

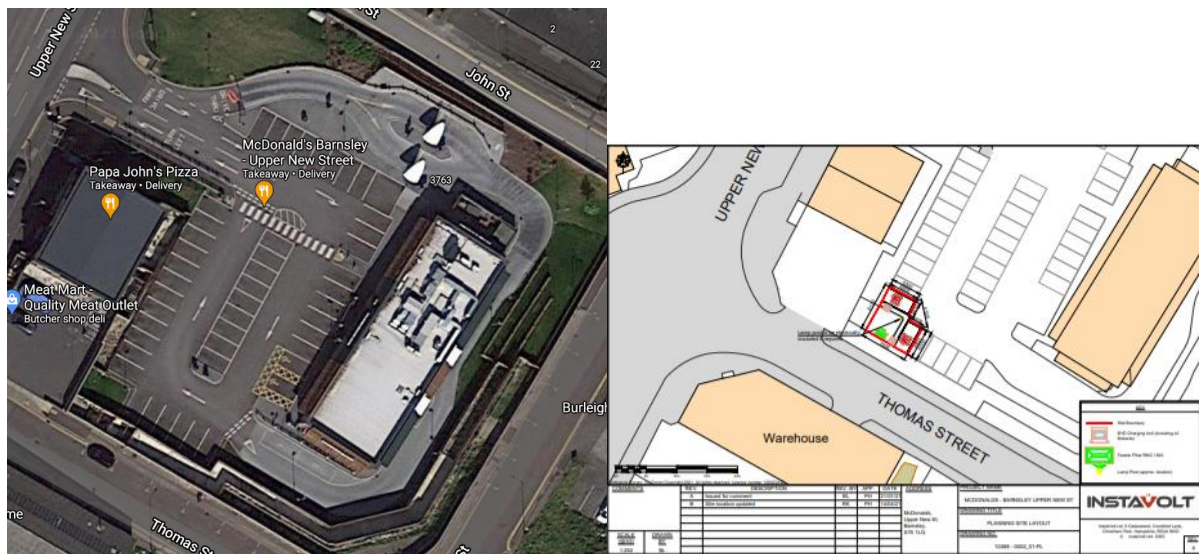
2021/0559

Installation of 2 no rapid electric vehicle charging stations within existing car park

McDonalds, Barnsley Upper New Street, Barnsley, S70 1LQ

Site Location and Description

The application site is defined as two existing car parking spaces and a small grassed area between the parking spaces within the McDonalds car park. This is in an unobtrusive part of the site, next to the Thomas Street frontage where there is a 2m high solid wooden fence.



Site History

Variety of planning applications relating to the McDonalds which has been on the site for around 20 years, including:

2017 0353 – erection of freestanding single storey restaurant with drive thru, car parking, landscaping etc.

2018 0703 - DOC ecology mitigation (bat and bird box scheme approved)

Proposed Development

The applicant seeks permission for the installation of an electric vehicle charging station next to two of the car parking spaces on site, together with two bollards each and a feeder pillar. The proposed electric vehicle charging point units measure 2m by 0.75m by 0.55m and will be white with red and black writing/logos and electronic display; the bollards will be stainless steel. The feeder pillar is proposed to be 2.322m x 1.724m x 1.1m and a painted green finish. The submission includes the following graphic of a charging point:



The following is from google, which more clearly shows the arrangement of a plinth, bollards and a feeder pillar.



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).

NPPE

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 110 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 – No response
Pollution Control (Air Quality) – No response
Environmental Health – No comments.
Ward Councillors – No response

Representations

The application has been advertised via site notice (4 May – 25 May); 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

The proposed EVCP and feeder pillar are considered to be of acceptable mass/bulk. Permitted development rights allow an EVCP of up to 2.3m in height above ground level, so the proposal is arguably permitted development as it only exceeds the allowance by four centimetres. The applicant is from the company Instavolt so they will be aware that they have designed units that are arguably permitted development but have chosen to make a planning application.

The application site includes an area of grassland that was shown on the approved McDonalds landscaping scheme as 'turf and low level shrubs'. Given that this is a relatively small area, tucked away in the corner of the site, and that there are much more substantial similar areas on the site, there is no objection to the siting of equipment on this area.

It is considered that given that the proposal exceeds permitted development allowance by an arguably de minimus amount and the unobtrusive location, the design and impact on visual amenity are acceptable in this setting and in compliance with Local Plan Policy D1.

Highways safety

There has been no response from highways DC. There are no changes proposed to the existing parking numbers. The proposed infrastructure does not appear to have effect on the efficient use of the car park and drive thru and it is concluded that the proposal will not cause any highway safety concerns.

Recommendation

Grant subject to conditions

Full – 3 Years (M3 Code A1)

The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

Development in accordance with approved plans (M3 Code B11)

The development hereby approved shall be carried out strictly in accordance with the plans (Nos.) and specifications as approved unless required by any other conditions in this permission.

BYD 120 Charger 001-19

RMC 1600-WITH ROOTS 001-08-02

Location Plan 10388-002-03

Planning Site Layout 10388-0002-01-PL

120kw DC Charger Technical Specification EVD 120 KU/CO1

Block Plan 10388-0002-02

Reason: In the interests of the visual amenities of the locality and in accordance with Local Plan Policy D1 High Quality Design and Place Making.