



JMS PLANNING & DEVELOPMENT

PLANNING AND A DESIGN AND ACCESS STATEMENT

IN SUPPORT OF A
PLANNING APPLICATION
BY

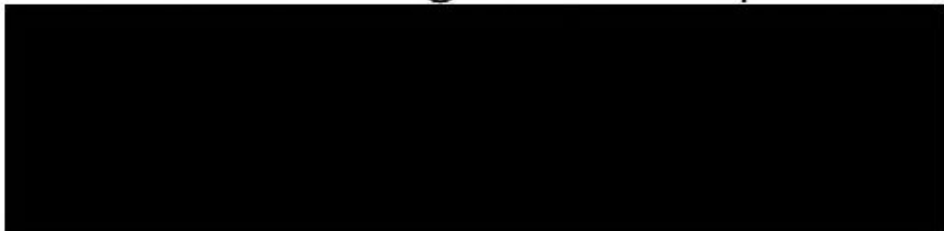
SHELL UK OIL PRODUCTS LTD
FOR THE INSTALLATION OF AN EVC HUB

SHELL BRACKNELL
BAGSHOT ROAD
BRACKWELL
BERKSHIRE
RG12 9SE



Client: Shell UK Oil Products Ltd
Project: New EVC Hub at Shell Bracknell
Date: November 2023

JMS Planning & Development Ltd



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SECTION 1: INTRODUCTION

- 1.1. This Planning Statement, also incorporating a Design and Access Statement, has been prepared on behalf of Shell UK Oil Products Ltd ('The Applicant') and is submitted in support of an application for full planning permission for the installation of a new EVC hub and associated works at Shell Bracknell, Bagshot Road, Bracknell, Berkshire, RG12 9SE.
- 1.2. The site comprises an existing petrol filling station, however the opportunity exists to enhance to the service with the provision of an EVC hub to better meet the needs of motorists. The proposal will bring the petrol filling station up to expected standards to meet the needs of the operator and motorists.
- 1.3. The site is located within an Air Quality Monitoring Zone under Policy EV 9 of the Bracknell Neighbourhood Plan. The Policy recognises that air pollution is becoming one of the main health threats facing the UK. Specifically air pollution comprises greenhouse gases (such as carbon dioxide (CO₂) and ozone (O₃)) and local air pollution. The Policy seeks to limit and mitigate any adverse effects on air quality and any ensuing harm to human health i.e. that of residents, from air pollution, whose main cause is vehicular traffic. Electric vehicles produce considerably less pollution than traditionally fuelled vehicles. Accordingly, the long-term benefits of EVC provision in terms of air quality should be a material consideration in favour of the proposed development.
- 1.4. 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 to be offered on the site. Additional information in relation to electric vehicle recharging is contained in Section 5. Section 6 sets out the planning policy position at national and local level with full justification for the proposal expanded upon in Section 7. Design and access matters are discussed in Section 8, with conclusions drawn in Section 9.



SECTION 2: SITE LOCATION AND CONTEXT

- 2.1 The application site (*“the site”*) is an established petrol filling station located on the western side of Bagshot Road. Bagshot Road (A322) is a dual carriageway which links the southern part of the settlement of Bracknell to the town centre to the north. The A322 becomes the M329(M) as it bypasses around Wokingham to the north west before joining the M4. To the south the A322 provides access to Bagshot and the M3.
- 2.2 The petrol filling station comprises of a central forecourt with a five pump islands arranged in a starter gate format providing refuelling for up to 10 vehicles. The sales building is to the north of the forecourt and comprises of a single storey building with paying facilities for customers and it also sells some basic items.
- 2.3 The application site extends to approximately 0.07ha (the whole site is 0.53 ha). The proposal primarily relates to the southern and south western boundary of the existing petrol filling station which comprises of hardstanding used as customer car parking spaces as well as a single EV charging bay. There is no planning history relating to the EV charging bay, as it was installed under permitted development rights.
- 2.4 There are a total of twenty customer car parking bays across the site, as well as an air and water bay which is located along the southern boundary of the site.
- 2.5 The site is only accessible by northbound traffic on Bagshot Road. There is a separate access and egress for vehicles entering and exiting the site so traffic flows through the site in a one way direction, north to south.
- 2.6 The site is located in a mixed urban area. There is a KFC concession to the south of the site and a Kwik Fit Tyre and Exhaust Centre to the north of the site. To the west of the site is customer car parking for the KFC concession. Beyond this are playing fields associated with the Bracknell School.
- 2.7 There are no residential properties close to the application site as it is surrounded by other commercial uses and highway, albeit residential properties about the Kwik Fit and KFC. There are also properties located on the eastern side of Bagshot Road.
- 2.8 The site is located within the Bracknell Town Neighbourhood Plan, and is also designated as being within an Air Quality Monitoring Zone.
- 2.9 The site is not located within a Conservation Area nor are there any listed buildings within the vicinity. The site is located within Flood Zone 1.



SECTION 3: PLANNING HISTORY

- 3.1 A planning history search has been undertaken for the site using Bracknell Forest Council's website. This has identified the following recent planning permissions on the site:

Reference	Description	Status
14/00867/FUL	Erection of Collection Lockers	Approved 1 st October 2014
14/00173/FUL	Installation of 7 no. items of plant.	Approved 25 th April 2014
13/00848/FUL	Section 73 application for the Installation of underground fuel tanks, fuel pipework, dispensers, above ground fills and vents and replacement 'Petrol Interceptor' following removal of those existing. Raising of existing canopy by 500m without compliance with condition 05 of planning permission 13/00023/FUL	Approved 19 th November 2013
13/00023/FUL	Installation of underground fuel tanks, fuel pipework, dispensers, above ground fills and vents and replacement 'Petrol Interceptor' following removal of those existing. Raising of existing canopy by 500mm	Approved 28 th February 2013
624879	Erection of single storey extension to kiosk to house an automatic teller machine.	Approved 15 th September 1999
622434	Erection of building to enclose car wash following removal of existing enclosure.	Approved 11 th April 1997
616038	Extension to existing sales kiosk and installation of new shop front; extension to canopy and raising in height of existing; new petrol pump islands and 5 underground storage tanks and demolition	Approved 30 th May 1990
611044	Erection of a detached single storey building forming car wash (replacement of existing)	Approved 20 th June 1986



Reference	Description	Status
607115	Erection of new petrol sales building, forecourt canopy and car wash	Approved 17 th November 1982
845	New petrol pumps	Approved 1 st January 1950

- 3.2 The site therefore has an established use as a petrol filling station and has done since at least the 1950s.
- 3.3 Accordingly, nothing on the site's planning history would presume against the application proposal, indeed the planning history suggests permission should be forthcoming.



SECTION 4: THE PROPOSAL

- 4.1 Six electric vehicles (EV) charging bays with a canopy above are proposed along with the associated infrastructure including an LV cabinet and substation.
- 4.2 Four EV spaces are proposed to be located along the southern boundary of the site, and two EV spaces are proposed to be located along the western boundary of the site. In order to accommodate the EV charging bays, ten customer car parking spaces and an existing EV bay will be replaced. In addition, one pump (pump no.10) will also be removed. Pump no.9 will remain in operation. There will be no changes to the petrol filling station canopy.
- 4.3 A new EV compound and substation is also to be located on the southern boundary of the site.
- 4.4 It is proposed to remove the existing offset fills located behind pump no.9 and 10, and replace them with new offset fills in the same location.
- 4.5 A new canted vent stack is proposed to be installed along the north western boundary of the site, and two new bollards will be installed in front of the vent stack for protection. This will replace the existing vent stack on the southern boundary of the site.
- 4.6 The proposal does not include any changes to the existing access arrangements, fuel forecourt (bar those mentioned above) or sales building. Vehicular access will be maintained as existing from Bagshot Road.



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 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 and December 2022)

- 5.19 New Automotive is an independent transport research organisation founded in 2020 with a mission to support the switch to electric vehicles. Based on their initial research published in October 2021 they estimate that the UK will need 230,000-280,000 public charge points by 2035.



However, as at 2021, there were 24,000 public charging stations including over 4,000 rapid chargers in the UK.

- 5.20 The 2021 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 The updated report published for 2022 acknowledged that whilst internal combustion engines decreased relative to an increase in EV mileage, EVs accounted for just under 2% of total miles driven by the end of 2022, which is a tiny fraction of the UK's total mileage. Interestingly, whilst the new car market stagnated in 2022, the take up of electric vehicles continued to grow and in December 2022 1 in 3 new cars were electric, albeit over the course of the year they accounted for just 17% of new car registrations.
- 5.22 By the end of 2022 there were 37,261 public chargers on the UK network, meaning the network has grown by around 31% since 2021, and of these just over 20% are rapid chargers. It is hoped that these trends will continue into 2023 with further government support.

Energy White Paper (December 2020)

- 5.23 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.
- 5.24 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.
- 5.25 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.

- 5.26 There is, therefore, acknowledgement at the highest level of Government of the importance of a comprehensive EV network.

The Role of the Applicant

- 5.27 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.
- 5.28 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 'Shell Recharge' rapid or high powered electric vehicle charging. This takes only between 10- 30 minutes to fully charge and also provides electric car drivers with a shorter option to just top-up to get to their destination.
- 5.29 Shell Recharge locations are supplied with electricity from 100% certified renewable sources, as regulated by the Renewable Energy Guarantees of Origin (REGO) scheme by Ofgem. Shell is also working to provide more electricity from sources such as wind and solar power that will allow electric vehicles to run on low carbon power sources. This is part of their wider effort to make electricity a significant part of their business – one that will sit alongside oil, gas and chemicals in the future.
- 5.30 By installing high powered, fast chargers at Shell sites countrywide, Shell is helping electric vehicle drivers to travel long distances confidently and with ease.
- 5.31 The application proposal includes for the provision of a six bay EV charging hub which will have the benefit of improving the energy transition within Bracknell and the wider area and will offer increased choice and improved customer experience across the wider site, meeting the needs of customers on this important highway network.



SECTION 6: PLANNING POLICY

- 6.1 This Section sets out an overview of national policy and development plan guidance relevant to the redevelopment of the existing petrol filling station use, including policies relevant to design and access matters.

National Planning Policy

National Planning Policy Framework

- 6.2 The revised National Planning Policy Framework (NPPF) was updated on 5th September 2023 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 Trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change. Planning policies and decisions should seek to ensure opportunities are taken to incorporate trees in developments, retain existing trees and ensure their long-term maintenance (paragraph 131).
- 6.20 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).
- 6.21 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).
- 6.22 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).

- 6.23 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).
- 6.24 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).
- 6.25 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

- 6.26 To the extent the Development Plan policies are material to an application for planning permission, a 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 and Compulsory Purchase Act 2004).
- 6.27 The Development Plan relevant to the site comprises the Bracknell Core Strategy Development Plan (2008) and the 'saved' policies within the Bracknell Local Plan (2002). The emerging Local Plan is currently under consultation and is expected to be adopted in 2024/2025, and is therefore not a material consider at the current time.
- 6.28 The site is located within the Bracknell Town Neighbourhood Plan (October 2021).
- 6.29 The following policies are of relevance to the application.

Core Strategy Development Plan (2008)

- 6.30 Policy CSI (Sustainable Development Principles) supports development which makes efficient use of land.



- 6.31 Policy CS 2 (Locational Principles) states that development will be permitted which is consistent with the character, accessibility and provision of infrastructure and services within that settlement.
- 6.32 Policy CS 7 (Design) states that the Council will require high quality design for all development in Bracknell Forest.
- 6.33 Policy CS11 (Renewable Energy Generation) states development for the generation of energy from renewable resources will be permitted unless there are unacceptable locational or other impacts that could not be outweighed by wider environmental, social, economic or other benefits. Whilst, this policy is not directly relevant to the proposal it confirms the Council's commitment to green energy.
- 6.34 Policy CS23 (Transport) states the Council will use its planning and transport powers to promote alternative modes of travel.

Bracknell Local Plan (2002) 'Saved' Policies

- 6.35 Policy EN20 (Energy) states that development for energy generation will be permitted provided that it would not create environmental problems, or result in danger on the public highway. Again, this policy is not directly relevant but confirms the Council's commitment to energy provision.

Bracknell Town Neighbourhood Plan (October 2021).

- 6.36 Policy EV 9 (Air Quality) seeks to limit and mitigate any adverse effects on air quality and any ensuing harm to human health ie that of residents, from air pollution, whose main cause is vehicular traffic, in future development in Bracknell Town.
- 6.37 TR 7 (Traffic and the Environment) seeks to prevent inappropriate new development proposals that would impact on residential amenity e.g. lead to pollution.



SECTION 7: PLANNING ISSUES

7.1 This section of the Planning Statement sets out the general planning matters, which should form part of the consideration and determination of this application. Design and access matters are covered within the following Section. Accordingly, the following general planning matters are considered below:

- The principle of development on the site;
- Sustainable credentials of the scheme;
- Residential amenity;
- Traffic generation and Highways;
- Air quality;
- Health and safety; and
- Flood risk.

Principle of Development

7.2 The proposed development is centred around the provision of improved facilities in the form of an electric vehicle charging hub at an existing petrol station meeting the needs of motorists. Shell Bracknell is an established petrol filling station located on Bagshot Road with a mixed urban area on a strategic road. 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 70 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 changing needs of motorists, and is in accordance with Policy CS 2 which states that development will be permitted which is consistent with the character, accessibility and provision of infrastructure and services within that settlement.

7.3 The provision of an electric vehicle hub on the site 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 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 The proposed development will provide the necessary infrastructure to support existing electric vehicle owners and hopefully assist in increasing electric vehicle ownership, with associated environmental benefits including reduced carbon, nitrate and particulate emissions.



- 7.5 Accordingly, the principle of the proposed development meeting evolving motorists' needs with significant environmental benefits and is acceptable in principle and fully supported by national and local policy.
- 7.6 The construction of the proposed charging points and associated infrastructure would promote the use of renewable energy and non-fossil fuels and would not result in an unacceptable adverse impact on visual or residential amenity or highway safety (see below for further details). The proposals are therefore considered acceptable and accord with Policies CS 2, CS 7 and CS 11 of the Core Strategy.

Sustainable Development Credentials

- 7.7 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.
- 7.8 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.
- 7.9 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.
- 7.10 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.
- 7.11 The proposed development therefore seeks to promote sustainable development which is in keeping with paragraph 8 of the NPPF which states when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.



- 7.12 The proposed development seeks to promote sustainable development which responds 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 proposed development is in keeping with the existing use of the site, as part of an existing facility on the wider highway network, meeting the needs of motorists. The proposal is therefore in accordance with Policy CS1 which supports sustainable development.

Residential Amenity

- 7.13 The EVC bays and the new EV compound are to be located along the southern and western boundaries of the site. Bagshot Road, on the south side, is a busy dual carriageway and separates the site from residential properties. Therefore there is a considerable distance between the proposed development and the existing neighbouring residential properties including other commercial uses and a strategic road, meaning that the proposal will not give rise to any amenity impacts. There is no impact on the visual amenity of the site as it will continue to operate broadly as existing, as an operational service station with associated activity.

Traffic Generation and Highways

- 7.14 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 at a national and local level.
- 7.15 The proposed development seeks to provide the necessary infrastructure to promote sustainable electric vehicles with increased EVC support as it is envisaged that the uptake in electric vehicles will increase and there will be less reliance on the use of petrol and diesel, which in turn will reduce the number of vehicles needing to use the pumps at petrol filling stations. Shell's operational knowledge of the site confirms the change in pump provision is appropriate for the site's current usage.
- 7.16 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 broadly unchanged. The visitation rates to the site are expected to be broadly unchanged as site users will switch from petrol/diesel refuelling to EVC as the type of car ownership changes over time. The proposal accords with Policy CS 23 which states the Council will use its planning and transport powers to promote alternative modes of travel



- 7.17 The proposal also accords with Policy CS 11 which encourages and facilitates the use of renewable energy. This includes encouraging the wider take up of alternative fuels, technologies and vehicle ownership. It is hoped the ownership of electric vehicles will continue to increase as a result of providing associated recharging and other supporting infrastructure.

Air Quality

- 7.18 The site is located within an Air Quality Monitoring Zone under Policy EV 9 of the Neighbourhood Plan. The Policy recognises that air pollution is becoming one of the main health threats facing the UK. Specifically it comprises greenhouse gases (such as carbon dioxide (CO₂) and ozone (O₃)) and local air pollution. The Policy seeks to limit and mitigate any adverse effects on air quality and any ensuing harm to human health i.e. that of residents, from air pollution, whose main cause is vehicular traffic.
- 7.19 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 and are supported by Neighbourhood Plan Policy EV 9, and will meet the aims of the Air Quality Monitoring Zone.

Health and Safety

- 7.20 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.

Flood Risk

- 7.21 The site is designated by the Environment Agency (EA) Flood Mapping as being located in Flood Zone 1 and therefore is subject to a less than 0.1% annual chance of fluvial flooding. As the site is located in Flood Zone 1, and is less than 1 hectare, a Flood Risk Assessment, Sequential Test or Exception Test is not required.



SECTION 8: DESIGN AND ACCESS STATEMENT

- 8.1 This Design and Access Statement has been prepared on behalf of the Applicant to support the planning application for full planning permission for a EVC hub and associated works at Shell Bracknell, Bagshot Road, Bracknell, Berkshire, RG12 9SE
- 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, the proximity to the highway network and operational requirements.
- 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 the 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 supporting reports, 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 achieves a 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 forecourt and sales building as existing;
 - The need to retain the existing access and egress points; and
 - The need to consider the site's location.
- 8.7 There are a number of opportunities afforded by the potential redevelopment of the site that are a relevant material consideration in evaluating the proposals. In summary these are:
- The site offers an excellent location in terms of visibility and accessibility for motorists travelling along Bagshot Road; and
 - The opportunity to provide a new EV charging facility, in line with national planning policy to reduce reliance on fossil fuels and decrease CO₂ emissions.



Planning Policy

- 8.8 A detailed evaluation of the planning policies relevant to this planning application is provided in Section 5 of this Statement. However, in summary, the following policies are of particular relevance to the Design and Access Statement, and they form this report:
- Paragraphs 7, 8, 10, 11, 119, 126 and 130 of the National Planning Policy Framework (September 2023); and
 - Local Plan Policies CS 1, CS 2 and CS 7.

Design Considerations

Use

- 8.9 The site is an existing operational petrol filling station. The proposed development is for a new EV charging facility with associated alterations, supplementing the existing forecourt and sales building.
- 8.10 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 proposal is acceptable in planning policy terms considering the wider established use and the context of the site.

Layout

- 8.11 The proposed layout of the scheme is shown on the accompanying planning application drawings. The layout will remain broadly as existing, with the addition of a new EV hub along the southern and western boundary of the site.
- 8.12 The layout of the scheme has been carefully assessed taking into consideration the site boundaries, the need for the site to be accessible by domestic vehicles, and service/delivery vehicles and to create an attractive and practical environment. The proposed is considered to accord with policies in the adopted Local Plan.

Scale

- 8.13 The EVC hub is considered to be of an appropriate scale having regard to the site extent, location and constraints and the history of the site.
- 8.14 The proposed canopy will measure 4m and will be subservient to the main petrol filling station canopy.



- 8.15 It is considered that the location of the EVC hub is appropriate and will not unduly impact on the streetscene due to its location along the southern and western boundary and to the rear of the site.

Appearance

- 8.16 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. It is considered to accord with the NPPF and development plan.

Materials

- 8.17 The proposed materials are shown on the submitted drawings and are functional, meeting the requirements of a petrol filling station.

Landscaping

- 8.18 The site is an existing developed site which is entirely hard landscaped. There will be no loss of landscaping as a result of the proposed development.

Accessibility

- 8.19 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.
- 8.20 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 and special treatment which enables everyone to participate equally regardless of gender, disability or age.
- 8.21 The use of the site as a petrol filling station is well established by the planning history of the site and the current access arrangements upon it. The access to the main highway network has been predetermined by the existing use on the site and the retention of the forecourt.



Inclusive Access

- 8.22 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.
- 8.23 For operational and design reasons the site will remain level, with level access provided to the facilities. Services are therefore provided with access that meets the needs of those who are less able bodied, as well as those with pushchairs.

Community Safety

- 8.24 Consideration has been given to creating an attractive, safe environment through the development of a high-quality public realm with a forecourt and parking area which is overlooked by the sales building and road network. The site layout ensures natural surveillance across the site and protects the safety of users and the wider community. Overall, the site will provide a high-quality development with good community safety.

Conclusions

- 8.25 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, which accords with planning policy at both a national and local level.



SECTION 9: CONCLUSIONS

- 9.1 This Planning Statement, also incorporating a Design and Access Statement, has been prepared on behalf of Shell UK Oil Products Ltd and is submitted in support of an application for full planning permission for an EVC hub and associated works at Shell Bracknell, Bagshot Road, Bracknell, Berkshire, RG12 9SE.
- 9.2 The National Planning Policy Framework identifies the need for planning positively for community facilities and motorist services that support the safety and welfare of road users. Petrol filling stations are a vital necessity and provide an important role ensuring that motorists travel safely, particularly as the number of vehicles on the roads continues to increase and the number of petrol stations have decreased over past decades, thereby increasing the demand on existing petrol stations.
- 9.3 The principle of EVC on the site should be accepted given that the site is an existing long-established petrol filling station, and there is an existing EV bay at the site that was installed under permitted development rights. The site is located in a mixed urban area, within the development boundary of Bracknell. The proposed development will be located on existing hardstanding. In addition, the site is not in an area of particular sensitivity, being surrounded by the road network and other roadside uses. Furthermore, the proposals will secure the longevity of the site as a service station, thereby evolving to meet the needs of motorists travelling on this strategic road.
- 9.4 The proposal is wholly in accordance with national and local planning policy which support the delivery of renewable energy technology and seek to reduce greenhouse gas emissions from road transport, improving air quality standards and increasing the use for 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. The proposed electric vehicle charging units will provide a facility to support the use of low emission vehicles with associated benefits to the Air Quality Monitoring Zone in which it is located.
- 9.5 The facility will be positioned within the wider petrol filling station forecourt and will not have a significant visual impact, nor will it have any material impact in amenity terms. Detailed consideration has been given to the layout of the site to ensure the operation of the site and traffic flows through it are retained. Access into and out of the site remains as existing, meaning there will be no change or impact on the existing highway network.



- 9.6 On the basis of the above it is requested that planning permission is forthcoming for this proposal as it is policy compliant and will offer benefits to the motorists as detailed above, particularly in relation to air quality.