Planning Statement

Community Charging Installation

Station Road, Holmfirth

April 2025

REPORT CONTROL

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3			

Contents

Figures

1 INTRODUCTION

1.1 This document has been prepared to support an application for the proposed installation of a Community Charging facility at a vacant parking area adjacent to Station Road, Holmfirth.

1.2 This Statement details the site and its surroundings, the nature of the development proposed and examines planning policy, at both national and local levels relevant to the determination of the application. In particular, regard has been given to Government advice contained within the NPPF.

1.3 It is considered that the application is of significant merit including:

- Providing a low carbon refuelling equipment which will help meet the UK's legally binding target to reduce total CO2 emissions by at least 80% (relative to 1990 levels) by 2050;
- The new facility will assist in reducing the reliance on oil-based fossil fuels for road transport in accordance with Kirklees Council aspirations; and,
- The proposal will contribute to the establishment of a countrywide electric vehicle recharging infrastructure which will assist in increasing the uptake of electric vehicles.

1.4 It will be demonstrated that this proposal is fully in accordance with the local planning policies and that there are no material considerations that would justify the refusal of planning permission.

1.5 The remainder of this Planning Statement is structured as follows:

- Section 2: Background Context – A review of the background context relevant to why the proposals have come forward.
- Section 3: Policy Review – A review of relevant national, regional, and local transport and land use planning policy.
- Section 4: The Site and Existing Conditions – A description of the existing site, planning history and existing conditions.
- Section 5: Proposed Development – A description of the proposed development together with details on how the site will be managed and operated.
- Section 6: Planning Appraisal – A discussion of the proposals in a planning context.
- Section 7: Summary & Conclusions – A review of key issues and conclusions raised in the report.

2 BACKGROUND TO DEVELOPMENT

2.1 This section provides background context for the need and delivery of EV Charger infrastructure.

Climate Change

2.2 It is acknowledged that the impact of climate change is universal, and managing the impact of climate change is an enormous task that we can only accomplish collaboratively.

2.3 It is calculated that approximately one third of carbon emissions originate in the transport and mobility sector and therefore, part of the solution is to speed up the transition to e-mobility by reducing or even eliminating damaging carbon emissions from transport. To enable this transition, customers require adequate charging infrastructure for the need to drive every day and everywhere, not just in the big cities.

2.4 The transition from combustion powered cars to electric vehicles will play a major role in reducing CO2 emissions from the road transport sector and the transition to a low carbon economy.

2.5 The transition to the widespread use of electric vehicles from vehicles with a combustion engine will help remove harmful pollutants from our air and improve the health and wellbeing of people across the UK.

The Future is EV

2.6 This section provides information on access to and from the site by sustainable modes of transport.

2.7 In 2023, approximately 24% of new car sales were EVs, it is forecasted that the remainder of the 2020s will see both a decrease in cost of plug-in vehicles and a corresponding increase in uptake. Some key insights are summarised below:

- By 2030, 20%-50% of all cars on the road will be EV's (FES).
- Audi expects 25% of the vehicles it sells to be battery electric vehicles or plugin hybrid electric vehicles by 2025.
- Bloomberg predicts that the 2020s will be the decade of the electric car. By 2040, 35% of all new vehicles sales will be plug-ins globally.
- The International Clean Council on Transportation review of 16 projections of plug-in vehicle sales in the US, EU, China, Japan, and the world found a wide range of projections.
- Generally, studies which assumed ongoing technological advancement and policy projected plug-in vehicles to account for more than 50% of sales by 2030.
- In the UK, the Tesla Model Y was the 3rd best-selling car in 2022.

Current Charging Infrastructure Limitations

2.8 One of the greatest obstacles facing widespread adoption of EVs and e-Mobility is a lack of reliable, easy to use, ultra-fast charging infrastructure.

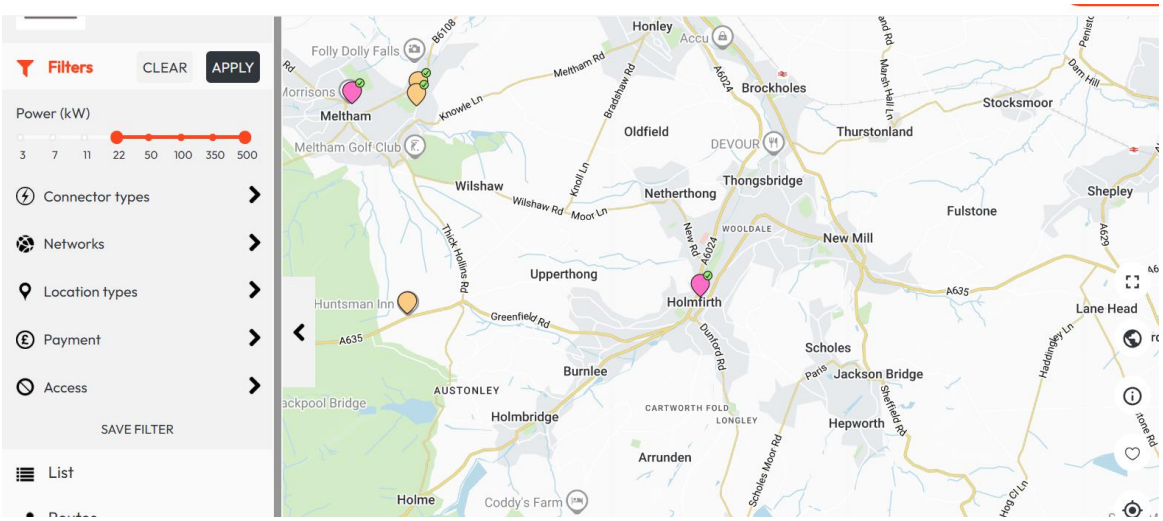
2.9 This issue of the limitations of the current infrastructure gains regular coverage in the press. Government figures show nearly a third of charging points are in London, and Westminster has more than Liverpool, Manchester, Newcastle, Leeds, Sheffield, and Birmingham combined. There is one charger available for every mile on average in the capital compared to one every 16 miles in other locations, according to analysis from the County Councils Network (CCN).

2.10 While electric vehicle (EV) sales now outstrip diesel sales, there is concern by motoring groups such as the RAC that a lack of infrastructure will hamper further progress. This proposal seeks to assist in delivering new charging infrastructure to assist in the transition to electric vehicles.

2.11 Zest's charging network is open to all EV drivers, regardless of the car brand.

Availability in Holmfirth

2.12 As shown at Extract 2.1 below, a review of ZapMap indicates that there is currently one location in Holmfirth that can charge an EV with 22kwh or more power (fast charging), indicating a current under provision within the area for EV users. .



Extract 2.1: ZapMap output in Holmfirth area

Community Charging

2.13 In response to the current obstacles to take up of EVs, it is part of Zest's strategy to roll out a network of EV charging stations with locations that are particularly suited to community charging approach. Chargers with optimal locations for use of the local community.

3 POLICY REVIEW

Introduction

3.1 This section of the report considers the current and emerging planning policy guidance at national, regional and local level.

National Policy

National Planning Policy Framework (NPPF)

3.2 The revised NPPF was initially published in July 2018 (and most recently updated in December 2024) and sets out the Government's planning policies for England and how these are expected to be applied. It replaces the previous document published in March 2012.

3.3 The NPPF reiterates that "the purpose of the planning system is to contribute to the achievement of sustainable development" and "at the heart of the Framework is a **presumption in favour of sustainable development**".

3.4 Section 9 deals with promoting sustainable transport. Paragraph 109 sets out the reasons transport issues should be considered from the earliest stages of plan-making and development proposals, i.e. so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

3.5 Paragraph 110 states that the planning system should actively manage patterns of growth in support of the above objectives.

3.6 Paragraph 115 states that in assessing specific applications for development, the following should be ensured:

"promote sustainable transport modes are prioritised taking into account the vision for the site";

3.7 Paragraph 116 goes on to state:

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, following mitigation, would be severe."

Paragraph 161 states that:

"The planning system should support the transition to net zero 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change. It 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"

General Permitted Development Order 2015

3.8 Class E, Part 2 of Schedule 2 to the GPDO 2015 permits development without planning permission for the installation, alteration or replacement of an EV charging unit on an upstand, so long as the area is lawfully used for off-street parking.

3.9 This deemed permission is subject to the following limitations and conditions on the upstand and the outlet (so that if any of these apply it will not be 'permitted development'):

- Exceeds 2.3 metres in height from the level of the surface used for the parking of vehicles (the height limit is lower, at 1.6 metres, where it is within the curtilage of a dwellinghouse or a block of flats)
- Is within 2 metres of a highway, or
- Is within a site designated as a scheduled monument, or
- Is within the curtilage of a listed building, or
- Results in more than one upstand for each parking space

Regional Matters

3.10 The West Yorkshire Combined Authority is a collaboration between the West Yorkshire authorities with the joint vision for economic growth in the City Region. It comprises a governing board of nine political leaders, plus the chair of the Leeds City Region Enterprise Partnership (LEP) and includes Bradford Council, Calderdale Council, Kirklees Council, Leeds City Council, Wakefield Council and York City Council.

3.11 Kirklees Council is committed to partnership working with WYCA to help support growth in Kirklees. The Local Plan is aligned with WYCA.

Local Policy

Kirklees Local Plan

3.12 The Kirklees Local Plan is the statutory development plan for Kirklees and its purpose is to set out the policies necessary to achieve the strategy and how much new development there should be in the district and where it will go.

3.13 The Local Plan covers the administrative area of Kirklees Council except for that part within the Peak District National Park. The Plan covers the period 2013 – 2031. Relevant policies are copied below.

Policy LP1 Presumption in favour of sustainable development

"When considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The council will always work pro-actively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area. Policy SC1: Overall Strategy for Managing Change in a Sustainable Way."

Policy LP2 Place Shaping

All development proposals should seek to build on the strengths, opportunities and help address challenges identified in the Local Plan, in order to protect and enhance the qualities which contribute to the character of these places.

Policy LP4 Providing infrastructure

The council will work with partners to bring forward the necessary and proportionate essential and desirable infrastructure that is required in order to deliver the spatial strategy as set out in the Local Plan.

Policy LP7 Efficient and effective use of land and buildings

To ensure the best use of land and buildings, proposals:

a. should encourage the efficient use of previously developed land in sustainable locations provided that it is not of high environmental value;

b. should encourage the reuse or adaptation of vacant or underused properties;

c. should give priority to despoiled, degraded, derelict and contaminated land provided that it is not of high environmental value;

d. will allow for access to adjoining undeveloped land so it may subsequently be developed.

Policy LP26 Renewable and low carbon energy

Renewable and low carbon energy proposals (excluding wind) will be supported and planning permission granted where the following criteria are met:

a. the proposal would not have an unacceptable impact on landscape character and visual appearance of the local area, including the urban environment;

b. the proposal would not have either individually or cumulatively an unacceptable impact on protected species, designated sites of importance for biodiversity or heritage assets;

c. the statutory protection of any area would not be compromised by the development;
d. any noise, odour, traffic or other impact of development is mitigated so as not to cause unacceptable detriment to local amenity;

e. any significant adverse effects of the proposal are mitigated by wider environmental, social and economic benefits.

Policy LP48 Community facilities and services

Community facilities should be provided in accessible locations where they can minimise the need to travel or they can be made accessible by walking, cycling and public transport. This will normally be in town, district or local centres. Proposals will be supported for development that protects, retains or enhances provision, quality or accessibility of existing community, education, leisure and cultural facilities that meets the needs of all members of the community.

4 THE SITE AND EXISTING CONDITIONS

Background

4.1 The site lies on the east side of Station Road, centrally within Holmfirth.

4.2 In terms of the existing condition of the site, it is hard surfaced and is bounded by a brick wall on its eastern extent and along the western frontage it has a crossover onto Station Road, to the south there is more off road parking.

4.3 **Figure 1**, attached to this report shows the location of the sites in context with the surroundings.

4.4 **Image 4.1 below,** shows the present condition of the site.

Image 4.1 indicating the existing condition of the site (courtesy of Google Maps).

4.5 As shown on Image 4.1, the site is formed of various forms of hardstanding and informally accommodates parked vehicles.

Planning Background

4.6 The site was subject to approved Kirklees certificate of lawfulness application ref. 2024/CL/93000/W which confirmed the hardstanding area to be lawfully parking.

Conservation

4.7 The site is located within the Holmfirth Conservation Area.

Flood Risk

4.8 The site is located within Flood Zone 1, indicating a low risk generally of flooding as illustrated in the Gov.uk extract below.

Extract 4.1: Flood Map Output

5 THE PROPOSED DEVELOPMENT

5.1 This section of the report provides a description of the proposed development.

5.2 It is proposed to install 1.no 50kwh rapid charger at the site to serve 1.no ev charging bay together with ancillary electrical equipment comprising a small electrical cabinet.

5.3 A proposed layout, showing the arrangement of EV charging bays with ancillary electrical equipment has been uploaded as part of the planning application package, to the portal.

5.4 Zest proposes to equip the site with up-to-date charging technology to enhance user experience and promote the efficient and sustainable use of electric vehicles.

Pedestrian Access

5.5 Pedestrian access will take place from the existing footway network.

Vehicular Access

5.6 Vehicular access will continue to occur from Station Road using the existing dropped kerb and crossover arrangement.

5.7 The dimensions of the vehicle parking bays have been designed in accordance with recommended guidelines.

5.8 Zest have undertaken a swept path analysis exercise which demonstrates that the bays to be equipped with EV charging equipment are accessible. The output of the swept path analysis exercise is provided as part of the planning package uploaded to the planning portal.

5.9 Zest additionally performed a swept path analysis exercise to demonstrate the EV bays are reasonably accessible and the results of this assessment have been uploaded to the portal.

Operation and Maintenance

5.10 In order to maintain their infrastructure, Zest use a Chargepoint Management System (CMS). This enables the fast monitoring and effective management of our charging network 24/7, including providing information on the availability and downtime of charging units. It monitors key data in real time, including:

- Charger ID & locations
- Vehicle/Card ID – allowing us to identify unauthorised users.
- Total revenue (gross or net)
- Number, location and time of charging events (including start & end)
- Total electricity by user
- Fault and repair response reports (active chargers and chargers that are in fault)
- Average session duration – allowing us to identify overcharging.

- Average session energy consumption
- Average energy consumption per user

5.11 Our bespoke CMS is a digital innovation that enables the fast monitoring and effective management of our charger network 24/7. Having maintained 99.99% network availability in 2023, the CMS is a reliable tool ensuring we will always have full visibility the operation of the network.

5.12 To maintain our 99%+ network uptime, we implement Planned Preventative Maintenance to ensure any potential issues are proactively identified and resolved. As part this process, we provide bi-annual PPM services to ensure the chargers remain in good working condition. Copies of the PPM plan, established at the outset of the contract, will be uploaded onto our ERP System SimPRO ensuring reminders are automatically generated for each site.

5.13 As part of the bi-annual service, the engineer will complete:

- A comprehensive external physical inspection including the charger cover, LEDs, sockets, signage, labels and bay marking, and any damage to the structural integrity of the charger.
- An internal inspection that checks for any signs of discoloration, arching, water or dust ingress, RCD test, condition of wiring looms.
- Modem testing and overall unit testing including a load test of the socket, RFID activation, remote start, and an RCD remote auto close operation.
- Charger cleaning.
- Signage repairs, ensuring all information e.g., the contact number for customer support is clearly visible.

About Zest

5.14 Zest provides EV charge point infrastructure for public and commercial landowners. We take away all the cost and hassle of installing charge points and create assured revenue opportunities. We are backed by the government's Charging Infrastructure Investment Fund (CIIF) for long-term stability.

5.15 Our mission is to make the shift to EV a realistic option for everyone, by rapidly growing a network that makes charging easy, convenient, and available for all.

People First

5.16 EV charging infrastructure is not there to serve electric vehicles, it's there for the people who drive them. Zest is committed to developing the infrastructure that the public and communities need today, and for the new ways they want to live their lives in the future.

Social Equity

5.17 Most EV drivers today can charge at home, but nearly 40% of UK drivers don't have a driveway. Zest believes that to reach mainstream adoption and to meet climate goals, EV access must be an option for everyone in society. We are working towards this goal.

Doing it Right'

5.18 Zest believe that it wouldn't be beneficial rolling out low carbon infrastructure if we are not pushing ourselves to meet our own climate targets. Carbon literacy training, full carbon offsetting and regular carbon audits ensure that we transparently practice what we preach.

5.19 Zest is passionate about reaching net zero and believe delivering the infrastructure to promote a transition to electric vehicles is essential to achieve this goal.

6 PLANNING APPRAISAL

Use of Land

6.1 The site is currently surface-level parking, confirmed by way of a certificate of lawfulness (existing). It is considered that the current use as informal, surface level parking is not an efficient use of the land, especially considering that this site is within a relatively central location.

6.2 In view of climate goals, the introducing a rapid EV charging facility will not only contribute to improved air quality through the promotion of zero emission vehicles, the site will also be used in a way that is more befitting of the 'town centre' location and will give rise to users of the land who are more interested in using the local businesses and services in close proximity to the site.

Principle of Development

6.3 This proposal supports Holmfirth Council's commitments to sustainable development by encouraging the shift towards electric vehicles. The installation of modern EV charging infrastructure provides an essential public amenity that reduces emissions and improves air quality.

6.4 The selected equipment is designed to integrate harmoniously with the existing setting, ensuring both functionality and visual appeal. This approach aligns with the NPPF, supporting sustainable development goals by fostering a resilient, environmentally conscious community asset.

Residential Amenity

6.5 Protecting residential amenity is a core priority, ensuring that nearby residents experience minimal disturbance in terms of noise, light, and general activity. This EV charging installation enhances local infrastructure, providing a modern, eco-friendly amenity that supports the neighbourhood's sustainable goals.

6.6 The EV chargers use quiet-operation technology to minimise noise. This sensitive approach allows the infrastructure to integrate seamlessly into street activity, enabling residents to benefit from the charging facility without compromising neighbourhood character.

Operational and Maintenance Plans

6.7 Operational and maintenance plans will ensure that the EV charging infrastructure remains safe, functional, and free of disruptions, providing a reliable long-term resource for the community.

6.8 Managed by Zest, the charging infrastructure will undergo regular inspections and servicing, consistent with the NPPF's principles of resilient infrastructure.

6.9 This proactive maintenance approach guarantees continuous, safe access to EV charging for residents and visitors, ensuring that the infrastructure remains a valued and reliable community asset.

Biodiversity

6.10 The proposed development site, consisting almost entirely of hardstanding, falls below the 25m² threshold specified in Schedule 7A of the Town and Country Planning Act 1990, thus qualifying for the de minimis exemption.

Heritage

6.11 Planning policy both at national and local levels seeks to preserve and enhance Conservation Areas. The site is a vacant area of hardstanding, lawfully used for parking and although part of conservation area, in its own right, it does not contribute to the Conservation Area.

6.12 A black-wrapped charger has specifically been selected so as to seamlessly assimilate within the conservation area so that no undue adverse impact is made to the conservation area.

6.13 Notwithstanding that no adverse impact is considered to arise any heritage issues must be balanced against the environmental benefits and the importance in reducing carbon dioxide emissions and the long term goals of sustainability. Accordingly, it is considered that the proposal is acceptable in heritage terms when assessed against Development Plan policies.

Sustainability and Climate Change

6.14 The development actively supports the transition to low-carbon transport through the provision of modern EV charging infrastructure. This aligns with Policy T3 and SC1 which prioritise reducing carbon emissions and promoting energy-efficient, sustainable growth. The proposal's use of recycled materials further demonstrates a commitment to sustainability, supporting long-term environmental resilience.

6.15 By facilitating the adoption of electric vehicles, the development contributes to reducing greenhouse gas emissions and improving air quality, supporting both local and national sustainability goals. The proposal aligns with NPPF objectives related to climate change, reducing pollution, and promoting sustainable infrastructure.

7 SUMMARY & CONCLUSIONS

7.1 This document has been prepared to support a planning application proposal for the installation of a community charging facility with associated infrastructure.

7.2 The facility will provide a community charging hub for EVs, reducing Co2 emissions from road transport and reducing oil dependency as a transport fuel.

7.3 This proposal provides the opportunity to meet targets for greenhouse gas reduction from road transport, improving air quality standards and increasing the use for alternative fuels by road users. It is hoped that with the provision of additional infrastructure on the highway network, the uptake of electric vehicles will continue to increase with the associated environmental benefits.

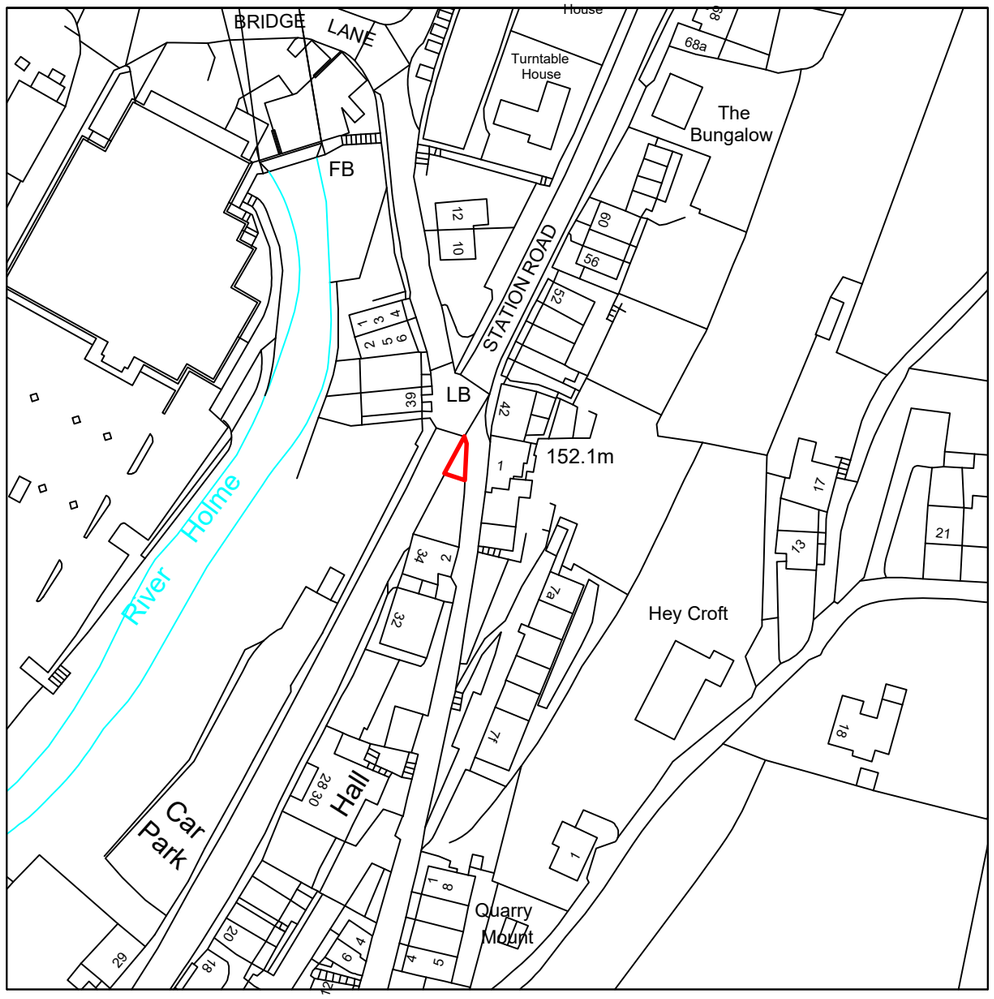
7.4 The proposal has been considered against the relevant planning policy and it is considered to be in accordance with national, regional and local planning policy and objectives. Material considerations, in the form of the National Planning Policy Framework and general climate change policy weigh heavily in favour of the development, supporting the installation of technology for low carbon alternative fuel technologies.

7.5 In conclusion, and on the basis of the above, the proposed development is considered aligned with Holmfirth Council's objectives and therefore should be supported.

FIGURES

KEY

AREA OF INTERVENTION



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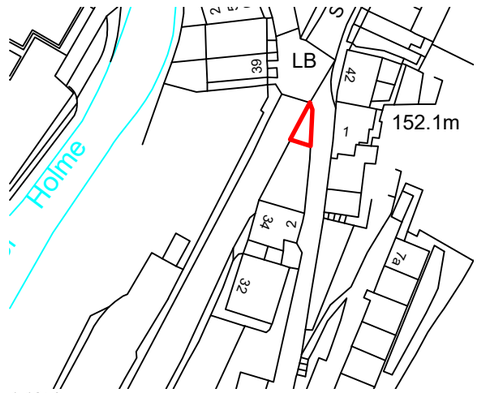
25m 0 25m 50m

SITE LOCATION PLAN - 1:1250



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REV	DATE	BY	DESCRIPTION	CHK	APD
B	02/04/25	AS	Charger changed	JH	IC
A	21/10/24	AS	New Design	JH	IC

ZEST

Zest Eco Ltd, Bond House, The Bourse,
Boar Lane, Leeds, LS1 5EN
web–Zest.uk.com email–operations@zest.uk.com

CLIENT
–

DESIGN
ZEST

SCALE	DATE	DRAWN	CHECKED	APPROVED	SHT
1:1250	OCT'24	AS	JH	IC	A3

DRAWING No.
ZST–0000–01

PROJECT
STATION ROAD, HOLMFIRTH
HD9 1AB

TITLE
SITE LOCATION PLAN

Powering movement, empowering change

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