



Planning Statement

BP Filling Station, London Road, Ashington, West Sussex

Proposed Installation of 6 EV parking bay and 3 EV Chargers

The Applicant

BP Chargemaster Ltd is BP's global EV charging infrastructure business.



Context of Proposal

Climate change affects us all. Managing it and protecting our climate is an enormous task that we can only accomplish together.

Since approximately one third of carbon emissions come from the mobility sector, part of the solution is to speed up the transition to e-mobility and reducing or even eliminating damaging carbon emissions from transport. To enable this transition, customers need adequate charging infrastructure so they can drive every day and everywhere, not just in the big cities.



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The transition from petrol and diesel powered cars to electric vehicles will play a major role in almost completely eradicating CO2 emissions from the road transport sector and the transition to a low carbon economy.

It will help remove harmful pollutants from our air and improve the health and wellbeing of people across the country.

It will help us make the most of our ever-expanding renewable energy sector and also support the creation of new jobs and business opportunities across the plug-in vehicle supply chain and wider economy.

5.5% of cars on the road today are EV's. Looking to the future, independent reviews of plug-in vehicle uptake forecasts from a range of manufacturers and industry experts broadly suggest that the 2020s will see both a decrease in cost of plug-in vehicles and a corresponding increase in uptake. Some key insights are summarised below.

- By 2030, 20-25% of cars on the road will be EV's (source: FES)
- Bloomberg predicts that by 2040, 35% of all new vehicles sales will be plug-ins globally
- The International Clean Council on Transportation review of 16 projections of plug-in vehicle sales in the US, EU, China, Japan and the world found a wide range of projections. Generally, studies which assumed ongoing technological advancement and policy projected plug-in vehicles to account for between 20% and more than 50% of sales by 2030
- In the UK, use electric car sales are growing, with nearly 275,000 transactions in 2025 (RAC)
- Data from the Society of Motor Manufacturers and Traders showed that 23.4% of all new car registrations in 2025 were for electric vehicles



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The Location and Site

The site lies to the north of the settlement and occupies a roughly triangular area of ground to the north of the B2133 and the east of London Road. The wider site includes the BP filling station and a car garage.

The application site comprises the existing BP filling station and in particular 3 main areas of the site, the existing car wash on the east, the car park to the south and the sub-stations to the west.

The Proposal

The proposal is to redevelop the car park to the south of the petrol filling station that currently accommodates 8 standard spaces and 2 EV charging spaces and replace this with 6 EV charging spaces (including 3 EV chargers and 1 over-sized EV space) and 2 standard parking spaces. Redevelop the car wash and replace this with a 2 bay jet wash and 6 parking spaces. And finally replace an existing LV panel with a new LV panel.

All proposed works are within the demise of the petrol filling station and on existing hardstanding areas.

Consultation

Given the small scale nature of the proposals and their relationship to the existing use of the site, no public consultation or engagement has been undertaken with the public.

Development Plan

National Planning Policy Framework December 2024

Horsham District Planning Framework (HDPF) :

Policy 3 – Development Hierarchy

Policy 25 – The Natural Environment and Landscape Character



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Policy 32 – Quality of New Development

Policy 33 – Development Principles

Policy 35 – Climate Change

Electric Vehicle Chare Point Strategy

The approach set out in this Strategy forms part of the Councils response to the District becoming carbon neutral. The Corporate Plan commits the Council to “work with partners towards becoming a carbon neutral District.” The Plan also states that it will “work with partners to increase the number of electric vehicle charging points across the District to promote the use of more environmentally friendly vehicles”. Finally, it commits the Council to “target improvement of our air quality management areas”. The Strategy, therefore, forms part of the framework for achieving various aspects of the Corporate Plan.

Aim

Enable the provision of infrastructure that allows electric vehicles to form part of a low carbon transport solution for the District that reduces carbon emissions and improves air quality.

Objectives

To ensure that by 2030 there is a comprehensive and cohesive network of electric charge points across the District to serve residents, visitors, and businesses. Contribute to the national target of 70% of new vehicles being ultra-low emission by 2030

Consideration of the Proposal

Paragraph 11 of the NPPF states that decision making should apply a presumption in favour of sustainable development in approving development proposal that accord with an up-to-date development plan without delay; or where there are no relevant development plan policies, or the policies which are most important for determining the applications are out of date.



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Paragraph 112 of the NPPF states that applications for development should 'be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations'.

Paragraph 168 of the NPPF When determining planning applications for all forms of renewable and low carbon energy developments and their associated infrastructure, local planning authorities should: a) not require applicants to demonstrate the overall need for renewable or low carbon energy, and give significant weight to the benefits associated with renewable and low carbon energy generation and the proposal's contribution to a net zero future; b) recognise that small-scale and community-led projects provide a valuable contribution to cutting greenhouse gas emissions;

Policy 35 of the HDPF states that development will be supported where it makes a clear contribution to mitigating and adapting to the impacts of climate change and to meeting the district's carbon reduction targets as set out in the Council's Acting Together on Climate Change Strategy, 2009.

The proposal would increase the availability of EV charging within the Ashington area. The inclusion of additional charging points would contribute to the network of EV charge points locally and would provide environmental and public benefits in this regard. The proposal would make a contribution to mitigating and adapting to the impacts of climate change, and is considered acceptable in principle, subject to all other material considerations.

The proposal will be in line with the Councils strategy for increasing EV charging infrastructure. The main reason for producing this strategy was to ensure that there is sufficient charge point infrastructure available so that this is not a barrier to the take up of electric vehicles by residents and businesses. It was also to ensure that visitors to the District are not discouraged from coming to the area due to a lack of charge point infrastructure.

Policy 3 of the HDPF identifies the site outwith the settlement and located in the countryside. Policy 3 identifies Ashington as a Medium Village. Whilst located in the Countryside, the proposal involves the redevelopment of an existing petrol filling station on land already developed. The proposal is therefore appropriate in terms of scale and nature and does not raise any concerns relating to the function of the settlement.



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Policies 25, 32 and 33 of the HDPF promote development which is of high quality and design, and is sympathetic to the distinctiveness of its surroundings. Development should protect, conserve and enhance the landscape character, taking account of the natural environment, landscape and landform pattern to which, it forms a part.

The proposed EV chargers would be located along the eastern southern boundary of the petrol filling station where existing car parking spaces exist. This part of the site is flat and unremarkable, featuring hardstanding. The proposed LV enclosure would be positioned behind the existing sales building and would replace an existing similar structure. The new jet wash bays would replace an existing car wash. Given the established nature of the site and the modest levels of development proposed, it is not considered that this would result in harm to the visual amenities of the site and surrounding area. The proposed development is in keeping with the character and appearance of the existing filling station.

Policy 33 of the HDPF provides that development will be required to ensure a design that avoids unacceptable harm to the occupiers/users of nearby property and land. In this regard there are no residential properties within immediate close proximity to the site.

EV charging points are considered to be an ancillary function to the PFS with the likelihood of combined trips. It is not therefore considered that the proposal would result in a significant increase in movements to the site, nor a significant increase in activity. As such, it is not considered that the proposal would result in any further harm to the amenities of the nearby properties.

Given the existing use as a PFS, where the development would represent an ancillary function of such use, it is not considered that the proposal would result in significant harm to nearby residential amenity through noise, disturbance or light pollution.

Conclusion



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The proposal is regarded as an acceptable form of development that would be appropriate and make a positive contribution in reducing carbon emissions, providing access to EV charging within the wider Ashington area, and represent a form of sustainable development. The proposal would not appear unduly prominent and would be consistent with the established character of the site/premises.

The proposal would function alongside the existing PFS and it is not therefore anticipated that the proposal would result in greater noise, activity, or movements. The proposal would not have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network. The proposal would result in environmental and social benefits, contributing to the local network of EV charging points within the District and reducing reliance on unsustainable transport methods. The application is considered to accord with the relevant policies of the Horsham District Planning Framework 2015 and the NPPF and therefore should be supported.