



Report of: Corporate Director of Place & Community

Contact for further information:

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SUBJECT: PLANNING APPLICATION REF. 2022/1167/FUL

PROPOSAL: Installation of one rapid electric (EV) vehicle charging station within the car park of Co-op foodstore (RETROSPECTIVE APPLICATION)

APPLICANT: Instavolt

ADDRESS: Co-op Food 1 Hoole Lane Banks Lancashire PR9 8BD

REASON FOR CALL IN: Councillor John Howard: raises concerns that the location of the charging station is inappropriate as it is unsightly and leads to a shortage of car parking spaces.

Wards affected: North Meols

1.0 PURPOSE OF THE REPORT

1.1 To advise Planning Committee on an application which seeks retrospective planning permission to retain the installation of one rapid electric vehicle charging station within the car park of a foodstore.

2.0 RECOMMENDATION TO PLANNING COMMITTEE

2.1 That the application be **GRANTED** subject to conditions.

3.0 THE SITE

3.1 The application site relates to the car park area of the Co-op foodstore which has recently opened on the site of the former Fleetwood Public House. The store is a single storey building, with a floor area of 372m² (gross internal). There are two areas of car parking – immediately in front of the store and along the side/rear party boundary of the neighbouring residential property at 11 Hoole Lane.

3.2 The surrounding area, although largely located within the village centre is mixed with commercial and residential properties on Hoole Road and to the north

residential properties and St Stephens Church on Church Road (located within the settlement area).

4.0 PROPOSAL

4.1 The application is for the retention of one no. electric vehicle (EV) charging station within the existing car park of a newly open Co-op foodstore. Two existing parking spaces have been converted into two EV charging bays along with associated equipment. The two bays measure 5.5 metres in width and a depth of 4.8 metres. To the rear of the bays there is a charger station (2 metres in height x 0.75 metres in height) and an equipment cabinet (2.3 metres in height x 1.7 metres in height).

5.0 PREVIOUS RELEVANT DECISIONS

5.1 2019/1226/FUL – To demolish existing building and erect A1 retail unit. Planning permission granted July 2020.

5.2 2020/1217/CON - Approval of Details Reserved by Condition No. 11 of planning permission 2019/1226/FUL relating to details of electric vehicle charging points. Condition approved January 2021.

5.3 2021/1226/FUL - Proposed external plant equipment within enclosed yard area. Planning permission granted August 2021.

5.4 There are a number of other approval of conditions applications relating to the foodstore which are not considered relevant to the consideration of this application.

6.0 OBSERVATION OF CONSULTEES

6.1 LCC Highways (19.12.2022) – Confirm that they have no objection to the application.

7.0 OTHER REPRESENTATIONS

7.1 One objection has been received from a resident of Hoole Lane raising the following issues;

Whilst there is an environmental aspect regarding charging points and Net Zero, the equipment does nothing to enhance our environment and is not aesthetically pleasing in its central location in the village, and, there are more appropriate locations for EV charging points in the car park, which could be located away from residential properties.

8.0 SUPPORTING INFORMATION

8.1 Flood Risk Assessment
Technical Specification of EV Charging Points

9.0 RELEVANT PLANNING POLICIES

9.1 The National Planning Policy Framework (NPPF) and the West Lancashire Local Plan 2012-2027 Development Plan Document provide the policy framework against which the development proposals will be assessed.

- 9.2 The site is located within a Large Village Centre / Settlement Boundary in the West Lancashire Local Plan DPD (2012-2027).
- 9.3 **National Planning Policy Framework – (NPPF)**
Building a strong, competitive economy
- 9.4 **West Lancashire Local Plan DPD (2012-2027)**
SP1 A Sustainable development framework for West Lancashire
GN1 Settlement boundaries
GN3 Criteria for sustainable development
EC1 The Economy and Employment Land
IF1 Maintaining Vibrant Town and Local Centres

Supplementary Planning Document Design Guide (Jan 2008)

10.0 OBSERVATIONS OF CORPORATE DIRECTOR OF PLACE AND COMMUNITY

- 10.1 The main considerations for this application are:

Principle

- 10.2 Policy IF1 of the WLLP which relates to maintain vibrant town and local centres encourages appropriate uses within centres and seeks to maintain and/ or enhance the vitality and viability of these locations.
- 10.3 Condition 11 attached to the planning permission for this foodstore (Appl No: 2019/1226/FUL) required that 10% of the car parking spaces be for EV charging. The details of these charging points were approved as part of Appl No: 2020/1217/CON in January 2021. The location for the EV points that was previously approved remains the same within this application, however the final specification for the equipment has altered from that previously approved, which necessitated the submission of a new planning application, that is currently under consideration.
- 10.4 The installation of the electric charging points within the car park is considered to be an enhancement of the existing car parking facilities offered in this location and in my view would further support the vitality and viability of the village centre. The EV charging point is considered acceptable in principle, subject to material considerations in respect of highway safety, amenity and design and I am therefore satisfied the development would comply with Policy IF1 of the Local Plan in this respect.

Visual appearance/layout and impact on neighbours

- 10.5 Policy GN3 of the West Lancashire Local Plan (2012-2027) DPD allows development provided it retains or creates reasonable levels of privacy, amenity and sufficient garden/outdoor space for occupiers of the neighbouring and proposed properties.
- 10.6 The EV equipment is sited adjoining the car park entrance and located on the side party boundary with 11 Hoole Lane which is in residential use and is a two storey end-terraced cottage. The charging equipment sits forward of the building line to this property, which has four windows in the side elevation, one of which is at first floor level, facing onto the car park area of the foodstore. A one metre high wooden fence, which rises in height to two metres at the rear of the property, encloses the

side/rear elevation of this property, where it adjoins the car park of the Co-op foodstore.

- 10.7 As previously stated the principle of an EV charging point has already been established in this location, by virtue of Appl Nos: 2019/1226/FUL and 2020/1217/CON. The nature of the equipment that has been installed is not considered to be materially different from that previously consented, with the cabins being of the same dimensions. The dimensions of the previously approved structures were;

Charging Station – 2.25M High, 0.73M Wide and 0.44M deep,
Cabin - 2.3M High, 1.6M Wide and 0.85M deep, whereas the structures in situ measure as follows;

Charging Station – 2.0M High, 0.73M Wide and 0.55M deep,
Cabin - 2.3M High, 1.6M Wide and 0.85M deep,

- 10.8 As previously stated there are 3 windows in the ground floor side elevation of 11 Hoole Lane, which adjoins the application site. All of these windows appear to serve habitable rooms; however, the EV charging equipment is set forward of all these windows. Whilst the equipment may be visible from these windows at certain points, they do not face on directly, and it is not considered that the structures are overbearing. I am satisfied, that these structures, will have no significant detrimental impact on the living conditions of the residents of 11 Hoole Lane and would comply with Policy GN3 of the WLLP.

Highway safety

- 10.9 The siting and location of the two charging points results in the loss of two parking bays that were previously available for all type of vehicles to use. The Enforcement Team are currently investigating a complaint from Cllr Howard that the amount of parking spaces available on site is less than shown on the approved plans. A number of site visits have been carried out and, on each occasion, there were spaces available in the car park. On balance I am satisfied this would not result in any significant impact to the existing car parking provision on site.
- 10.10 LCC Highways have been consulted and raised no objections to the proposal which they consider would not result in any adverse impact on highway safety and amenity.
- 10.11 On the basis of the above, I am satisfied the proposal is in accordance with Policy IF2 of the Local Plan

11.0 CONCLUSION

- 11.1 The principle of siting EV charging points in this location is considered to be acceptable and has already been established previously. They are considered to be an enhancement of the existing car parking facilities offered in this location and in my view would further support the vitality and viability of the village centre. The design and layout of the development would not result in an adverse impact on the character and appearance of the local area or highway safety. I therefore consider that the proposal satisfactorily meets the requirements of Policies GN1, GN3, IF1, EC1 and SP1 of the West Lancashire Local Plan 2012-2027 DPD.

12.0 RECOMMENDATION

12.1 That planning permission be granted subject to the following conditions:

1. The development hereby approved is permitted in accordance with details shown on the following plans and documents received by the Local Planning Authority on 31st October and 23rd November 2022:

Location Plan ref: 10420-0046_03 Rev A

Block Plan ref: 10420-0046_04

Planning Site Layout ref: 10420-0046_01-PL

BYD 120kW Charger ref: 001_19

PS 300 ref: 001_12

Flood Risk Assessment Rev A

120KW DC Charger Technical Specification V1

Reason: For the avoidance of doubt and to ensure compliance with the provisions of Policy GN3 in the adopted West Lancashire Local Plan 2012-2027 Development Plan Document.

13.0 SUSTAINABILITY IMPLICATIONS

13.1 There are no significant sustainability impacts associated with this report and, in particular, no significant impact on crime and disorder.

14.0 FINANCIAL AND RESOURCE IMPLICATIONS

14.1 There are no significant financial or resource implications arising from this report.

15.0 RISK ASSESSMENT

15.1 The actions referred to in this report are covered by the scheme of delegation to officers and any necessary changes have been made in the relevant risk registers.

16.0 HEALTH AND WELLBEING IMPLICATIONS

16.1 There are no health and wellbeing implications arising from this report.

Background Documents

In accordance with Section 100D of the Local Government Act 1972 the background papers used in the compilation of reports relating to planning applications are listed within the text of each report and are available for inspection in the Planning Division, except for such documents as contain exempt or confidential information defined in Schedule 12A of the Act.

Equality Impact Assessment

The decision does not have any direct impact on members of the public, employees, elected members and / or stakeholders. Therefore, no Equality Impact Assessment is required.

Human Rights

The relevant provisions of the Human Rights Act 1998 and the European Convention on Human Rights have been taken into account in the preparation of this report, particularly

the implications arising from Article 8 (the right to respect for private and family life, home and correspondence) and Article 1 of Protocol 1 (the right of peaceful enjoyment of possessions and protection of property).

Appendices

None.