

DELEGATED REPORT

Application No:	P/26/0042
Site Address:	Car Park Cyfarthfa Retail Park Swansea Road Merthyr Tydfil CF48 1HY
Development:	Proposal for the installation of ten rapid electric vehicle charging stations and ancillary equipment within the car park of Cyfarthfa Retail Park, including one fully accessible bay.
Case Officer:	Gareth Davies
Site Visit:	6th March 2026
Application Expiry Date:	24th April 2026
Consultation reply date expired:	25th March 2026

APPLICATION SITE

The application proposes the installation of EV charging infrastructure at the Cyfarthfa Retail Park. The application relates to an area of 18no parking bays located south east of the Sports Direct unit that backs on to the access road and roundabout.

PROPOSED DEVELOPMENT

The works will involve a reduction in the number of parking bays from 20 to 10 (including one fully accessible bay). The developer intends to install 2no double arm BYD 160 Kw charging units and 8no single arm BYD 160_Kw charging units. Additionally, a feeder Pillar will be located within the car park with CCTV coverage provided on the southern site boundary.

The single arm charging units would have dimensions of 0.6m x 0.85m and would stand 2.2m high with arms and attachments projecting beyond that. The double arm unit has similar dimensions with increased projections from the body of the unit. Typically, this would project 500mm either side of the upstand. The feeder pillar has dimensions of 2.1m x 0.83m and stands 1.7m high. CCTV would consist of a camera mounted on a 4.7m high pole.

The application is supported with the following documents: -

- Design and Access Statement
- Green Infrastructure and Net Biodiversity Benefit Statement.

- Permitted Development Factsheet (Wales)
- National EV Policy Factsheet (Wales)
- Flood Risk Assessment

PLANNING HISTORY

The site has an extensive planning history though none is relevant in this case given the nature of the application.

CONSULTATION

Head Engineering and Highways – No objections

Rights of Way – No response received.

Council Ecologist – No objection

South Wales Fire and Rescue Service – No response received.

Welsh Government Highways – No objection

Natural Resources Wales – No comments

PUBLICITY

In accordance with the Town & Country Planning (Development Management Procedure)(Wales) Order 2012 site notices were posted around the application site on 6th March 2026.

No objections or observations have been received as a result of the exercise.

POLICY CONTEXT

National Development Framework

Future Wales: The National Plan 2040 (February 2021), sets out 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 wellbeing of our communities.

National Planning Policies

Planning Policy Wales 12 (Edition 12 February 2024)

Local Planning Policies

The Merthyr Tydfil County Borough Council Replacement Local Development Plan:

Policy SW11: sustainable design and placemaking.

Policy SW12: Sustainable transport.

PLANNING CONSIDERATIONS

The key determining factors in this case are the planning policy position on the installation of the proposed charging facilities, highway implications, and biodiversity impacts.

As mentioned above, Future Wales: The National Plan 2040 indicates that decarbonisation and climate resilience are a national priority and supports the development of renewable energy infrastructure that is sensitive to the local context. Whilst it cannot be guaranteed that the charging facilities would use sustainable low carbon electricity, their presence and availability makes the use of electrical vehicles more appealing to potential buyers and users, representing at the same time a move away from vehicles that burn fossil fuels – this is consistent with the policy objective of decarbonisation and maintaining climate resilience. Planning Policy Wales 12 is similarly supportive of the decarbonisation and climate resilience agenda in aiming to make transport infrastructure safe, accessible well maintained and future proofed to adapt to climate change. At the local level. The Replacement Local Development Plan Policy SW11 offers broad support for the objectives of promoting infrastructure as long as amenity impacts are acceptable or manageable, and Policy SW12 encourages the use of sustainable travel.

Turning to the issue of the impact of the proposed development on the highway network, neither the Welsh Government nor the Councils Head of Engineering and Highways have raised any objection to the proposed development. Although the proposals involve the loss of 10no. parking spaces the 10no. charging spaces proposed promote sustainable modes of transport and still allows for vehicle parking. As such the greater weight in this case is given to the benefit of what is being proposed rather than the loss of car parking space and no objections are raised from a highway perspective.

The proposals do not contain any features that would bring Net Biodiversity Benefits along with the proposed development. Indeed, the nature of the infrastructure proposed would make this impractical and unwanted as given the nature of the proposals and the site it would be ineffective. That said there is an indirect biodiversity benefits in the provision of EV charging in that the potential reduction in overall pollution that it potentially provides will ultimately benefit local habitats.

The Flood Risk Assessment submitted with this planning application identifies the site as lying within Flood Zone 2. It concludes that the proposed development would provide essential infrastructure for the area and the development itself will not increase flood risk in the surrounding area. Given this conclusion and the fact that the facility would itself have a certain level of flood protection the site is considered acceptable for this type of development in terms of flood risk.

Finally, it should be noted that subject to certain limitations the installation, alteration, or replacement of EV charging facilities in an area lawfully used for off street parking often does not require planning permission and is deemed permitted development under Schedule 2 Part 2 Class E of the General Permitted Development Order. This is not the case in this instance as the EV charging infrastructure exceeds height limitations. Whilst the proposals in this case are considered acceptable in any event, this represents a substantial fall-back position that might need to be considered in other circumstances.

CONCLUSIONS

The provision of EV charging facilities receives broad support in planning policy terms at the local and national level which recognises the importance of such facilities being provided in order to drive the decarbonisation and climate resilience agendas. The proposals are otherwise acceptable in terms of their impact on the highway networks, including the adjacent trunk road. In terms of the impact of the proposals on biodiversity there is no immediate gain from the development itself though over the longer term there is benefit to the environment through a reduction in pollution and the benefit that would bring to local habitats.

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The duty to improve the economic, social, environmental, and cultural well-being of Wales, in accordance with the sustainable development principle, under Section 3 of the Well-Being of Future Generations Act 2015 ("the WBFG Act) has been taken into consideration when determining this application. In reaching the following recommendation, the ways of working set out in Section 5 of the WBFG Act have been considered and thus the proposal is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers well-being objectives set out as required by Section 8 of the WBFG Act.

RECOMMENDATION: BE APPROVED for the following **CONDITIONS**.

1. The development shall begin not later than five years from the date of this decision.

Reason - To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development shall be carried out in accordance with the following approved plans and documents -

- Location and block plan drawing no. 10796-0026_02 Rev A.
- Planning site layout drawing no. 10796-0026_01-PL Rev A.
- CCTV including cabling details (underground) drawing no.001_59 Rev C.
- BYD 160Kw single arm charger drawing no. 001_58 Rev A
- Feeder pillar Schneider 1600A 12 Way drawing no.) 001_54 Rev C
- BYD 160kW charger drawing no.001_29 Rev C.
- TR1 substation-500-800KVA Drawing no. 001_14 Rev B.

Reason -To ensure compliance with the approved plans and clearly define the scope of the permission.

RECOMMENDATION ENDORSED



Director of Neighbourhood Services

DATE: 27.03.2026