

DELEGATED FILE NOTE

CASE OFFICER: ...Thomas Howe.....

APPLICATION REFERENCE	BRIEF DESCRIPTION OF DEVELOPMENT	APPLICATION SITE
24/02265/FP	Erection of electric heavy goods vehicle (eHGV) charging hub with associated works.	Baldock Services Great North Road Radwell Baldock Hertfordshire SG7 5TR

Submitted Plan Nos

8914-BOW-A0-00-DR-A-0101 8914-BOW-A0-00-DR-A-0102 8914-BOW-A0-00-DR-A-0104 8914-BOW-A0-00-DR-A-0105 8914-BOW-A0-00-DR-A-0106 8914-BOW-A0-00-DR-A-0107 P1 8914-BOW-A0-00-DR-A-0108

1.0 Policies

CGB1	Rural Areas beyond the Green Belt.
D1	Sustainable design
D3	Protecting living conditions
T2	Parking
NE4	Biodiversity and geological sites
SP1	Sustainable development in North Herts
SP5	Countryside and Green Belt
SECN12	Achieving well-designed places
SECN14	Meeting climate change,coastal,flooding
SECN15	Conserve + enhance natural environment
D4	Air quality
SP6	Sustainable transport

2.0 **Site History**

2.1 24/02129/FP - Installation of electric vehicle charging bays and associated works with two substations. – Pending

2.2 Extensive site history related to the wider services.

3.0 **Representations**

3.1 **Neighbour Consultation** – None received.

3.2 **Hertfordshire Highways** – Does not wish to restrict permission. Recommends informative.

3.3 **Ecology** – Confirms that provided gain plan would achieve 10.65% of gain on site. Advises inclusion of net gain condition.

3.4 **Environmental Health** – No objections.

4.0 **Planning Considerations**

4.1 **Site and Surroundings**

4.1.1 The application site comprises the HGV parking area at Baldock Services and the adjacent green area presently forming part of a traffic island. The wider site is used by vehicles, heavy goods vehicles and for parking.

4.2 **Proposal**

4.2.1 Planning permission is sought for the erection of an electric heavy goods vehicle charging hub with associated infrastructure and works.

4.3 **Key Issues**

4.3.1 The key issues for consideration are as follows:

- The principle of the development.
- The acceptability of the design of the proposed development and its resultant impact on the character and appearance of the area.
- The impact that the proposed development would have on the living conditions of neighbouring properties.
- The impact that the proposed development would have on car parking provision in the area.
- The impact that the proposed development would have on the environment.

Principle of Development:

- 4.3.2 The site is brushed over by Rural Area Beyond the Green Belt as per the Local Plan 2011-2031. I do not consider that Policy CGB1 is of relevance given that the site comprises an intensive built use rather than relates to a rural building. I consider that Policies SP6 and D4 relate to the proposed development. Point b) of SP6 permits proposals that can encourage development in locations which enable sustainable journeys to be made to key services and facilities. I consider that the development would encourage sustainable journeys given that EHGV would not result in local emissions.
- 4.3.3 This leads into Policy D4, wherein policy wording advises that permission will be granted for proposals that would consider local air quality when in use. Given that EHGVs would reduce local emissions, I consider the development would fall within the scope of this policy wording. Furthermore, the supporting text describes how D4 can be applied to support sustainable transport within SP6. In the round, the development is considered to be acceptable in principle given that it would be supported by the above policies.

Design and Appearance:

- 4.3.4 Policy D1 of the Local Plan states that development will be granted provided the design of the development appropriately and positively responds to the site's local context together with other criteria to encourage a positive and sustainable form of development. Policy D2 of the Local Plan requires extensions to houses and the erection or replacement of buildings to incorporate design that is sympathetic to the main building in terms of its scale, form and orientation and does not harm the character and appearance of the locality around the site. These policies are broadly consistent with Section 12 of the National Planning Policy Framework.
- 4.3.5 The application site comprises a large service area, with an indoor restaurant area, a hotel, a large parking area, and an HGV parking area. The proposed HGV EV charging equipment would be situated where the existing HGV parking is located, and would feature 4 No. charging stations, 2 No. columns, and associated protection infrastructure including bollards and raised concrete islands. The stations would appear similar to those found nearby within the site for charging EVs, and I therefore do not consider that their appearance, siting and use would be out of place in this location.
- 4.3.6 The proposed associated infrastructure would be sited on what is presently a green traffic island and would comprise green cabinets, smaller, grey cabinets and poles to provide CCTV coverage. Given the utilitarian nature of these features, together with their character forming part of what is common for EV charging installations, I do not consider that the proposed infrastructure would appear out of place or be visually harmful.
- 4.3.7 The proposed development is therefore considered to be in compliance with Policies D1 and D2 of the Local Plan and the core principles set out within Section 12 of the National Planning Policy Framework. The design and appearance are therefore acceptable.

Impact on Neighbouring Properties:

- 4.3.8 Policy D3 of the Local Plan permits development that does not result in unacceptable harm to the amenity of neighbouring occupiers and where necessary encourages the

use of mitigation measures to reduce these impacts. This is generally reflected by the provisions within the National Planning Policy Framework.

- 4.3.9 The application site is not neighbouring by residential dwellings. A petrol station is closest to the proposed charging stations, with some parking spaces separating the site from the main public building. Environmental Health have made representation and do not object to the proposed development. Therefore, it is considered that prospective noise impacts from the development are not considered to be unacceptable.
- 4.3.10 Given the above, it is considered that the proposed development would result in no unacceptable detrimental impact upon neighbouring occupiers and is therefore compliant with Policy D3 of the local plan and the aims of the National Planning Policy Framework.

Highways and Parking:

- 4.3.11 The proposed development would result in the loss of 3 No. HGV parking bays, and the existing access layout would be retained. Hertfordshire Highways have not objected, and have advised of the addition of informative subject to a recommendation for approval. Local Space Standards do not detail the requirements for HGV parking at such uses. The development is therefore acceptable in highways terms.

Environmental Implications:

- 4.3.12 The proposed development, by virtue of its limited scale in general terms together with the sustainable location would have no significant implications for the local environment in terms of carbon emissions and therefore would be generally in compliance with Section 14 of the NPPF.

Biodiversity Net Gain:

- 4.3.13 Ecology have been consulted on this application. Their representation advises that the development would deliver 10.65% of BNG, therefore exceeding the minimum requirement set for such developments by government regulations. The development is therefore considered to be compliant with these regulations together with Policy NE4 of the Local Plan 2011-2031.

4.4 **Conclusion**

- 4.4.1 The proposed development is considered acceptable and is considered to comply with the necessary provisions of the Local Plan policies and the National Planning Policy Framework. Grant conditional permission.

4.5 **Alternative Options**

- 4.5.1 None applicable.

5.0 **Recommendation**

- 5.1 That planning permission be **GRANTED** subject to the following conditions:

1. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out wholly in accordance with the details specified in the application and supporting approved documents and plans listed above.

Reason: To ensure the development is carried out in accordance with details which form the basis of this grant of permission.

3. Prior to the first commencement of development, a detailed landscape scheme shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be implemented on site. The landscape scheme shall include:

- a) which, if any, of the existing vegetation is to be removed and which is to be retained, including how it will be protected during the construction works;
- b) what new trees, shrubs, hedges are to be planted and areas grassed, together with the species proposed and the size and density of planting, this includes planting within the car park to provide shade, structure and ameliorate the expanse of hard surfacing;
- c) the location and type of any new walls, fences or other means of enclosure, and details of any hard surfacing proposed;
- d) details of any earthworks proposed.
- e) the location of retained ecological features and location and type of any habitat boxes / structures to be installed
- f) the areas to be sown or planted with specific seed mixes or specific species for biodiversity value

Reason: To ensure the submitted details are sufficiently comprehensive to enable proper consideration to be given to the appearance of the completed development.

Biodiversity Net Gain

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition "(the biodiversity gain condition)" that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be North Hertfordshire District Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply

(<https://www.gov.uk/guidance/biodiversity-net-gain-exempt-developments>).

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements are considered to apply.

Proactive Statement:

Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted proactively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Informative/s:

1. AN) Roads to remain private: The applicant is advised that all new roads/ the access routes marked on the submitted plans / the access routes associated with this development will remain unadopted (and shall not be maintained at public expense by the highway authority). At the entrance of the new estate the road name plate should indicate that it is a private road and the developer should put in place permanent arrangements for long-term maintenance.
AN) Gravel / shingle driveways: Where loose gravel or shingle is used, a suitable measure to prevent material spilling onto the road/footpath/verge must be installed. It is an offence under section 148 of the Highways Act 1980 to deposit debris onto the public highway, and section 149 of the same Act gives the Highway Authority powers to remove such material at the expense of the party responsible. Further information is available by telephoning 0300 1234047.
AN) Abnormal loads and importation of construction equipment (i.e. large loads with: a width greater than 2.9m; rigid length of more than 18.65m or weight of 44,000kg - commonly applicable to cranes, piling machines etc.): The applicant is directed to ensure that operators conform to the provisions of The Road Vehicles (Authorisation of Special Types) (General) Order 2003 in ensuring that the Highway Authority is provided with notice of such movements, and that appropriate indemnity is offered to the Highway Authority. Further information is available via the Government website www.gov.uk/government/publications/abnormal-load-movements-application-and-notification-forms or by telephoning 0300 1234047.

Signed  Anne McDonald Determining Officer	Development Management North Hertfordshire District Council Council Offices Gernon Road Letchworth Herts SG6 3JF
Date: 10 December 2024	