

The Lodge, Rickmansworth Road, Hillingdon, UB9 6JY

Design and Access Statement

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1 Introduction

This design and access statement has been prepared by Believ in support of a planning application to install one fast electric vehicle charge point for electric vehicles 'EVs' and one feeder pillar at The Lodge, Rickmansworth Road, Hillingdon, UB9 6JY.

This statement describes the site and the proposed EV charging infrastructure. Analysis on local demand for EV charge point infrastructure and current planning policy is provided. The development proposal is then justified in terms of EV charge point demand and relevant planning policy. The principle is considered acceptable, in accordance with planning policy focussed on reducing carbon emissions and improving air quality. This statement should be read in conjunction with the documents submitted with the application. This includes:

- Site location plan
- Existing plan and proposed site plan
- Existing elevation plan and proposed elevation plan
- EV charge point and feeder pillar elevation drawing
- EV charge point specification
- Heritage statement

2 Background

Believ works in partnership with local authorities to deliver publicly accessible on-street EV charge points. Over the next 12 months, Believ aims to deliver over 1000 charging points across the UK. It is anticipated that the introduction of new charge points will encourage more car owners to switch from petrol and diesel car EVs. This proposal is aligned with the governments' ambition to see at least half of new cars that are ultra-low emission by 2030 and to 'make the UK the best place in the world to build and own an electric vehicle'.

Believ is working in collaboration with the Transport Planning Team at WSP and Loughborough University to forecast the demand for EV charging point infrastructure in local authority areas. This tool uses a variety of inputs including location, household type, household density, car ownership, reliance on on-street parking and educational outcomes to forecast and model demand for EV charging points. Using these innovative tools, we have been able to identify that there is a small existing demand for residential EV charging and we anticipate this to grow year-on-year as the sales of electric vehicles sales increase. Please see Figure 1 to view the residential charging demand across Harefield. Additionally, we anticipate the proposed EV charge point to be well utilised at The Lodge as there are no competitor EV charge points within a 10-minute walk and also no competitor EV charge points across Harefield.

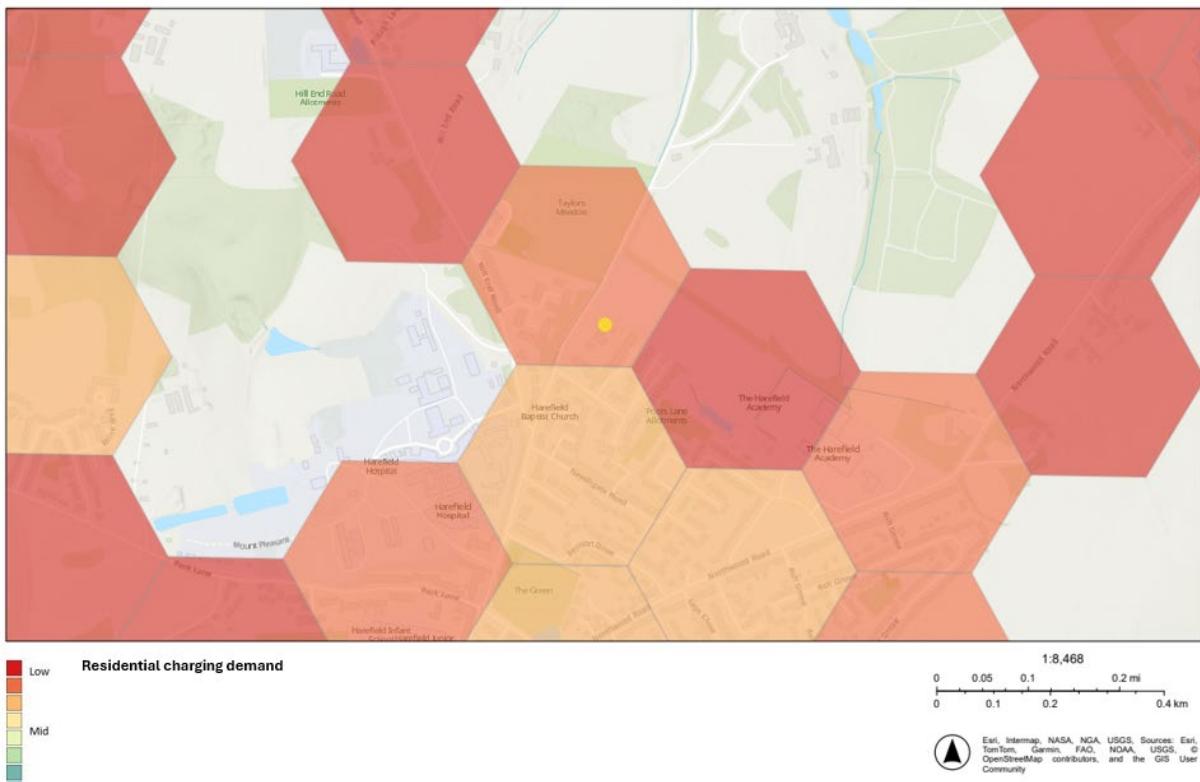


Figure 1 – Residential charging demand

3 Site location and description

The car park at The Lodge is located off Rickmansworth Road in Harefield, which is situated in the northern part of the London Borough of Hillingdon. The proposed EV charging infrastructure will be placed on the west side of the car park, furthest away from The Lodge building. Historic England identifies The Lodge as a Grade II listed building and an annexe to Harefield Hospital. Believ has been on site to assess the current use of the site as a car park, the impact of the EV charging infrastructure and its relationship with the wider historic built and natural environment. There will be no disruption or interference with the Grade II listed building and surrounding built environment. The proposed EV charging infrastructure will integrate well into the car park and its current use.



Figure 2 – Site location: aerial view



Figure 3 – Site location: front elevation

4 Proposed development

The proposal is to install one fast EV charge point and one feeder pillar. Underground ducting will connect the charge point to the feeder pillar. The new EV parking sign will be attached to a new post that will be erected next to the EV charging bays.

The fast electric vehicle charge point proposed for this site are the Alfen Eve Double Pro-line 'fast' chargers. The charger has two charging sockets to support dual charging. They have recently been redesigned, benefitting from new charging technology and the specific needs of EV drivers. The unit is grey and has a large display screen, improved user interface and a new high-tech, reliable hardware platform including several features along with easy configuration and operation. Please see images below for examples of our live Alfen Eve EV charge points. The Alfen Eve specification sheet has further details on the charge point.

As the part of the build programme we will ensure that like for like materials are used in the car park and to accommodate the EV charge point and feeder pillar the existing hedges may have to be trimmed.



Figure 4 – Alfen Eve EV charge point pictures

Feeder pillar

A single feeder pillar will accompany the EV charge point to provide power. The feeder pillar is dark grey.

Overtime, we may use other equipment in compliance with site/technical constraints and agreement with the highways and electrical teams at Hillingdon Council.

5 Accessibility Statement

The proposed EV charge point will be accessible as it will be clearly marked with accompanying clear signage. The EV charging bays will also be well lit as they will be located near the existing lampposts. This also makes charging an electric vehicle accessible in the dark. Additionally, the Alfen Eve EV charge point have easy to use payment options and a large user interface ensuring accessible and seamless customer experience.

6 Local Plan Policy

Alignment with Planning Policy

National, regional, and local planning policies play a crucial role in shaping the deployment of EV charging infrastructure. These policies are designed to promote sustainable transport, reduce greenhouse gas emissions, and support the transition to net zero. By aligning with these policies, the deployment of EV charging infrastructure can be integrated into broader sustainability goals, ensuring EV charge point deployments contribute to a cleaner, healthier environment.

National Policy:

National Policy: National Planning Policy Framework (NPPF)

The latest draft version of the NPPF (July 2024) emphasises the importance of promoting sustainable transport and reducing greenhouse gas emissions. It encourages local planning authorities to support the transition to a low-carbon future by facilitating the use of electric vehicles. The framework highlights the need for developments to incorporate facilities for charging plug-in and other ultra-low emission vehicles, ensuring that new infrastructure supports sustainable transport.

Hillingdon Council's Local Plan: Part 1 Development Management Policies (2012) and Local Plan: Part 2 Site Allocations and Designations (2020)

The local planning policies outlined in Hillingdon Council's Local Plan Part 1 and Part 2 supports the development of EV charging infrastructure. These policies align with national and regional objectives to promote the use of EVs, contributing to improved air quality, public health and ensuring all societal groups are included in the transition to a low-carbon future.

The listed relevant policies below will guide the implementation of EV charging infrastructure at The Lodge, Rickmansworth Road, Harefield, Hillingdon, UB9 6JY. The policies of note in Local Plan Part 1 and Part 2 will ensure that EV charging developments are designed to support sustainable, inclusive transport and meet the local authorities' environmental targets.

- Local Plan Part 1: Policy EM8 – Land, Water, Air and Noise
- Local Plan Part 1: Policy CI3 – Culture
- Local Plan Part 2: Policy DMEI 14 – Air Quality
- Local Plan Part 2: Policy DMT 6 – Vehicle Parking

Hillingdon Council's Local Plan Part 1 and Part 2 also outline several important policies aimed at preserving the local character, design quality and heritage assets across the borough's built environment. Believ will meet these policies, ensuring that the EV

charging bays and equipment are in keeping with the existing character of the area and enhance the local environment through sustainable transport provision.

- Local Plan Part 1: Policy HE1 – Heritage
- Local Plan Part 1: Policy BE1 – Built Environment
- Local Plan Part 2: Policy DMHB 2 – Listed Buildings
- Local Plan Part 2: Policy DMBM 3 – Locally Listed Buildings

7 Planning Assessment

Having reviewed planning policy at both national and local level and applied these policies to the application proposal, the key issues in the determination of the application are summarised below.

The application seeks permission to install EV charging infrastructure within an identified area of need. It is anticipated that the introduction of new EV charge point will serve the existing needs of EV owners and at the same time, encourage more car owners to switch from petrol and diesel cars to more sustainable EVs. This new uptake will have a significant and positive impact on the air quality within the local authority, creating a better environment for residents.

Given this proposal seeks to deliver EV infrastructure to support low emission electric vehicles, which will in turn improve air quality, the principle of development is deemed acceptable. Hillingdon Council recognise that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, improve air quality and provide resilience to the impacts of climate change. Therefore, the proposal of the installation of one fast electric vehicle charge point for electric vehicles 'EVs' and one feeder pillar at The Lodge, Rickmansworth Road, Hillingdon, UB9 6J is in accordance with the aims of the NPPF and also Hillingdon Council's Local Plan Part 1 and Part 2.

8 Conclusion

This design and access statement has been prepared by Believ in support of an application for the installation of one fast electric vehicle charge point for electric vehicles 'EVs' and one feeder pillar at The Lodge, Rickmansworth Road, Hillingdon, UB9 6J.

In summary, we believe the proposal accords with national, regional and local plan policy through:

- Improving the air quality of Hillingdon Council through a reduction in vehicle emissions which is one of the Government's key concerns at present;
- Meeting the challenges of climate change through a reduction in vehicle emissions;

- Promoting and facilitating the use of more sustainable modes of transport;
- Providing a design that is compatible with the surrounding area and built environment; and
- Ensuring there are no adverse effects on the environment.

