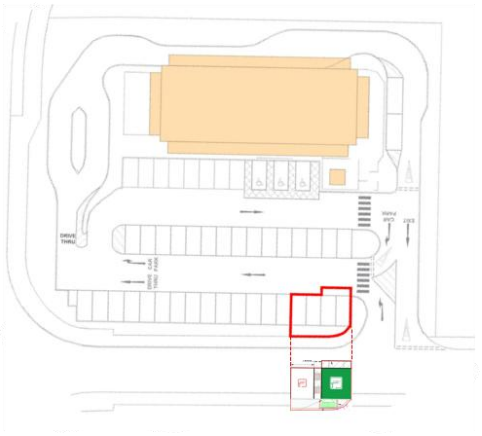
Planning Factsheet – Sustainable Transport and Transport Decarbonisation

336 Wilmslow Rd, Fallowfield, Manchester, M14 6XQ

InstaVolt's developments, understandably, tend to be in existing parking areas.

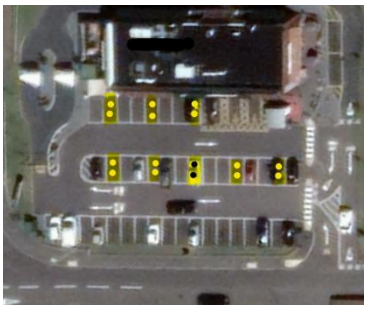
Permitted development rights exist for the installation of the charging upstands (within certain parametres and conditions) within parking areas. Therefore, if decision makers are concerned about any 'loss' of parking, it is essential that the permitted development baseline is considered first (please read or PD factsheet, in particular the information on the planning fallback and how to approach the baseline).



In the example here, two chargers were to be installed in an existing fast-food restaurant. The LPA and CHA raised concerns about 'loss of parking' and non-compliance with parking standards.

The following matters were pertinent:

- The permitted development fallback position and guidance on how to approach to the "real prospect" of a worse fallback position.
- That no parking guidance existed that related to this type of development; standalone EV charging infrastructure. The fact that parking guidance once directed the amount of parking to support the host site, and that this subsequent development may alter that provision, is not a matter that weighs heavily against the scheme, bearing in mind that PD rights allow for the installation of chargers within parking areas with no conditions related to 'loss' of parking.



In this example case, the following permitted development fallback position was a 'real prospect' that was not taken into account by the LPA and CHA; that permitted development rights allows for the installation of 16 chargers and the 'loss' of eight spaces = all 100% supported by Government.

If decision makers take the opinion that the provision of EV charging infrastructure within an existing parking area impacts on parking provision, and apart from fully and transparently considering the PD fallback position, the following factors should be weighed in favour of the scheme as strong material considerations:

- The NPPF glossary is clear that sustainable transport modes include "*Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling,* ***ultra low and zero emission vehicles****, car sharing and public transport*"
- NPPF paragraph 110 is clear that sustainable transport can help to reduce congestion and emissions, and improve air quality and public health.

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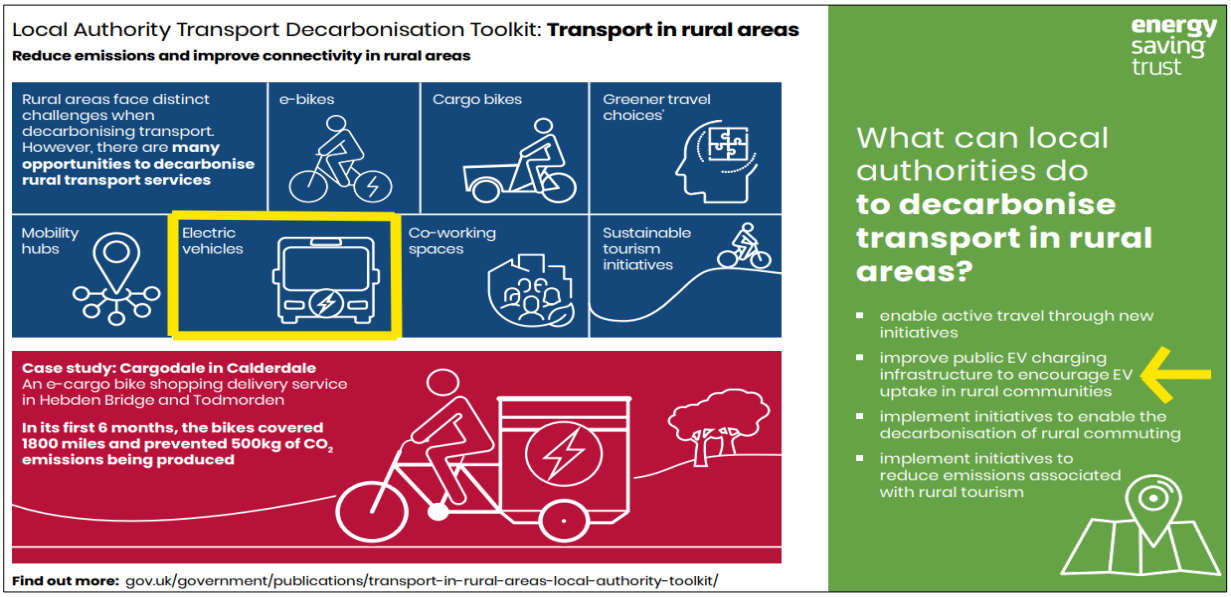
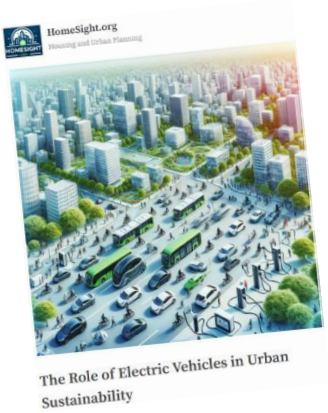
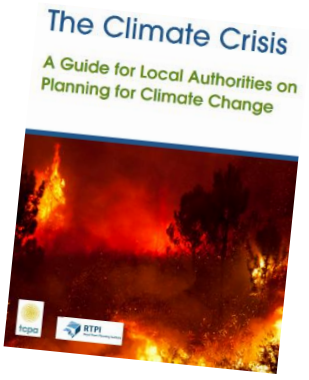
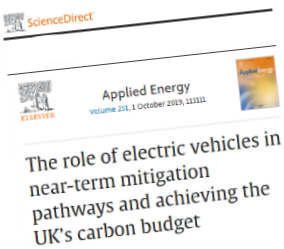
- NPPF paragraph 110 is clear that "*opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making*".
- The Energy Saving Trust's Local Authority Transport Toolkit is clear on EV's role in maximising opportunities to decarbonise transport in **rural areas**:

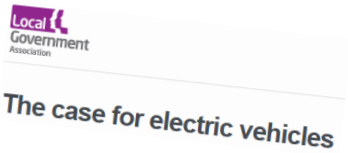


- The role that EV has to play in **urban areas** for decarbonisation, climate change mitigation and adaptation and reducing air pollution is also well published (please click on any link for more information):









INSTAVOLT

Lone Wolf Planning Ltd.

RTPI Chartered Town Planner