2012 and most recently updated in July 2021 sets out the Government’s planning policies for England, and how these are expected to be applied to new development. The NPPF recognises that the purpose of the planning system is to help achieve sustainable development which it views as change for the better and positive growth; making economic, environmental and social progress for this and future generations.

The NPPF requires planning to perform a number of roles including (para 8c) mitigating and adapting to climate change and supporting the transition to a low carbon economy, being central to the economic, social and environmental dimensions of sustainable development.

Section 9 of the NPPF relates to the promotion of sustainable transport and requires (para 106) development plans to exploit opportunities for the use of sustainable transport modes for the movement of goods or people with developments located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles (para 107(e)).

The 2021 edition of the NPPF includes amended policies in relation to electric vehicle charging infrastructure including (para 107(e)) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles when setting local parking standards for residential and non-residential development. Para 112(e) meanwhile requires developments to be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

3.2.2 Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (as amended)

The Town and Country Planning (Control of Advertisements) Regulations relates to the display of advertisements in England, wherein the display of advertisements must comply with the conditions and limitations sets by the Regulations.

Paragraph 3 (1) of the Regulations states that advertisement controls are exercisable only in terms of amenity and public safety taking account of material factors “(a) the provisions of the development plan, so far as they are material; and (b) any other relevant factors”.

Paragraph 3 (2)(a) states that “factors relevant to amenity include the general characteristics of the locality, including the presence of any feature of historic architectural, cultural or similar interest”.

Public Safety issues are also referred to within the Regulations at 3 (2)(b)(i) where it is stated “the safety of persons using any highway, railway, waterway, dock, harbour or aerodrome” should be considered.

Paragraph 3(4) indicates “unless it appears to the local planning authority to be required in the interests of amenity or public safety, an express consent for the display of advertisements shall not contain any limitation or restriction relating to the subject matter, content or design of what is to be displayed”.

As set out above, the Advertisement Regulations state that the provisions of the Development Plan are taken into account ‘so far as they are material’.

The proposed advertisements, namely the proposed advertisement totem to be located south of the proposed charging infrastructure on an area of greenspace, is similar to those advertisements associated with the Hotel Ibis and Toby Carvery located to the northeast and east of the site, respectively. As a consequence, the proposed signage is considered acceptable for this location and echoes the high quality nature of the proposed development. The signage will not detract from the overall appearance of the area.

The luminance level of the signs will be sufficiently low to minimise glare and ensure there is no impact upon public safety, including impact upon users of Whinby Road.

3.3 Local Planning Policy

3.3.1 Barnsley Local Plan (Adopted January 2019)

The Barnsley Local Plan, adopted in January 2019, provides a planning framework to meet local development needs for Barnsley up to the year 2033. The Local Plan sets out the key elements of the planning framework and the approach to long-term physical development in order to achieve the Council’s vision for Barnsley, as well as the strategic priorities for housing, employment and commercial development, including transport infrastructure and protection of the local environment.

The following policies are considered to be consistent with the NPPF and relevant to the consideration of this planning application.

POLICY SD1 – PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

The proposed EV Charging Station is considered in alignment with the requirements set out in Policy SD1. The proposal will assist and promote the move towards a low carbon economy by increasing the number of EV charging points within the network and encouraging the uptake of electric vehicles both locally and nationally.

POLICY GD1 – GENERAL DEVELOPMENT

The proposed EV Charging Station will be situated within an existing, operational car park of Whinby Road which currently serves the Hotel Ibis Styles Barnsley and Toby Carvery Dodworth Valley and is considered to be complementary of the surrounding land use.

There are no statutory or non-statutory designated sites of ecological or geological importance within or immediately adjacent to the site. The wider site surrounds are predominantly commercial, industrial and residential and the site benefits from close proximity to the local highways network, which forms the southern and western site boundaries.

Existing boundary treatments will be maintained and, where appropriate, enhanced. The site access will remain unaltered during construction and operation.

The closest residential properties are located approximately 78m south of the site along Castle View, separated by Whinby Road. The proposed development has been designed to ensure that there would be no adverse impact on the surrounding area, wherein the proposed LED lighting along the wings are able to be dimmed when not in use. Furthermore, these residential properties are located at a distance where noise and lighting nuisance is anticipated to be negligible.

The proposed EV Charging Station has been designed to be high quality and sustainable, featuring a solar canopy which will produce renewable energy that will be used by the charging infrastructure. Excess energy produced will be sold back to the grid, providing clean energy which will be utilised locally.

The proposed development is therefore considered to comply with Policy GD1.

POLICY LG1 – CITY REGIONS

The proposed site benefits from good connectivity to the local highways network, wherein the site access is off of Whinby Road, which runs east to west via the Dodworth Roundabout, passing through Penistone to the west and connecting onwards to the A628 (Dodworth Road) to the east into Barnsley. Whinby Road, via the Dodworth Roundabout, additionally connects onward to the M1 which runs south toward Sheffield and north toward Leeds.

The EV Charging Station will provide increased connectivity between charging infrastructures in this region for EV users as well as promote the increased uptake in electric vehicles in the area. The proposal is therefore in alignment with Policy LG1.

POLICY LG2 – THE LOCATION OF GROWTH

The proposed development falls within the urban fabric of Barnsley, and therefore accords with the development hierarchy outlined within Policy LG2.

POLICY T1 – ACCESSIBILITY PRIORITIES

The proposed development is within the established AIZ and located within close proximity to a Key Road Route to AIZ (the M1) as well as being positioned between principal towns and villages within the wider Barnsley area. The proposed EV Charging Station promotes high quality transport linking between Barnsley, Sheffield and Leeds by providing ultra-fast EV charging infrastructure which can be accessed easily from the M1 and local strategic highways network. This will allow EV users to charge their car quickly and efficiently before continuing their onward journey, as well as improve the existing network of charging infrastructure. Therefore the proposal is considered to be compliant with aspects detailed in Policy T1.

POLICY T4 – NEW DEVELOPMENT AND TRANSPORT SAFETY

The proposed development has been designed to make best use of existing infrastructure, including the local highways network. The site is accessed via Whinby Road, which is identified as a strategic local highway within the Local Plan and benefits from good transport links to the A628 and the M1. The EV Charging Station has additionally been designed to be safe and secure as well as easily accessed by EV users. The proposed development will provide additional EV charging infrastructure to the existing network as well as promote the uptake of EVs locally. The proposal is therefore considered compliant with Policy T4.

POLICY T5 – REDUCING THE IMPACT OF ROAD TRAVEL

The proposed EV Charging Station will promote the uptake of EVs locally, which will improve the local and regional air quality through the use of low emissions/ zero emissions vehicles. Furthermore, the proposed development is inclusive of a solar canopy, which will generate renewable energy for use by the EV charging infrastructures. Excess energy produced by the solar canopy will be sold back into the grid, providing renewable energy for use in the grid. The proposal is therefore in compliance with Policy T5.

POLICY D1 - HIGH QUALITY DESIGN AND PLACE MAKING

The proposed EV Charging Station is located within an existing car park which serves adjacent hospitality units to the northeast and east. To the east is the Dodworth Roundabout and to the south is Whinby Road, a strategic local highway. The site is not located within an area which boasts the distinctive, local character and features of Barnsley, being on the edge of the urban fabric of Barnsley and surrounded by transport links. Therefore, the proposal is considered complimentary to the surrounding landuse.

The proposed development will be one of the first of its kind throughout the UK, installed with the highest calibre technology available and designed to be as sustainable as possible. This aligns with the desire for Barnsley to move toward a low carbon future.

The proposed EV Charging Station will support an increased uptake of EVs, with resultant benefits in terms of air quality and greenhouse gas emissions. The station will be equipped with a large solar canopy which will produce the energy necessary to power the station, ensuring users are utilising readily available, carbon-neutral energy. The installation would provide those who already are using EVs a space for ultra-fast charging of their vehicles (15-20 minutes) and encourage the uptake of EVs locally, therefore, contributing to reduced carbon dioxide emissions from cars both locally and nationally.

The proposed development is therefore considered in alignment with the principles outlined in Policy D1.

POLICY LC1 – LANDSCAPE CHARACTER

As previously stated, the proposed EV Charging Station site is surrounded on all sides by transport links, with the strategic highways network to the west, south and east and a section of railway to the north. The site is located within an existing car park which serves the Hotel Ibis Styles Barnsley and Toby Carvery Dodworth Valley. Given the immediate site surrounds and the site's location within the urban fabric of Barnsley, it is considered that the proposed development is complimentary to the landscape character and distinctiveness of the area and will not harm visual amenity.

POLICY CC1 – CLIMATE CHANGE, POLICY CC2 – SUSTAINABLE DESIGN AND CONSTRUCTION

The proposed development makes use of previously developed land by being located within an existing car park which benefits from good links to the strategic highways network. The EV Charging Station, as previously discussed, will feature a large solar canopy which will produce renewable energy to power the station and any additional energy produced will be sold back into the national grid. The installation of the proposed development will provide charging infrastructure for current users capable of fully charging EVs in 15-20 minutes, growing the existing network, as well as supporting an increased uptake of EV's, with resultant benefits in terms of air quality and greenhouse gas emissions.

Construction of the proposed development will make use of pre-fabricated materials which have been assembled offsite to ensure minimal waste and ensure efficient installation of the proposed infrastructure.

The site is not located within an area at risk of flooding and is unlikely to increase flood risk elsewhere. The site is additionally not located within close proximity to statutory or non-statutory designated sites of ecological or geological importance and does not detract from local green spaces.

The proposed EV Charging Station is therefore considered to be compliant with Policies CC1 and CC2.

POLICY CC3 – FLOOD RISK

The proposed development is located within an area identified as Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (<0.1%)) and is less than 1ha, therefore a Flood Risk Assessment is not required. The EV Charging Station will be located on previously developed land, making use of an area which is currently comprised of hardstanding. The proposed development will not increase the amount of hardstanding in the area, and therefore is unlikely to increase flood risk elsewhere. Drainage at the site will connect into existing land drainage, therefore surface water runoff will be managed via existing SuDS.

The proposed development is therefore in compliance with the requirements set by Policy CC3.

POLICY RE1 – LOW CARBON AND RENEWABLE ENERGY

The proposed EV Charging Station has been designed to be as sustainable as possible, making use of a large solar canopy which will produce readily available renewable energy to customers utilising the proposed infrastructure. Excess energy produced will be sold back to the grid, increasing the amount of renewable energy being used locally and nationally.

The proposed development is located within an existing car park which serves adjacent hospitality units to the northeast and east and is surrounded by the strategic highways network to the south, east and west and the railway to the north. There are no known heritage assets, statutory or non-statutory designated sites of ecological or geological importance or key habitats within 50m of the site. Additionally, there are no landscape designations which fall within or immediately adjacent to the site. Therefore, the proposed EV Charging Station is unlikely to cause material harm to those aspects outlined in Policy RE1.

POLICY POLL1 – POLLUTION CONTROL AND PROTECTION

The proposed EV Charging Station has incorporated sustainable design measures including a large solar canopy and the most efficient EV Charging technologies commercially available. The inclusion of these aspects, in combination with supporting the uptake of EVs, will decrease air pollution and greenhouse gas emissions locally.

The solar canopy structure does feature LED strip lighting beneath the y-structure cladding which will emit light, however these will be capable of dimming when not in use thereby limiting any light pollution. It is of importance to note that the closest residential properties are located approximately 78m south of the site along Castle View, across Whinby Road. The distance to these receptors is such that noise and light nuisance is anticipated to be negligible.

The proposed development is therefore considered to be compliant with Policy POLL1.

4 CONCLUSION

The proposed development is shown to be fully compliant with relevant national and local planning policy. An initial desk-based assessment of the site has not indicated any constraints to the successful implementation of the development.

The following considerations have been given in relation to the proposal:

Flood Risk and Drainage: The site is not located within an area of flood risk and does not exceed 1ha, therefore flood risk does not require further assessment.

Contaminated Land: The site has not been identified to have an increased risk for land contamination. Should contaminated land be identified during construction, all works will cease, and BMBC will be notified.

Ecology and Nature Conservation: The site is not located within or nearby any environmentally designated sites, protected habitats or species. The site is located within an operational car park adjacent to Hotel Ibis Styles Barnsley and Toby Carvery Dodworth Valley, with the proposed substation and technical building to be installed on an adjacent area of maintained green space. The site is not located within or in proximity to statutory or non-statutory designated sites of ecological or geological importance and is not located within proximity to other notable habitats. The immediate site surrounds comprise the local strategic highways network, further car parking, and commercial/hospitality buildings. The site is therefore considered to have low to no ecological value.

Arboriculture: There are no trees or hedgerows which fall within or immediately adjacent to the site boundary.

Archaeology and Cultural Heritage: There are no listed buildings, scheduled monuments or registered parks and gardens within 50m of the site boundary.

Landscape and Visual Amenity: The site is located within an existing car park adjacent to the Hotel Ibis Styles Barnsley and the Toby Carvery Dodworth Valley, located within the Barnsley urban fabric. The site is bordered to the south by Whinby Road, to the east by the Dodworth Roundabout, and to the west by Whinby Road. The site is not located within or immediately adjacent to landscape designations. The nearest residential properties are located approximately 78m south of the site along Castle View, which is separated from the site by Whinby Road. The height of the proposed development does not exceed the height of surrounding landuse, and the proposal is considered to be consistent with the surrounding landuse, making best use of previously developed land. Therefore, the proposed development is not anticipated to impact upon the visual amenity of the area.



The development is wholly consistent with the local context of Barnsley. It is concluded that the development should be supported, and planning permission granted.