



Planning, Design and Access Statement

In support of

Installation of EV Charging points

At: Corton Beach Filling Station

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1. Introduction

Purpose of this document

- 1.1 Nash Partnership has been instructed by Econetiq Limited to prepare a Planning, Design and Access Statement to support a Full Application to install 2no. EV electric car charging points on the site of the existing Esso garage forecourt at Corton Beach Filling Station.
- 1.2 The proposals do not constitute Permitted Development under the Town and Country Planning (General Permitted Development) (England) Order 2015 as development is not permitted by Class E-electrical upstand for recharging vehicles, if the upstand and outlet would, amongst other restrictions, exceed 1.6 metres in height from the level of the surface for the parking of vehicles. Therefore, a Full Application is being submitted to seek Planning Permission for the proposals.
- 1.3 The existing garage is open 24 hours a day and therefore the proposed EV charging points will also be always available for use.
- 1.4 The location for which the charging points are proposed is already used as parking spaces and therefore parked vehicles using the charging points in this location should not adversely affect any views from or to the highway.

Submitted Documents

- 1.5 Government Guidance defines the national validation requirements need as a location plan (at 1:1250 or 1:2500 scale), existing and proposed site plan, Design and Access Statement and Full Planning application form (with site ownership certificates). These have all been submitted.
- 1.6 Likewise, Blackpool Council's 'Existing Local Validation Checklist', adopted May 2021 and modified May 2023 has been consulted.
- 1.7 The 'Proposed Local Validation Checklist', has recently been through consultation with comments closed 8th August 2023. An email from Susan Parker, the Head of Development Management at Blackpool Council on the 24th August confirmed that this validation checklist has now been adopted.
- 1.8 This new checklist sets the requirement for minor scale non-residential proposals to submit a Sustainability Statement explaining how the scheme would minimise energy, water use and waste. Due to the nature of this proposal it has been confirmed with the local authority that submission of a separate statement to satisfy this requirement for this proposal is not required, as the nature of the proposal minimises the reliance on fossil fuels, a key element to achieving sustainability.
- 1.9 The Validation Checklist states that a Transport Assessment (TA) and Travel Plan (TP) are required for major proposals, with the thresholds set out in Appendix G2 of the Blackpool Local Plan Part 2: Site Allocations and Development Management Policies 2012-2027, adopted February 2023. Appendix G2 sets out square meterage thresholds for requiring a Transport Assessment or Travel Plan. This application does not trigger such a requirement.

1.10 Along with this Statement this application is accompanied by the following documents:

Drawings

The following drawings, all prepared by RHaR Architects:

- Location Plan, reference: 4000-0001-SiteLocationPlan-S0-A
- Existing Site Plan, reference: 4000-0100-ExistingSitePlan-S0-F
- Proposed Site Plan, reference: 4000-0101-ProposedSitePlan-S0-H
- Installation Plan, reference: 4000-0103-InstallationPlan-S0-H
- Proposed Elevations, reference: 4000-0104-Elevations-S0-D

The following information datasheet:

- LDV55-EAO400AK_Datasheet

Reports & Forms

- Planning Application Form and Certificates, prepared by Nash Partnership
- This Planning, Design and Access Statement, prepared by Nash Partnership

Structure of The Document

1.11 This document is structured as follows:

- Section 1 provides introduction to the document.
- Section 2 provides a more detailed description of the site and its setting.
- Section 3 provides an overview of the prevailing planning policy context, against which the proposed development needs to be considered.
- Section 4 provides an assessment of the development proposals against the prevailing planning policy context.
- Section 5 sets out the conclusions on the overall planning balance of the proposal in relation to planning policy requirements and guidance.

2. Site Description

Location

- 2.1 The site is Corton Beach Filling Station within the city of Blackpool. The EV chargers are proposed on the edge of the plot, on the corner abutting Field Street and the A5099, otherwise known as Central Drive.
- 2.2 The A5099 forms one of the main roads into the centre of the city, linking to the outer Waterloo Road and Preston New Road which joins onto the M55 motorway.
- 2.3 The site is surrounded by residential and commercial mixed-use development. Opposite the site, to the east beyond the A5099 is a large park. To the south is mostly residential development. Fylde College Gateway Campus and Blackpool FC Stadium are to the east of the site.
- 2.4 Therefore, the EV charging points at this location are likely to be well used by both residents and occupiers of the surrounding area and, due to the road network it is situated along, greater Blackpool in general. It is also likely to be well sited for visiting tourists, sited along a road which links into the motorway network to the north, east and south of the rest of the country.



Figure 1: Site Location

Access

- 2.5 The site is accessible from the A5099, which connects northwards to Blackpool City centre and southwards to the outer ring road of the city.
- 2.6 A footpath runs alongside the road, between the site boundary and the highway, with a break in the footpath where the existing access to the petrol station forecourt, currently occupied by Esso. There are no proposed changes to this existing access, which will be used to access the EV car charging area, as well as the existing petrol station.
- 2.7 Between the footpath and the existing carparking area along the eastern boundary of the site there is a low-level brick wall. There are 4no. existing car parking spaces on this area of the site, where the EV charging points are proposed. The proposals will retain these 4no. spaces and so will not change any visibility to or from the junction to the A5099.

Proposed Infrastructure

Charging points and Facilitating works

- 2.8 2no. freestanding EV car charging points are proposed to facilitate the charging of electric vehicles in the 4no. existing car parking spaces.
- 2.9 The installation of these charging points will also require some facilitating works. This includes the need to connect to an existing electric connection, installation of a cabinet with the location indicated on the submitted proposed installation plan and changes to some of the existing surrounding landscaping such as squaring off the existing flowerbed alongside the parking spaces. The development will also require the relocation of the existing air compressor approximately 1m northwards. For all details, please refer to submitted installation plan and submitted drawings.

3. Planning Policy

Development Plan

- 3.1 The Development Plan for the site currently comprises Blackpool Council's Local Plan Part 1: Core Strategy 2012-2027 (adopted January 2016) and Blackpool Council's Local Plan Part 2: Site allocations and development management policies (adopted February 2023).
- 3.2 Other material considerations comprise the:
- National Planning Policy Framework (NPPF) (2021)
- 3.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Core Strategy

- 3.4 The Core Strategy puts in place a strategic framework to be used in the determination of planning applications. Policies identified to be relevant to these proposals are as follows:

Blackpool Local Plan

Local Plan Part 1: Core Strategy (2012-2027), Adopted January 2016

- The Blackpool Core Strategy sets out four overarching goals. Goal 1 is concerned with sustainable regeneration, diversification and growth and is made up of 7 key objectives. Those of relevance to this proposal are objective 4 to 'enable easier and sustainable journeys within Blackpool and the Fylde Coast by integrating transport systems and promoting sustainable modes of travel' and objective 6 to 'address climate change issues by managing flood risk, protecting water quality, reducing energy use and encouraging renewable energy sources'.
- **CS10: Sustainable Design and Renewable and Low Carbon Energy**, indicates the important of mitigating impacts of climate change and minimising the carbon emissions. Paragraph 5.155 notes that the UK's energy supply currently relies heavily on fossil fuels, including oil which is a finite resource and has detrimental impacts on the climate. Paragraph 5.156 notes that reducing reliance on fossil fuels, such as oil, will help to reduce greenhouse gas emissions and slow climate change.

Local Plan Part 2: Site allocations and development management policies, Adopted 22 February 2023

Policy DM41: Transport Requirements for New Development

- Paragraph 3.369 states ‘to promote the use of electric vehicles, appropriate infrastructure should be accommodated in new development using the latest technology... in the case of commercial or retail premises staff and visitors should reasonably expect to be able to re-charge (top up) an electric vehicle’.

Appendix G1: Parking Standards

- Paragraph 1.04 notes the need for new development to have ‘spaces for electric vehicles ... equipped with the latest charging technology’, indicating the increasing need for EV charging facilities.

Other Relevant Planning Policies

Blackpool Council EV Strategy 2023-28 Final Report, produced by City Science, dated September 2022

- 3.5 The strategy identifies the need to provide more EV car charging points throughout the city to cater to three main end users; residents, visitors and commuters.
- 3.6 The report identifies the need to provide charge points at a variety of different locations, including en-route charging, to be supplied at publicly accessible locations along natural routes such as main roads and service stations.
- 3.7 Rapid charging and ultra-rapid charging points are identified as suitable along main routes such as at motorway service stations and along major roads. Rapid charging points are also seen as suitable at locations with short stay parking bays.

Other Material Considerations:

National Planning Policy Framework

- 3.8 The current iteration of the National Planning Policy Framework (NPPF), September 2023 sets out the Government's most up to date vision for future growth. It is a material consideration when determining planning applications.
- 3.9 The NPPF acknowledges that planning policies and decisions should play an active role in guiding development towards sustainable development solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.
- 3.10 Sections of the NPPF identified as relevant to this proposal are as follows:

2: Achieving Sustainable Development

- 3.11 Paragraph 8 sets out the 3 overarching principles to achieving sustainable development: the economic objective, the social objective, and the environmental objective. In terms of the environmental objective this means reducing reliance on natural sources, minimising pollution, adapting to climate change, and moving towards a low carbon economy.

9: Promoting Sustainable Transport

- 3.12 Section 9 of the NPPF, highlights the importance of promoting sustainable transport, noting the need to realise opportunities from existing or proposed transport infrastructure including transport technology and usage.
- 3.13 Paragraph 107 sets out the requirements for local parking standards for non-residential development, to include 'the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles'. Likewise, paragraph 112 sets out what applications for new development should give priority to and consider promoting sustainable transport. This includes being designed 'to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations'.

Taking Charge: The Electric Vehicle Infrastructure Strategy, HM Government

- 3.14 The Government's Electric Vehicle Infrastructure Strategy report notes the important role the private sector and their investment will play in working towards zero emission motoring. The report estimates that 300,000 public charge points will be needed as a minimum by 2030 to phase out diesel and petrol cars.
- 3.15 Two of the key priorities detailed in the report are for 'a reliable network of high-powered charge points along major roads' and that 'everyone can find and access reliable public charge points wherever they live'.

Design Considerations for Electric Vehicle Chargepoints, Office for Zero Emission Vehicles

(March 2022)

3.16 The Office for Zero Emission Vehicles sets out design guidance for installing charge points. These include:

- **The recognisability of the ChargePoint and user interface**

This guidance is concerned with ensuring the ChargePoint is available and operational, showing its visual status to users, whilst avoiding light pollution. User guidance information should also be provided on the charging speed and instructions on use and there should be both visual and audible feedback prompts for ease of use. The charging point should also be able to be used in different weather conditions.

- **Paying for charging**

This sets the guidance for paying, suggesting the inclusion of non-smartphone payment to be more accessible to more people. The guidance also suggests that consumers be allowed ad-hoc use without the need to subscribe or register to a charging network to allow for open access. Pricing should also be clearly stated.

- **Cable and socket management**

The guidance on cables includes the inclusion of a socket in addition to a tethered cable, if supplied, to enable users to use their own cables. Retracting systems can prevent trip hazards and reduce the risk of vandalism.

- **Production, maintenance and end-of-life**

Regular maintenance and repair of the charge point is also recommended to ensure it remains reliable and in a good state of repair.

- **Installation and setting**

This section is concerned with the setting on of the ChargePoint, placing importance on reducing any disruption to the surrounding environment.

4. Planning Assessment

Principle of Development

- 4.1 Having regard to the provisions of the Development Plan and material considerations, the proposals adhere to both local and national policies regarding sustainability and reducing the reliance of finite fossil fuels.
- 4.2 The proposals are in accordance with Blackpool Council's Core Strategy 2012-2027 (adopted January 2016), supporting the first goal for sustainable regeneration, which includes the need for easier and sustainable journeys within the city of Blackpool and surrounding areas by integrating and promoting means for sustainable modes travel.
- 4.3 The proposal is also in adherence with the Blackpool Council EV Strategy 2023-28 (dated September 2022), which identifies the need for more charging points, along main roads, service stations and short stay parking locations to encourage use from the three main end user categories; residents, visitors and commuters.
- 4.4 The proposals also in accordance with National Policy, such as the NPPF, and overarching Government strategy such as the Electric Vehicle Infrastructure Strategy.
- 4.5 Section 2 of the NPPF for sustainable development explains how development should work to reduce reliance on natural resources, minimise pollution and help work towards a low carbon economy, whilst section 9 promotes sustainable transport and includes the need to enable plug-in charging facilitates in safe, accessible, and convenient locations.
- 4.6 The proposal utilises 4no. existing car parking spaces on a petrol station forecourt. It is accessible via a main road which connects the inner city of Blackpool to the outer regions and connects to wider road infrastructure such as the north-south motorway network. The main road from which the charging points will be accessible from is likely to be used by many residents, visitors, and commuters daily.
- 4.7 Situating EV charging points at an existing garage forecourt is seen as a suitable location for encouraging more sustainable transportation means from end users in a highly visible location. The location is also already well-lit and used, with the petrol station open 24-hours a day, ensuring it is a safe environment. The proposed location is also convenient for many users, along a main route and in the same location as petrol and diesel fuel users. 4no. vehicle charging points have been provided for efficiency purposes to help lessen vehicle charging waiting times at busy periods.
- 4.8 The proposal works towards key national and local strategies for a reliable network of charge points along major roads.

Other Planning Considerations

Impact on the Existing Highway

- 4.9 Paragraph 111 of the July 2021 NPPF states that “Development should only be prevented or refused if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”
- 4.10 The proposals utilise existing vehicle parking spaces and there are no proposed changes to the existing access to the A-road. The proposed charging points are set back from the road and are not seen to adversely affect visibility from or to the road junction.

Safety

- 4.11 The proposed EV vehicle charging points will be accessible 24-hours a day, which is the same as the opening times of the adjoining petrol station. The petrol station forecourt is already well-lit and overlooked from the roadside and surrounding buildings and is in frequent use along a main road.

5. Conclusion

- 5.1 The proposals are considered compliant with the NPPF, government objectives and local planning policy and a positive response is anticipated.
- 5.2 As set out in this document the need for additional EV vehicle charging facilities generally throughout the country, and also within Blackpool has been established, with a particular emphasis made for en-route charging facilities to provide convenient and accessible charging between designations.
- 5.3 In conclusion we consider that, subject to matters of detail being addressed, the Council can support this development without departing from adopted policy. As such there is significant weight of planning advantage in approval of this planning application.
- 5.4 We hope this note sets out our position clearly and we look forward to working with the to secure a proposal which will help Blackpool work towards achieving the aims of Core Strategy 10 within the Local Development Plan for promoting a sustainable and low-carbon economy, reducing reliance on finite fossil fuels.

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