



PLANNING, DESIGN & ACCESS STATEMENT

NEWPORT RETAIL PARK - NEWPORT
(EVN1730)

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The Electric Vehicle Network

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Introduction

This design and access statement has been prepared to support an application for full permission to provide public EV charging facilities within the existing car park of the Newport Retail Park (Spytty Road, Newport, NP19 4QQ).

The EV Network

Founded in 2017, The EV Network (EVN) is a leading independent EV charging infrastructure development company. EVN's mission is to address the challenges faced by both charge point operators (CPOs) and landlords in rolling out a network of rapid and ultra-fast EV charging stations in the UK.

Since our conception, EVN has carefully selected and secured the very best sites in the UK, seizing first-mover advantage in what has become an increasingly competitive UK market. Through our strong relationships with high quality CPOs and landlords, The EV Network is able to provide our partners with fully funded bespoke technology and service solutions and is set to lead the roll out of the UK fast charging EV charging market.

Meeting an Identified Need

The UK is committed to reaching net zero by 2050. This means that the total greenhouse gas emissions would be equal to the emissions removed from the atmosphere, with the aim of limiting global warming and resultant climate change.

The UK Government has adopted a suite of policies in order to reach net zero, set out in two strategy publications: the 'Net Zero Strategy' (2021) and 'Powering Up Britain: The Net Zero Growth Plan' (2023). The UK has also committed to a 68% reduction in emissions by 2030, as part of its Nationally Determined Contribution towards the Paris Agreement.

In April 2021, Welsh Government published the 'Electric Vehicle Charging Strategy for Wales', which established an ambitious vision for electric vehicle charging infrastructure.

These policies identify that transport has a critical role in meeting the Climate Change Act (2008) obligations. The CO₂ emissions of a car are directly proportional to the quantity of fuel consumed by an engine. While there has been progress in reducing emissions of air quality pollutants from vehicles, there has been less progress in reducing CO₂ from cars despite improvements in engine efficiency.

This is where electric vehicles come in as crucial to help reduce CO₂ emissions. Electric vehicles do not produce any exhaust emissions during their operation and as such the government is pushing for the increased adoption of electric vehicles to help decarbonise our economy. As the number of electric vehicles on the road increases so the need for infrastructure – number of charging points - required to support the vehicles is also increased.

Electric vehicle ownership is on an upward trajectory with many forecasters predicting exponential growth over the next two decades. By 2040, Bloomberg New Energy finance predicts that 55% of all vehicles being sold worldwide will be electric, and 33% of all fleet vehicles will be electrified. To support this expected growth in electric vehicles it is essential that a fully developed electric vehicle charging infrastructure is established in the UK, especially to overcome and remove the sense of ‘range anxiety’. Essentially, this is the fear of having insufficient power to reach your destination or the next charging infrastructure and for users to be able to recharge in a practical time frame.

In November 2020, the government announced, ‘The Ten Point Plan for a Green Industrial Revolution’. The plan is designed to accelerate the UK’s path to net zero carbon emissions. Point 4 on this plan is ‘Accelerating the Shift to Zero Emission Vehicles’ and sets out plans to ban the sale of all new petrol and diesel cars from 2030 to promote the uptake of electric vehicles. Point 4 also highlights the need to accelerate the rollout of electric vehicle charging infrastructure to support the growing number of electric vehicles.

As such, sufficient charge points must be rolled out ahead of demand and to ensure that the UK is a place where charging infrastructure is:

- Accessible and reliable for everyone no matter their location.
- Effortless for on and off-street charging for both private and commercial drivers.
- Fairly priced and inclusively designed all members of the public.
- Seamlessly integrated into the existing streetscape or introduced in key locations to meet drivers’ needs.

This application is a key part of providing the necessary infrastructure to help deliver this plan.

Proposed Development

Planning Policy

National Planning Policies

Future Wales – National Plan 2040

Future Wales - the National Plan 2040 forms part of the Development Plan for all parts of Wales, comprising a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

As part of the Future Wales’s spatial strategy, Policy 11 (National Connectivity) outlines that the Welsh Government will support and invest in improving national connectivity.

Priorities include encouraging longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles.

Policy 12 (Regional Connectivity) also sets out that planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Planning authorities should take a strategic approach to electric vehicle charging in their area and, where appropriate, develop policies in their development plan and specific local requirements. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

Planning Policy Wales (PPW)

Planning Policy Wales (Edition 12, February 2024) has a primary objective to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015 and the Wellbeing of Future Generations (Wales) Act 2015.

Chapter 4 (Active and Social Places) of PPW sets out how future trends and issues of relevance to the Active and Social theme may be beneficial and should be supported by the planning system. The key issues in this theme include ensuring that transportation infrastructure is adaptable to future advances in innovation such as the mainstreaming of electric vehicles or possible advent of autonomous or driverless vehicles in the next 10 to 15 years.

The Electric Vehicle charging strategy and action plan set out the Welsh Government's approach to delivering the electric vehicle charging infrastructure needed by 2050. To encourage the use of Ultra Low Emission Vehicles (ULEVs), the planning system is encouraged to support the provision of ULEV charging points as part of new development.

PPW outlines that the provision of electric vehicle charging points should be planned as part of the overall design of a development and should maximise their social, economic and environmental benefits. Charging points must not cause an obstruction to walking or cycling, should be resistant to vandalism, and located where there is good lighting and natural surveillance. Charging infrastructure must, where possible, ensure that it makes full use of renewable energy generation.

Local Planning Policies

Newport Local Development Plan 2011 - 2026

The Newport Local Development Plan 2011 - 2026 (adopted in January 2015) provides the vision and planning framework to guide development within Newport.

Policy *SP1 - Sustainability* seeks to ensure that new development make a positive contribution to sustainable development by concentrating development in sustainable locations on brownfield land within the settlement boundary.

Policy *SP3 - Flood Risk* states that Newport's coastal and riverside location necessitates that development be directed away from areas where flood risk is identified as a constraint and ensure that the risk of flooding is not increased elsewhere. development will only be permitted in flood risk areas in accordance with national guidance. Where appropriate, a detailed technical assessment will be required to ensure that the development is designed to cope with the threat and consequences of flooding over its lifetime. sustainable solutions to manage flood risk should be prioritised.

Policy *SP14 - Transport Proposals* outlines that transport proposals will be supported where they improve the quality of life of residents, assist the local economy and result in other environmental improvements, including air quality, noise reduction, sustainable drainage and enhanced biodiversity.

Site Background

The application site relates to part of an existing shared car park area for the wider Newport Retail Park, located to the west of a Cinema (Newport Cineworld) and approximately 53m to the east of the Starbucks Coffee Shop building within the retail park.

The application site currently comprises of approximately 20 standard car parking spaces within the communal parking area for the retail park. Queensway Meadows (A4810) is located approximately 85m to the south and the surrounding area is predominately mixed commercial/light-industrial in nature.

Charging Equipment

The EV Network only install the latest in Ultra Rapid (150kW +) charging technology. The EV chargers have been specially selected for this site to maximise the power available from the local grid whilst providing the fastest charging experience to the customer charging their vehicle.

The charger proposed on this site is the Alpitronic HYC300 which can deliver an impressive 300kW charging. It uses the latest technology to deliver high powered charging along with contactless payment and the ability to charge two vehicles at the same time. The HYC300 is proven to be a class leading charger with reliability at its heart. Elevation drawings for the proposed chargers are included in the application documents and relevant location shown on the submitted plans.



Figure 1: Alpitronic HYC300 Charger

To support the EV charging station, additional equipment is required. A substation structure is required to secure the connection from the local grid. This will typically be a green GRP (glass reinforced plastic) structure which is commonly seen at roadsides and other developments. Elevation drawings for the proposed substation are included in the application documents and relevant location shown on the submitted plans.

In addition to the substation, a structure (Feeder Pillar) for the metering and safety equipment for the chargers is also necessary. This feeder pillar will hold various switches and relays for each of the chargers enabling them to be individually switched off for safe maintenance. Again, the detail of this structure is provided with the application.

Proposed Site Installation

The proposed installation will provide key EV infrastructure for visitors to the existing car park in this location. In total, the proposed EV charging hub would replace 20 existing parking bays to provide 10 EV charging bays, of which 2 bays would be fully accessible PAS 1899:2022 compliant bays.

All charging facilities on the site would be installed with wide bollard placement for clear access to the charger unit, and chargers being installed flush with the car park surface which removes kerbs as an obstacle and hardstanding around the charger for a safe and stable platform to initiate a charge.

The installation process for the charging points is relatively simple and requires a concrete foundation under the chargers to anchor them in place. Slightly larger works are required for the substation base which requires deeper excavation, but the principles are similar with a concrete foundation to be installed. Once the foundations are in place the GRP for the substation and the charging unit are landed and bolted down. Overall, the

relatively simple installation process can be completed in a short period of time for a site of this size.

Existing lighting around the site would be reconfigured to ensure the EV charging area is well lit. Again, this provision is in line with the recommendations set out in PAS1899:2022 to ensure a safe and accessible environment.

Material Planning Considerations

Design & Appearance

The site is not located within a conservation area, nor within the setting of any identified heritage assets.

The charger install location have been chosen to minimise impact on the existing site. The chargers would be installed within the existing tarmacked parking area in a central area within retail park, thereby minimising any incursion into soft landscaped areas bordering the existing parking area.

Based on the design and central car park location, it is considered that siting and design of all the charging bays and associated structures would be of compact scale (approx. 2.2m-2.3m in height) and functional appearance with a user-friendly appearance and positioning.

The proposed substation and feeder pillar would be appropriately siting to the east of the proposed chargers, with limited visual impact on the existing retail park setting. As such, the proposed charging equipment would not detract from the current appearance of the existing nearby retail and leisure buildings or wider parking area.

The proposed lighting columns (with attached CCTV) would also be of slimline design and well-spaced, in order to provide appropriate coverage of the site while minimising visual clutter.

Highways & Transport Impact

The site will be accessed using the existing access route into and out of the site. These will be suitable for the installation and long-term operation of the equipment, as well as public use of the site. As such, there would be no material impact on the access requirements of the site.

It is noted that the development would remove replacement a number of general car parking spaces (approx. 20 spaces) to allow for the proposed 10no. EV charging bays. This is predominantly due to meeting current standards in the inclusion of accessible bays and increased access and circulation space required between each EV charging

bay, which take up more space on the site than conventional parking spaces, coupled with the required equipment infrastructure (substation and feeder pillar).

Given the scale of the parking provision that already exists on the wider car parking site for the retail (over 350 parking spaces), this is seen as a modest overall parking loss for the provision of a high standard EV charging facilities be introduced, which would encourage the use of EVs in line with local and national policy directions.

The charging facilities includes wide bollard placement for clear access to all charger units, with chargers being installed flush with the car park surface which removes kerbs as an obstacle and hardstanding around the charger for a safe and stable platform to initiate a charge. These are improved accessibility measures are proposed for this site in line with the PAS 1899:2022 document.

The proposal would therefore continue to respect the density, nature, character and context of the local area, and would not lead materially increased local parking stress or adverse highway impacts.

Amenity Impact, Health & Safety

Additional lighting is proposed around the EV chargers to ensure the EV charging area is well lit. Again, this provision is in line with the recommendations set out in PAS1899:2022 to ensure a safe and accessible environment. CCTVs would also be incorporated on the lighting columns for additional security surveillance.

Given the siting of the proposed installations and separating distances to the nearest building accommodations, the proposed development would not result in any undue impact in terms of noise, dust, odour or light pollution to neighbouring occupiers.

The chargers are monitored 24/7 to ensure they are in good working order and available to anyone who turns up and connects for a charge. If there are any connection issues, there are contact numbers displayed on the chargers for the customer to use. This will enable an operative to remotely control the charger and try to resolve the issue. Should any issue require a physical presence on site, the EV Network have a team of engineers who will be deployed to attend site and correct the issue. The engineers regularly attend site to carry out routine maintenance and sure the site is clean and tidy.

Arboriculture, Ecology & Landscaping

As the proposed reconfiguration and equipment would be installed on the existing hardstanding area, no existing trees or priority habitats would be lost by the proposal.

In accordance with PPW12, a Green Infrastructure Statement has been submitted to support this application, which outlines the design intentions to avoid any harm to the local landscape.

Consequently, the development has a whole would not result in material harm to the natural environment or biodiversity within the local area.

Flood Risk & Drainage

The application site is located in Flood Zone 3 and as such a Flood Consequence Assessment has been prepared and submitted as part of this application.

The proposed equipment would be installed in line with the recommended flood risk mitigation measures as set out by the District Network Operator (DNO), including in-built shut off features in the event of a flooding.

As such, the proposed development would not increase the risk of flooding in the immediate area over and above the current conditions on site.

Conclusion

Installation of EV chargers at this site is a vital addition of key infrastructure to support the uptake of electric vehicles across the UK and help the Government to reach its net zero carbon emissions targets.

The proposed EV charging area would use the latest cutting edge 300kW chargers designed with the latest accessibility standards in mind to deliver a high standard EV charging hub.

The site is therefore considered to be an ideal location for ultra-rapid EV chargers. The installation would enable visitors to the local area charge their vehicles, whilst using nearby facilities. The proposed development would also enable users to continue their car journey with reduced carbon emissions and without the need for long wait times due to the ultra-rapid charging design.

As such, the proposed development is considered to accord with the overarching objectives of the respective national and local planning policies.