



**Horsham
District
Council**

DELEGATED APPLICATIONS - ASSESSMENT SHEET

APPLICATION NO./ADDRESS:

DC/26/0264

Petrol Filling Station , London Road, Ashington, West Sussex, RH20 3AT

DESCRIPTION:

Installation of 6no EV parking bays, 3no EV chargers and associated electrical infrastructure. Removal of existing car wash and installation of 2no jet wash bays and 6no standard parking bays.

RELEVANT PLANNING HISTORY:

None Relevant

DESCRIPTION OF THE SITE

The application site comprises the BP Petrol Filling Station and associated forecourt facilities located on London Road, Ashington. The site occupies a prominent roadside position at the junction of the A24 and B2133 and lies outside the defined Built-Up Area Boundary of Ashington within the countryside. The wider site contains the petrol filling station sales building, fuel pumps, parking areas, a car wash facility, substation infrastructure and associated hardstanding. Access to the site is taken from the existing vehicular access arrangements onto London Road and the A24 slip road.

The site is largely characterised by hard surfaced operational areas associated with the existing commercial use. Mature trees are located around the perimeter boundaries of the site, including several oak trees and other established specimens which contribute positively to the character of the locality. A tree survey has been submitted identifying retained trees and associated protection measures.

DESCRIPTION OF THE APPLICATION

The application seeks full planning permission for the installation of 6 electric vehicle charging bays served by 3 EV charging units together with associated electrical infrastructure. The proposal also includes the removal of the existing car wash facility and its replacement with two jet wash bays and six standard parking spaces. Ancillary works include the installation of a replacement LV panel, metering cabinet, lighting columns, bollards and associated operational infrastructure. All development would be contained within existing areas of hardstanding associated with the established petrol filling station use.

RELEVANT PLANNING POLICIES

The National Planning Policy Framework (NPPF)

Horsham District Planning Framework (2015):

Policy 1 - Strategic Policy: Sustainable Development

Policy 2 - Strategic Policy: Strategic Development

Policy 3 - Strategic Policy: Development Hierarchy

Policy 25 - Strategic Policy: The Natural Environment and Landscape Character

Policy 31 - Green Infrastructure and Biodiversity
Policy 32 - Strategic Policy: The Quality of New Development
Policy 33 - Development Principles
Policy 38 - Strategic Policy: Flooding
Policy 40 - Sustainable Transport
Policy 41 – Parking

Neighbourhood Plan:

The Ashington Neighbourhood Plan was formally made on 23 June 2021.

Supplementary Planning Guidance:

Planning Obligations and Affordable Housing SPD (2017)
Community Infrastructure Levy (CIL) Charging Schedule (2017)

Parish Design Statement:

Planning Advice Notes:

Facilitating Appropriate Development
Biodiversity and Green Infrastructure

REPRESENTATIONS AND CONSULTATIONS RESPONSES

Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at www.horsham.gov.uk

Consultations:

HDC Arboricultural Officer: Comment - The development proposals at the site, for the most part, appear to relate to changes to the site layout within the already built-up area, which largely consists of hardstanding.

The only aspect of the scheme that has the potential to impact any mature trees of high landscape merit and importance is the removal of the existing GRP housing, plinth, and steps, and the making good of the surfacing.

To the south-west of the existing GRP housing there is a fair-sized oak tree, which makes a positive contribution to the character and amenity of the area. To ensure its rooting system is not adversely impacted by this element of the scheme, it would be beneficial for further information to be provided regarding this aspect of the proposals. Please request an Arboricultural Method Statement and tree protection details.

Re-consultation received 11.05.2026: No Objection - The proposed tree protection measures as set out in Drawing No. 2155-003 (Tree Protection Plan) are satisfactory. Subject to the measures being installed as proposed and maintained throughout the course of the works, they should ensure that the retained trees are not adversely impacted by the development.

HDC Environmental Health: No Objection - This department have not received any complaints of noise nuisance regarding the existing car wash. Note that the new jet wash units will be in the same location adjacent to the slip road onto the A24.

Although there are limited residential properties in proximity the applicant will need to demonstrate that any adverse environmental impacts are mitigated from potential noise nuisance due to car wash operations.

Recommend a condition on hours of use to eliminate potential noise disturbance from operation of the jet car wash during early morning and late-night hours, weekends and public holidays.

Re-consultation received 04.06.2026: No Objection - If the lighting installation is installed as proposed there should be no adverse impacts on neighbouring residents.

WSCC Highways: No Objection - Having assessed the TS the LHA would be satisfied the proposals would not warrant an objection on highway safety grounds. The proposals are not considered contrary to the National Planning Policy Framework (NPPF) paragraphs 115 and 116.

PUBLIC CONSULTATIONS:

Representations:

None Received

Parish Comments:

Ashington Parish Council: No Objection

Member Comments:

None received

HUMAN RIGHTS AND EQUALITY:

The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a person's rights to the peaceful enjoyment of property and Article 8 of the same Act, which sets out their rights in respect to private and family life and for the home. Officers consider that the proposal would not be contrary to the provisions of the above Articles.

The application has also been considered in accordance with Horsham District Council's public sector equality duty, which seeks to prevent unlawful discrimination, to promote equality of opportunity and to foster good relations between people in a diverse community, in accordance with Section 149 of the Equality Act 2010. In this case, the proposal is not anticipated to have any potential impact from an equality perspective.

PLANNING ASSESSMENT

Principle of Development:

The application seeks full planning permission for the installation of EV charging infrastructure and associated alterations, and the provision of jet wash facilities in replacement of an existing car wash, within an existing petrol filling station. The site lies outside any defined Built-Up Area Boundary and is therefore designated as countryside under Policy 3 of the HDPF. However, the proposal does not involve the creation of a new commercial use but rather represents an enhancement and modernisation of an established roadside service facility.

Policies within the HDPF provide a balanced approach to development in countryside locations. Policy 25 and Policy 26 generally restrict new development but allow proposals that are appropriate to a rural setting and support the rural economy, provided they do not cause a significant urbanising effect. In this case, the service station is an established roadside commercial use, and the EV Charging Hub and jet wash is considered a functional enhancement rather than a new standalone development, aligning with these policies.

The proposal would contribute towards increasing the availability of EV charging infrastructure within the district and assist in reducing reliance on fossil fuel-powered transport, with the jet wash facility considered to provide a similar offering when compared with the existing arrangement.

Given that the development is confined to an existing operational service station, utilises previously developed land and would remain ancillary to the established use of the site, the proposal is

considered acceptable in principle and accords with Policies 1, 3, 33 and 35 of the HDPF, subject to consideration of all other material planning matters.

Design and Appearance:

Policies 25, 32 and 33 of the HDPF seek high quality development that respects local character and safeguards visual amenity. The proposed development would be situated entirely within the operational forecourt and parking areas of the existing filling station. The EV charging bays would replace existing parking spaces and the proposed jet wash bays would occupy the location of the existing car wash facility. The associated cabinets, chargers, bollards and lighting columns are modest in scale and typical of infrastructure commonly associated with modern service stations.

Given the established commercial character of the site, the predominance of hardstanding and existing operational equipment, the proposed additions would appear as a logical extension of the site's existing function. The development would not introduce significant built form, would not appear visually intrusive and would not result in an unacceptable urbanising effect within the wider countryside setting. The proposal is therefore considered to preserve the character and appearance of the site and surrounding area in accordance with Policies 25, 32 and 33 of the HDPF.

Trees and Landscaping:

Policy 31 and Policy 33 of the HDPF seek to protect existing trees and land-scape features where they contribute to the character and amenity of an area.

A Tree Survey, Tree Constraints Plan and Tree Protection Plan have been submitted in support of the application. The majority of the proposed works are confined to existing hardstanding and operational areas of the forecourt and therefore would not directly affect existing trees. The Council's Arboricultural Officer initially raised concerns regarding the removal of the existing GRP housing in proximity to a mature oak tree located to the south-west of the site. Following the submission of additional arboricultural information and tree protection details, the Arboricultural Officer confirmed that the proposed protection measures are satisfactory and raised no objection to the scheme.

Subject to the implementation and retention of the approved tree protection measures secured by condition, it is considered that the development would not adversely impact retained trees or their root protection areas. The proposal therefore complies with Policies 31 and 33 of the HDPF.

Residential Amenity:

Policy 33 of the HDPF states that development should be designed to avoid unacceptable harm to the amenity of occupiers/users of nearby property and land, whilst having regard to the sensitivities of surrounding development.

Whilst there are residential properties within the wider locality, none are situated immediately adjacent to the operational areas affected by the proposal. The site already operates as an established petrol filling station and car wash facility generating vehicle movements, customer activity, lighting and associated noise.

The proposed EV charging bays are ancillary to the existing use and are not anticipated to generate a significant increase in vehicle movements or activity beyond that already associated with the operation of the site. Furthermore, the replacement of the existing car wash with two jet wash bays would continue an established use within the site.

The Council's Environmental Health Officer raises no objection to the proposal subject to controls over operating hours of the jet wash facilities. In addition, following review of the submitted lighting layout, Environmental Health confirmed that the proposed lighting scheme would not result in adverse impacts on neighbouring residents if installed in accordance with the approved plans.

Accordingly, subject to appropriate conditions, the proposal would not result in unacceptable impacts through noise, disturbance, overlooking, loss of privacy or light pollution and is considered to comply with Policy 33 of the HDPF.

Highways Impacts:

Policies 40 and 41 of the HDPF promote development that provides safe and adequate access, suitable for all users. The application site benefits from an existing access with minor alterations to the existing driveway indicated on the submitted plans.

The proposal utilises the existing vehicular access arrangements serving the petrol filling station and does not require any substantive alterations to the highway network. The development largely involves the reconfiguration of existing parking and operational areas within the forecourt.

The EV charging facilities would operate as an ancillary component of the existing service station and are therefore likely to attract users already visiting the site. Consequently, any increase in traffic generation is expected to be limited. The submitted Transport Statement has been assessed by West Sussex County Council as Local Highway Authority, who raise no objection and conclude that the proposal would not result in an unacceptable impact on highway safety or the operation of the local highway network. The proposal is therefore considered to comply with Policies 40 and 41 of the HDPF and paragraphs 115 and 116 of the NPPF.

Water Neutrality:

A 2021 Position Statement from Natural England identified that it could not be concluded with the required degree of certainty that new development in the Sussex North Water Supply Zone would not have an adverse effect on the integrity of the Arun Valley SAC, SPA and Ramsar sites. As a consequence, and to comply with the legal duties set out in the Conservation of Habitats and Species Regulations 2017 (known as the Habitat Regulations), all new development since has been required to demonstrate water neutrality.

On 31st October 2025 Natural England formally withdrew the 2021 Position Statement, citing a package of measures that they were satisfied would safeguard the Arun Valley sites. Principal amongst these measures is a reduction in the Southern Water abstraction licence 'by March 2026'. However, given the licence change has not yet taken place Horsham District Council, as competent authority under the Habitats Regulations, cannot yet be certain that new development will not result in adverse impacts on the Arun Valley sites.

To ensure development can come forward as water neutral in the meantime, the Council has agreed with Natural England to use the significant water savings made by Southern Water in 2024/25 through their programme of leakage reduction (amongst other measures). This has generated some 3,240,000 litres per day of water savings that can now be attributed to new development without increasing water abstraction in the Arun Valley beyond baseline. These savings were previously to be used to launch the Sussex North Water Certification Scheme (SNWCS), however following the withdrawal statement SNWCS will no longer be launching. Natural England standing advice dated 10 November 2025 raises no objection to using these savings to enable development to come forward. The standing advice clarifies that it functions as Natural England's formal response pursuant to Regulation 63(3) of the Conservation of Habitats and Species Regulations 2017 to all relevant planning applications which seek to achieve water neutrality using the above Southern Water savings.

Officers have undertaken an Appropriate Assessment which demonstrates that the anticipated increase in mains water consumption from this development, alongside all other development granted since the 31st October 2025, will not exceed 3,240,000 litres per day.

Accordingly, Officers consider that the proposed development will not have an Adverse Effect on the Integrity of the Arun Valley Site, either alone or in combination with other plan and projects, thereby complying with Regulations 63 and 70 of the Conservation of Habitats and Species Regulations 2017, HDPF Policy 31, and paragraph 193 of the NPPF.

Climate Change:

Policies 35, 36 and 37 require that development mitigates to the impacts of climate change through measures including improved energy efficiency, reducing flood risk, reducing water consumption, improving biodiversity and promoting sustainable transport modes. These policies reflect the requirements of Chapter 14 of the NPPF that local plans and decisions seek to reduce the impact of development on climate change. The proposed development includes the following measures to build resilience to climate change and reduce carbon emissions:

- Installation of 6no EV parking bays, 3no EV chargers and associated electrical infrastructure.

Biodiversity Net Gain (BNG):

Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) mandates that every development must achieve at least a 10% Biodiversity Net Gain (BNG) (unless the development qualifies as exempt under the Biodiversity Gain Requirements (Exemptions) Regulations 2024) and that every planning permission granted for the development of land in England shall be deemed to have been granted subject to the condition that development must not be begun unless a Biodiversity Gain Plan has been submitted to the planning authority and the planning authority has approved the Plan.

The Biodiversity Gain Plan must show how the development will achieve the required minimum 10% BNG using the statutory biodiversity metric tool, and must demonstrate how the habitats will be managed and maintained for 30 years, starting from the date the development is completed. Off-site gains (on unregistered sites) and significant on-site enhancements will be secured over this period by way of a Legal Agreement.

- The development qualifies as 'de minimis' under Regulation 4 of the Biodiversity Gain Requirements (Exemptions) Regulations 2024

Conclusions:

The proposed development represents a modest enhancement to an established petrol filling station through the provision of additional electric vehicle charging infrastructure and associated operational improvements. The proposal would support the transition towards low-carbon transport, contribute to local climate change objectives and improve the availability of EV charging facilities within the district.

The development would be appropriately located within an existing commercial site, would preserve the character and appearance of the area, safe-guard existing trees, protect neighbouring amenity and would not result in adverse highway safety impacts. Subject to the recommended conditions, the proposal is considered to accord with the NPPF, Policies 1, 3, 25, 26, 32, 33, 40 and 41 of the HDPF, and all other material considerations. Accordingly, the application is recommended for approval.

Recommendation: Application Permitted

Conditions:

- 2 **Standard Time Condition:** The development hereby permitted shall begin before the expiration of three years from the date of this permission.

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

- 3 **Pre-commencement Condition:** No development shall commence, including demolition pursuant to the permission granted, ground clearance, or bringing equipment, machinery or materials onto the site, until the following preliminaries have been completed in the sequence set out below:

- (a) All trees on the site shown for retention on approved drawing number 2155-003 Tree Protection Plan as well as those off-site whose root protection areas ingress into the site, shall be fully protected throughout all construction works by tree protective fencing affixed to the ground in full accordance with section 6 of BS 5837 'Trees in Relation to Design, Demolition and Construction - Recommendations' (2012).
- (b) Once installed, the fencing shall be maintained during the course of the development works and until all machinery and surplus materials have been removed from the site.
- (c) Areas so fenced off shall be treated as zones of prohibited access, and shall not be used for the storage of materials, equipment or machinery in any circumstances. No mixing of cement, concrete, or use of other materials or substances shall take place within any tree protective zone, or close enough to such a zone that seepage or displacement of those materials and substances could cause them to enter a zone.

Any trees or hedges on the site which die or become damaged during the construction process shall be replaced with trees or hedging plants of a type, size and in positions agreed by the Local Planning Authority.

Reason: As this matter is fundamental to ensure the successful and satisfactory protection of important trees and hedgerows on the site in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 4 **Regulatory Condition:** The materials to be used in the development hereby permitted shall strictly accord with those indicated on the application form and approved plans.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of visual amenity and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

- 5 **Regulatory Condition:** The operational hours of the jet wash hereby permitted shall be between the hours of 0800 hours and 1800 hours Monday to Saturday (inclusive) and between 0900 hours and 1600 hours on Sundays and Bank Holidays (inclusive)

Reason: In the interests of the amenities of the locality and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

POSITIVE AND PROACTIVE STATEMENT

Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received, in order to be able to, where possible, grant permission.

Plans list for: DC/26/0264

(The approved plans will form Condition 1 on the Decision Notice of all Permitted applications)

Schedule of plans/documents **approved:**

Plan Type	Description	Drawing Number	Received Date
Location plan	Location Plan	P01	16.02.2026
Details plan	Proposed External Finishes	P04 REV 1	16.02.2026
Layout plan	Proposed Lining	P05 REV 1	16.02.2026
Layout plan	Proposed Protection and Bollards	P06 REV 1	16.02.2026

Site plan	Proposed Site Plan	P03 REV 1	16.02.2026
Details plan	Proposed Jet Wash	P13 REV 1	16.02.2026
Details plan	Proposed Timber Enclosure	P14 REV 2	16.02.2026
Details plan	Proposed Metering Cabinet	P16 REV 1	16.02.2026
Details plan	Proposed EV Charger	P17 REV 1	16.02.2026
Details plan	Proposed LMS Cabinet	P19 REV 1	16.02.2026
Site plan	Existing Site Plan	P02	16.02.2026
Elevation plan	Proposed Elevations Plan	P10 REV 1	16.02.2026
Supporting Statement	Planning Statement	NONE	10.03.2026
Supporting Statement	Transport Statement	GB01T25I33_B	10.03.2026
Supporting Docs	Jet Wash Data Sheet	NONE	10.03.2026
Supporting Docs	Jet Wash Enclosure Manual	NONE	10.03.2023
Supporting Docs	LMS Cabinet	NONE	10.03.2026
Supporting Docs	HYC400 Charging System Data Sheet	NONE	10.03.2026
Supporting Docs	Type E Bollard	BSSGA3018-2_0	10.03.2026
Supporting Docs	Type O Cabinet	NONE	10.03.2026
Tree plan	Tree Constraints Plan	2155-002	22.04.2026
Tree plan	Tree Protection Plan	2155-003	22.04.2026
Supporting Statement	Tree Survey	2155-001	22.04.2026

DELEGATED

Case Officer sign/initial Shazia Penne Date: 04.06.2026

Authorising Officer sign/initial Tamara Dale Date: 09.06.2026