

Planning, Design and Access Statement

Planning Application (Retrospective) on behalf of BP Oil UK Ltd

Installation of Electric Vehicle (EV) charging bays and associated works and electrical connections

Emsworth SF Connect, A27 Westbound, Emsworth PO10 7RB

1. INTRODUCTION

- 1.1 This Planning, Design and Access Statement has been prepared to support a planning application for the installation of 2 new EV charging bays, associated electrical connection enclosures, and all associated works. The development has already taken place as BP Oil were not aware of the need for planning permission.
- 1.2 With the provision of the EV charging bays, BP Emsworth will include infrastructure in line with modern vehicular transport needs to provide for the increased use of electric vehicles and ensure that the site can remain flexible and open to the most up-to-date customer requirements.
- 1.3 The development has already taken place, as the applicant was not aware of the requirement for planning permission for this type of development. As a result, this application is made retrospectively, with all details of the installation provided within.

2. LOCAL CONTEXT

- 2.1 The site is located adjoining the westbound carriageway of the A27 north of Emsworth. The site comprises fuel and HGV forecourts, sales building, customer and HGV parking and associated services. Access and egress are directly off the westbound carriageway of the A27. Customer parking is provided to the south of the forecourt and also in front of the sales building. There are also 6 HGV spaces to the west of the sales building and exit road.
- 2.2 To the west and east of the site lies open land. To the north is the A27 and eastbound services. To the south beyond the boundary of the site and an area of hedges and trees lies the railway line. Beyond this is the town of Emsworth. The development of the EV charging bays and infrastructure forms part of the existing parking area and grass area south of the forecourt.
- 2.3 The proposals are not considered to materially alter the existing context or raise any amenity or visual issues. The proposals are effectively part of the current fuel filling station and will be seen as a requirement to meet the needs of all motorists.

- 2.4 There is no proposed change of use occurring to the filling station.
- 2.5 The changes to the site with the new charging bays will help future proof the filling station and bring it up to modern standards, with the national shift towards more sustainable and eco-friendly travel in the form of electric vehicles.

3. PROPOSAL

- 3.1 The proposal relates to the installation of 2 new EV charging bays and associated works and all infrastructure. The proposals are considered to be acceptable in scale and supported within planning policies, as assessed in the following section.
- 3.2 The proposal results in an improvement in facilities to help enable the site to provide for electric vehicles, in line with current and future vehicle infrastructure trends.
- 3.3 The proposal comprises the following:
- 2 x charging posts
 - 2 x power cabinets
 - 1 x low voltage enclosure
 - 1 x sub station
 - 2 x parking bays
- 3.4 The proposed infrastructure is clearly detailed in the accompanying plans 14776-20 (Existing Site layout), 14776-21 (Existing Site Elevations), 14776-22 (Proposed Site Layout), 14776-23 (Proposed Site Elevations), 14776-24 (Proposed Equipment Elevations) and 14776-OS (Site Location Plan).
- 3.5 The proposal results in a minor layout change to the existing car parking area to the south of the forecourt and the inclusion of equipment and associated hardstanding.

PLANNING POLICY

- 4.1 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states *“if regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise”*.
- 4.2 The Development Plan for this proposal consists of the 2011 Core Strategy and the adopted Site Allocations Local Plan 2014. Within the Core Strategy, Policy CS19, which deals with effective provision of infrastructure; Policy CS20, which covers improving transport modes, and Policy DM 11 which deals with sustainable travel are relevant to this proposal. It is considered that the proposal conforms with these policies. The Council have been preparing their 2036 Local Plan since 2016 and the pre-submission draft is due to be considered by the Council on 9 September 2020. It is not envisaged that the proposals will conflict with the emerging policies. The National Planning Policy Framework (NPPF) is also an important material consideration for determining planning applications.

National Planning Policy Framework (2019)

- 4.3 The National Planning Policy Framework states that decisions should apply a presumption in favour of sustainable development. In paragraph 11d) this means, for decision taking where no relevant Development Plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 4.4 Chapter 9 sets out how promoting sustainable transport is essential. Specifically, paragraph 110e) sets out 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.

The Road to Zero – Next steps towards cleaner road transport and delivering our Industrial Strategy

- 4.5 This Government document sets out policies and goals for creating a strong clean economy by delivering cleaner air, a better environment and zero emission vehicles.
- 4.6 The Government's vision is:

"to have one of the best EV infrastructure networks in the world. This means current and prospective EV drivers being able to easily locate and access EV charging infrastructure that is affordable, efficient and reliable. The development of this infrastructure opens up a new market for chargepoint infrastructure providers in the UK and across the world". (Page 82)

- 4.7 It sets out that many more public charge points will be needed and the consumer experience of public EV charging needs to be improved. It also states that rapid hubs or charge point "filling stations" in key strategic community, or urban locations, also have an important role to play in the future. In particular, for commercial fleets and individuals without off-street parking, they could enable a more "internal combustion engine-like refuelling experience" and greater confidence to users that there is potential for multiple charge points to be available for use.

5. CONCLUSIONS

- 5.1 There is clear support and encouragement for electric vehicle charging points in both local and national policy. The aim for sustainable development and the use of renewable technologies and upgraded transport infrastructure is supported by this development. There is clear support for electric vehicle charging points to assist in transport choice and reduce the carbon footprint.
- 5.2 The proposed works are minor and are essential for the continued modern running of the filling station, to cater for electric vehicles. The works undertaken are in accordance with, and supported by, the applicable national and local planning policies.
- 5.3 The proposal does not impact on any neighbouring uses and there are no adverse effects which arise from the development and there would be no noticeable change in the operation of the facility.

- 5.4 The proposal complies with both local and national policy, which are both supportive of promoting sustainable transport options and, in particular, infrastructure for low emission vehicles and EV charging facilities.
- 5.5 The proposal is not CIL liable as there is no creation of floorspace.
- 5.6 The Council are therefore invited to approve the application without delay in accordance with paragraph 11 of the National Planning Policy Framework.

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4 September 2020