



PLANNING STATEMENT

MER CHARGING UK LTD

INSTALLATION OF 1NO. FEEDER PILLAR AND 1NO. POWER STACK
TO SUPPORT AN ULTRA-RAPID ELECTRIC VEHICLE CHARGER AT
THE EXISTING CAR PARK OF TESCO EXPRESS, 165-167 LONDON
ROAD, HINCKLEY, LE10 1HH



PLANNING STATEMENT

On behalf of: MER Charging UK Ltd

**In respect of: Tesco Express, 165-167 London Road, Hinckley,
LE10 1HH**

Date: June 2025

Reference: 6390CA

Author: CR

**DPP Planning
DESG
11-13 Penhill Road
Cardiff
CF11 9PQ**

**Tel: 029 2280 4890
E-mail info@dppukltd.com**

www.dppukltd.com

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1.0 Introduction

- 1.1 This Planning Statement ('this Statement') has been prepared on behalf of MER Charging UK Ltd ('the Applicant') to accompany an application for the installation of 1no. feeder pillar and 1no. power stack to support an ultra-rapid Electric Vehicle (EV) charger ('the Proposed Development') at the existing car park of Tesco Express, 165-167 London Road, Hinckley, LE10 1HH ('the Site').
- 1.2 The Site is identified in red on the location plan accompanying this submission (drawing ref. HNCK_XXXX-CHQ-Z07-00-PL-A-0001.2).
- 1.3 This Statement includes the following sections:
- Section 2: explains the background and wider policy support relating to the creation of additional charging infrastructure;
 - Section 3: describes the Site and planning history;
 - Section 4: explains the permitted development rights which exist for EV charging;
 - Section 5: describes the application proposal;
 - Section 6: is a summary of the general need for additional charging infrastructure;
 - Section 7: provides a planning policy summary;
 - Section 8: provides an assessment of the planning consideration; and
 - Section 9: summarises the proposals and concludes the planning balance.
- 1.1 This report should be read in conjunction with the accompanying suite of technical reports and plans which form this planning application submission:
- Application Form and Ownership Certificates
 - Location Plan (HNCK_XXXX-CHQ-Z07-00-PL-A-0001.2)
 - Existing Site Plan (HNCK_XXXX-CHQ-Z07-00-PL-A-0002)
 - Proposed Site Plan (HNCK_XXXX-CHQ-Z07-00-PL-A-0003)
 - Elevations Plan (HNCK_XXXX-CHQ-Z07-ZZ-PL-A-0004)
- 1.2 This report concludes that the installation of EV charging equipment has considerable support across national and local policy and will help achieve several goals including achieving net zero, lowering air pollution and adapting to the effects of climate change. The majority of the 'kit' required to enable the site to offer EV charging benefits from Permitted Development, this application being limited to just the elements that do not qualify under these rights by virtue of the specifics of the site. As such, the scope of the application proposals is very limited and coupled with the absence of any material harm, the planning balance is, in our judgement, very firmly in favour of the application proposal.

2.0 Background Support

- 2.1 The following section sets out some general background and relevant policy relating to the need for the development of electrical charging sites, both nationally, but also the surrounding area.

Government Policy

- 2.2 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.
- 2.3 Originally, in 2015 the Government set a target to “ensure almost every car and van is a zero-emission vehicle by 2050”¹. 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.”²
- 2.4 To complement their strategy on emissions from vehicles, in November 2017, the Government set out its Industrial Strategy,³ designed to help build a productive, growing and green economy across the UK.
- 2.5 The Government also published the UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations in July 2017⁴ and the Clean Growth Strategy in October 2017⁵, which sets out how the UK will cut exposure to air pollutants, reduce greenhouse gas emissions and improve our energy security.
- 2.6 The Road to Zero Strategy, published in July 2018⁶, built on these strategies, setting out new measures to clean up road transport and to put the UK at the forefront of the design and manufacturing of zero emission vehicles. 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 Prime Minister reaffirmed that all new cars and vans should be “effectively zero emission” by 2040.
- 2.7 The Business, Energy and Industrial Strategy Committee’s report, Electric Vehicles: Driving the Transition, which was published in October 2018⁷ 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 greenhouse gas emissions, reduce air pollution and as a new economic opportunity. The Government also agreed with the Committee that the transition to electric vehicles will need to be led by industry and consumers, and that a shift away from internal combustion engines to zero emission vehicles is essential if the Government is to

¹ GOV.UK, UK government pledges bold ambition for electric cars (3 December 2015)

² GOV.UK, Air quality plan for nitrogen dioxide No 2 in UK 2017 (26 July 2017)

³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/664563/industrial-strategy-white-paper-web-ready-version.pdf

⁴ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/633270/air-quality-plan-detail.pdf

⁵ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/700496/clean-growth-strategy-correction-april-2018.pdf

⁶ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf

⁷ <https://publications.parliament.uk/pa/cm201719/cmselect/cmbeis/383/383.pdf>

achieve UK carbon targets at the least possible cost. In this document the Government reaffirmed its long-standing commitment for almost every car and van in the UK to be zero emission. To achieve this, the Government again confirmed that they will end the sale of new conventional petrol and diesel cars and vans by 2040, and part of the Government's 2040 mission is for all new cars and vans to be effectively zero emission by this date.

- 2.8 Additionally, this included the end of the sale of hybrids and reflected the Interim Committee on Climate Change's advice on what is necessary for the UK to end its contribution to climate change by 2050.
- 2.9 Having undertaken this consultation, on the 18th November 2020 the Government released a 10-point plan for a Green Industrial Revolution⁸. The plans set out 10 main aims to eradicate the country's contribution to climate change by 2050. In terms of the production of electric vehicles, the Government confirmed that they are *"backing our world-leading car manufacturing bases including in the West Midlands, North East and North Wales to accelerate the transition to electric vehicles and transforming our national infrastructure to better support electric vehicles."* The headline 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 as long as they can drive a significant distance with no carbon coming out of the tailpipe.
- 2.10 The measures also included significant financial investment, including:
- £1.3 billion to accelerate the rollout of charge points 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.
 - Nearly £500 million to be spent in the next four years for the development and mass-scale production of electric vehicle batteries, as part of our commitment to provide up to £1 billion, boosting international investment into our strong manufacturing bases including in the Midlands and North East.
- 2.11 While the end to the sale of new petrol and diesel cars and vans has been revised to 2035, the Government has reemphasised the commitment to decarbonise road transport in the future. In September 2023, the Prime Minister cited a lack of EV charging infrastructure as one of the key reasons for delaying the ban, and therefore expanding the network of chargers is integral to meeting this revised target and reach the Government's wider net-zero goals.

⁸ <https://www.gov.uk/government/news/pm-outlines-his-ten-point-plan-for-a-green-industrial-revolution-for-250000-jobs>

The Law

- 2.12 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 third⁹ 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.

Regional Strategy

Net Zero Leicestershire strategy 2023-2045

- 2.13 Published in 2022, this document provides the strategy and vision to achieve the net zero target in Leicestershire by 2045 and is therefore relevant to developments within Hinckley.
- 2.14 Various recommendations are set out in the report in order for Leicestershire to achieve net zero carbon emissions by 2045. This includes ambitions to rapidly expand the capacity to use electric vehicles (EVs) across Leicestershire, making it easier to run for both personal and professional use.
- 2.15 This report also aims to focus this expansion, not just within towns and other built-up areas but also prioritising rural locations. Furthermore, support is given to Councils in order for them to upgrade their own fleet to latest low-emission technology. Subsequently, there should be strong support for development proposals such as this which will support Leicestershire County Council in achieving their goals.

Leicestershire Local Transport Plan

- 2.16 The Local Transport Plan, adopted in November 2024, sets out the aspirations for improving travel in the county of Leicestershire. Within this, ambitions to deliver sustainable, long-term transport solutions across the county to support local communities and the economy.
- 2.17 Within this transport plan, encouragement is given to providing a widespread introduction of electric vehicles to reduce carbon emissions and pollution. This plan also identifies how existing electric vehicle infrastructure is limited and will need to be increased if there is to be a significant increase in their uptake.

Leicestershire Electric Vehicle Charging Strategy

- 2.18 Leicestershire County Council have adopted a strategy to expand EV charging infrastructure, with the uptake of electric vehicles expected to rapidly increase over the next decade.

⁹https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/695930/2017_Provisional_Emissions_statistics_2.pdf

- 2.19 To support the shift to EVs, this strategy aims to ensure residents, businesses and visitors to Leicestershire can access a reliable, convenient, accessible and fairly priced network of charging points.
- 2.20 A key strategy objective is to deliver an integrated EV network across the county which offers increased sustainable travel choices and future mobility solutions.

Local Strategy

Hinckley & Bosworth Borough Council Climate Change and Biodiversity Strategy

- 2.21 The strategy sets out actions and opportunities that The Borough Council will undertake to address the climate change emergency declared in July 2019. They aim to ensure that the borough is carbon neutral by 2030 and net zero by 2050 through various strategies.
- 2.22 Included in the climate strategy is a clear aim towards increasing the provision of electric vehicle charging infrastructure in Hinckley, which would support the proposed development.

Summary

- 2.23 In summary, there is support for tackling climate change and reducing carbon emissions, particularly through the transport sector, set out by both Hinckley & Bosworth Borough Council and Leicestershire County Council. As such, the principle of the application proposals should not be in question.

3.0 The Site

- 3.1 The below section describes the application site and outlines the planning history.

Site Context

- 3.2 The site forms part of an existing Tesco Express car park located approximately 1km southeast of Hinckley Town Centre. Surrounding the vicinity of the site to the north, south and west is primarily residential dwellings. A railway track runs adjacent to the site to its east and southeast, with an industrial estate and petrol station beyond it.
- 3.3 The Tesco Express site comprises two rows of parking bays, with the Tesco Express store to the east. The equipment to which this application relates will be located to the north western corner of the car park.
- 3.4 The site benefits from good highways connectivity. Access to the site is achieved via the B4669 which provides direct access to the M69 which is located approximately 2km to the east and southeast of the site. This road provides direct links to both Leicester and Coventry.
- 3.5 The entirety of the site lies within Flood Zone 1 and thus has a low risk of flooding.

Planning History

- 3.6 There have been a number of applications on the site, primarily for alterations to the store and the erection of advertisements.
- 3.7 In terms of the nature of the development proposal, there have been no other EV applications on the site, nor any other applications of particular relevance.

4.0 Permitted Development Rights

- 4.1 This section outlines the Permitted Development Rights (PDRs) which exist for EV charging infrastructure and demonstrate how this application aligns with some elements of those rights.

Introduction

- 4.2 The UK's commitment to reducing carbon emissions and promoting sustainable transport has led to significant developments in electric vehicle (EV) infrastructure. To facilitate the widespread adoption of EVs, Permitted Development Rights (PDRs) exist that allow certain EV charging installations without the need for a full planning application. These PDRs come under Schedule 2, Part 2, Classes D and E of the Town and Country Planning (General Permitted Development) (England) Order 2015.
- 4.3 In May 2025, significant amendments were made to the General Permitted Development Order (GPDO) to facilitate the widespread adoption of electric vehicles (EVs). These changes form part of the government's commitment to ban the sale of new petrol and diesel cars by 2035 and achieving net-zero emissions by 2050 – both of which stress the urgent need for more sustainable transport solutions, including EV charging. The changes therefore reflect a national imperative to support EV uptake by removing unnecessary planning barriers.
- 4.4 As this application relates to an electrical upstand, rather than an outlet mounted on a wall, we focus specifically on the recent amendments made to Class E of the GPDO.

Scope of Class E Permitted Development Rights

- 4.5 Class E permits the installation, alteration or replacement, within an area lawfully used for off-street parking, of an upstand with an electrical outlet mounted on it for recharging electric vehicles. Critically, the recent amendments now explicitly allow for the installation of associated charging infrastructure that is necessary to support ultra-rapid charging, acknowledging that next-generation EV charging (150kW and above) requires additional and more complex equipment than slow or fast chargers.
- 4.6 The updated Class E now permits:
- The installation of equipment necessary for the operation of an upstand; and
 - A unit of equipment housing for the storage of equipment necessary for the operation of an upstand.
- 4.7 There are, however, certain conditions attached to Class E that must be considered. Key conditions include:
- Chargers within the curtilage of a dwellinghouse or a block of flats must not exceed 1.6m in height, and in any other case, 2.7m (an amendment from the previous 2.3m height restriction – allowing taller chargers within commercial settings)

- Development is not permitted if it would result in more than 1 upstand being provided for each parking space
- The equipment housing is not permitted if it would result in there being more than 1 unit of equipment housing within a non-domestic area lawfully used for off-street parking
- Development is not permitted if the unit of equipment housing would –
 - have a volume exceeding 29 cubic metres
 - exceed 3 metres in height from the level of the surface used for the parking of vehicles
 - be within 5 metres of a highway
 - be within 10 metres of the curtilage of a dwellinghouse or block of flats
- Neither the charger or equipment can be within the curtilage of a listed building or within a site designated as a scheduled monument.

Assessment of Application Site

- 4.8 PDRs exist for the installation of electric vehicle charging points (under 2.7m), so this element does not form part of this application. This application is submitted as the additional infrastructure required to serve the high-speed charging is beyond the scope of what is covered by permitted development. This is because the feeder pillar is located within 5m of a highway and 10m of a residential curtilage.
- 4.9 Given that PDRs relate to the majority of what is being proposed to be installed at the site, the question of acceptability of the proposals is limited to those elements which are not covered by permitted development. Critically, the requirement to apply for permission is not an indicator that such installations are not acceptable, it is simply that the site specifics of the elements beyond those automatically permitted, require an element of consideration.

Conclusion

- 4.10 The broadened scope of the GPDO plays a critical role in demonstrating the government's commitment to decarbonising transport infrastructure and tackling the climate emergency, therefore, significant weight should be placed on the principle of development and the need for EV charging infrastructure.
- 4.11 The proposal clearly aligns with the intent of the amended GPDO. However, due solely to the specific conditions, particularly in relation to equipment siting, a full planning application is required in this case to ensure compliance. This application therefore seeks to regularise a development that is wholly consistent with national policy objectives and the underlying purpose of the 2025 GPDO reforms.

5.0 The Application Proposal

5.1 This Section sets out details of the Proposed Development.

MER Credentials

5.2 MER Charging UK Ltd. is a European EV charging company owned by Statkraft, Europe's largest renewable energy producer. MER Charging UK Ltd. is active in the UK, Norway, Germany, Austria and Sweden, and has over 25,000 EV charge points across Europe. In the UK, MER Charging UK Ltd. offers public EV charging infrastructure for commercial landowners and local authorities, along with workplace and fleet charging for businesses.

5.3 Backed with extensive experience within renewable energy and electric mobility, MER Charging UK Ltd. is developing a reliable, easy to use public EV charging network. Incorporated into Mer's strategy is sustainability and business ethos to provide 100% renewable energy solely from hydro, solar and wind.

5.4 Sustainable initiatives at Mer include calculating carbon footprint with the commitment of being a carbon-neutral company; promoting the circular economy through recyclable charge tags and planting a tree for every charger they install.

The Proposed Development

5.5 This application's proposal seeks planning permission for the following:

"Installation of 1no. feeder pillar and 1no. power stack to support an ultra-rapid Electric Vehicle charger at an existing car park"

5.6 This proposal will provide an ultra-rapid EV charging facility for both customers at Tesco Express, London Rd, Hinckley as well as to the general public, thereby improving the wider public's access to such service.

5.7 The site itself is located to the north western corner of the car park, and covers an area of approximately 70sqm. The feeder pillar will be 2m high and the power stack will be 2.195m high. Both will be located immediately to the north of the EV charger and bays, which are to be installed under permitted development.

5.8 To protect the equipment, concrete slabs and 3 low level 1m bollards are proposed.

5.9 The access to the site will remain as existing via London Road.

6.0 General Need for Charging Infrastructure

- 6.1 As outlined in Section 2.0 of this Statement, the UK has committed to an ambitious journey to clean transportation. The market has started to provide a range of electric passenger cars and some black cab taxis and to a lesser extent commercial vans and buses. However, a widely recognised hurdle for fleet operators to move to 100% electric vehicles is the fact that there is an insufficient fast and rapid charging infrastructure network available.
- 6.2 There is wide consensus amongst vehicle fleet operators that large-scale transition to electric vehicles requires a network of electric vehicle charging facilities that can simultaneously charge multiple vehicles through high-powered ultra-rapid chargers.
- 6.3 However, ultra-rapid chargers require significant investment, including power grid upgrades and rely on operating models with high utilisation. Ultra-rapid electric vehicle chargers can cost between £50-100k per charging unit, depending on model and manufacturer. For a medium-sized electric vehicle hub this runs quickly in to the several hundred thousand pounds. Further, there is a need for power equipment, civil works and auxiliary equipment and often the need to upgrade the wider power network. Hence, allowing businesses to provide such infrastructure should be a welcomed prospect for any local authority.
- 6.4 Furthermore, there is a shortage of ultra-rapid charging facilities, and these are not always located where they are needed.
- 6.5 All Plug-in Vehicles (PIVs) require some form of Electric Vehicle Supply Equipment (EVSE) to recharge their batteries, situated at suitable locations, over a suitable duration and at appropriate times of day or night to meet users' requirements. In a departure from the driver's expectation, built up from years of filling with diesel/petrol, the vehicle dictates how power is drawn from the grid and therefore controls the speed of recharge, not the EVSE equipment.
- 6.6 Consumer preferences and habits also have a role to play in recharging behaviour, and many consumers still consider current recharging durations as a limitation of PIV. However, different recharging equipment types are now available to suit different use cases. Consumer preferences have not yet been fully established, which is a challenge when planning a service such as a charging network.
- 6.7 A study prepared by the Energy Saving Trust, Mapping Rapid Charge Point Locations for Private Hire Vehicles in London (January 2017)¹⁰ confirmed that drivers' working patterns, hours worked, and locations covered vary significantly across the operators. Although, we acknowledge that London's current EV position may be considerably advanced from the rest of the country, it could be an invaluable insight into patterns of development in years to come.

¹⁰ <http://content.tfl.gov.uk/chargepoint-infrastructure-for-the-london-private-hire-industry-draft.pdf>

- 6.8 Nationwide the total number of locations which have a public charging point installed is 31,445 and the number of devices at those locations is 55,301. However, the vast majority of these are fast chargers.
- 6.9 A slow charger is 3-5kW, a fast charger 7-22kW, a rapid charger 25-99kW and an ultra-rapid charger is 100kW+. For example, to charge a Tesla Model S on a slow charger would take 21 hours; between 5 and 11 hours on a fast charger; less than 2 hours on a rapid charger; and less than an hour on an ultra-rapid charger. It is ultra-rapid charging facilities that are needed to make PIVs a more accessible mode of transport.
- 6.10 According to ZAP MAP¹¹ of the 108,410 connections, only 7,021 are ultra-rapid charging.

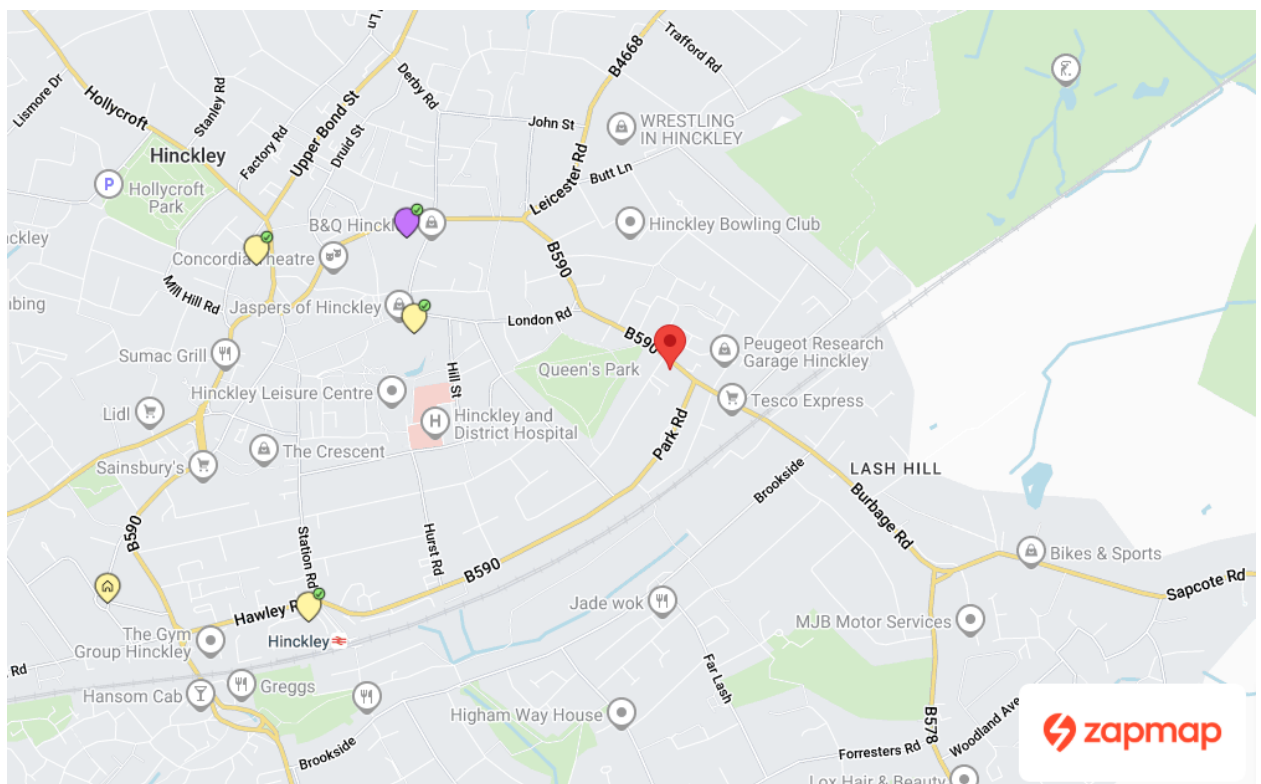


Figure 1: ZAP Map Extract

- 6.11 Whilst the above map shows some fast-charging EV infrastructure (purple icons) within Hinckley, it shows a very limited amount of ultra rapid chargers in operation within a close proximity of the site (pink icons). The provision of ultra-rapid charging points in strategic locations around the main/popular driving routes is paramount to be able to meet the Government, Leicestershire, and Hinckley & Bosworth Borough's targets to tackle climate change.
- 6.12 As such, there is a clear need for the application proposals to be located at the subject site.

¹¹ <https://www.zap-map.com/statistics/>

7.0 Planning Policy Context

7.1 National and local planning policy has been reviewed in the preparation of this application. This planning statement focusses particularly on the main planning policies considered appropriate to the issues raised by the Proposed Development:

- National Planning Policy Framework;
- The Hinckley and Bosworth Local Plan 2006-2026

National Policy (NPPF)

- 7.2 The NPPF carries forward the Government's commitment to support sustainable economic growth and indicates that significant weight should be placed on the need to support economic recovery through the planning system.
- 7.3 The NPPF at paragraph 7 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. Paragraph 11 also confirms all planning decisions should apply a presumption in favour of sustainable development.
- 7.4 Section 9 of the NPPF is entitled Promoting Sustainable Transport and indicates at Paragraph 116 that development should only be 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. Paragraph 117 states that development applications should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 7.5 Section 11 of the NPPF encourages development proposals to make effective use of land as illustrated through Paragraph 124 which outlines how decisions should promote this to meet the needs for homes and other uses.
- 7.6 Section 12 sets out the development proposal should achieve well designed places, with Paragraph 131 suggesting that the creation of high-quality buildings and places is fundamental and good design is a key aspect of sustainable development.
- 7.7 Section 14 of the NPPF also states that the planning system should support the transition to net zero and should support renewable and low carbon energy and associated infrastructure at Paragraph 161. Further to this, Paragraph 168 sets out that authorities should give significant weight to the benefits associated with renewable and low carbon energy generation, and a proposal's contribution to a net zero future. The paragraph further conveys that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions and should be approved. Provided their impacts are or can be made acceptable.

Local Planning Policy

- 7.8 The current Development Plan for Hinckley includes the Core Strategy (adopted December 2009).

Hinckley and Bosworth Borough Council Core Strategy

- 7.9 The site does not fall within any specific designations aside from lying within the settlement boundary for Hinckley.
- 7.10 As such, based on the nature of the proposals, the following policies are considered relevant:
- 7.11 **Policy 1: Development in Hinckley** – The relevant aspect of this policy requires new development to be of the highest environmental standards and in line with Policy 24.
- 7.12 **Policy 20: Green Infrastructure** – Outlines that the implementation of green infrastructure is a key priority of the council and that strategic interventions that, for example, improve air quality, will be supported.
- 7.13 **Policy 24: Sustainable Design and Technology** – The council requires that all developments must meet the code/BREEAM level that is set at the time of determination of detailed planning permission unless other legislation/guidance requires a higher level at the time of construction.

Emerging Local Plan

- 7.14 Due to the age of the Core Strategy, there is limited policy of significant relevance to more recent technology such as EV charging. Therefore, although still in the consultation phase, The Hinckley and Bosworth Local Plan 2020-2041, with more relevant policies, may hold some weight in this proposal due to its modern nature.

Hinckley and Bosworth Local Plan 2020-2041

- 7.15 The following policies within this plan are, therefore, considered relevant:
- 7.16 **SP05 Mitigating and Adapting to Climate Change** – Proposals will be supported where they support the borough becoming carbon neutral by 2050. For example, through minimising carbon emissions by incorporating electric vehicle charging points (Section c).
- 7.17 **SP07 Renewable and Low Carbon Energy** – Outlines that the council will encourage and facilitate carbon reduction measures and support appropriately designed renewable energy and low carbon developments.
- 7.18 **SP08 High Quality Design** – Developments will be supported where they are designed with climate change in mind. For example, by maximising opportunities for renewable and low/net-zero carbon energy technologies including electric vehicle charging points.

- 7.19 **SP29 Transport, Movement and Access** – Highlights that development proposals should ensure the provision of electric vehicle charging points, in accordance with the latest government guidance.

8.0 Planning Considerations

- 8.1 Section 2 of this Statement sets out the supporting background for the Proposed Development in terms of Government and Ministerial Statements on the climate change agenda both nationally and locally and, in particular, the targets for the reduction of carbon emissions through the transition from petrol and diesel modes of transport to electric vehicles. Government and Ministerial Statements and local policy initiatives are material considerations relevant to determination of the Proposed Development, particular as most of these statements post-date the development plan.
- 8.2 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.
- 8.3 Section 7 of this Statement has established the national and local planning policies which are relevant to the consideration of the Proposed Development.
- 8.4 This Section will now consider the Proposed Development in the context of the above and against the following matters:
- The principle of development
 - Other material considerations:
 - Trees, Landscaping and Biodiversity
 - Climate Change
 - Highways
 - Lighting

Principle of Development

- 8.5 The principle of delivering EV charging infrastructure is firmly supported at a national, regional and local level. Nationally, Paragraph 156 of the NPPF outlines the governments support for the transition to a low carbon future, with Paragraph 168 also supporting small-scale projects that make a valuable contribution to cutting greenhouse gas emissions.
- 8.6 Regionally, strategies such as the Leicestershire EV Charging Strategy which seeks to ensure residents, businesses and visitors can access a reliable, convenient, accessible and fairly priced network of charging points, support the principle of development on site.
- 8.7 Locally, whilst the current adopted plan does not include any policies which specifically support the development of EV charging, the plan is considered outdated, and therefore some weight should be placed on the emerging plan. The principle of development is firmly established through this plan, under Policies SP05, SP07, SP08 and SP29. These policies highlight the support of proposals that aid the net carbon zero target and three of these policies specifically mention the Council's support of implementing EV charging infrastructure.

- 8.8 Notwithstanding the above, the recent amendments to the GPDO reflect the government's clear commitment to tackling the climate emergency and accelerating the transition to EVs. It is also important to note that PDR already exist for the installation of the charger itself, and this application seeks permission solely for the associated equipment necessary to supply power to the charger. As such the proposal aligns with national policy objectives and supports the urgent need for a wider and more accessible EV charging network.

Other material considerations

Climate Change

- 8.9 As already noted, Hinckley and Bosworth Borough Council are advanced in their development and consideration of climate change. This is illustrated by the council declaring a climate emergency over five years ago and subsequently producing ambitious targets to achieve carbon neutrality which mirror national government targets.
- 8.10 The Council are also aware of the significant contribution electric vehicle charging infrastructure can make in delivering on these ambitions. Documents such as the Climate Change and Biodiversity Strategy emphasise the need to reduce travel related emissions. Such documents and their associated ambitions illustrate the councils desire to accelerate the uptake of cleaner vehicles and technologies, that are capable of improving air quality and health outcomes and also contribute to sustainable growth as part of the transition to a low emission economy.
- 8.11 The Proposed Development facilitates an ultra-rapid electric vehicle charging hub for vehicles serving the Tesco store customers and the wider general public. As transportation produces around a third of all UK greenhouse gas emissions, the Proposed Development is an essential part of the transition to a low carbon economy and to meet the Government's climate agenda.
- 8.12 Accordingly, it is considered that the Proposed Development is entirely consistent with both Hinckley and Leicestershire's climate change objectives.

Trees, Landscaping and Biodiversity

- 8.13 In line with the ambitions of Local Plan Policy 20, the development proposal will not result in the loss of any trees on site or the unacceptable harm to the health of a preserved tree, trees in a Conservation Area or Registered Park and Garden, preserved woodlands or ancient woodlands.
- 8.14 The proposed development will also not cause any harm to, or result in the loss of, any other form of landscaping or biodiversity.

Highways

- 8.15 The site should be viewed as within a highly accessible location for EV charging facilities, located on the B4669 which links directly to Hinckley Town Centre and the M69. As such, this is a route that carries great significance for travel across the region. The addition of electric vehicle hubs of

the size proposed will also act to reduce the need for drivers to travel significant distances to find ultra-rapid charging facilities.

- 8.16 Accordingly, it is considered that the proposal is entirely in line with national policies in respect of highway safety, namely Policy Paragraph 116.

9.0 Conclusion

- 9.1 This Planning Statement is submitted in support of a planning application for the installation of 1no. feeder pillar and 1no. power stack to support an ultra-rapid EV charging point at an existing car park.
- 9.2 With almost a third of greenhouse gasses in the UK resulting from transportation, the Government recognises that there is a need to transition from fossil fuel modes of transport to clean modes, primarily electric vehicles. In November 2020, to seek to address the issue, the Government brought forward its plans to cease the sale of petrol and diesel cars in the UK to 2030; and while this has since been revised to 2035, reducing CO2 emissions from vehicles is still a key priority.
- 9.3 Both Leicestershire County Council and Hinckley & Bosworth Borough Council have already commissioned various climate strategies with the ambition of tackling climate change, encouraging sustainable travel modes and assisting in achieve net carbon zero targets.
- 9.4 It is widely recognised that the lack of charging infrastructure, particularly ultra-rapid charging stations, is a major barrier to the uptake of electric vehicles. This is reflected in the government's recent changes to the GPDO, allowing greater flexibility for developers to install such necessary EV charging infrastructure.
- 9.5 We have shown that there are no adverse impacts that would significantly and demonstrably outweigh the benefits of the Proposed Development, when assessed against the Framework as a whole.
- 9.6 The Proposed Development is in accordance with the Local Plan Strategy and the NPPF and as there are no material considerations that indicate otherwise, permission should be granted.



DPP Planning

DESIGN

11-13 Penhill Road

Cardiff

CF11 9PQ

Tel: 029 2280 4890

E-mail: info@dppukltd.com

www.dppukltd.com

CARDIFF

LEEDS

LONDON

MANCHESTER

NEWCASTLE UPON TYNE