



Build Studios, London, SE1 7FR
Mobile: 07770 328674
Email: jackie@jmsplanning.com

Worthing and Adur Borough Council
Worthing Borough Council
Portland House
44 Richmond Road
Worthing
BN11 1HS

18 December 2025

Dear Sir

Re: Application for the '*Provision of Electric Vehicle Charging Bays and Associated Works*' at Findon Service Station, Findon Road, Worthing, BN14 0AB

We are instructed by Jet Retail UK Limited to submit a planning application for the provision of electric vehicle charging at Findon Service Station, Findon Road, Worthing, BN14 0AB.

The application has been submitted via the Planning Portal (Ref: PP-14574212) and is submitted with the following information:

- Application form signed and dated;
- Site Location Plan reference: 240642-EVC-100;
- Existing Site Layout Plan reference: 240642-101;
- Existing Site Elevation reference: 240642-102;
- Proposed Site Layout reference: 240642-103;
- Proposed Elevations reference: 240642-104;
- EV Charger Details reference: 240642-105;
- Tracking Plan reference: 240642-106;
- Lighting Assessment dated December 2025 by Strenger and
- Preliminary Ecological Appraisal by The Ecology Practise dated 17 December 2025 reference 324-03 and associated Matrix.

In addition to the above and enclosed I would be grateful if you could take into account the content of this letter in the determination of the application.

Site and Surroundings

The application site is located on Findon Road/A24 which runs in a north/south direction linking to central Worthing and the coast to the south and, to the north, Lewisham and the A264.

The site is bound by Hurston Close to the north, Findon Road to the west and residential properties to the east and south. Opposite the site are further residential dwellings set back behind a tree boundary with Durrington Cemetery located to the south-west of the site.

The application site currently comprises of a sales building located to the south of the site with a centrally located forecourt providing four pumps arranged in a four square format. To the east of the forecourt is a car wash and associated plant room, and to the east of the sales building is a garage workshop. Parking on the site is provided to the west of the forecourt adjacent to Findon Road and on the northern boundary. Vehicles enter the site to the north and exit the site to the south, broadly flowing through the site in a one-way direction.

Planning History

The site has a long planning history of a use as a service station with workshop to the rear. There have been no recent notable applications, but the site has evolved over time to meet the changing needs of motorists.

The Proposal

The application relates to the installation of two EVC bays to the front of the site adjacent to Findon Road with associated supporting infrastructure. This comprises of two chargers positioned centrally on the front boundary providing charging facilities for two parking bays either side. The installation of a 2m high hazard zone area screen and the provision of a LV panel plus lighting. The existing ID sign will be relocated as part of the proposals.

The proposed EV replaces three existing car parking spaces and expands into the grass verge to the front of the site.

Background to Electric Vehicle Charging

There are around one billion cars on the world's roads. Of these around two to three million are pure battery electric and plug-in hybrid electric vehicles, according to the International Energy Agency (IEA). The IEA anticipates there may be three hundred to four hundred million electric vehicles (EVs) on the road out of approximately two billion vehicles by 2040.

The UK government's Electric Vehicle (EV) infrastructure strategy, outlined in the "Taking Charge" report from March 2022, aims to accelerate EV adoption. With the goal of ending sales of petrol and diesel cars by 2030, the report highlights the need for robust charging infrastructure. The government envisions a minimum of 300,000 public charge points by 2030, focusing on high-powered chargers on the strategic road network and local parking areas. The strategy emphasizes providing sufficient and accessible charge points, fair pricing, market-led rollout, smart integration, and continuous innovation. It acknowledges challenges like slow infrastructure rollout and underscores the importance of local engagement.

The "Net Zero Strategy: Build Back Greener" (October 2021) supports the transition to zero emissions by 2050. It emphasizes reducing emissions through global actions, including the end of coal power and the retirement of petrol and diesel engines. The strategy promotes new investments in vehicle grants, EV infrastructure, and public charge points, allocating £280 million for greener vehicles. The "Electric Vehicle Revolution" announced in November 2021 details the vision for infrastructure rollout and the roles of public and private sectors.

The "State of Switch Report" by New Automotive (October 2021 and December 2022) projects a need for 230,000-280,000 public charge points by 2035. While EV sales have surged, the report emphasizes policy commitment to electrification and overcoming challenges, including the popularity of hybrids. By the end of 2022, the UK had 37,261 public chargers, a 31% increase since 2021, with hopes for continued growth in 2023.

The "Energy White Paper" from December 2020 expands on the green industrial revolution plan, setting out steps to cut emissions. The paper supports the end of petrol and diesel car sales by 2030 and outlines plans for a comprehensive EV network, with £1.3 billion funding to accelerate charge point rollout and future-proof grid capacity. The government recognizes the importance of a robust EV network at the highest level.

Planning Policy Framework

The National Planning Policy Framework (NPPF) was updated in February 2025 and constitutes guidance for local planning authorities and decision-takers. It is a material consideration in the determination of planning applications (paragraph 2).

The purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 7). Paragraph 8 confirms that there are three overarching objectives to sustainable development: economic, social, and environmental, which are interdependent and need to be pursued in mutually supportive ways.

- An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- A social objective – to support strong, vibrant and healthy communities by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural wellbeing; and

- An environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making efficient use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

At the heart of the NPPF is a presumption in favour of sustainable development (paragraph 10).

Local Planning Authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision makers at every level should seek to approve applications for sustainable development where possible (paragraph 39).

Planning policies and decisions should help create the conditions which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and where there are opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future (paragraph 85).

Planning policies and decisions should recognise and address the specific locational requirements of different sectors (paragraph 87). Within the context of this application, of most relevance is paragraph 117, which states that development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Development Plan

The relevant development plan is the Worthing Local Development Plan which was adopted in March 2023. On the Proposals Map the site is unallocated.

Policy SPI (Presumption in Favour of Sustainable Development) confirms that planning applications that accord with policies in the Local Plan and, where relevant, policies within the Neighbourhood Plans will be approved without delay. The policy continues to reflect the guidance of the NPPF.

Quality of the built environment is covered by Policy DM5 which requires all new development to be of a high architectural and design quality and respect and enhance the character of the site and the prevailing character of the area. This requires consideration to proportion, form, design, context, massing, siting, layout, density, height, scale, size, materials, detailed design features and landscaping. Consideration is required to be given to ensuring safe conditions for access, egress and active travel are created for all users of the site.

The support for electric vehicle charging points is set out in Policy DM15 (Sustainable Transport and Active Travel) which seeks to ensure that new development should incorporate electric vehicle charging facilities.

Planning Considerations

Principle of the Development

There is a significant volume of supporting policy to the proposed application, both at national and local level. All of this policy seeks to presume in favour of electric vehicle charging and additional electric vehicle points in the Council area. As such, the principle of the application is wholly supported by planning policy.

The development will provide environmental benefits through the provision of EV charging bays which will support measures that mitigate and adapt to the impacts of climate change, including low carbon and renewable energy schemes.

Moreover, in England, Permitted Development Rights support the installation of electric vehicle charging (EVC) upstands and associated equipment in existing parking areas provided certain criteria are met. Whilst the proposal aligns with some of these criteria others are not met due to the need to expand the parking areas into some adjacent landscaping. Nevertheless, the existence of these rights underscores the nationwide support for the development of electric charging infrastructure across the country.

Overall, the proposal brings significant enhancement to an existing service station ideally positioned to serve existing customers of the service station providing dual fuel opportunities and ensuring that the needs and expectations of motorists are fully met.

Sustainability Credentials

The fundamental principle upon which the national planning framework is based is on sustainable development. The document confirms that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods and/or people.

There is clear support from national policy for the use of non-fossil fuels and those with low or zero carbon generation. As has been set out at length earlier within this letter, there is also significant local and regional policy support for EV charging facilities in this location.

Electric vehicles can significantly reduce CO₂ emissions from the transport sector, especially if electricity is generated from renewable technologies. The benefits of electric vehicles are expanded upon elsewhere in the letter but they have the benefit of improving local air quality and providing significant health benefits, helping to address air pollution, whilst offering a comfortable, quiet ride for motorists.

Whilst the number of electric vehicles within the UK is relatively few at the current time, a lack (or perceived lack) of infrastructure is seen as a major constraint but there are significant benefits to electric vehicles in environmental terms.

Amenity

It is noted that additional lighting is also proposed in relation to the EV chargers and the application is submitted with a lighting report. This report will ensure that appropriate provision has been made for screening the lights to ensure that no unnecessary glare is experienced by the local residents or users of the A24/Findon Road. It should be noted that existing street lighting already exists and therefore the site is currently characterised by a level of background illumination. Notwithstanding this point due consideration has been given to minimise light spill to ensure that the amenities of these local residents are protected.

Given the location of the chargers to the west of the site, separated from residential properties and screened with a barrier, it is not considered that there will be any residential amenity impact from the proposal.

On this basis it is considered that the proposal is in accordance with Policy DM5 which seeks to protect amenity through good and appropriate design.

BNG/Landscaping

As outlined above and shown on the application drawings, the application results in the loss of a small amount of vegetation to the front of the site which is currently laid to managed grassland. Due to the loss of this area being over 25 sqm, a Biodiversity Net Gain Assessment and Matrix has been undertaken which confirms that 0.09 habitat units are lost and to achieve a 10% net gain and to satisfy trading rules, 0.10 units are required. Given the limited planting opportunities across the site and the site's use as a service station, it is suggested that off-site credits are purchased to address this loss. This can be dealt with by condition.

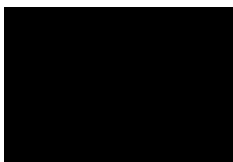
Whilst it is unfortunate that the strip of landscaping is lost to provide electric vehicle charging on the site, there are significant environmental benefits to electric vehicles as set out above. It should also be noted that landscaping on the site exists to the north which softens the views of the site when travelling southwards on the A24 and when viewed from residential properties on Hurston Close.

Conclusions

Overall it is considered that the proposed addition of electric vehicle charging to the site is entirely policy compliant and supported by national and local policy at all levels. Due consideration has been given to the amenity of local residents and the application is submitted with supporting Lighting Assessment which confirm that the proposal is acceptable. The loss of limited grass area has been assessed and the necessary BNG Report and Matrix submitted with the application.

On the basis of the above it is respectfully requested that planning permission is forthcoming for the proposal.

Yours faithfully



Jackie Ford
JMS Planning & Development

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