

Development Management - Delegated Officer Report

Application Number: AWDM/1585/25 **Recommendation – APPROVE**

Site: **Petrol Filling Station 42 Findon Road Worthing West Sussex BN14 0AB**

Proposal: **Provision of electric vehicle charging bays and associated works**

Date of site visit: 19/02/2026

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application proposes to remove the grassed area adjacent to the footpath of Findon Road to provide space for two electric vehicle charging stations. A single 150kW Alpitronic Hyper Charge Unit would serve both spaces; it is 2.35m in height. A 5-metre-tall lighting pole would be installed.

A new 1.75m tall LV cabinet would be located to the north of the entrance to the petrol station.

The plans indicate that knee high rail would also be installed. No details of this have been provided but as long as the rail is under 1 metre in height it would benefit from permitted development rights.

The existing sign would need to be relocated for which advertisement consent will be required.

This application relates to the Jet petrol station located on the corner of Findon Road and Hurston Close. The petrol station is open 24 hours a day.

The area is largely residential in character other than the petrol station and garage to the rear.

The site is not within a conservation area. No protected trees would be affected.

Relevant Planning History

Variety of applications related to signage but none relevant to this application.

Consultations

West Sussex County Council (as Local Highway Authority)

I refer to your consultation in respect of the above planning application and would provide the following comments.

This application seeks changes to the existing petrol station forecourt at 42 Findon Road, for the installation of two EV charging bays, with associated works. The proposals include a lighting column to illuminate the new bays.

The use of both charge points will require a full reverse manoeuvre to position a vehicle within the allocated space. Swept path diagrams have been provided, it is likely however that vehicles would be positioned with the rear of the vehicle at the charging dock, which is not shown in the purple tracking.

Furthermore, the presence of a glass screen positioned to the east of the bays, separates the spaces from the wider forecourt. This will then require a particular reverse manoeuvre to be performed immediately having gained access to the forecourt, to subsequently reverse into the bay. The manoeuvre for the design as shown will need to be performed in very close proximity of the garage access and in a location where other vehicles entering the Patrol Station from along A24 Findon Road would not be anticipating a reversing vehicle.

Can the applicant please reconsider the design layout of the proposed EV charging spaces, to ensure the safety of all users and prevent this requirement.

Once this information has been provided, please re-consult.

Officer's response: Revised plans were submitted by the applicant, and the following comments were received:

I refer to your consultation in respect of the above planning application and would provide the following comments.

Summary

West Sussex County Council was consulted previously on this proposal and a revision to the design was encouraged to prevent the requirement of reversing vehicles within the access from Findon Road. This application seeks works to the existing petrol station at 42 Findon Road, for the installation of two EV charging bays. The proposals include a new lighting column to illuminate the new bays.

The proposal will see the loss of a grass verge between the public footway and the forecourt area. This verge does not make up part of the publicly maintained highway. No alterations are proposed to the existing access arrangements. The proposed works are not anticipated to give rise to a material intensification of movements to or from the site.

Comments

The two proposed EV bays will replace three existing "regular" parking bays, resulting in the net loss of 1 parking space. It has been outlined within associated documentation that there are parking alternatives available, within the gravel parking area to the north of the site- (although this would appear to require vehicles to bump up a kerb to use), within the pump bays themselves and within nearby on street parking provisions. Any on-street parking generated by the removal of the existing three parking bays would be temporary in nature and infrequent throughout the day, Parking would not be anticipated to occur within Findon Road itself.

Overall, the loss of the parking spaces would not be anticipated to give rise to an adverse highway safety impact or parking capacity issue in this location.

From inspection of the plans, the proposed EV parking bays are suitably sized and on-site turning appears achievable without the requirement to manoeuvre across the Fuel Station access point. The previously proposed glass divider between the EV charging bays and the petrol forecourt has now been removed and allows an improved flexibility for vehicles to manoeuvre to and from the spaces.

Conclusion

In summary, the LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal.

Environmental health officer: I recommend the following condition be attached to any permission granted:

"Works of construction or demolition, including the use of plant and machinery, necessary for implementation of this consent shall be limited to the following times.

Monday - Friday 08:00 - 18:00 Hours

Saturday 09:00 - 13:00 Hours

Sundays and Bank Holidays no work permitted

Any temporary exception to these working hours shall be agreed in writing by the Local Planning Authority at least five days in advance of works commencing. The contractor shall notify the local residents in writing at least three days before any such works.

Reason: To safeguard the residential amenity of the area"

Officer's response: When asked if the application should be conditioned to be specifically in line with the lighting assessment the following comments were received:

Yes please. No I don't think the EV charging spaces require hours of operation.

Representations

None received

Relevant Planning Policies

Worthing Local Plan (2023) policies: SP1, SP2, SP3, DM5, DM15, DM16, DM17, DM22
National Planning Policy Framework (2024)
WSCC Guidance on Parking at New Developments (Sept 2020).

Planning Assessment

Principle

The proposal includes the provision of two electric vehicle charging bays. Switching to more sustainable forms of energy is generally supported and in accordance with policies SP2 and DM15. The site is located within the built-up area and can be supported in principle subject to the assessment of other material considerations as set out below.

Visual amenity

The electric vehicle bays are located within an existing petrol station and the charger and cabinet are appropriate in terms of design and scale. They provide a similar service to the petrol pumps and will not look out of place. Lighting is already present on site and the additional lighting column will not have an adverse impact on appearance. The loss of the soft landscaping buffer is a shame but will not have an adverse impact on appearance.

Residential amenity

This is an existing petrol station which is open 24 hours a day. The proposed EV chargers are located adjacent to the public footpath and are adequately separated by residents to the east and south by other elements of the petrol station.

The lighting has been reviewed by the Council's environmental health officer who has raised no objection subject to carrying out the development in line with the submitted assessment.

Overall, given the current use it is not considered that the charging spaces would intensify the use of the site to a level which would result in adverse amenity impacts.

Highways

West Sussex County Council provided comments on the initial set of drawings and indicated that there were some concerns with the design and that it may cause issues for highway safety. Revised plans were submitted which were found to be acceptable and WSCC concluded that they do not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 116), and that there are no transport grounds to resist the proposal.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. In accordance with lighting assessment
4. Hours of work

Is recommendation contrary to letter(s) of representation? N

1. NPPF – approved following revisions
2. This application does not grant permission for the relocated signage which will require separate advertisement consent.

Case Officer: Louise Prew Date: 09/03/2026

Authorised by: Peter Barnett Date: 10 March 2026