

Town and Country Planning Act 1990 Planning and Compulsory Purchase Act 2004

Installation of electric vehicle charge points, covered canopy and sub-stations at Nesscliffe Services, A5 Southbound, Nesscliffe, Shropshire, SY4 1BZ

PLANNING, DESIGN AND ACCESS STATEMENT

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1.0 INTRODUCTION

This Design Access Statement has been prepared on behalf of Motor Fuel Group in support of a full planning application for the installation of eight electric vehicle charge points, covered canopy and sub-stations at Nesscliffe Services, A5 Southbound, Nesscliffe, Shropshire, SY4 1BZ

The main driver to this new application is to provide electrical vehicle charging on this site.

Market Context

Battery electric vehicles accounted for 6.6% of all new car registrations in the UK in 2020, up from 1.6% in 2019. To meet Government targets, 100% of new registrations must be battery electric by 2035. To achieve full electrification, significant private and public infrastructure investment will be required.

While new EV registrations are rising dramatically, there are c. 38m licenced combustion engine vehicles on UK roads today. These vehicles will take decades to churn out of the car parc (the total stock of UK licenced vehicles) and will continue to require fossil fuel infrastructure as the parc transitions.

On Route Charging

EV motorists can charge in multiple different settings – at home, on-street, at work, in car parks or on route. Each of these charging segments will be critical to EV adoption and will give drivers confidence that they can get to and from their destination, alleviating drivers' concerns over range anxiety, which are well documented.

On route charging will be particularly important infrastructure for those drivers who do not have access to 'at home' charging. In England, over 60% of dwellings in cities and urban areas do not have garages or other off-road parking provisions, and so must rely on electricity from publicly accessible networks.

MFG's Network

MFG has installed EV chargers at 108 of its sites through third parties. This is the highest rollout in the independent forecourt sector. Alongside this existing network, MFG will self-fund, build, and operate its own EV charging hubs, thereby becoming a truly national charge point operator.

MFG hubs will consist of between four and eight Ultra-Rapid 150kW EV Chargers per site. 150kW chargers can add 100 miles range in approximately 10 minutes, subject to the charging capability of individual car batteries. These will be augmented with 350 kW chargers as vehicle battery technology improves to maintain the fastest charging times across the MFG network. While these charging speeds are beyond the capability of most EV models currently on the market, MFG is investing ahead of the curve to build driver's confidence in electricity as a fuel source and supporting the Government's decarbonisation and sustainability agenda and emissions target of being net zero by 2050.

In 2021, MFG will build EV charging hubs at an additional 40 sites, offering over 200 Ultra-Rapid 150kW EV Chargers. The initial focus will be on major trunk roads and urban areas. In London alone, MFG's planned roll-out will treble the current number of open network Ultra-Rapid 150kW EV Chargers.

From 2022 onwards, MFG plans to build at least 50 additional EV charging hubs per year. A significant number of these will be on the strategic road network, thereby materially helping Government to hit the targets it has laid out.

MFG is working with some of the world's leading suppliers to deliver electric power to its forecourts and will continue to invest significant capital in its EV charging capabilities as global EV technology improves. As and when car battery technology allows, MFG intends to upgrade a significant number of Ultra-Rapid 150kW EV Chargers to even more powerful 350kW chargers, which closely match the time taken for a conventional fossil fuel fill-up.

Dual Fuel Strategy

Over the coming decades, MFG will operate a dual fuel strategy. It will continue to provide existing fossil fuel infrastructure whilst rolling out EV charging hubs while continuously upgrading its nationwide network of industry-leading travel retail destinations.

Given the slow churn of the car parc – on average, cars are 14 years old at point of scrappage – millions of motorists will require fossil fuels long after the 2030 ban on the sale of new petrol or

diesel cars. MFG is committed to supporting these motorists by providing necessary fossil fuel infrastructure, while enabling their transition to clean fuels.

MFG want to be at the forefront of high-powered EV charging. We aim to install over 200 150kW chargers in 2021 and ultimately, we want to electrify our entire forecourt network. MFG's objective in 2021 is to increase public en-route EV charging capacity by 110 million miles which would save approximately 20,000 tonnes of CO2 emissions.

If a car can take the full 150kW charge speed, a 10-minute charge will provide approximately 25kWh, which is equivalent to 100 miles range at a battery efficiency of 4 miles per kWh. If a car takes a lower charge, our 150kW chargers will ensure the car is given its maximum charge speed.

This application

Although the change from car parking space to EV charge spaces is covered by Permitted Development Rights, the provision of a small partial canopy above the charge units is not. The sub-station needed for these new EV bays may also be covered by PD rights but that will depend of the installer of the sub-station so in this instance we also seek permission for these units.

This proposal is to convert parking bays to the southern edge of the customer parking area into 8no. electrical vehicle charging positions.

Accordingly, there is no inherent objection to the use of the site as a vehicle service station and this will provide an important enhancement to the roadside infrastructure.

fuel forecourt and sales buildings with a canopy over the forecourts. Looked at in its correct context due regard should be given to the existing service station uses which are well established and permitted.

In accordance with the requirement to formally state how design and access issues have been considered (under section 62 of the Planning Compulsory Purchase Act 2004), this document addresses the design principles and concepts that have been applied to the development in relation to the quantum of floor space, layout, scale, landscaping and appearance in relation to the site's context.

2.0 SITE DESCRIPTION

The existing site is broadly triangular in shape bound by the A5 (Nesscliffe Bypass) to the southwest and open fields to the north and the east, beyond which lies the settlement of Nesscliffe.

The application site area covers 376sqm within the site demise of 1.3Ha. The development area forms part of the motorist service area which includes a petrol filling station with associated sales building, café and customer facilities set within a wider grassed and vegetated area. A later planning approval (20/00581/FUL - Erection of a coffee shop with a drive-through; associated car, motorcycle and cycle parking; landscaping and associated works) was approved 15th March 2021.

The existing filling station comprises a four-pump island with canopy plus HGV refueling facilities. Air and water facilities are also provided. A sales building is located to the south of the site with a dedicated car parking area beyond. As well as serving the petrol filling station forecourt the sales

building extends to include a Subway café, customer toilets and shower facilities. The site, as a whole, operates as a motorist service area.

The service area is clearly signed from the A5 and access and egress to the A5 is provided by dedicated slip roads onto the south bound carriageway of the dual carriageway. There is no access to the site from the northbound carriageway nor from any local roads.

The character of the area is dominated by the dual carriageway. The service area is separated from the residential settlement to the east by open fields. However, the settlement is expanding towards the A5 to the south of the service area with the development of a small estate of two storey properties.

3.0 USE. What buildings and spaces will be used for?

The application area will be used for electrical vehicle charging bays along with the infrastructure necessary for operating an EV installation such as this. As stated, this change from parking bay to EV charging is covered under permitted development rights.

4.0 AMOUNT. How much would be built on the site.

The EV canopy is 24m long and is separated into 8no. bays. At their highest point they are 3m above ground level. These are detailed on drawing P-27.

5.0 LAYOUT. How the buildings and public and private spaces will be arranged on the site, and the relationship between them and the buildings and spaces around the site.

The proposed layout of the scheme is shown on the accompanying planning application drawings – particularly the ‘Proposed Site Plan’.

The proposed EV bays will built over existing parking bays to the south of the main parking area. Behind these will be the associated services infrastructure to provide these.

6.0 SCALE. How big the buildings and spaces would be (their height, width and length).

- The existing building is 6.12m deep, 14.68m long and 4.1m high. The new sales building measures area increases to 24.448m wide. The building will also be 9.95m deep and 5.2m high at their largest points.
- The EV canopy is 18.075m long, 3.1m wide and is 3m high at its highest point.
- The three jetwash bays cover 15.2m long, are 3.7m high at their highest point and 6.4m wide.

7.0 LANDSCAPING. How open spaces will be treated to enhance and protect the character of a place.

The area to the south of the proposed EV bays is currently grassed. Due to the new infrastructure needed to provide EV charging there needs to be 8no power packs, an LV sub-station and an HV sub-station. There surfacing around these items will be gravel. The whole area will be fence in a timber close boarded fence for security.

8.0 APPEARANCE. What the building and spaces will look like, for example, building materials and architectural details.

The design of the EV canopy reflects the modern style of the existing services, adopting a simple uncluttered design. The proposed unit will be of a high quality with an inviting interior. A large glass window will allow activity to be seen inside thereby creating visual interest within the development.

9.0 ACCESS - Vehicular and transport links - Why the access points and routes have been chosen, and how the site responds to road layout and public transport provision.

The operational and access requirements of the site are already established through the existing service station facility. The location of these new EV bays will be directly from within the existing site and site parking.

Given that the proposed use of the site will not generate any additional traffic and have no detrimental impact on the public highway.

10.0 ACCESS - Inclusive access - How everyone can get to and move through the place on equal terms regardless of age, disability, ethnicity or social grouping.

The applicant is committed to a policy of equality, inclusion and accessibility for those who live and visit the site and has strived to exceed all required standards and achieve a development which promotes inclusion and accessibility.

11.0 CONCLUSION

The proposal responds positively to the site's opportunities and constraints, and consideration has been given to layout, scale, appearance, and landscaping. Access to and within the site has been carefully reviewed. It is considered that, based on the above, an appropriate and site sensitive design solution has been found.

Overall, it is considered that the proposal represents a sustainable and appropriate design, which relates directly to the sites permitted use and to its physical, social and environmental context reflecting the requirements of national and local planning policy.

DAS prepared by Wyeth Projects

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