



# PLANNING STATEMENT

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## THE BROADHELM VENTURE

POC-K – POCKLINGTON SERVICE AREA, BROADHELM CLOSE,  
POCKLINGTON



# PLANNING STATEMENT

**On behalf of: The Broadhelm Venture**

**In respect of: POC-K – Pocklington Service Area, Broadhelm Close,  
Pocklington**

**Date: April 2024**

**Reference: 5716LE/R001**

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## 1.0 Introduction

1.1 This Planning Statement (the ‘Statement’) has been prepared on behalf of The Broadhelm Venture (the ‘Applicant’) by DPP, to assist the East Riding of Yorkshire Council (the ‘Council’) in their consideration of this outline planning application which seeks permission for the laying out of a car park with a total of 63 car parking spaces including 12 spaces benefitting from access to Electric Vehicle Charging Points (‘EVCP’) together with associated access, drainage and landscaping (the ‘Proposed Development’) on land to the east of Pocklington Service Area, Broadhelm Close, Pocklington (the ‘Site’). The Site forms part of an allocation for mixed-use development known as POC-K (the ‘Allocation’).

1.2 The Statement takes the following structure:

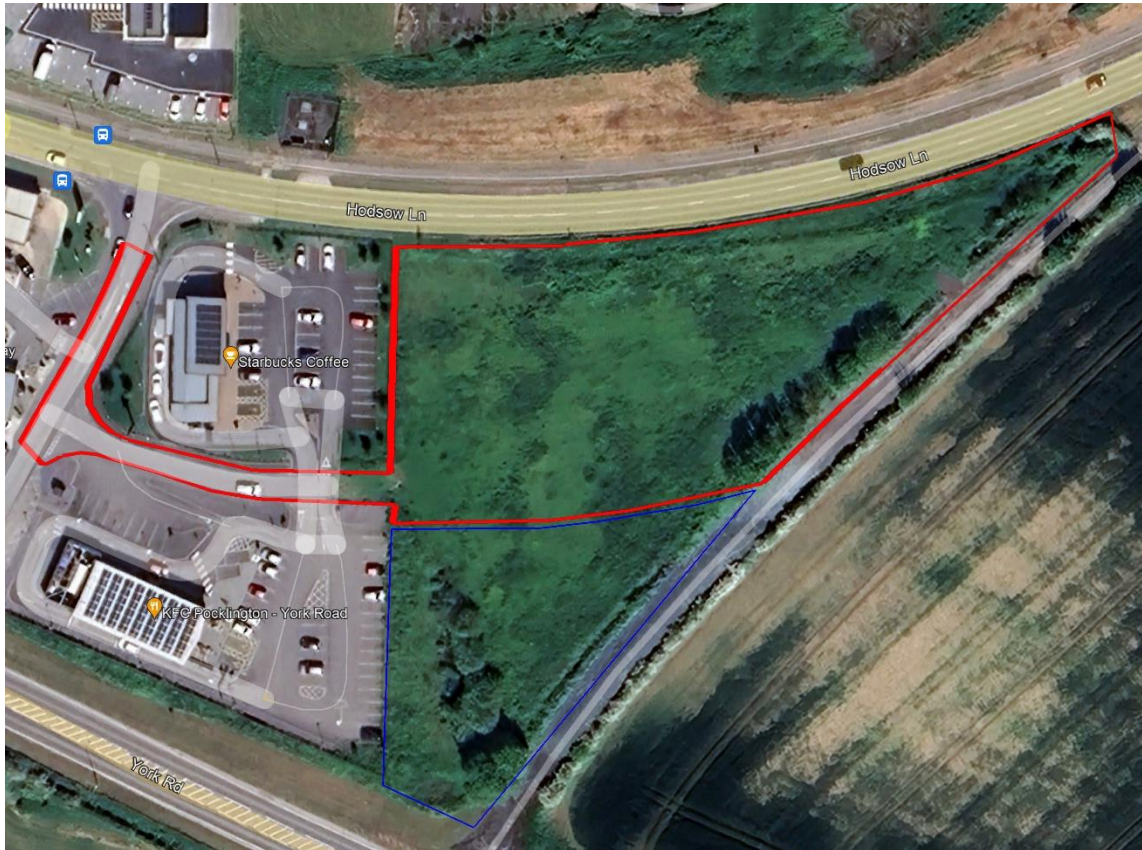
- Chapter 2: Site Description and Context
- Chapter 3: Planning History
- Chapter 4: Proposed Development
- Chapter 5: National Planning Policy Context
- Chapter 6: Local Planning Policy Context
- Chapter 7: Zero Carbon and Climate Emergency
- Chapter 8: Support for Charging Infrastructure
- Chapter 9: Local Need for Charging Infrastructure
- Chapter 10: Planning Assessment
- Chapter 11: Planning Balance

1.3 The Statement should be read alongside the following plans and documents:

Plans and Technical Reports		
Planning Statement	5716LE/R001	DPP
Location Plan	890 P01 Rev B	Walker Dsp Architects
Proposed Site Layout	890 P45 Rev C	Walker Dsp Architects
Proposed Site sections	890 P50 Rev -	Walker Dsp Architects
Material Ideas	890	Walker Dsp Architects
Preliminary Ecological Appraisal Report	ER-7276-01B	Brooks Ecological
High Level Biodiversity Net Gain Assessment	ER-7276-02C	Brooks Ecological
Statutory Biodiversity Metric (Baseline)	BM-7276-01B	Brooks Ecological
Biodiversity Metric - Technical Annex 1	CA-7278-01-3	Brooks Ecological
Ground Investigation	5324	Dossor Group
Design statement		Walker Dsp Architects
Drainage Assessment Report	22183-L-RP-001-R2	Mason Clark
Topological Survey	06_231098_01 Rev. A	LSTC Group

## 2.0 Site Description and Context

- 2.1 The extent of the Site is indicated in the aerial photograph in **Figure 1** (below) and measures 0.66 hectares in area.



*Figure 1 – Aerial Site Photo and approximate Red Line Boundary*

- 2.2 The Site is located to the south of Hodsoe Lane and comprises of a parcel of grassland located to the east of Broadhelm Business Park, Pocklington, approximately 1.55km to the southwest of Pocklington Town Centre. The land is relatively flat in topography.
- 2.3 The Site is bounded by a roadside service area comprising of a petrol filling station and subway outlet and two drive through restaurants (Starbucks and a KFC) and their associated car parking immediately to the west, Hodsoe Lane to the north and by a balancing pond (lying within the blue line) to the south beyond which lies York Road/the A1079. The old alignment of Hodsoe Lane bounds the Site to the east. This historic road has now been closed to vehicular traffic.
- 2.4 The Site is accessed from the service areas internal access via Hodsoe Lane to the north.
- 2.5 The B1246 and B1247 facilitate vehicular access from the A1079 to Pocklington town centre and between these roads lies Pocklington Industrial Estate, Broadhelm Business Park and the Wolds Gliding Club.




- 2.6 Broadhelm Business Park is located off Lincoln Road (approximately 70m to the northwest of the Site) and features trade units for operators such as Howdens and Home-Fit UK along with other warehouse, trade counter and industrial units in a highly prominent location between York and Hull.
  
- 2.7 Additionally, there are two bus stops (approximately 70m to the west of the Site) along Hodsow Lane which serves the X46 bus route which provides regular services to York and Hull in either direction.




## 3.0 Planning History

### Planning History of Mixed-use Allocation POC-K

- 3.1 As will be discussed in further detail in Chapter 7, the Site forms part of a wider mixed-use allocation on which a number of applications have come forward in previous years.
- 3.2 The relevant planning history of the allocation known as POC-K is summarised in **Table 1** below.

*Table 1 – Full Relevant Planning History of the POC-K allocation*

Application Reference	Decision Date	Description of Development	Map/Location	Status
06/04422/ STOUT	11/12/2007	Outline - Phase 1 and Phase 2 of business park for B1, B2 and B8 use, with hotel, restaurant, bar, leisure and conference complex	 <p>Hodsworth Field, East of Pocklington Airfield</p>	Approved
10/03984/ STVAR	25/11/2010	Variation of conditions 2 and 3 of planning permission 06/04422/STOUT to allow extension of time for the development and submission of reserved matters applications	 <p>Hodsworth Field, East of Pocklington Airfield</p>	Approved
11/05208/ STPLF	13/02/2012	Hybrid Application consisting of: (a) Full Application erection of a filling station with sales area and associated landscaping and parking (Plot A), a balancing pond with associated drainage (Plot D) and creation of access to Hodsworth Lane with associated internal highway layout; and (b) Outline Application erection of a public house/restaurant with outside play/seating areas (Plot B), a restaurant (A3/A4/A5) (Plot C) both with associated access and parking and an overflow parking area for the site (Plot D) (all matters reserved)	 <p>Hodsworth Field, East of Pocklington Airfield</p>	Approved

Application Reference	Decision Date	Description of Development	Map/Location	Status
13/01077/ STVAR	19/06/2013	Variation of conditions 28 (maximum size of retail space) and 41 (approved plans) of planning reference 11/05208/STPLF (relating to the Petrol Filling Station) to increase size of amenity block and provide an additional jet wash	 <p>Hodso Field, East of Pocklington Airfield</p>	Approved
15/00783/ STREM	29/06/2015	Erection of a coffee shop, customer parking and lighting columns (Plot C) following outline planning permission 11/05208/STPLF (Appearance and Layout to be considered)	 <p>Pocklington Services, Broadhelm Close</p>	Approved
17/03681/ PLF	21/12/2017	Erection of a restaurant and drive through, car parking and associated works	 <p>Pocklington Services, Broadhelm Close</p>	Approved

3.3 The applications of most relevance are described in more detail under the headings below.

#### **06/04422/STOUT and 10/03984/STVAR**

##### Planning permission reference number 06/04422/STOUT

3.4 Employment use on the Site was established in 2007 when outline permission for B1, B2 and B8 use, with hotel, restaurant, bar, leisure and conference complex was granted (planning permission reference number 0806/04422/STOUT). This application included all of the land that now forms the allocations known as POC-K and POC-J.

##### Planning permission reference number 10/03984/STVAR

3.5 Following the outline approval, in 2010 an application to vary 06/04422/STOUT was approved which permitted an extension of time for the approved development. This application also submitted details of those matters reserved at outline stage.

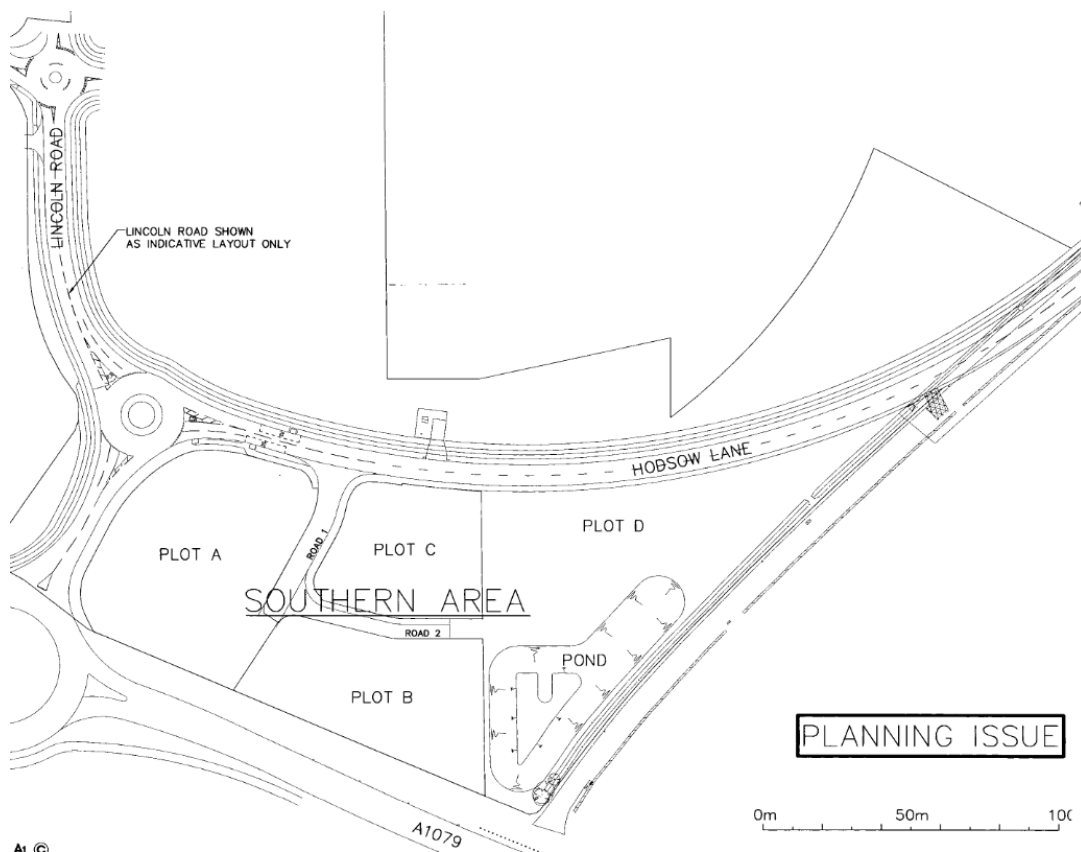
3.6 We understand that these planning permissions have lapsed.



**11/05208/STPLF and 15/00783/STREM**

Planning permission reference number 11/05208/STPLF

- 3.7 In 2011 a hybrid application was submitted to the Council consisting of:
- i) Full application erection of a filling station with sales area and associated landscaping and parking (Plot A), a balancing pond with associated drainage (Plot D) and creation of access to Hodsow Lane with associated internal highway layout; and
  - ii) Outline application erection of a public house/restaurant with outside play/seating areas (Plot B), a restaurant (A3/A4/A5) (Plot C) both with associated access and parking and an overflow parking area for the site (Plot D) (all matters reserved)
- 3.8 An approved plan illustrating the location of the various plots is shown in **Figure 2** below. The Site is located where Plot D was indicated.



*Figure 2 - Plots A, B, C and D from Planning Permission 11/05208/STPLF*

- 3.9 Wolds Gliding Club, located to the north of the Site, commented on the application raising concerns that the proposals may impact upon their flight path. The scheme was designed to ensure that no proposed structures would reach above 9 metres tall, and the car park and overflow car parking location (Plot D) would ensure that the approach and departure flight paths would not be impacted given that no buildings would be located within the Plot D area. The

Gliding Club's concerns were therefore addressed by the proposed design and location of the car park and overflow area on the flight path.

- 3.10 As a result of the above the application was approved on the 13<sup>th</sup> February 2012. The filling station was constructed in 2014 and opened later that year.

Planning permission reference number 15/00783/STREM

- 3.11 In 2015 a Reserved Matters application was submitted for the erection of a coffee shop, customer parking and lighting columns (Plot C) following the outline planning permission 11/05208/STPLF. Details of appearance and layout were granted in June 2015 with the building, occupied by Starbucks, opening in 2016.

**17/03681/PLF**

Planning permission reference number 17/03681/PLF

- 3.12 In 2017 a full planning application was submitted for the erection of a restaurant and drive through, car parking and associated works. Planning permission approved in December 2017 and the building has been completed and is occupied by a KFC restaurant.

## 4.0 Proposed Development

4.1 The following section details the Proposed Development and provides an overview of the scheme’s proposed design. The purpose of the Proposed Development, as originally envisaged, is to serve as an overspill car parking area associated with the service area. It is proposed that the car park will contain a total of 63 car parking spaces including 12 spaces which have access to rapid/ultra-rapid EVCPs to serve the needs of the users of the adjoining highway. The car park will also be available to serve the general industrial estate opposite which has car parking problems and for commutes/day trips to and from York and Hull by the general public.

### Layout

4.2 The proposed layout is illustrated in **Figure 3** below. The proposed layout is broadly separated into two areas with an area of car parking to the west, and an area of landscaping to the east (which extends) along the Site’s northern and southern boundaries.

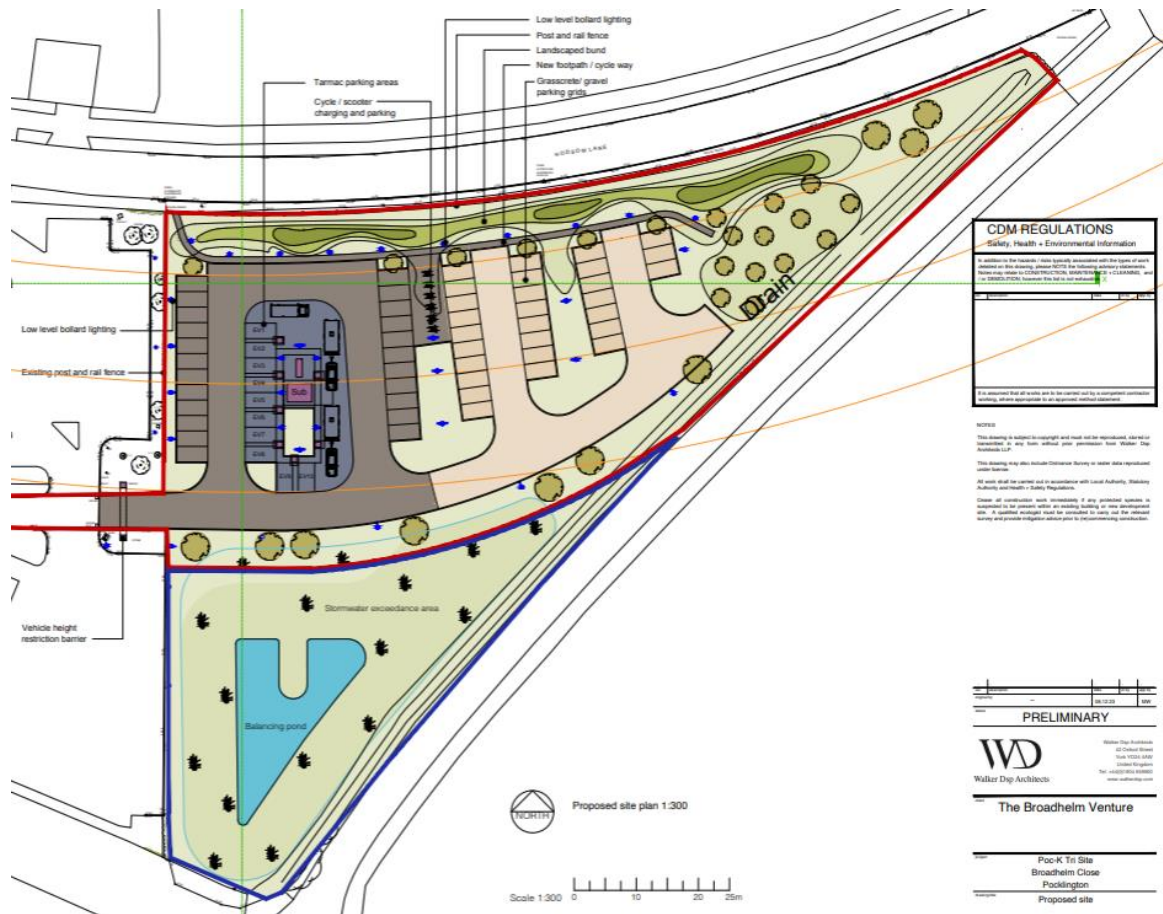


Figure 3 – Proposed Site Layout

4.3 The rows of parking spaces have been arranged in a radiating array following the curve of Hodsow Lane. The western part of the Site will be hard surfaced with permeable tarmac and the

remaining part of the parking area (to the east) will consist of permeable grasscrete/gravel surfacing.

- 4.4 Directly to the east of the Starbuck unit, it is proposed to locate 12 car parking spaces for the charging of electric vehicles (served by 7 EVCPs) around a central 'island' of spaces located between two rows of parking spaces.
- 4.5 Most EV hubs are not designed for large vehicle arrays such as towed caravan. Typical EV hubs are simply two parallel bays of 3m by 6m parking spaces. The typical size and layout of EV hubs do not normally allow for charging without having to remove the caravan, park it separately and then recharge before reconnecting the car to the caravan's towbar when charging is complete which is obviously both time-consuming and inconvenient for caravan users and a major obstacle for such people who may be considering transitioning to electric vehicles. Similarly, larger mobile homes are likely to overhang normal parking spaces by a considerable amount making circulation by other users difficult.
- 4.6 As such the Proposed Development incorporates two of the parking spaces to allow for drivers towing caravans or mobile home to be able to benefit from charging facilities. The provision of such charging facilities is extremely unusual. Given the location of Pocklington on one of the main routes to the coast it is considered that the availability of charging areas suitable for long vehicle arrays, such as caravans, will clearly meet an identified need. This is particularly relevant as electric vehicles towing heavy loads will have a reduce range compared to normal electric vehicles.
- 4.7 The EVCP's associated sub-station will be located slightly to the east of the of the main bank of charging points.
- 4.8 The car park layout and design will broadly follow the design parameters (including the erection of no permanent built structures) established in the previous permission for a car park on the Site (ref. 11/05208/STPLF) This will ensure that the approach and departure flight paths of Wolds Gliding Club (to the north of the Site) will not be impacted by the Proposed Development.

### **Amount and Scale**

- 4.9 The Proposed Development seeks consent for a total of 63 car parking spaces including 12 spaces for the charging of electric vehicles (served by 8 EVCPs).

### **Access**

- 4.10 Vehicular access to the Site is accessed from the service station's internal access via Hodsow Lane to the north.

4.11 Pedestrian and cycle access to the Site will be taken via the existing Broadhelm Close internal access road (to the west of the Site) and via a new footpath/cycle way to be provided along the Site's northern boundary.

### **Parking**

4.12 The parking spaces will serve the needs of the adjacent service station and nearby industrial estate offering an area of overspill parking when it may be necessary.

4.13 It is envisaged that the Proposed Development will also serve as a form of 'Park and Ride' for commutes or shopping trips to York or Hull given the two X46 bus route bus stops in close proximity to the Site.

4.14 It is envisaged that parking will be free for shorter stays, however, longer stays are likely to be subject to a fee.

### **Landscaping**

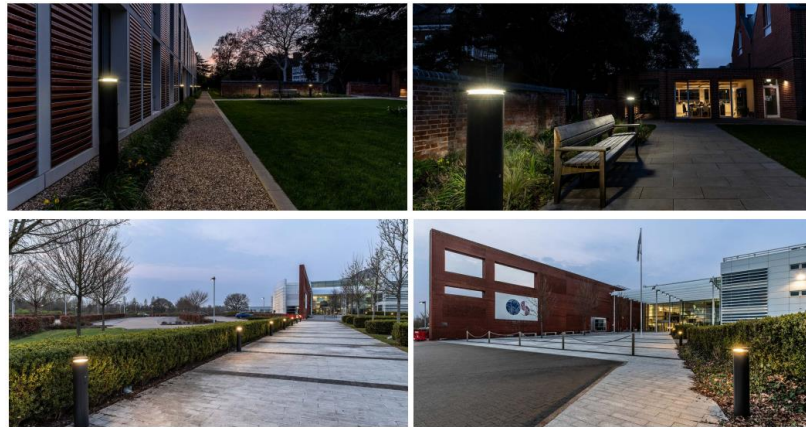
4.15 This is an application for outline permission with landscaping details to form part of the reserved matters. However, the proposed landscaping scheme is envisaged to comprise the following:

- Landscaped bund along northern boundary;
- An area of scrub planting to the north east;
- Scrubs/trees lining the south of the internal access road; and
- A line of scrubs bordering the pedestrian/cycle way.

4.16 It should be highlighted that the landscaping scheme is envisaged to be primarily comprised of scrub planting in order to avoid impacts upon the neighbouring Wolds Gliding Club and all new planting will be maintained to be limited in height to around 1.5m.

### **Lighting**

4.17 Low level bollard lighting is proposed to be positioned at key points across the Site to provide focused minimum light levels. Examples that inform the proposed design are shown in the below image and, as above, this lighting design is proposed to avoid impacts upon the neighbouring Wolds Gliding Club.



*Figure 4 – Examples of low level bollard lighting schemes*

## 5.0 National Planning Policy Context

### National Planning Policy Framework (December 2023) (the ‘Framework’)

#### **Introduction**

- 5.1 The Framework was published in December 2023 and supersedes all previous versions of national planning policy guidance documents. The Framework sets out the government's requirements and objectives for the planning system in England, in order to ensure that decision making is positive, sustainable and provides for necessary development in the right areas.
- 5.2 Paragraph 2 confirms that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. It also confirms that the Framework must be taken into account in preparing the development plans and is a material consideration in planning decisions.

#### **The Presumption in Favour of Sustainable Development**

- 5.3 The Framework seeks to ensure that a positive framework for decision making is implemented, with the core principle of the framework being the presumption in favour of development. Sustainable development provides economic benefits to the country (by contributing to a strong responsive and competitive economy), social benefits (through supporting vibrant and healthy communities) and an environmental role (by protecting and enhancing our natural, built and historic environment).
- 5.4 Paragraph 10 of the Framework goes onto state that:

*“So that sustainable development is pursued in a positive way, at the heart of the NPPF is a presumption in favour of sustainable development”.*

- 5.5 As set out at paragraph 11, with regard to decision taking, this means:

*“Approving development proposals that accord with an up-to-date development plan without delay; or*

*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:*

*i. The application of policies in this NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*

*ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this NPPF taken as a whole.”*

### ***Determining Applications***

- 5.6 Paragraph 47 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

### ***Achieving Well Designed Places and Beautiful Places***

- 5.7 Paragraph 131 indicates that the creation of high quality, beautiful and sustainable 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 make development acceptable to communities.
- 5.8 Paragraph 135 confirms that planning policies and decisions should 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. Further, it states that planning 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....”*

*and*

*“.....are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.”*

### ***Building a Strong, Competitive Economy***

- 5.9 Section 6 of the Framework stipulates that planning decisions should help create the conditions in 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 wider opportunities for development (paragraph 85).

### ***Promoting Sustainable Transport***

- 5.10 Section 9 of the Framework relates to accessibility; it places particular emphasis on reducing reliance on non-sustainable forms of travel.
- 5.11 Paragraph 108 states that transport issues should be considered from the earliest stages of plan-making and development proposals in order to assess potential impacts, transport deficiencies, and environmental impact, and incorporate mitigation into the proposed designs.
- 5.12 Paragraph 114 sets out the criteria for assessing development proposals, prioritising the provision of opportunities for travel by sustainable transport modes, ensuring safe and suitable access for all users, and ensuring there are no significant unmitigated impacts on highways.



- 5.13 Paragraph 115 also states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.14 Further to this, paragraph 116 sets out that applications for development should:
- a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, and second to facilitate access to good quality public transport;
  - b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
  - c) Create places that are safe, secure and attractive;
  - d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and,
  - e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

### ***Meeting the Challenge of Climate Change, Flooding and Coastal Change***

- 5.15 Section 14 of the Framework encourages the transition to a low carbon future in a changing climate and sets out that the planning system 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.
- 5.16 Paragraph 165 is explicit in stating that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future).

### ***Conserving and Enhancing the Natural Environment***

- 5.17 Paragraph 180 states that planning decisions should contribute to and enhance the natural local environment by minimising impacts on and providing net gains for biodiversity.
- 5.18 Paragraph 189 states that planning policies and decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination.

## 6.0 Local Planning Policy Context

### Introduction

6.1 This Chapter of the Statement will identify the relevant policies for the consideration of the Proposed Development in the documents listed below.

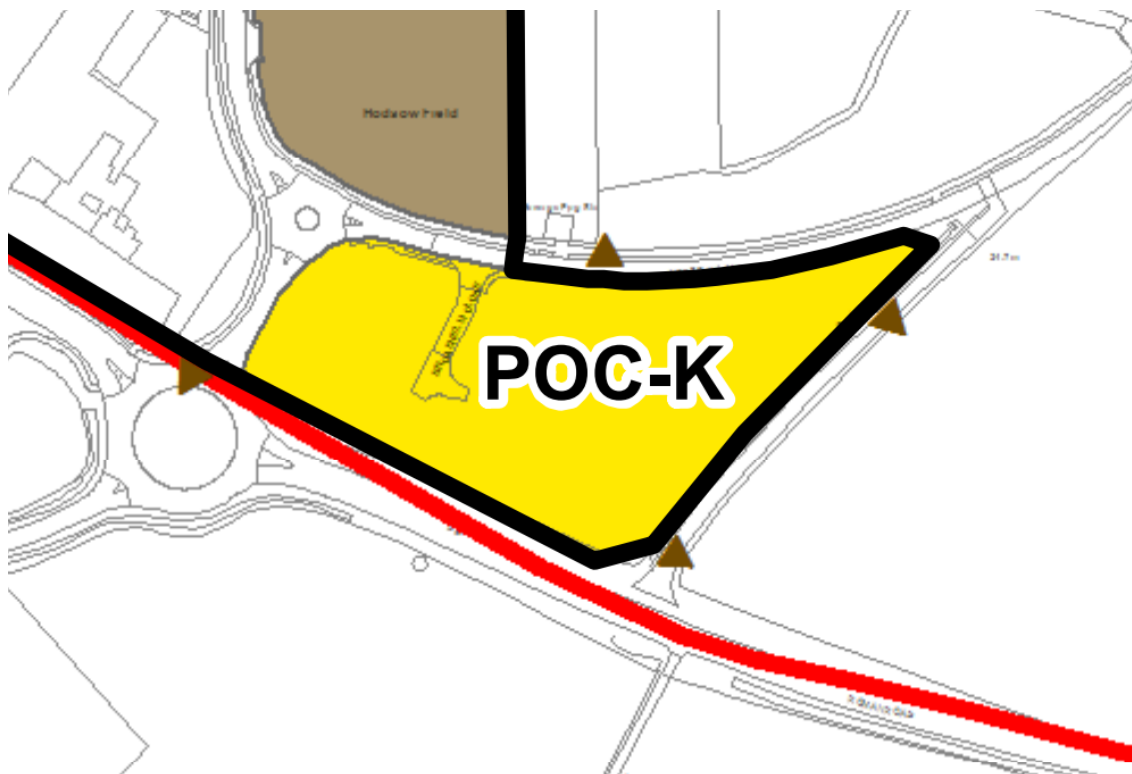
### Adopted Local Plan (the ‘Local Plan’)

6.2 The East Riding Local Plan currently comprises:

- Policies Map (July 2016);
- East Riding Allocations Document (July 2016); and
- East Riding Strategy Document (April 2016).

### Policies Map (July 2016)

6.3 The Policies Map depicted in **Figure 5** below shows the Site to lie within the mixed-use allocation known as ‘POC-K’.



*Figure 5 – Policies Map Extract*

### East Riding Allocations Document ('ERAD') (July 2016)

- 6.4 The ERAD was adopted in July 2016 and allocates sites for development in line with the growth aspirations of the East Riding Strategy Document.
- 6.5 As outlined above, the Site is allocated for housing development on the policies map under Policy 'POC-K'. **Policy POC-K - Land South East of Pocklington Airfield Industrial Estate (1.74ha)** reads as follows:

*"This site is allocated for mixed use development, including employment and complementary uses. Proposals will be required to:*

- a. Provide additional landscaping to the southern boundary; and*
- b. Incorporate comprehensive Sustainable Drainage Systems in conjunction with POC-J."*

### East Riding Strategy Document ('ERSD') (April 2016)

- 6.6 The ERSD was adopted in April 2016 and sets out the overall strategic direction for the Local Plan, providing strategic policies to guide decisions on planning applications.
- 6.7 The most relevant policies are set out as follows:

- **Policy S1 – Presumption in Favour of Sustainable Development** indicates that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.
- **Policy S2 – Addressing climate change** confirms that the Local Plan and development decisions will support a reduction in greenhouse gas emissions and adaptation to the expected impacts of climate change. Table 1 of the ERSD lists a number of ways that this will be achieved including promoting sustainable modes of transport and well-connected places and directing new development to areas where there are services, facilities, homes and jobs, reducing the need to travel and where it can be served by sustainable modes of transport.
- **Policy S3 – Focusing Development** sets out the settlement hierarchy for the East Riding. Pocklington is defined as a Town and the policy states that:

*"towns will provide the local focus for housing, economic development, shopping, leisure, transport, education, health, entertainment, tourism, recreation and cultural activities for the town and its rural hinterland. These towns will support and complement the Principal Towns, the Major Haltemprice Settlements and the City of Hull."*

- **Policy S8 – Connecting people and places states that:**

*"A. New development should ensure that people and places are well connected.*

.....

*E. Roadside facilities essential to support the safety and welfare of motorists will be supported, where they are of an appropriate scale and meet an identified need.*

.....

*I. Proposals which facilitate integration between different modes of travel, especially walking, cycling and public transport, will be encouraged.”*

- **Policy EC4 – Enhancing Sustainable Transport states that:**

*“A. In order to increase overall accessibility, minimise congestion and improve safety, new development will be supported where it is accessible, or can be made accessible, by sustainable modes of transport and addresses its likely transport impact. Development proposals should:*

- 1. Produce and agree a transport assessment and travel plan, where a significant transport impact is likely;*
- 2. Support and encourage sustainable travel options which may include public transport, electric and ultra-low emission vehicles, car sharing, cycling and walking; particularly in the Major Haltemprice Settlements, Principal Towns, and Towns; and*
- 3. Bring forward other necessary transport infrastructure to accommodate expected movement to and from the development.*

*B. Developments generating significant freight movement located along the East-West Multi-Modal Transport Corridor should capitalise on the opportunities for transferring and transporting freight by means other than road.*

*C. The number of parking spaces for all new development should reflect:*

- 1. The level of public transport accessibility;*
- 2. The expected car usage on the site; and*
- 3. The most efficient use of space available and promotion of good design.”*

- **Policy ENV1 – Integrating High-Quality Design** sets out that all new development should contribute to safeguarding and respecting the character and appearance of the area through their design, layout, construction and use and seek to reduce carbon emissions and make prudent and efficient use of natural resources.
- **Policy ENV2 – Promoting a High-Quality Landscape** confirms that development proposals should be sensitively integrated into the existing landscape demonstrating an understanding of the intrinsic qualities of the landscape setting.
- **Policy ENV4 – Conserving and Enhancing Biodiversity and Geodiversity** seeks to conserve and enhance existing biodiversity.
- **Policy C1 – Providing Infrastructure and Facilities** indicates that new development will be supported where it is adequately serviced by infrastructure and facilities.

- **Policy A6 – Vale of York sub area** sets out the plans, strategies and development decisions for the sub area of which Pocklington lies within, which includes:

*“Supporting appropriate expansion and diversification of the sub area’s key economic sectors including tourism; manufacturing and engineering; and agriculture/food and drink”.*

## 7.0 Zero Carbon and Climate Emergency

7.1 The following Chapter will set out some background and relevant policy relating to the need for the development of electrical charging hubs.

### Government Policy

7.2 Over recent years the Government have set out a number of targets for the reduction of carbon emissions, a significant element of this relates to the emissions from petrol and diesel vehicles.

7.3 Originally, in 2015, the Government set a target to *“ensure almost every car and van is a zero-emission vehicle by 2050”*. In July 2017 the Government then made a further announcement that *“it will end the sale of all new conventional petrol and diesel cars and vans by 2040.”*

7.4 To complement their strategy on emissions from vehicles, in November 2017, the Government set out its Industrial Strategy, designed to help build a productive, growing and green economy.

7.5 The Government also published the UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations in July 2017 and the Clean Growth Strategy in October 2017, which sets out how the UK will cut exposure to air pollutants and reduce greenhouse gas emissions.

7.6 The Road to Zero Strategy, published in July 2018, built on these strategies, setting out new measures to clean up road transport. The measures in the strategy are underpinned by nearly £1.5 billion of investment to support the transition to zero emission vehicles. In this strategy the then Prime Minister reaffirmed that all new cars and vans should be *“effectively zero emission”* by 2040.

7.7 The Business, Energy and Industrial Strategy Committee’s report, Electric Vehicles: Driving the Transition, which was published in October 2018 and endorsed by the Government, notes that the Government shares the Committee’s view that electric vehicles represent exciting opportunities for the UK as a tool to address carbon emissions, reduce air pollution and as a new economic opportunity. The Government also agreed with the Committee that the transition to electric vehicles must be led by industry and consumers, and that a shift away from internal combustion engines to zero emission vehicles is essential for UK carbon targets to be achieved at the least possible cost.

7.8 In November 2020 the Government released a 10-point plan for a Green Industrial Revolution. The main commitment in this report was the announcement from Government that the UK would end the sale of new petrol and diesel cars and vans by 2030, ten years earlier than originally planned, with the sale of hybrid cars coming to an end in 2035.

7.9 Measures to support the 10-point plan included significant financial investment, including:

- £1.3 billion to accelerate rollout of EVCPs for electric vehicles in homes, streets and on motorways across England, so people can more easily and conveniently charge their cars.

- £582 million in grants for those buying zero or ultra-low emission vehicles to make them cheaper to buy and incentivise more people to make the transition.

7.10 In September 2023, Prime Minister Rishi Sunak announced that the ban on sales of petrol and diesel cars would be put back to 2035. However, his speech explaining the decision cited concerns about the practicalities of meeting the original 2030 target and specifically emphasised that charging infrastructure needed to be rolled out “truly nationwide.”<sup>1</sup>

7.11 Despite the transition being eased, the Government is clearly committed to the transition to electric vehicles, the provision of electric charging infrastructure and the need to achieve this as soon as possible in order to meet the Government’s climate agenda.

### The Law

7.12 In June 2019 the UK became the first major economy in the world to pass laws to end its contribution to global warming by 2050. The target will require the UK to bring all greenhouse gas emissions to net zero carbon by 2050, compared with the previous target of at least 80% reduction from 1990 levels. The Government’s electric vehicle strategy is a key component of the UK’s ability to achieve this requirement as transportation produces around a third of all UK greenhouse gas emissions, therefore the transition from petrol and diesel vehicles to electric ones will be a vital step to meeting this legal requirement.

### East Riding of Yorkshire Council

7.13 Following the declaration of a climate emergency in February 2021, East Riding of Yorkshire Council has developed a Climate Change Strategy 2022-2030. The strategy establishes a strategic vision and sets priorities for rapid decarbonisation and building climate resilience across the East Riding.

7.14 The strategy explores key priorities and opportunities for climate mitigation and adaptation across the East Riding. The Council outlines that these two approaches to responding to climate change are as follows:

- Mitigation - reducing carbon emissions in an attempt to lessen the extent of climate change.
- Adaptation - becoming better prepared for and more resilient to impacts of a climate change.

7.15 Overall, the Council has undertaken a number of initiatives aimed at significantly reducing the authority’s carbon footprint, and reducing emissions across the East Riding including installing over 600 air source heat pumps across local social housing, installation of electric vehicle infrastructure across East Riding (by the end of 2021, the council had installed 31 charging points across 13 public car parks) and rolling out thirteen battery electric vehicles, including one electric minibus, for the Council to use in delivering its services.

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<sup>1</sup> <https://www.conservatives.com/news/2023/a-new-way-to-reach-net-zero>

## 8.0 Support for Charging Infrastructure

- 8.1 In order to meet the target of net zero carbon by 2050, the Government have published a Net Zero Strategy (2021). As part of this, the Government have also published a strategy to promote zero emission vehicles and to ensure sufficient charging points. This document stresses that a world-class charging infrastructure is fundamental to delivering net zero road transport.
- 8.2 As such, the Government's vision for 2030 will be to remove charging infrastructure as a perceived and real barrier to electric vehicle ownership, stating that charging should be cheaper and more convenient than refuelling at a petrol station. By 2030, the Government expect around 300,000 public charging points as a minimum in the UK but acknowledge that there could be potentially more than double that number. Regardless, the Government recognises that the rollout of charging points must progress ahead of demand to ensure that everyone can find and access reliable charge points, making recharging effortless.
- 8.3 However, as of 2022 the Government has acknowledged that there are only approximately 21,378 charging location in the UK, meaning 280,000 were needed in the following eight years to meet the Government's ambitions, and yet, on average, only 100 chargers per month were brought online in 2021. At this rate, the 2030 target will be missed by a significant margin.
- 8.4 In addition to the national need for charging infrastructure the requirement is actually greater in the north of England ('the North'). Transport for the North ('TfN') have recently published an Electric Vehicle Charging Infrastructure Framework ('EVCIF') which highlights the need for 161,000 electric vehicle charge points across the North between now (November 2022) and 2030 to support TfN's decarbonisation ambitions. As of the end of 2022, just 5% of the required number are installed. This shortfall means that the North must install 470 electric vehicle charging points per week between the end of 2022 and 2025 rising to 620 installations a week between 2025 and 2030 to meet these ambitions. There is therefore a significant need for charging facilities everywhere in the North.
- 8.5 This lack of progress in the required infrastructure for electric vehicles was a key message of the Climate Change Committee 2022 ('CCC') report to Parliament. The CCC is an independent, statutory body established under the Climate Change Act 2008 with the purpose of advising the UK and devolved governments on emission targets and to report to Parliament on the progress being made towards reducing greenhouse gas emissions and preparing for and adapting to the impacts of climate change. The CCC 2022 report to Parliament stresses that the rate of deployment of charging points will need to increase substantially to meet the Government's commitment, with provision also needing to become more consistent across the country.
- 8.6 It is therefore clear from the various Government publications and research conducted by the CCC and TfN that all local planning authorities must continue to support and actively promote the installation of public charge points in all areas of the country in order to meet the aim and goal of increasing electric car use and importantly to achieve net zero by 2050.



## 9.0 Local Need for Charging Infrastructure

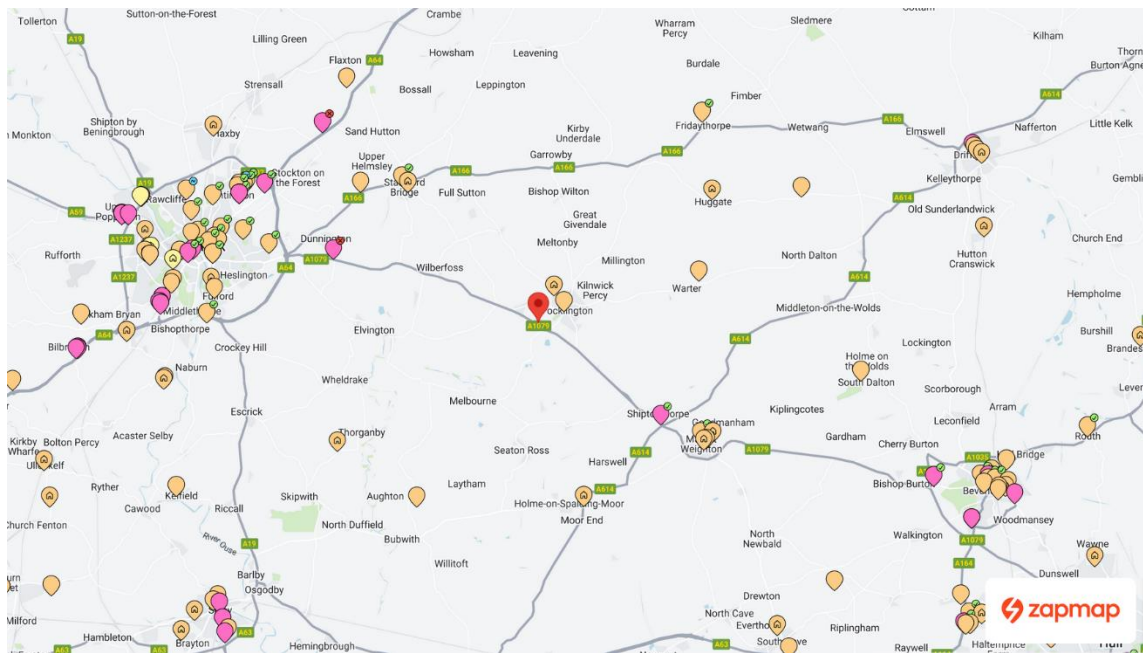
- 9.1 As noted above, a widely recognised hurdle for motorists and fleet operators to move to 100% electric vehicles is the fact that there are insufficient charging facilities, particularly rapid and ultra-rapid charging facilities, in accessible locations suitable for meeting the needs of motorists on long distance journeys.
- 9.2 Fossil fuel combustion engines became more efficient over time and were able to travel reasonably long distances on a tank of fuel and refuelling was quick and easy. This led to a reduction in filling stations on the highway network. However, electric vehicles have a much shorter range than vehicles powered by fossil fuels, particularly diesel, and, due to the time it takes to recharge, there is a need for a wider range of services at more regular intervals.
- 9.3 We will explain the above in more detail below.
- 9.4 As we have already discussed there is a chronic shortage electric vehicle charging facilities both nationally and particularly in the North where there is an even more pronounced shortage of charging facilities.
- 9.5 Notwithstanding the lack of any electric vehicle charging facilities serving the nearby business park and adjacent service station. The shortage is further exacerbated when considering opportunities to recharge away from urban areas and in particular on the country's strategic roads. As a general rule, the country's network of strategic roads serves the needs of people and businesses wishing to travel long distances and who want to get from A to B as quickly as possible.
- 9.6 We note that as of December 2023, the total number of locations across the UK which have a public charging point installed is 31,056 and the number of devices at those locations is 53,906. The total number of connectors within these devices is 82,554. However, 46% of these are located within London and the southeast<sup>2</sup>. Further, not all chargers are the same and of those locations where chargers are installed less than a fifth of these locations have rapid or ultra-rapid chargers.
- 9.7 This is important as a slow charger has an output of 3-6kW, fast is 7-22kW, rapid 25-99kW, and ultra-rapid 100kW+. For example, to charge a Tesla Model Y (which was the bestselling electric vehicle in the UK in 2023) on a fast charger would take between 7 and 11 hours; less than 2 hours on a rapid charger; and less than 30 minutes on an ultra-rapid charger.
- 9.8 It is therefore clear that rapid and ultra-rapid charging facilities are required to meet the needs of motorists on the country's strategic roads where time is a key factor.

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<sup>2</sup> <https://www.zap-map.com/ev-stats/>

9.9 According to Zap-Map, the UK’s leading app and digital platform for electric vehicle drivers and which provides tools for finding chargers, planning journeys, and paying for charging, only 4,869 of the available devices are ultra-rapid, representing just 9.03%. The provision of ultra-rapid charging points in strategic locations along the main and popular driving routes is therefore critical to being able to meet the Government’s targets to tackle climate change, and for motorists and businesses to continue to operate efficiently and effectively and to enable them to carry out their daily lives and businesses.

9.10 The below extract from Zap-Map within **Figure 6** provides an indication of the coverage of rapid and ultra-rapid electric vehicle charging points on the highway network around the Site.



*Figure 6 – Extract from Zap Map data base showing locations of chargers around the Site (indicated in red)*

9.11 According to Zap-Map there are no publicly available electric charging points within the immediate vicinity of the Site (including the adjacent service station and business park) and, as such, the growing number of electric vehicle users are not served by either of these facilities when it comes to charging provision.

9.12 The nearest charging points are as follows:

- West Green Car Park, Pocklington – 2.25km (1.4 miles) north along West Green – 2 chargers, both of which are classified as fast chargers.
- McDonald’s Siptonthorpe – 13km (8.1 miles) east on A1079/A614 – 2 chargers, one of which is ultra-rapid and one of which is rapid.
- Hull Road Filling Station, Dunnington – 19.8km (12.3 miles) west along the A1079 – 2 chargers (out of service at the time of writing), both of which are rapid.

- 9.13 Whilst there is one ultra-rapid charger along the A1079 in fairly close proximity to the Site and this is clearly insufficient to meet the increasing need for such facilities. This charger (at 13km away) cannot reasonably be considered to serve Broadhelm Business Park/industrial estate.
- 9.14 The two closest charging points are in West Green Car Park and are also some distance away from the Site but cannot be considered to be convenient for customers or employees of the business park (as they require an approximately 25-minute walk) and they don't meet the needs of long-distance travellers as they are located off the main highway. Further, both of these charging points are delivering 7Kw which barely meet the threshold to qualify as fast charging points.
- 9.15 Most EV hubs are not designed for large vehicle arrays such as towed caravan. Typical EV hubs are simply two parallel bays of 3m by 6m parking spaces. The typical size and layout of EV hubs do not normally allow for charging without having to remove the caravan, park it separately and then recharge before reconnecting the car to the caravan's towbar when charging is complete which is obviously both time-consuming and inconvenient for caravan users and a major obstacle for such people who may be considering transitioning to electric vehicles. Similarly, larger mobile homes are likely to overhang normal parking spaces by a considerable amount making circulation by other users difficult.
- 9.16 As such the Proposed Development incorporates two of the parking spaces to allow for drivers towing caravans or mobile home to be able to benefit from charging facilities. The provision of such charging facilities is extremely unusual. Given the location of Pocklington on one of the main routes to the coast it is considered that the availability of charging areas suitable for long vehicle arrays, such as caravans, will clearly meet an identified need. This is particularly relevant as electric vehicles towing heavy loads will have a reduce range compared to normal electric vehicles.
- 9.17 Further, owners of caravans or mobile homes are likely to be put off from to transiting towards electric vehicles by the scarcity of parking spaces designed to serve their needs. The provision of space designed for long vehicle arrays will assist in the Country's response to the climate emergency and the transition to net zero by facilitating 'staycations' which has been encouraged in recent years. The inclusion of charging spaces designed for long vehicle arrays is clearly significant and a major benefit.
- 9.18 In addition, the car park is in the built-up area of Pocklington, and such facilities would not serve the needs of long-distance travellers as motorists will be reluctant to significantly divert from the strategic road network and there would be safety and capacity issues associated with diverting traffic into potentially unfamiliar urban areas. Further, diverting into an urban area brings with it the potential to get caught in or contribute to traffic congestion and delay in general.
- 9.19 There is therefore a clear need for additional rapid and ultra-rapid vehicle charging points to serve the strategic road network and the business park/industrial estate and to facilitate the transition away from petrol and diesel fuelled vehicles and so that the Government can meet its

targets to tackle climate change and provide safe and convenient charging facilities appropriate to serve the needs of motorists transitioning to electric vehicles.

## 10.0 Planning Assessment

10.1 The planning policy review at Chapter 5 and Chapter 6 of this Statement has established the national and local planning policies which are relevant to the consideration of the Proposed Development. This section will now consider the Proposed Development against the following matters:

- The Principle of Development;
  - Compliance with Policy POC-K;
  - Compliance with Policy S8 and Policy EC4
- Other Material Considerations;
- Consistency of Decision Making; and
- Presumption in Favour of Sustainable Development.

10.2 Each of the matters are addressed in turn below and this will then be followed by our consideration of the planning balance.

### The Principle of Development

10.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004, Section 70(2) of the Town and Country Planning Act 1990 and Paragraph 11 of the Framework require that applications for planning permission must be determined in accordance with the Development Plan unless material considerations indicate otherwise. Paragraph 47 confirms that planning law requires that applications for planning permission be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

10.4 The Development Plan for the Site is formed by the ERSD and ERAD. The Site is allocated in the ERAD for mixed-use development including employment and complementary uses under policy POC-K. As such, the Council accept the principle of the development of the Site.

10.5 Further, in 2011 a hybrid application was submitted to the Council consisting of:

- i) Full application erection of a filling station with sales area and associated landscaping and parking (Plot A), a balancing pond with associated drainage (Plot D) and creation of access to Hodsow Lane with associated internal highway layout; and
- ii) Outline application erection of a public house/restaurant with outside play/seating areas (Plot B), a restaurant (A3/A4/A5) (Plot C) both with associated access and parking and an overflow parking area for the site (Plot D) (all matters reserved)

10.6 As part of that permission outline planning has already been granted for an overflow car park on the Site.

10.7 It is therefore plain that not only is the principle of development on the site acceptable but the specific use also has already been deemed appropriate and acceptable.

10.8 Notwithstanding the fact the Proposed Development has already been deemed acceptable we will now turn to consider the Proposed Development in the context of the relevant policy criteria in POC-K, the criteria of ERSD Policies S8 and EC4 and all other material considerations.

10.9 We therefore now turn to assess:

- Compliance with Policy POC-K; and
- Compliance with Policy S8 and Policy EC4

### **Compliance with Policy POC-K**

10.10 Within the ERAD, the Site is allocated for mixed-use development under policy POC-K. Policy POC-K states that:

*“This site is allocated for mixed use development, including employment and complementary uses. Proposals will be required to:*

*a. Provide additional landscaping to the southern boundary; and*

*b. Incorporate comprehensive Sustainable Drainage Systems in conjunction with POC-J.”*

10.11 The car parking is a complementary use to the neighbouring employment development and the service area and, as such, the Proposed Development complies with the overall policy objective. As noted above this has already been accepted by the Council. We now turn to assess the Proposed Development against each of the criteria of Policy POC-K in turn below.

*A. Provide additional landscaping to the southern boundary*

10.12 This is an application for outline permission with full landscaping details to form part of the reserved matters. However, it is envisaged that there will be a line of scrubs or trees planted along the south of the Proposed Development’s internal access road which would likely be partially visible from POC-K’s southern boundary and would enhance views of the Site from southern vantage points (although this planting is to be limited in height through regular maintenance to around 1.5m to avoid impacts on the adjacent gliding club. The existing stormwater exceedance area surrounding the existing balancing pond to the south of the Site will form a landscape feature which could be complemented by additional planting for Biodiversity offsetting purposes.

10.13 The Proposed Development is therefore considered to comply with Criterion (a) of Policy POC-K.

*B. Incorporate comprehensive Sustainable Drainage Systems in conjunction with POC-J.*

10.14 Sustainable drainage systems, in the form of the existing attenuation pond, are already in place to the south of the Site (within the blue line) which serve the adjacent service area, and this was acknowledged to be the case in Paragraph 7.2 of the Officer Report of a previously approved application (ref. 17/03681/PLF).

10.15 The Proposed Development therefore complies with Criterion (b) of Policy POC-K.

10.16 The Proposed Development therefore complies with Policy POC-K.

#### **Compliance with Policy S8 and Policy EC4**

10.17 Parts A, E and I are the relevant parts of Policy S8. Part A of Policy S8 seeks to ensure that people and places are well connected, and that development encourages the use of cycling and public transport. Part E of Policy S8 supports the provision of roadside services and the contribution they can make to the safety and welfare of motorists and Part I confirms that proposals which facilitate integration between different modes of travel will be encouraged.

10.18 Policy EC4 seeks to support and encourage sustainable travel options including public transport, electric vehicles, car sharing, cycling and walking; particularly in Towns (which Pocklington is defined as in the settlement hierarchy).

10.19 The Site occupies a roadside location, immediately adjacent to an existing service area. The preceding sections have demonstrated that there is a lack of electric vehicle charging points available at both the service area and the neighbouring business park/industrial estate and the Proposed Development would therefore be meeting a clear need.

10.20 The Proposed Development will contribute to improving the roadside services allowing the travelling public to recharge their electric vehicles in the course of their journey. Given there is plainly a paucity of rapid/ultra-rapid electric vehicle charging points serving long-distance routes, the Proposed Development will meet the needs of long-distance travelling motorists.

10.21 The need to provide electric vehicle charging infrastructure and range anxiety are recognised by the Government as significant factors holding back the transition from fossil fuels to zero carbon fuels. There is therefore a clear unmet need for the EVCPs proposed in this application.

10.22 Further, and turning to Policy EC4, provision of car and cycle parking on the Site, in close proximity to bus stops serving the X46 bus route, which provides regular services to York and Hull will encourage use of the Site by commuters and shoppers (either by bike or car). In this respect the Site has the potential to act as Park and Ride for local residents reducing the length of and/or need for certain journeys by private motor vehicle.

10.23 On this basis, the Proposed Development therefore represents a development that would support the safety and welfare of motorists, encourage trips via public transport and/or cycling and help with the transition to meet the zero-carbon agenda in line with Government announcements, the NPPF and Policies S8 and EC4 of the ERSD.

## Other Material Considerations

- 10.24 We have shown that the principle of mixed-use development is established by the Site's allocation within the Local Plan, and that the specific use now proposed has previously been approved confirming that the Proposed Development is acceptable. We have also demonstrated that the Proposed Development conforms with the site-specific requirement as set out within Policy POC-K and Policy S8 and Policy EC4 and that there are no other material considerations which would weigh against the Proposed Development.
- 10.25 However, there are a number of other generic policies in the Local Plan, and these also need to be considered. We therefore supplement this and need to be read in conjunction with the site-specific considerations.
- 10.26 We now turn to discuss the generic policies contained within the ERSD. We will address these matters under the following headings:
- Design and Layout of Development;
  - Trees and Landscaping;
  - Highways Considerations;
  - Drainage and Flood Risk;
  - Ground Conditions; and
  - Ecology.

### Design and Layout of Development

- 10.27 Section 12, of the Framework indicates that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is also a key aspect of sustainable development. Policy ENV1 of the ERSD confirms that all new development should contribute to safeguarding and respecting the character and appearance of the area through their design, layout, construction and use.
- 10.28 The proposed parking spaces are to be bounded to the south by a line of scrub/tree planting and to the north and east by a proposed substantial landscaped buffer (including a grassed bund along the northern boundary) and an area of scrub planting. Given that an existing SuDs attenuation basin lies to the south of the Site, the proposed car park area will be well screened, and the planting proposals will soften the impact of the proposal and ground it well within its setting.
- 10.29 Therefore, the Proposed Development is considered to accord with Section 12 of the Framework and Policy ENV1 of the ERSD.

### Trees and Landscaping

- 10.30 Paragraph 136 of the Framework indicates that trees make an important contribution to the character and quality of urban environments, and that existing trees should be retained wherever possible, or else replaced. Policy ENV2 of the ERSD confirms that development proposals should



be sensitively integrated into the existing landscape demonstrating an understanding of the intrinsic qualities of the landscape setting.

- 10.31 There will be no impacts on trees as all development relating to the car parking areas and associated access will avoid any existing trees or hedgerows.
- 10.32 Further, the proposals feature an additional area of scrub planting to the northeast of the Site and the landscape proposals include a line of trees or scrubs to be planted along the south of the internal access road and a line of scrubs bordering the pedestrian/cycle way (along the northern boundary).
- 10.33 As mentioned above, a landscaped bund will also bound the Site to the north and the height of all new planting will be limited through regular maintenance to around 1.5m to avoid impacts on the adjacent gliding club.
- 10.34 Therefore, the Proposed Development is considered to accord with Section 12 of the Framework and Policy ENV2 of the ERSD.

### **Highways Considerations**

- 10.35 The Framework indicates that planning decisions should take account of sustainable transport modes to reduce the need for major transport infrastructure, provide safe and suitable access and does not cause significant impacts to the existing road network and Policy EC4 of ERSD supports this.
- 10.36 The Proposed Development seeks permission for a 63-space car park including 7 EVCPs with 12 associated parking spaces to serve road users, neighbouring uses and potentially act as a Park and Ride. Traffic generation from the Site will be low and it certainly will not have a severe impact on the highway network and the additional traffic will not adversely affect the safe operation of the junction onto Hodson Lane. Noting the guidance contained in paragraph 115 of the Framework that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe it is clear that there are no highway grounds for precluding against the Proposed Development.
- 10.37 As such, the Proposed Development will be compliant with the Framework and Policy EC4 of ERSD.

### **Drainage and Flood Risk**

- 10.38 The NPPF at paragraph 173 indicates that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Policy ENV6 of the Local refers to Flood Risk and ensures that new development meets a number of criteria.

- 10.39 A Drainage Assessment Report, produced by Mason Clark Associates, accompanies this application and provides an initial feasibility assessment for suitable methods for discharge of surface water from the Proposed Development.
- 10.40 The report identifies that the Site is partially located within Flood Zone 2 and therefore is at medium risk of flooding from rivers and the sea. With consideration of flood defences, the Environment Agency's Long Term Flood map shows that the Site is at low risk of flooding from rivers and sea.
- 10.41 The report confirms that an existing watercourse is located to the east of the Site and will be utilised as the final surface water discharge point as per the previously approved drainage strategy at 14l/s for the site-wide scheme. The existing balancing pond, to the south of the Site, lies within the blue line representing land ownership and is confirmed to provide adequate storage for the Site.
- 10.42 Regarding foul drainage, no toilets or foul sewage facilities are to be introduced as part of the development due to the proximity of the Site to the service station and the toilet facilities provided within.
- 10.43 As such, the Proposed Development will be compliant with the Framework and Policy EC4 of ERSD.

### Ground Conditions

- 10.44 Paragraph 189 of the NPPF indicates that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land stability and contamination. Policy ENV6 also focuses on contamination.
- 10.45 It should be emphasised that built development will be limited to an area of hardstanding paved over the top of the existing ground with little ground excavation. Nonetheless, a Ground Investigation report (ref. 5324) has been produced by the Dossor Group and accompanies this application. The report confirms that geo-technical testing has been carried out and subsequently assessed in order to formulate a hazard assessment for the Site.
- 10.46 The assessment concludes that on the basis of the investigations and the past land use, hazards are not suspected, and a detailed contamination investigation is not required.
- 10.47 As a result of the above, there are no issues regarding contamination or ground works that would hinder the development coming into fruition demonstrating compliance with the Framework and ERSD Policy ENV6.

### Ecology

- 10.48 Chapter 15 of the Framework seeks to ensure that the planning system contributes and enhances the natural and local environment. It places emphasis on protecting and minimising the impacts

of development on biodiversity. Policy ENV4 of the ERSD seeks to conserve and enhance existing biodiversity.

- 10.49 A Preliminary Ecological Appraisal ('PEA') and High-Level Biodiversity Net Gain ('BNG') Assessment have been prepared by Brooks Ecological and sets out whether the Site is likely to be constrained by ecology, and whether further surveys are required.
- 10.50 The PEA concludes that no further surveys are recommended based on these conclusions, but the report does recommend that both a Construction Environmental Management Plan (Biodiversity) and a Biodiversity Management Plan are added as a planning condition to any planning permission granted.
- 10.51 The BNG Assessment report confirms that, the Site's baseline value is measured as 2.78 Habitat Units, 0.46 Hedgerow Units, and 0.33 Watercourse Units with many of these units classified as having a low distinctiveness. The report outlines that, assuming the recommendations set out in the report can be followed, it is likely that the mitigation hierarchy can be complied with. It confirms that the proposals show a significant area of the Site dedicated to grassland, scrub creation and earth bunds as well as the retention of the trees and hedgerows on Site. The report sets out methods of biodiversity offsetting off-site were this to be necessary, however, it is considered that these landscape features will ensure that on-site biodiversity units can be maximised.
- 10.52 Detailed landscape plans are to follow at the Reserved Matters stage, however, the BNG Assessment confirms that a Biodiversity Net Gain of 11.09% can be achieved on-site subject to compliance with the recommendations of the BNG Assessment report.
- 10.53 Overall, there is no evidence to suggest that there are any overriding ecological constraints to the Proposed Development of the Site and as such the proposals are considered to fully comply with the requirements of the Framework and Policy ENV4 of the ERSD which seek to ensure the protection of habitats and species.

### Summary

- 10.54 We have shown that the principle of mixed-use development is established by the Site's allocation within the Local Plan, and that the specific use now proposed has previously been approved confirming that the Proposed Development is acceptable. We have also demonstrated that the Proposed Development conforms with the site-specific requirement as set out within Policy POC-K and Policy S8 and Policy EC4 and that there are no other material considerations which would weigh against the Proposed Development.

### Consistency of Decision Making

- 10.55 It is established case law that previous planning decisions are capable of being material considerations, meaning that previous planning decisions may need to be taken into account by those determining subsequent applications.

- 10.56 It is accepted that a local planning authority is not bound by its earlier decisions, but it is established that local planning authority are required to have regard to them in order to ensure consistency in decision-making.
- 10.57 Consistency in decision-making is important both to developers and local planning authorities, because it serves to maintain public confidence in the operation of the development control system.
- 10.58 The Site was previously subject to an approved hybrid planning application (ref. 11/05208/STPLF) which identified the Site as 'Plot D'. Approval was granted on 13<sup>th</sup> February 2012 for an overflow parking area for the wider service station site and the neighbouring business park in the location of Plot D (the Site).
- 10.59 As such, in the interests of consistency of decision making, the above decision is a material consideration that should be given considerable weight.

## Presumption in favour of Sustainable Development

### Introduction

- 10.60 **Paragraph 11** of the Framework indicates that there is a presumption in favour of sustainable development.
- 10.61 **Paragraph 7** the NPPF defines sustainable development as “*meeting the needs of the present without compromising the ability of future generations to meet their own need*”. It also sets out three overarching objectives of sustainable development, which are interdependent and need to be pursued in mutually supportive ways. At **paragraph 8**, these overarching objectives are **economic**, helping to build a strong, responsive and competitive economy; **social**, to support strong, vibrant and healthy communities, and; **environmental**, to contribute to protecting and enhancing our natural, built and historic environment.

### Economic Benefits

- 10.62 The value of new construction work represents a major sector within the UK both as a driver of growth and employment. Whilst representing a modest investment into the area, the Proposed Development will, nonetheless, contribute towards jobs during the construction phase.
- 10.63 Further, the provision of rapid/ultra-rapid charging facilities close to the service area on a major long-distance route and close to Pocklington Industrial Estate and the Broadhelm Business Park, where there is a demonstrable shortage of such facilities, will encourage individuals and businesses to invest in electric vehicles, boosting and modernising the UK economy as a whole.
- 10.64 The Proposed Development will therefore have moderate positive economic benefit, and this should be given weight accordingly.

### Social Benefits

- 10.65 It is acknowledged that there are minimal direct social benefits associated with the Proposed Development. Indirect benefits are present, however, in the form of strengthening the employment hub of the nearby business park, enabling commutes to York and Hull and facilitating more convenient trips for electric vehicles. The Proposed Development will also contribute towards a healthy community and fostering well-designed places.
- 10.66 Minor positive weight should be attributed to the social benefits of the Proposed Development.

### Environmental Benefits

- 10.67 Paragraph 8 of the Framework states that planning has an environmental objective which is:

*“to protect and enhance our natural, built and historic environment, including making effective 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.”*

- 10.68 The Site is currently overall of low ecological value mainly comprising vacant grassland, species-poor habitats. The development is proposing to retain existing vegetation as well as introduce new vegetation and natural green space. This will contribute to a biodiversity net gain being achieved.
- 10.69 Furthermore, the provision of rapid/ultra-rapid charging facilities will help to mitigate climate change and the transition to a low carbon economy and will help to reduce air pollution and reduce carbon emissions. The provision of a network of fast and reliable electric charging points such as that proposed is the only way to increase electric car ownership and deliver the country’s legal obligations.
- 10.70 The provision of two of the proposed parking spaces associated with the EV hub will be larger to allow for the charging of large vehicle arrays which will help the Country respond to the climate emergency and the transition to net zero by facilitating ‘staycations’.
- 10.71 Further, the Proposed Development has the potential to act as a Park and Ride providing connectivity for residents to the neighbouring cities (via the nearby bus stops servicing routes to York and Hull) which facilitates commuting and/or shopping trips by more sustainable means of transport than the use of the private car further reducing carbon emissions and air pollution.
- 10.72 The Proposed Development therefore contributes significantly to the environmental objective of sustainable development and, as such, should be given considerable positive weight.

### Summary

- 10.73 In conclusion, it has been demonstrated that the Proposed Development meets the social, economic and environmental dimensions of sustainability as set out in paragraph 8 of the NPPF.

10.74 In this regard it is considered that moderate positive weight can be attached to the economic benefits, minor positive weight can be attributed to social benefits and that considerable positive weight can be attributed to the environmental benefits of the Proposed Development. It is therefore clear that these factors weigh heavily in favour of granting planning permission.

## 11.0 Planning Balance

- 11.1 This Statement is submitted in support of a planning application by The Broadhelm Venture which seeks outline planning permission for the laying out of a car park with a total of 63 car parking spaces including 12 spaces for Electric Vehicle (7 EVCPs) with associated access, drainage and landscaping on land south of Hodsow Lane, Pocklington part of the mixed-use development allocation known as POC-K.
- 11.2 It has been demonstrated that there is a national shortage of electric vehicle charging infrastructure and that the requirement is even greater in the north of England. The current shortfall of electric vehicle charging points in the North means that 470 electric vehicle charging points per week must be installed between the end of 2022 and 2025 to meet the Government's ambitions and the Proposed Development will positively contribute to relieving this shortfall.
- 11.3 We have shown that the Government passed laws in 2019 to end the UK's contribution to global warming by 2050. The legislation will require the UK to bring all greenhouse gas emissions to net zero carbon by 2050. Given that transportation produces around a third of all UK greenhouse gas emissions, the transition from petrol and diesel vehicles to electric ones will be a vital step to meeting this legal requirement.
- 11.4 We have shown that the principle of mixed-use development is established by the Site's allocation within the Local Plan, and that the specific use now proposed has previously been approved confirming that the Proposed Development is acceptable. We have also demonstrated that the Proposed Development conforms with the site-specific requirement as set out within Policy POC-K and Policy S8 and Policy EC4 and that there are no other material considerations which would weigh against the Proposed Development.
- 11.5 Given that the Site was previously subject to a hybrid planning application (ref. 11/05208/STPLF) which granted approval for the usage of the Site as an overflow parking area for the wider service station site and the neighbouring business park, it is considered that, in the interests of consistency of decision making, the above decision is a material consideration that should be given considerable weight.
- 11.6 We have also shown that the Proposed Development will contribute moderately to the economic and social objectives of sustainable development whilst providing a considerable contribution to environmental objectives. We have shown that the scheme constitutes sustainable development.
- 11.7 We have shown that there are no material planning considerations which outweigh the benefits associated with the grant of planning permission for the Proposed Development
- 11.8 We therefore consider that the balance weighs strongly in favour of granting planning permission and we invite the Council, in accordance with the Framework, to approve the planning application without delay.