



JMS PLANNING & DEVELOPMENT

PLANNING, DESIGN AND ACCESS STATEMENT IN SUPPORT OF PLANNING APPLICATION BY SHELL UK OIL PRODUCTS LIMITED

IN RESPECT OF THE PROVISION OF AN EVC
HUB AND ASSOCIATED WORKS

AT

SHELL OSWESTRY
HOLYHEAD ROAD
OSWESTRY
SY11 3EN



Client: Shell UK Oil Products Limited
Project: EVC Hub at Shell Oswestry, Holyhead Road
Date: March 2023

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CONTENTS

SECTION 1: INTRODUCTION	1
SECTION 2: SITE AND SURROUNDING AREA	2
SECTION 3: PLANNING HISTORY	3
SECTION 4: THE APPLICATION PROPOSAL	4
SECTION 5: BACKGROUND TO ELECTRIC VEHICLE RECHARGING	6
SECTION 6: PLANNING POLICY FRAMEWORK	11
SECTION 7: PLANNING ISSUES	17
SECTION 8: DESIGN AND ACCESS STATEMENT	21
SECTION 9: CONCLUSIONS	25



SECTION I: INTRODUCTION

- 1.1. This Planning Statement, also incorporating the Design and Access Statement, has been prepared on behalf of Shell UK Oil Products Limited and is submitted in support of an application for full planning permission for the provision of an EVC hub and associated works at Shell Oswestry, Holyhead Road, Oswestry, SY11 3EN.
- 1.2. It is considered that the submitted application is of significant merit. Namely;
 - The application will provide an improved roadside infrastructure and additional consumer choice for users of the local and strategic highway network;
 - The provision of an electric vehicle charging hub is in accordance with National Government policy to implement a rapid charge point network; and
 - It provides a low carbon refuelling facility which will help meet the UK's legally binding target to reduce total CO2 emissions by at least 80% (relative to 1990 levels) by 2050.
- 1.3. This Report continues in Section 2 by providing a summary of the site's location and its context, with a brief summary of the planning history for the site within Section 3. Full details of the proposal are set out in Section 4, including a detailed description of the layout and facilities offered upon the site. Additional information in relation to electric vehicle recharging is contained in Section 5. A detailed summary of the planning policy position at national and local level is contained within Section 6. Section 7 sets out the justification for the proposal in the context of national requirements, local need, and the policy position. A Statement on Design and Access matters is provided within Section 8, with the conclusions finally drawn in Section 9.



SECTION 2: SITE AND SURROUNDING AREA

- 2.1 The application site (*'the site'*) is located on the western side of Holyhead Road (A5). The application site consists of the Shell Petrol Filling Station. The site is a permitted and established service station serving the local community, local business and those travelling on the A5.
- 2.2 The petrol filling station comprises of a central forecourt with a three pump islands arranged in a starter gate format providing refuelling for six vehicles with a canopy above. The sales building is to the north of the forecourt which comprises of a single storey brick built building comprising paying facilities for customers. It also sells some basic items.
- 2.3 The site extends to approximately 0.2ha. The application site relates to the southern boundary of the existing petrol filling station which comprises of an area of grassland plus a brick wall surrounding the former LPG compound and the offset fills and tank vents. The wider petrol filling station is not subject to any changes and will remain as existing.
- 2.4 The site is located outside any defined settlement boundary and is therefore located in the open countryside.
- 2.5 The site is accessed from Holyhead Road. There is a separate access and egress point and traffic flows through the site in a one-way direction.
- 2.6 Having regard to the surrounding context, the application site is not designated within the Local Plan. The site is not located within a Conservation Area nor are there any listed buildings in the vicinity. The site is located within Flood Zone 3.



SECTION 3: PLANNING HISTORY

- 3.1 A review of planning history of the application site has been undertaken using the Shropshire Council online database. There is some planning history for the site, as follows, albeit the use of the site as a petrol station clearly predates the online records.

Reference	Description	Status
14/04419	Application under Section 73a of the Town and Country Planning Act 1990 for the change of use of land and erection of a building for hand car wash	Approved 15 August 2015
11/04064/FUL	Removal of below ground fuel storage vessels and replace with 3 no. double skinned steel line vessels	Approved 24 November 2011
OS/01/11703/FUL	Installation of LPG storage vessel and dispenser	Approved 14 February 2002

- 3.2 The historic records above show that the site is a long-established petrol filling station.



SECTION 4: THE APPLICATION PROPOSAL

- 4.1 The application seeks full planning permission for the provision of an EVC hub and associated works at Shell Oswestry, Holyhead Road, Oswestry, SY11 3EN.
- 4.2 Six electric vehicle (EV) charging bays with canopies are proposed, along with the associated infrastructure including a GRP cabinet, inverter compound and substation.
- 4.3 The EV spaces are proposed to be located to the south of the site on the site of the former LPG tank and grassland. The new EV compound is proposed to be located directly behind the proposed EV spaces. The proposal also includes a small seating area which will be located directly behind the proposed EV spaces.
- 4.4 The offset fills are also proposed to be relocated closer to the fuel pumps, on a new island immediately to the south of the forecourt canopy.
- 4.5 The existing sales building forecourt, including canopy, pumps, tank farm and associated infrastructure will remain as existing.
- 4.6 There are no proposed alterations to the existing access and egress arrangements.
- 4.7 More details of the EVC facilities are provided in the next Section of this report.

Role, Function and Location of Petrol Filling Stations

- 4.8 Prior to the consideration of this application, it is relevant to consider the context in which the application is submitted, both in terms of current trends within the petroleum industry and the specific reference to the role, function and location of petrol filling stations generally, as well as the specific role and function of the application site.
- 4.9 The Experian Catalist UK database released in 2023, confirms that the number of petrol forecourts in the UK had fallen to just 8,365, compared to the 1967's all-time high of 39,958 forecourts. This is representative of a downward trend of petrol filling station sites in the UK.
- 4.10 Conversely, the number of registered UK vehicles once again broke records, rising from 33.98 million in the first quarter of 2009 to reach 40.4 million at the end of March 2022, with each forecourt supplying an average of 4,8230 vehicles.



- 4.11 The effect of the above is that fewer service stations are serving more motorists. As a result, those individual service stations which remain and any new facilities are becoming increasingly busier, experiencing a greater volume of visitation rates and a greater throughput of customers seeking fuel or recharging facilities and are, therefore, being made to work much more intensively. It is self-evident that the role and function of petrol filling stations are geared towards serving the motorist. Depending upon the location of petrol filling stations, such developments have the potential to intersect traffic from a wide catchment area.

- 4.12 Petrol filling stations generally offer a range of services. These include the provision of fuels/ recharging facilities, car care facilities (such as air/water and car washing) and shops. However, the qualitative demands on petrol filling stations are increasing. In particular, existing petrol filling stations have to accommodate a greater variety of facilities and provide a high-quality offer to customers and users who are becoming increasingly demanding for enhanced facilities. This includes EV charging points, which are becoming increasingly in demand as the number of motorists owning electric vehicles in the UK increases.

- 4.13 In this respect, enhanced petrol filling station facilities, including those comprising EV charging hubs, is a major trend within the roadside market which has evolved in response to accommodate and meet the changing needs and aspirations of consumers and motorists.



SECTION 5: BACKGROUND TO ELECTRIC VEHICLE RECHARGING

- 5.1 Powering more of the cars we drive with electricity is essential to addressing growing CO₂ emissions and air pollution in cities. As more electric car models become available, they will also become more affordable choice for people and businesses.
- 5.2 There are around one billion cars on the world's roads. Of these around two to three million are pure battery electric and plug-in hybrid electric vehicles, according to the International Energy Agency (IEA). The IEA anticipates there may be three hundred to four hundred million electric vehicles (EVs) on the road out of approximately two billion vehicles by 2040.
- 5.3 Electric vehicles are cars and other forms of mobility that use an electric motor as their main source of propulsion, rather than a conventional engine. They also have their energy stored in batteries.
- 5.4 There are three main types of electric vehicles; battery electric vehicles, hybrid electric vehicles and plug-in hybrid electric vehicles.
- 5.5 Battery electric vehicles are all electric cars that rely on their batteries as the only source of energy. Hybrid and plug-in hybrid electric vehicles combine electric drive with a conventional fuel engine.
- 5.6 Unlike traditional cars, which usually refuel at petrol stations, electric cars have the potential to be recharged at home, at work or on the go. They can also be charged in shared locations such as forecourts, car parks or supermarkets. Speed, availability and the reliability of charging infrastructure are currently the biggest potential deterrents to buying an electric car. Shell believes this could be changed with better access to recharging options, better suited to the needs of customers and their lifestyles. This could include smart, regular chargers, ideal for those charging overnight at their homes or during working hours. It could also include high powered, fast chargers designed for when drivers are between destinations and in need of a quick top-up.

Taking Charge: The Electric Vehicle Infrastructure Strategy (March 2022)

- 5.7 The Taking Charge: The Electric Vehicle Infrastructure Strategy published in March 2022 and sets out the Government's vision and strategy to enable and accelerate the adoption of electric vehicles (EVs) in the UK.
- 5.8 The Prime Minister's announcement in November 2020 that sales of all new petrol and diesel cars and vans would end in 2030, put the UK on course to be the fastest nation in the G7 to decarbonise road transport. Since then, the report confirms that in 2021, 190,000 battery-powered electric vehicles were sold in



the UK. This was more than the five previous years combined, and nearly 1 in 8 of all new cars sold. Notwithstanding the uptake in use of battery electric vehicles, the focus on vehicles is only one part of the overall approach to transition into net zero road transport with a second priority being the provision of adequate charging infrastructure.

- 5.9 In response to the above, the government's vision is to remove charging infrastructure as both a perceived, and a real barrier to the adoption of electric vehicles and have as a minimum 300,000 public charge points by 2030 – equivalent to almost 5 times the number of fuel pumps on our roads today.
- 5.10 To deliver this vision and eliminate 'road anxiety' the government will focus on the roll out of high-powered chargers on the strategic road network and local on-street parking. The strategy focuses on the delivery of:
- Sufficient charge points ahead of demand to ensure that everyone can find and access reliable public charge points wherever they are;
 - Effortless on and off-street charging for private and commercial drivers;
 - Fairly priced and inclusively designed public charging;
 - Market-led rollout for the majority of charge points;
 - Seamlessly integrated infrastructure into a smart energy system; and
 - Continued innovation to meet driver's needs.
- 5.11 One of the key drivers is to step up the delivery of high-powered chargers on the strategic road network for people making longer journeys. To achieve this, the government has allocated £950 million on a Rapid Charging Fund to support the rollout of at least 6,000 high powered charge points across England's motorways and major A-roads by 2035. In particular, the government highlights the role that service area operators and large fuel retailers have in the delivery of this vision stating, '*We will ensure that every motorway service area has at least six rapid chargers by the end of 2023, with some having more than 12.*'
- 5.12 Moreover, the strategy confirms that government will help to reduce the costs to private sector rollout and businesses by tackling barriers to investment and delivery of public charge points, to speed up private sector delivery of much needed EV charging infrastructure.
- 5.13 One of the key challenges identified in the strategy is the slow pace in which charge point installers can roll out the required infrastructure due to the need of multiple permission, consents and licenses; the lack of plentiful, reliable and fairly priced public charging network, amongst others. Notably, the strategy stresses that there needs to be more local engagement, leadership and planning.
- 5.14 The report concludes that if the UK economy is to achieve net zero emissions by 2050, it has to decarbonise road transport. The recent rapid increase in both



the supply of, and the demand for, EVs means that charging infrastructure now stands as the single biggest challenge to that decarbonisation.

Net Zero Strategy: Build Back Greener (October 2021)

- 5.15 The Net Zero Strategy: Build Back Greener was presented to Parliament pursuant to Section 14 of the Climate Change Act 2008 in October 2021. In a drive to avoid catastrophic climate change we need to reduce emissions to as near zero as possible with the small amount remaining absorbed through natural carbon sinks such as forests and new technologies like carbon capture. If this goal is achieved, global emissions of greenhouse gases will be 'net zero'. Delivering this requires urgent global action including ending coal fired power generation, retiring petrol and diesel engines from all cars and halting deforestation. These were the steps the UK called for at COP 26 (UN Climate Change Conference to be held in November 2021).
- 5.16 The UK is seeking to lead the way having, since 1990, almost halved greenhouse gas emissions, with the UK the first major economy to legislate (in 2019) to reach zero emissions by 2050. The end of petrol and diesel engines is part of this process and almost all major car companies are now developing or producing zero emission vehicles as battery technology improves and costs reduce.
- 5.17 The strategy supports new investment in vehicle grants and electric vehicles infrastructure to ensure greener vehicles with big improvements in public charge point provision with funding of £280 million as part of a wider investment in public transport and sustainable travel.
- 5.18 The Government announced an 'Electric Vehicle revolution' in November 2021, which set out the Government's vision for infrastructure roll out and roles for the public and private sectors in achieving these goals. This document focused on electric charging provision at home and workplaces with targets for electric vehicle provision, alongside other green energy initiatives.

State of Switch Report Produced by New Automotive (October 2021)

- 5.19 New Automotive is a new independent transport research organisation founded in 2020 with a mission to support the switch to electric vehicles. Based on their research published in October 2021 they estimate that the UK will need 230,000-280,000 public charge points by 2035. However, at the current time, there are 24,000 public charging stations including over 4,000 rapid chargers in the UK.
- 5.20 The report concludes whilst there has been a huge uptake in EV sales over the past 12 months, they believe the targets are only achievable if policy makers commit to the 'electrification' of UK roads and install the necessary infrastructure. They are currently concerned that the most recent trends indicate



the popularity of hybrids which may be one of the key issues to overcome in the transition to a complete shift to electric vehicles.

- 5.21 Another key issue is the provision of charging points which will become increasingly important as the ownership of EVs spreads across the wider population. They hope the report published this month becomes an annual publication tracking the delivery and support for electric vehicles over time.

Energy White Paper (December 2020)

- 5.22 On 14 December 2020 the Government published its Energy White Paper which expands on Prime Minister Boris Johnson's announced ten point plan for a green industrial revolution and sets out the steps needed to cut emissions from industry, transport and buildings by 230 million metric tonnes as part of the journey to net zero emissions by 2050.
- 5.23 The document sets out how the UK will increase deployment of green energy sources in order to meet the 2050 net zero carbon target. The White Paper confirms the Government will support the roll out of charging and associated grid infrastructure along the strategic road network to support drivers to make the switch to electric vehicles (EV's). It is confirmed that the UK will end the sale of new petrol and diesel cars and vans by 2030, ten years earlier than previously planned. The sale of hybrid cars and vans that can drive a significant distance with no carbon emissions will continue until 2035. The Energy White Paper notes that this accelerated transition requires scaling – up the roll out of EV charge points and, in turn, an associated expansion of electricity generation and network capacity to meet the increase in demand for power.
- 5.24 With the necessary investment in new infrastructure and adoption of smart charging the Government is confident the system will cope with the transition. As part of a £2.8bn package announced in the Prime Minister's ten point plan the Government intends to provide funding of £1.3bn to accelerate the roll out of charge points for EV's in homes, workplaces, streets and on motorways across England, so people can more easily and conveniently charge their cars. The Government will invest £950m of this funding in future proofing grid capacity along with the strategic road network to prepare ahead to accommodate for a one hundred percent take up of zero emission cars and vans.
- 5.25 There is, therefore, acknowledgement at the highest level of Government of the importance of a comprehensive EV network.

The Role of the Applicant

- 5.26 As the UK's number one provider of premier fuels with a network of over 1,000 service stations, Shell is encouraging the take-up of electric vehicles by providing rapid charging points on many of their forecourts.



- 5.27 Whilst charging electric cars at home is often the most convenient and cost effective way to recharge sometimes this option is not either convenient or available. A growing number of Shell forecourts in the UK are offering rapid or high powered electric vehicle charging. This takes only around 30 minutes to fully charge and also provides electric car drivers with a shorter option to just top-up to get to their destination.
- 5.28 By installing high powered, fast chargers at Shell sites countrywide, Shell is helping electric vehicle drivers to travel long distances confidently and with ease.
- 5.29 The application proposal includes for the provision of six EV charging spaces in the form of a new EV *'hub'* which will have the benefit of improving the energy transition within Shropshire and the wider area and will offer increased choice and improved customer experience across the wider site, meeting the needs of customers.



SECTION 6: PLANNING POLICY FRAMEWORK

- 6.1 This Section of the supporting statement sets out the relevant national and local planning policy framework relevant to the proposed planning application, including policies relevant to design and access matters.

National Planning Policy Framework

- 6.2 The revised National Planning Policy Framework (NPPF) was updated in July 2021 and constitutes guidance for local planning authorities and decision-takers and is a material consideration in the determination of planning applications (paragraph 2).
- 6.3 The purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7). Reference has recently been added to the 17 Global Goals for sustainable development set by the United Nations.
- 6.4 Paragraph 8 confirms that there are three overarching objectives to sustainable development: economic, social, and environmental, which are interdependent and need to be pursued in mutually supportive ways.
- An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - A social objective – to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural wellbeing; and
 - An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making efficient use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 6.5 These objectives should be delivered through the preparation and implementation of plans and application of policies in the framework; they are not criteria against which every decision can or should be judged. It is confirmed that the planning system should play an active role in guiding development to sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area (paragraph 9).



- 6.6 At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 10). For decision taking, this means:
- Approving development proposals that accord with the Development Plan without delay, and
 - Where there are no relevant Development Plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - The application of policies in the framework that protect areas or assets of particular importance provides clear reason for refusing the development proposed; or
 - 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 (paragraph 11).
- 6.7 The presumption in favour of sustainable development does not change the statutory status of the Development Plan as the starting point for decision making (paragraph 12).
- 6.8 Local Planning Authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision makers at every level should seek to approve applications for sustainable development where possible (paragraph 38).
- 6.9 Planning law requires that applications for planning permission be determined in accordance with the Development Plan unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing (paragraph 47). Local Authorities may give weight to relevant policies and emerging plans according to the stage at which they are at and the extent of unresolved objections (paragraph 48).
- 6.10 Planning policies and decisions should help create the conditions which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and where there are opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future (paragraph 81).
- 6.11 Planning policies should set out a clear economic vision and strategy which positively and practically encourages sustainable economic growth having regard to local industrial strategies and other local policies for economic development and regeneration; set criteria to identify strategic sites for local



inward investment to match the strategy and meet anticipated needs over the plan period; seek to address potential barriers to investment; and be flexible enough to accommodate the needs not anticipated in the plan, allow for new and flexible working practices and to enable a rapid response to changes in economic circumstances (paragraph 82).

- 6.12 Planning policies and decisions should recognise and address the specific locational requirements of different sectors (paragraph 83).
- 6.13 Transport issues should be considered from the early stage of plan making in development proposals so that potential impacts of development and transport networks can be addressed, opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised – for example in relation to the scale, location or density of development that can be accommodated; opportunities to promote walking, cycling or public transport are identified and pursued; the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects and for net environmental gains; and patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places (paragraph 104).
- 6.14 Paragraph 106 confirms that planning policies should provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. The footnote to this paragraph notes that such facilities will include roadside services but that the primary purpose of these services should be to support the safety and welfare of the road user (and most such proposals are unlikely to be nationally significant infrastructure projects).
- 6.15 Within the context of promoting sustainable transport, paragraph 112 advises 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.
- 6.16 Planning policies and decisions should promote an effective use of land in meeting the needs for homes and other uses, whilst safeguarding and improving the environment and ensuring safe and healthy living conditions (paragraph 119).
- 6.17 The creation of high-quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps to make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is the effective engagement



between applicants, communities, Local Planning Authorities and other interests throughout the process (paragraph 126).

- 6.18 Planning policies and decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history; establish or maintain a strong sense of place; and create places that are safe, inclusive and accessible and which promote health and well-being with a high standard of amenity for existing and future users (paragraph 130).
- 6.19 Design quality should be considered throughout the evolution and assessment of individual proposals (paragraph 132). Development that is not well designed should be refused especially where it fails to reflect local design policies and government guidance taking into account local design guides and codes (paragraph 134).
- 6.20 Chapter 14 of the NPPF sets out advice on meeting the challenges of climate change, flooding and coastal change. The opening paragraph to this Section confirms that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience, encourage the reuse of existing resources, including the conversion of existing buildings and support renewable and low carbon energy and associated infrastructure (paragraph 152).
- 6.21 To help increase the use and supply of renewable and low carbon energy and heat, the plan should provide a positive strategy for energy from these resources, that maximise the potential for suitable development, whilst ensuring that adverse impacts are addressed satisfactorily; consider and identify suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and identify opportunities for development to draw its energy supply from a decentralised, renewable or low carbon energy supply systems (paragraph 155).
- 6.22 Local Planning Authorities should support community lead initiatives for renewable and low carbon energy, including developments outside areas identified in local plans or other strategic policies that have been taken forward through neighbourhood planning (paragraph 156).
- 6.23 When determining planning applications for renewable and low carbon development local planning authorities should not require applicants to demonstrate the overall need for the renewable or low carbon energy and recognise that even small-scale projects provide a valuable contribution to



cutting greenhouse gas emissions; and approve the application if its impacts are (or can be made) acceptable (paragraph 158).

- 6.24 Accordingly, the NPPF sets out clear guidance on the environmental role that a low carbon energy can have in the future of planning and offers support to low carbon energy initiatives.

Development Plan Policy

- 6.25 To the extent the Development Plan policies are material to an application for planning permission, the decision must be taken in accordance with the Development Plan unless there are material considerations that indicate otherwise (Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning Compulsory Act 2004).

- 6.26 The adopted development plan for Shropshire is made up of the Core Strategy which was adopted on 24th February 2011. The adopted development plan also consists of the Site Allocations and Management of Development Adopted Plan which was adopted on 17th December 2015. Upon the Proposals Map the site is located in the open countryside.

- 6.27 The following policies are of relevance:

Core Strategy (2011)

- 6.28 Policy CS1 (Strategic Approach) states that Shropshire will flourish, accommodating investment and new development to contribute to meeting its needs and to make its settlements more sustainable over the plan period 2006-2026.

- 6.29 Policy CS6 (Sustainable Design and Development Principles) states to create sustainable places, development will be designed to a high quality using sustainable design principles, to achieve an inclusive and accessible environment which respects and enhances local distinctiveness, and which mitigates and adapts to climate change.

- 6.30 Policy CS8 (Facilities, Services and Infrastructure Provision) states that; The development of sustainable places in Shropshire with safe and healthy communities where residents enjoy a high quality of life will be assisted by inter alia, *'Positively encouraging infrastructure, where this has no significant adverse impact on recognised environmental assets, that mitigates and adapts to climate change, including decentralised, low carbon and renewable energy generation, and working closely with network providers to ensure provision of necessary energy distribution networks'*.

- 6.31 Policy CS13 (Economic Development, Enterprise and Employment) states that the Council will plan positively to develop and diversify the Shropshire



economy, supporting enterprise, and seeking to deliver sustainable economic growth and prosperous communities. In doing so, particular emphasis will be placed on; supporting the development of sustainable transport.

Site Allocations and Management of Development Adopted Plan (2015)

- 6.32 Policy MD2 (Sustainable Design) states development proposals should respond appropriately to the form and layout of existing development and the way it functions, including mixture of uses, streetscape, building heights and lines, scale, density, plot sizes and local patterns of movement.
- 6.33 Policy MD8 (Infrastructure Provision) states that applications for new strategic energy, transport, water management and telecommunications infrastructure will be supported in order to help deliver national priorities and locally identified requirements, where its contribution to agreed objectives outweighs the potential for adverse impacts.



SECTION 7: PLANNING ISSUES

7.1 This section of the Planning Statement sets out the general planning matters which require consideration in the determination of this application. Accordingly, the following general planning matters are considered below:

- The principle of development on the site;
- Sustainability credentials of the scheme;
- Amenity;
- Traffic generation and Highway;
- Air quality;
- Health and safety; and
- Flooding.

Principle of Development

7.2 Shell Oswestry is an established petrol filling station. The principle of development for petrol filling station uses in this location is established and this has been confirmed by the planning history of the site which demonstrates its use as a petrol station dating back over 20 years. Since this time there have been various applications to allow the site to adapt and expand to meet motorists' needs. The addition of EVC to the site is part of the natural evolution of the site to ensure it continues to meet the evolving needs of motorists.

7.3 The provision of an electric vehicle hub as part of the existing petrol station site forms part of a nationwide initiative to reduce carbon dioxide emissions which is supported at both national and local level. The proposal is in keeping with Core Strategy Policy CS8 which states that; The development of sustainable places in Shropshire with safe and healthy communities where residents enjoy a high quality of life will be assisted by inter alia, *'Positively encouraging infrastructure, where this has no significant adverse impact on recognised environmental assets, that mitigates and adapts to climate change, including decentralised, low carbon and renewable energy generation, and working closely with network providers to ensure provision of necessary energy distribution networks'*. The Policy therefore seeks to promote sustainable development and support proposals that respond to the challenge of climate change, encouraging best use of resources and assets, and proposals that achieve high quality design and an environment that encourages a healthy lifestyle. The site is located in a sustainable location for providing electric vehicle charging points as part of an existing facility on the wider highway network, meeting the needs of motorists.

7.4 Accordingly, the principle of the proposed development on the site meets evolving motorists' needs with significant environmental benefits and is acceptable in principle and fully supported by national and local policy.



- 7.5 The construction of the proposed charging points and associated infrastructure would promote renewable energy and would not result in an unacceptable adverse impact on visual or residential amenity or highway safety. The proposals are therefore considered acceptable and accords with policy CS8 of the Local Plan.

Sustainable Development Credentials

- 7.6 The fundamental principle upon which the National Planning Policy Framework is based is sustainable development. The document confirms that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Specifically the NPPF advises that applications for development should be designed to facilitate ultra-low emission vehicles in safe, accessible and convenient locations.
- 7.7 The NPPF states that planning has a key role to secure reductions in greenhouse gas emissions and that the planning system should support the transition to a low carbon future and support renewable and low carbon energy and associated infrastructure (paragraph 158). This is essential to the economic, social and environment dimensions of sustainable development. Accordingly, there is clear support from national policy for the use of non-fossil fuels and those with a low or zero carbon generation.
- 7.8 As expanded upon in Section 5, electric vehicles can significantly reduce CO2 emissions from the transport sector, especially if electricity is generated from renewable technologies. The benefits of electric vehicles are expanded upon elsewhere in the report, but they have the benefit of improving local air quality and providing significant health benefits, helping to address air pollution, whilst offering a comfortable, quiet ride for motorists.
- 7.9 Whilst the number of electric vehicles within the UK is relatively few at the current time, and a lack (or perceived lack) of infrastructure is seen as a major constraint, there are significant environmental benefits to electric vehicles in environmental terms. Policy MD8 (Infrastructure Provision) states that applications for new strategic energy, transport, water management and telecommunications infrastructure will be supported in order to help deliver national priorities and locally identified requirements, where its contribution to agreed objectives outweighs the potential for adverse impacts. It is therefore considered that the proposed development seeks to provide the necessary infrastructure to support the uptake in electric vehicles.
- 7.10 The principle of mitigating and adapting to climate change and reducing carbon dioxide emissions reflects NPPF policy and more strategic government objectives. Therefore, it is considered that proposal complies with the aims of sustainable development policies, as electric vehicles and associated infrastructure support these objectives. This is therefore a material consideration weighing heavily in favour of the development.



Amenity

- 7.11 The proposed EVC hub will be located along the southern boundary of the application site and there are no residential uses in the surrounding area that the EVC hub could impact on. As a result, there will be no impact on amenity. There is no impact on the wider amenity including visual amenity as the EVC hub is located to the south of the site and the change in use of land from former LPG enclose and grassland to an EVC hub will have no impact on the visual appearance of the area, which confirm continues to be screened by trees and vegetation.

Traffic Generation and Highways

- 7.12 The proposal, in terms of the principle of use, is supported at all levels from a transport perspective with the introduction of low carbon vehicles meeting the objectives of climate change. The proposal is in keeping with Policy CS13 (Economic Development, Enterprise and Employment) which states that the Council will plan positively to develop and diversify the Shropshire economy, supporting enterprise, and seeking to deliver sustainable economic growth and prosperous communities. In doing so, particular emphasis will be placed on supporting the development of sustainable transport. The proposed development seeks to provide the necessary infrastructure to promote sustainable transport and this inevitably requires economic investment. By doing so it is envisaged that the uptake in electric vehicles will be increased and there will be less reliance on the use of petrol and diesel, and in turn will reduce the number of vehicles needing to use the pumps at petrol filling stations.
- 7.13 The addition of electric vehicle charging to the site is not considered to raise any issues as the existing operation of the site will remain unchanged. The visitation rates to the site are expected to be largely unchanged as site users will switch from petrol/diesel refuelling to EVC as the type of car ownership changes.

Air Quality

- 7.14 There are significant environmental benefits, particularly to air quality, arising from the proposal. Whilst the impact of electric vehicles will not be immediate, the long term goal, with increased electric vehicle uptake, will result in decreased carbon dioxide emissions and improvements to local and national air quality. Accordingly, the long-term benefits of the proposal in terms of air quality are positive.
- 7.15 It is therefore considered that the proposed development provides the necessary infrastructure to support these aims and ambitions.



Health and Safety

- 7.16 The proposal will accord with all the required health and safety regulations with consideration to the proposed location, meaning that there are no health and safety reasons why the proposal cannot be granted.

Flooding

- 7.17 The site is located in Flood Zone 3. There is no meaningful change in surface treatment, as much of the EVC area is already hardstanding, or usage of the site, and therefore there will be no increased flood risk.
- 7.18 Given the location of the petrol station flood management measures for staff and users of the site will already be in place and the proposal nether increases the risk to people nor increases the risk of flooding.
- 7.19 It is considered that the above provides sufficient information to confirm that there is no adverse flood risk arising from the proposal over and above the existing situation and that a full Flood Risk Assessment is not required.



SECTION 8: DESIGN AND ACCESS STATEMENT

- 8.1 This Design and Access Statement has been prepared on behalf of Shell UK Oil Products Limited and is submitted in support of an application for full planning permission for the provision of an EVC hub and associated works at Shell Oswestry, Holyhead Road, Oswestry, SY11 3EN.
- 8.2 The Design and Access Statement requirements of the site have evolved from an appraisal of the site's context, against the background of its location and proximity to the highway network and developed nature of the site.
- 8.3 In accordance with the requirements to formally state how design and access issues have been considered (under Section 61 of the Planning and Compulsory Purchase Act 2014) this document addresses the design principles and concepts that have been applied to development in relation to location, use, layout, scale, appearance and landscaping in relation to the site's context.
- 8.4 The Design and Access Statement should be read in context with the planning application's drawings and accompanying material.

Site Evaluation

- 8.5 There are a number of key issues which have informed the design solution for the site's development. Effectively, it balances the site's opportunities and constraints arising from the assessment of the site to deliver a development that improves the facilities on site, achieves high quality design, is sustainable, is economically viable and enhances the established locality.
- 8.6 The principal constraints can be identified as:
- The need to retain the sales building and forecourt as existing;
 - The need to retain site access and egress as existing; and
 - The need to provide EVC to meet the changing needs of motorists.
- 8.7 There are a number of opportunities afforded by the redevelopment of the site that are relevant material considerations in the evaluation of the proposals. In summary these are:
- The site offers an excellent location in terms of visibility and accessibility for motorists travelling on Belton Road; and
 - The opportunity to install an electric vehicle charging hub in line with the Government's objectives to reduce reliance on fossil fuels and decrease CO2 emissions.



Design Considerations

Use

- 8.8 The proposed development is for the installation of an EVC hub at an existing petrol filling station.
- 8.9 The existing petrol filling station is sui generis use, and the petrol filling station is a long-established use on site. Accordingly, the principle of the addition of EVC to the existing site is acceptable in planning policy terms considering the wider established use and the context of the site.

Layout

- 8.10 The proposed layout of the scheme is shown on the accompanying planning application drawings. The layout shows six EVC bays along the southern boundary of the site. The layout has been carefully considered and there will be no impacts arising from the addition of EVCs to the site.

Scale

- 8.11 The EVC hub is of an appropriate scale and complementary to the existing use on the site. The proposal is therefore appropriate to its location and accords with design policies.
- 8.12 The EVC hub will include canopies above the bays. The canopies are approximately 4m tall. The EVC hub is of an appropriate scale and complementary to the existing use on the site. The proposal is therefore appropriate to its location and accords with design policies.

Appearance

- 8.13 The design of the EVC hub is practical and designed to meet the needs of the users whilst also respecting the character of the site (a petrol filling station) and wider area.
- 8.14 The proposal is of a high quality and functional design, whilst respecting the site boundaries and adjacent neighbours. It is considered to accord with the NPPF and Local Plan Policy.

Materials

- 8.15 The proposed materials are functional, meeting the needs of a petrol filling station, and reflect the existing materials on site.



Community Safety

- 8.16 Consideration has been given to creating an attractive safe environment through the development of a high-quality public realm with an EV charging hub which is largely overlooked by the forecourt and surroundings.

Landscaping

- 8.17 The proposal will result in the change in use of the former LPG enclosure and a small, grassed area. Given the character of the area and the backdrop of trees to the site, it is not considered the proposal will have any adverse effect on the amenity of the wider area.

Accessibility

- 8.18 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.
- 8.19 The provision of an accessible and inclusive environment has been an integral theme throughout the design process, from its initial conception to its current form. The concept of inclusive design seeks to remove barriers which create undue effort, separation or special treatment which enables everyone to participate equally regardless of gender, disability or age.
- 8.20 The use of the site as a petrol filling station is well-established, as demonstrated by the site's planning history. The current access arrangements are also well-established. The provision of an EVC hub will not change the existing arrangements.

Inclusive Access

- 8.21 In respect to inclusive access, all of the petrol filling station operators agree that it is not merely physical barriers that can cause difficulties for customers. Employees of all the major national chains receive Disability Awareness Sessions as part of their basic training, to understand the challenges customers with disabilities may face, and to ensure that their needs are met.
- 8.22 For operational and design reasons the site will remain level, with level access provided to the facilities, including clearly marked pedestrian area to and from the car parking area. Services are therefore provided with access that meets the needs of those who are less able bodied, as well as those with pushchairs.

Conclusion

- 8.23 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 to provide an EVC hub, which accords with planning policy at national and local level.



SECTION 9: CONCLUSIONS

- 9.1 The application seeks the provision of an electric vehicle recharging hub with eight electric vehicle charging points plus associated infrastructure and associated works at Shell Oswestry, Holyhead Road, Oswestry, SY11 3EN. The facility will provide a strategically located electric vehicle recharging hub for EVs, reducing CO₂ emissions from road transport and reducing oil dependency as a transport fuel.
- 9.2 The National Planning Policy Framework identifies the need for planning positively for sustainable development and embracing the opportunity to support solutions which offer reductions in greenhouse gas emissions. This is further reiterated in the Development Plan and supporting documents, which strongly support the provision of EV charging infrastructure.
- 9.3 This proposal provides the opportunity to meet targets for greenhouse gas reduction from road transport, improving air quality standards and increasing the use of alternative fuels by domestic drivers. It is hoped that with the provision of additional infrastructure on the highway network, the uptake of electric vehicles will continue to increase with the associated environmental benefits.
- 9.4 The proposal represents a modernisation of the existing facilities on the site to meet changing motorists' and environmental needs. Whilst the site continues to be in a functional use, it offers significant environmental benefits and meets modern standards.
- 9.5 The proposal has been considered against the relevant planning policy and it is considered to be in accordance with the Development Plan. Material considerations, in the form of the National Planning Policy Framework and general climate change policies weigh heavily in favour of the development, supporting the installation of technology for low carbon alternative fuel technologies.