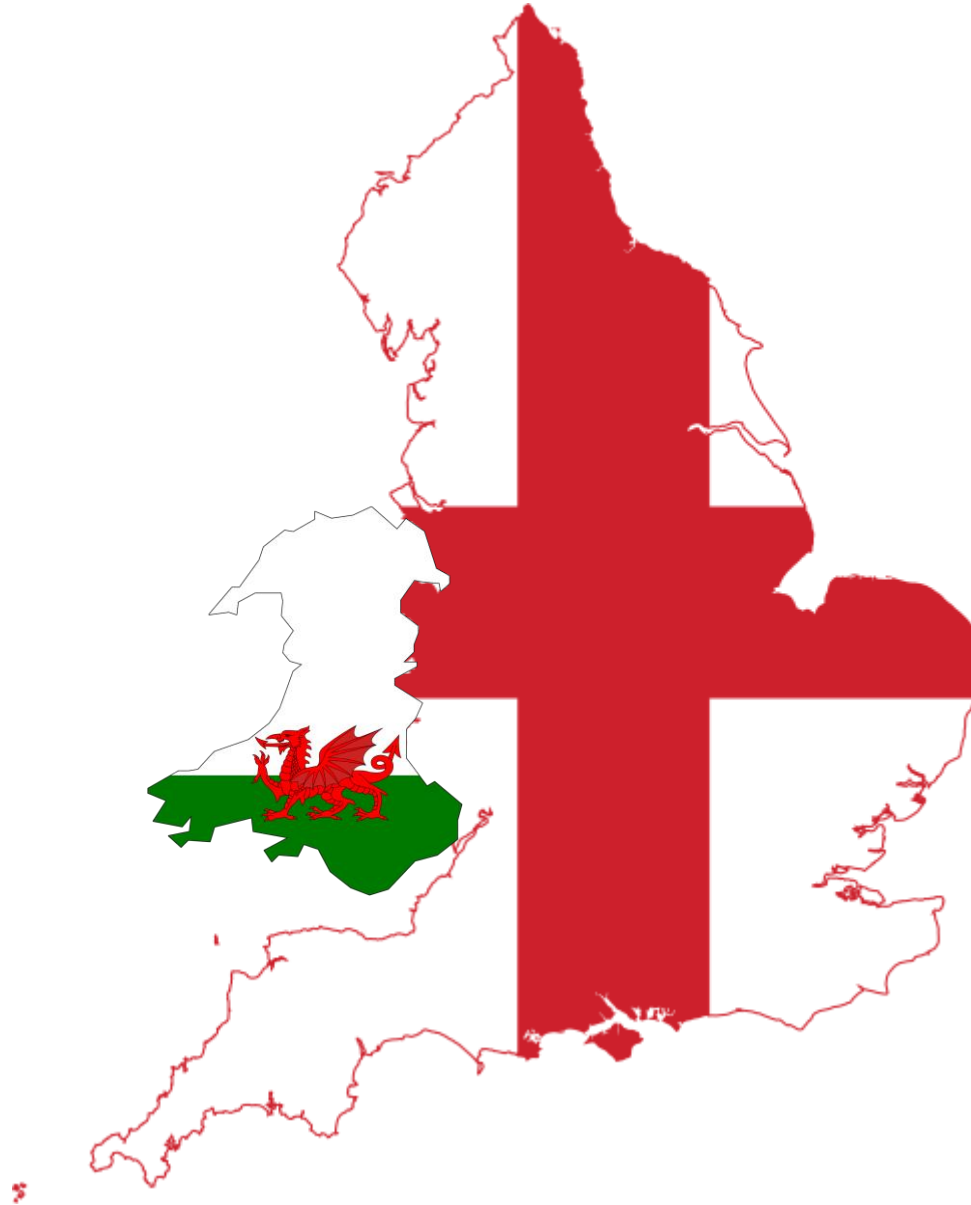


PLANNING UPDATE 2023

JMS PLANNING



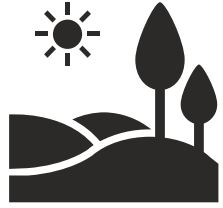


Julian Sutton
Director

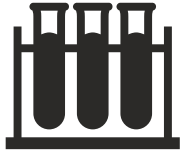


Jackie Ford
Director





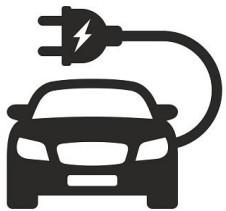
BIODIVERSITY NET GAIN



NUTRIENT NEUTRALITY



NEW HIGH STREET PERMITTED DEVELOPMENT RIGHTS



ELECTRIC VEHICLE CHARGING (EVC)



STATE OF THE PLANNING SYSTEM

BIODIVERSITY NET GAIN

WHAT BNG MEANS FOR DEVELOPERS

- 10% Biodiversity Net Gain mandatory for Planning applications from November 2023
- Current/emerging requirements
- Impact on development



CALCULATING BNG

- Application of the matrix
- Type of habitat both on and off the site
- Size of habitat parcels
- Condition of each habitat parcel
- Locations

ACHIEVING BNG

- Delivery of BNG onsite
- Delivery of BNG offsite
- Delivery of BNG through credits purchased from Secretary of State

NUTRIENT NEUTRALITY

- Natural England letter to Chief Planning Officers
- Driven by Habitats Regulations
- 75+ local authority areas in England affected
- Stifling housebuilding

PROPOSED HIGH STREET RENTAL AUCTION POLICY

- Introduces two new permitted development rights
- Consultation due to close on 23 June



EVC

- Increasingly required/expected by customers
- Increasingly a policy requirement
- Issues of delivery of EVC



TYPES OF EVC

Charge term	Standard	Fast		Rapid	
Power transfer (approx.)	< 3.6 kW	< 7 kW	< 11 or 22 kW	< 43 kW	< 50 kW
	Single phase	Single phase	Three phase	Three phase	DC
Current	16A	32A	63A	120A	
Typical charging time (full)	8-12 hours	3-4 hour	1-2 hour	80% in 20-30 min	
User group	Residential or where car is parked for along period of time	Destination hubs: retail outlets, visitor parking (domestic and non-domestic)		Delivery services, taxi ranks, car clubs	

PERMITTED DEVELOPMENT RIGHTS

Class E – electrical upstand for recharging vehicles

Permitted development

E. The installation, alteration or replacement, within an area lawfully used for off-street parking, of an upstand with an electrical outlet mounted on it for recharging electric vehicles.

Development not permitted

E.1 Development is not permitted by Class E if the upstand and the outlet would—

- [F1** (a) in relation to an upstand and outlet—
- (i) within the curtilage of a dwellinghouse or a block of flats, exceed 1.6 metres in height from the level of the surface used for the parking of vehicles; or
 - (ii) in any other case, exceed 2.3 metres in height from the level of the surface used for the parking of vehicles;]
- (b) be within 2 metres of a highway;
 - (c) be within a site designated as a scheduled monument;
 - (d) be within the curtilage of a listed building; or
 - (e) result in more than 1 upstand being provided for each parking space.

Conditions

E.2 Development is permitted by Class E subject to the conditions that when the development is no longer needed as a charging point for electric vehicles—

- (a) the development is removed as soon as reasonably practicable; and
- (b) the land on which the development was mounted or into which the development was set is, as soon as reasonably practicable, and so far as reasonably practicable, reinstated to its condition before that development was carried out.

EVC CONSTRAINTS

- Existing restrictions which may include planning conditions, conservations areas, heritage assets
- Loss of car parking, landscaping and BNG
- Planning decision timeframes
- Power Supply - cost and availability

LOCAL AUTHORITY

STATE OF THE PLANINNG SYSTEM

1. Delays Delays Delays!
2. Lack of Engagement
3. Quality of Decision Making
4. Local Politics



IMPROVING PLANNING SUCCESS

1. Submit the correct information – check the checklist!
2. Pre-application or PPA
3. Monitor closely
4. Condition pragmatism
5. To Appeal or not to Appeal

