



JMS PLANNING & DEVELOPMENT

PLANNING, DESIGN & ACCESS STATEMENT

IN SUPPORT OF PROPOSALS BY
SHELL OIL UK PRODUCTS LIMITED

FOR THE INSTALLATION
OF A
NEW EV CHARGING HUB

AT

PIED PIPER SERVICE STATION
WINCHESTER ROAD
BASINGTOKE
HAMPSHIRE RG22 6HT



Client: Shell Oil UK Products Limited
Project: New EV Charging Hub at Shell Pied Piper Service Station
Date: January 2024

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SECTION 1: INTRODUCTION

- 1.1 This Planning Statement has been prepared by JMS Planning on behalf of Shell Oil UK Products Limited for the installation of a new EV Charging Hub including associated plant, and associated works at Shell Pied Piper Service Station, Winchester Road, Basingstoke, RG22 6HT.
- 1.2 It is considered that the application is of significant merit including:
 - 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;
 - The new facility will assist in reducing the reliance on oil-based fossil fuels for road transport in accordance with policy and national aspirations;
 - The proposal will contribute to the establishment of a countrywide electric vehicle recharging infrastructure which will assist in increasing the uptake of electric vehicles; and
 - The proposal represents development on an existing, established service station in an appropriate location.
- 1.3 The Report continues in Section 2 by providing a summary of the site and surroundings with a review of the planning history set out in Section 3. Section 4 provides details of the proposal with additional information provided on the background to electric vehicle charging in Section 5. The planning policy framework is set out in Section 6 and an overview of the planning issues is set out in Section 7 and a Design and Access Statement is included within Section 8. Finally, conclusions are drawn within Section 9 of the Report.



SECTION 2: SITE AND SURROUNDINGS

- 2.1 The Shell Pied Piper Service Station is located on Winchester Road/A30 which runs between Junction 7 of the M3 to the southeast and Basingstoke Town Centre to the northwest of the site. The A30 continues beyond the Junction 7 of the M3 becoming the A303, which provides an alternative route to the southwest, via Amesbury and Stonehenge.
- 2.2 The application site comprises of a Shell service station, including a sales building and a three island starter gate forecourt providing refuelling positions for six cars with a canopy above linking to the sales building. Informal car parking is provided to the west of the site alongside a single EVC bay to the north. Also in the northern boundary is an area formerly utilised for an LPG tank. A jet wash is located to the north of the sales building. An air/water bay is provide to the south of the sales building. Access to the site is provided from the A30/Winchester Road.
- 2.3 The site is located just off the Brighton Hill Roundabout, with Maplin/Halfords to its east and Home Bargains to the west, whose car park wraps around the rear of the site. On the opposite side of Winchester Road is Hobbycraft, Harvester restaurant, Travelodge and Homebase, all with areas of extensive car park. There is a Pizza Express restaurant on the corner of Winchester Road/Western Way and Brighton Retail Park (vacant) fronts the opposite side of the roundabout, with St Michael's Retail Park to the rear. Beyond the retail areas are predominantly residential properties.



SECTION 3: PLANNING HISTORY

- 3.1 A review of the planning history of the application site has been undertaken using Basingstoke Council's online database. The site has a long history of planning applications relating to its use as a service station dating back to the 1980's.
- 3.2 The most recent application on the site was approved in 2002 and was for the installation of storage vessels and dispenser for Liquid Petroleum Gas (Ref: BDB/54483). It has been some time since there has been investment into the site.



SECTION 4: PLANNING PROPOSAL

- 4.1 The application seeks planning permission for an electric vehicle recharging hub and associated infrastructure/plant and associated works at Pied Piper Service Station, Basingstoke.
- 4.2 The proposal includes the provision of four high-speed electric vehicle charging spaces positioned towards the rear boundary of the service station. The associated infrastructure includes a new substation and LV Cabinet located to the northwest of the site, in the location of the former LPG tank enclosure. All works are located to the north of the site, away from Winchester Road and includes some other minor changes including relocation of the vents and separator.
- 4.3 The remainder of the site will remain as existing, including the sales building, forecourt, landscaping and access. The two trees located centrally on the site have been retained and the scheme designed around these. One tree, to the rear of the site, is to be removed which has limited amenity value.
- 4.4 The proposal will create a dual fuel (traditional fuels and EVC) service station.



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 service 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, taking 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 The application proposal includes for the provision of four EV charging spaces, in the form of a new EV 'hub' which will have the benefit of improving the energy transition within Basingstoke and the wider area and will offer increased choice and improved customer experience across the wider site, meeting the needs of customers particularly on this important strategic site.



SECTION 6: PLANNING POLICY FRAMEWORK

- 6.1 This Section of the supporting Statement sets out national and local planning policy framework relevant to the proposed planning application.

National Planning Policy Framework

- 6.2 The revised National Planning Policy Framework (NPPF) was updated in December 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 including the provision of homes, commercial development and supporting infrastructure in a sustainable manner (paragraph 7). At a very high level the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. Reference is also made to the 17 Global Goals for sustainable development set by the United Nations, which addresses social progress, economic well-being and environmental protection.
- 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 85).
- 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 86).
- 6.12 Planning policies and decisions should recognise and address the specific locational requirements of different sectors (paragraph 87).
- 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 108).
- 6.14 Paragraph 109 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 116 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 123).
- 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 131).
- 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 135).
- 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 139).
- 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 157).



- 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 160).
- 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 161).
- 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 163).
- 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 Policy

- 6.26 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).
- 6.27 The Development Plan comprises the Basingstoke and Deane Local Plan (2011-2029) (adopted May 2016) and the adopted policies map. There is no made Neighbourhood Plan covering the site. Within the adopted policies map, the site falls within the settlement boundary. The site does not fall within a Conservation Area.
- 6.28 Policy SD1 (Presumption in Favour of Sustainable Development) confirms that the Council will take a positive approach that reflects a presumption in favour of sustainable development contained in the NPPF Framework. The Council will work proactively with applicants where it need to find solutions which mean proposals can be approved wherever possible and to secure development that improves the economic, social and environmental conditions in the area.



Planning applications that accord with the policies in the Local Plan (and where relevant Neighbourhood Plans) will be approved without delay unless material considerations indicate otherwise. The policy continues reflecting the guidance set out in the NPPF.

- 6.37 Policy CN9 (Transport) confirms that the Council will work in partnership to promote a safe, efficient and convenient transport system. This policy provides guidance in relation to strategic road and rail connections, promoting transport choice, improving integration between transport modes, managing congestion and promote and improved safety, security and healthy lifestyles. Where reference is made to sustainable transport modes, no reference is made to electric vehicles and the requirement for charging facilities. This is likely to be a reflection of the date of the Plan rather than the objectives of the Council.
- 6.38 It is noted that the site falls within Flood Protection Zone 3 where appropriate measures are required to protect watercourses in accordance with the green infrastructure strategy and the actions of the River Basins and Management Plans, which are set out in Policy EM6 (Water Quality). Further details in relation to Flood Risk Management is set out in Policy EM7 noting the site is upstream of a critical drainage area. Due to the nature of the proposal, whilst the contents of these policies are noted, it is not directly relevant to the proposal.
- 6.39 Policy EM8 (Commercial Renewable/Low Carbon Energy Generation) confirms that development proposals for commercial generation of energy from renewables and low carbon resources (excluding wind turbines) will be permitted unless there are adverse environmental, economic or social impacts, including any long-term and cumulative adverse impacts which are not outweighed by the benefits. Again, although this policy does not relate to the provision of electric vehicle charging, the policy confirms the commitment to low carbon energy generation and sustainable energy generation generally.
- 6.40 Policy EM10 (Delivering High Quality Development) advises that all development proposals will be of a high quality, based upon a robust designed approach. The policy requires; inter alia; development which is accessible to all; efficient use of land; contributes to the local distinctiveness, sense of place and existing streetscene; provides a high quality of amenity for occupants of development and neighbouring properties having regard to issues such as overlooking, access to natural light, outlook and amenity space in accordance with the Design and Sustainability SPD; have due regard to density, scale, layout, appearance, architectural detailing, materials and history of the surrounding area and relationships to surrounding or neighbouring buildings, landscape features and heritage assets; provide appropriate parking provision and necessary waste and recycling storage areas.



6.41 Policy EM12 (Pollution) confirms that development will be permitted provided that it does not result in pollution which is detrimental to quality of life or proposes an unacceptable risk to health or the natural environment.



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- landscaping, noise and lighting;
- Traffic generation and Highway;
- Air quality;
- Health and safety; and
- Flooding.

Principle of Development

- 7.2 The principle of development is centred around the provision of improved facilities in the form of electric vehicle charging points at an existing petrol station meeting the needs of motorists. Shell Pied Piper is an established petrol filling station located on Winchester Road in Basingstoke. 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 about 40 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.
- 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 Accordingly, the principle of the proposed development on the site meeting 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 amenity or highway safety (see below for further details). The proposals are therefore considered acceptable and accord with Policies EM10 and EM12 of the Local Plan and the NPPF.



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 163). 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.
- 7.10 Whilst the Local Plan is lacking in specific policies which promote the provision of infrastructure for low emissions vehicles, and as such the principle of mitigating and adapting to climate change and reducing carbon dioxide emissions this is due to the age of the Plan rather than its lack of support for such infrastructure. Therefore, it is considered that proposal complies with the aims of general sustainable development policies and the NPPF, 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 application site is located within the urban area of Basingstoke and the immediate area comprises commercial uses including many retail/leisure uses with extensive car parking with no residential uses within close proximity. Accordingly, it is not considered that any amenity issues in terms of noise or disturbance arise from the proposal.
- 7.12 The site includes two significant trees which are centrally located and the EVC scheme has been designed around these to enable retention. The scheme results in the removal of one tree along the rear boundary but there is scope for replacement planting elsewhere on the site should this be deemed necessary (this can be confirmed by condition).
- 7.13 Visually the proposal will be entirely appropriate to its location as is feature commonly found on service stations and has been designed to match existing structures. The EVC hub is located to the rear of the site so is largely screened by the existing forecourt so visually the site will be largely unchanged as viewed from Winchester Road.
- 7.14 On the basis of the above the proposal is considered to be acceptable in amenity terms and complies with local and national policy in this regard.

Traffic Generation and Highways

- 7.15 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.
- 7.16 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.

Air Quality

- 7.17 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 Development Plan Policy EM12.



Health and Safety

- 7.18 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

- 7.19 The site falls within Flood Zone 1 where there is low probability of flooding, therefore a Flood Risk Assessment (FRA) is not required for this development. It is noted the site falls within a critical drainage area but due to the nature of the application, which is solely for the addition of EVCs on an existing operational service station, it is not considered there will be any meaningful change over the existing position.



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 Pied Piper, Winchester Road, Basingstoke, RG22 6HT.
- 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 service station sales building and forecourt as existing;
 - The need to retain site access and egress as existing;
 - The need to retain the two centrally located trees;
 - The need to make the best use of an existing service station; 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 Winchester Road/A30 and this part of Basingstoke; 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 additional EVC bays at an existing petrol filling station offering dual fuel opportunities – traditional fuels plus an EVC hub
- 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 four EVC bays to the rear 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.

Appearance

- 8.12 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.
- 8.13 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

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



Community Safety

- 8.15 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

- 8.16 Due consideration has been given to existing trees on the site which have largely been retained bar the single tree to the rear of the site which can be replaced if deemed necessary.

Accessibility

- 8.17 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.
- 8.18 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.
- 8.19 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

- 8.20 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.
- 8.21 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

- 8.22 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 proposal seeks the installation of a new EV charging hub, associated plant and associated works at Pied Piper Service Station, Winchester Road, Basingstoke RG22 6HT. 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. The proposal, in association with the existing facilities on site, will create a true dual fuel facility.
- 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.
- 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 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.
- 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 Consideration has been given to the character of the wider area and it is considered that no amenity issues arise. The scheme has been designed to retain the two main trees on the site with scope for the replacement planting of the single tree which is to be removed, if deemed necessary.
- 9.6 The proposal has been considered against relevant planning policy and it is considered to be in accordance with the Local Plan. Material considerations, in the form of the National Planning Policy Framework and general climate change policy weigh heavily in favour of the development, supporting the installation of technology for low carbon alternative fuel technologies.