Planning Statement

The proposal for the installation of two additional rapid EV chargers, the upgrade of the existing charging unit, and the upgrade and relocation of the existing feeder pillar within the McDonald's Bognor Regis car park.

Contents

"Sustainable transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, Including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport".
(NPPF glossary)

"Planning policies and decisions should recognise and address the ***specific locational requirements of different sectors****.*
(NPPF para 87)
However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in [...] decision making".
(NPPF para 110)

"In assessing [...] specific applications for development, it should be ensured that: a) sustainable transport modes are are prioritised taking account of the vision for the site, the type of development and its location; b) safe and suitable access to the site can be achieved achieved for all users".
(NPPF para 115)

1. Introduction

1.1 This planning statement is provided by Instavolt and supports our planning application for the installation of two additional ultra rapid EV chargers, the upgrade of the existing charging unit, and the upgrade and relocation of the existing feeder pillar within the McDonald's Bognor Regis car park.

1.2 InstaVolt are the UK's largest rapid charging network with over 2,100 rapid chargers energised or in construction. Our business model is to install, own and operate rapid chargers for public use, on land leased or purchased from third parties. Our mission is to make electric vehicle charging accessible to all and provide a best-in-class-experience to drivers by offering the highest levels of reliability, and easy-to-use hardware.

1.3 InstaVolt has won numerous awards from journalists and drivers alike for the networks high level of reliability and great locations as well as 24/7 customer support and fast charging technology. Our reputation for reliability is underpinned by our comprehensive operations and maintenance strategy, which includes real-time monitoring of charging stations meaning we can see a fault or an issue and react immediately.

1.4 100% of the electricity delivered to drivers on the InstaVolt network is from certified renewable sources.

1.5 The Main Issues in this case are likely to be:

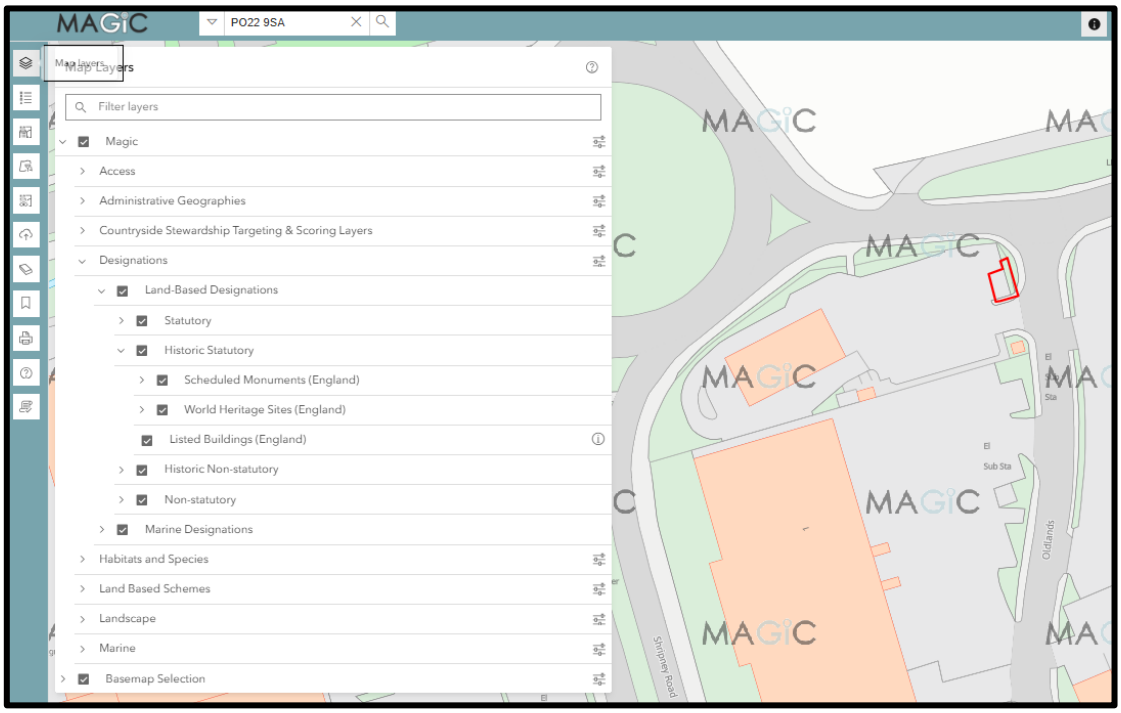
1. The development plan
2. Material considerations

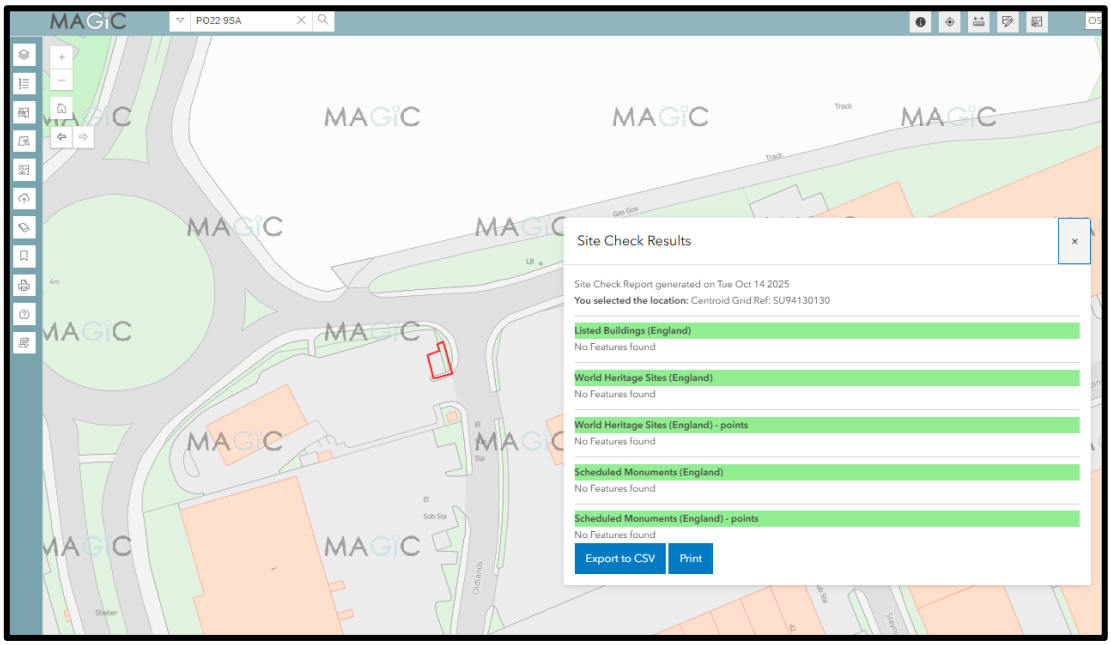
1.6 InstaVolt are content that the development plan and material policy considerations weigh heavily in favour of approval.

2. The Site and Surrounds

2.1 The site is located in Bognor Regis south of Shripney and north of South Bersted.

2.2 The site is accessed and exited off Oldlands way, the site is not within a conversation area or nearby scheduled monuments/listed buildings. The site is also within flood zone one and has a 'very low' chance of flooding from surface water.




MAGIC
PO22 9SA
Site Check Results
Site Check Report generated on Tue Oct 14 2025
You selected the location: Centroid Grid Ref: SU94130130
Listed Buildings (England)
No Features found
World Heritage Sites (England)
No Features found
World Heritage Sites (England) - points
No Features found
Scheduled Monuments (England)
No Features found
Scheduled Monuments (England) - points
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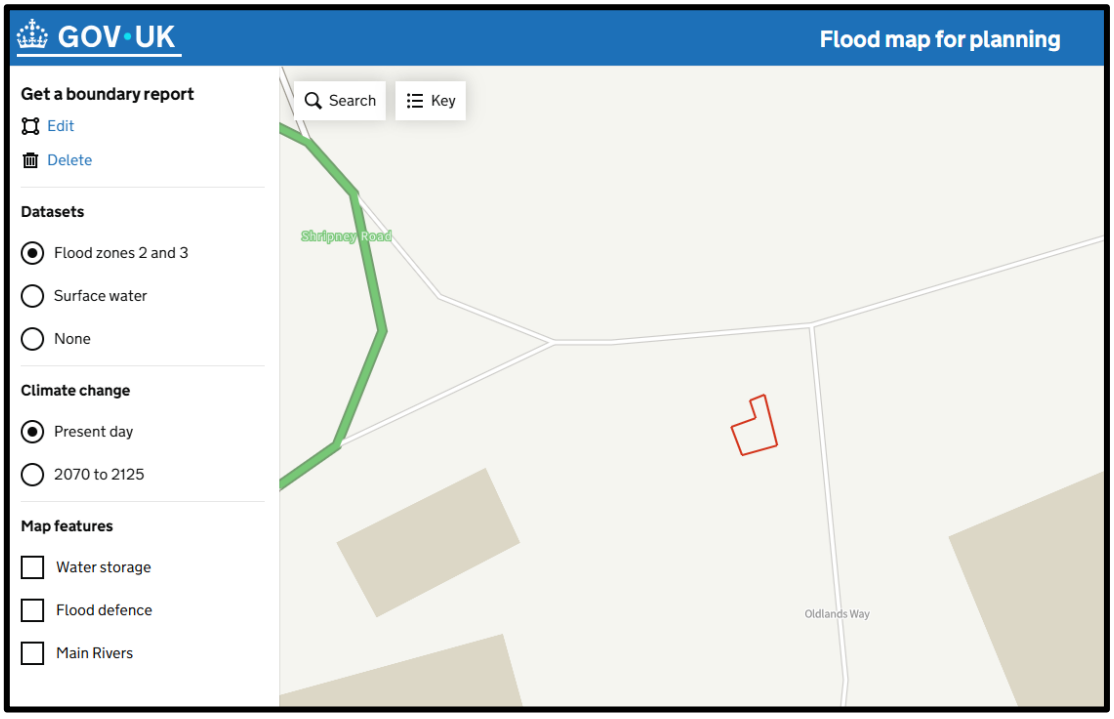
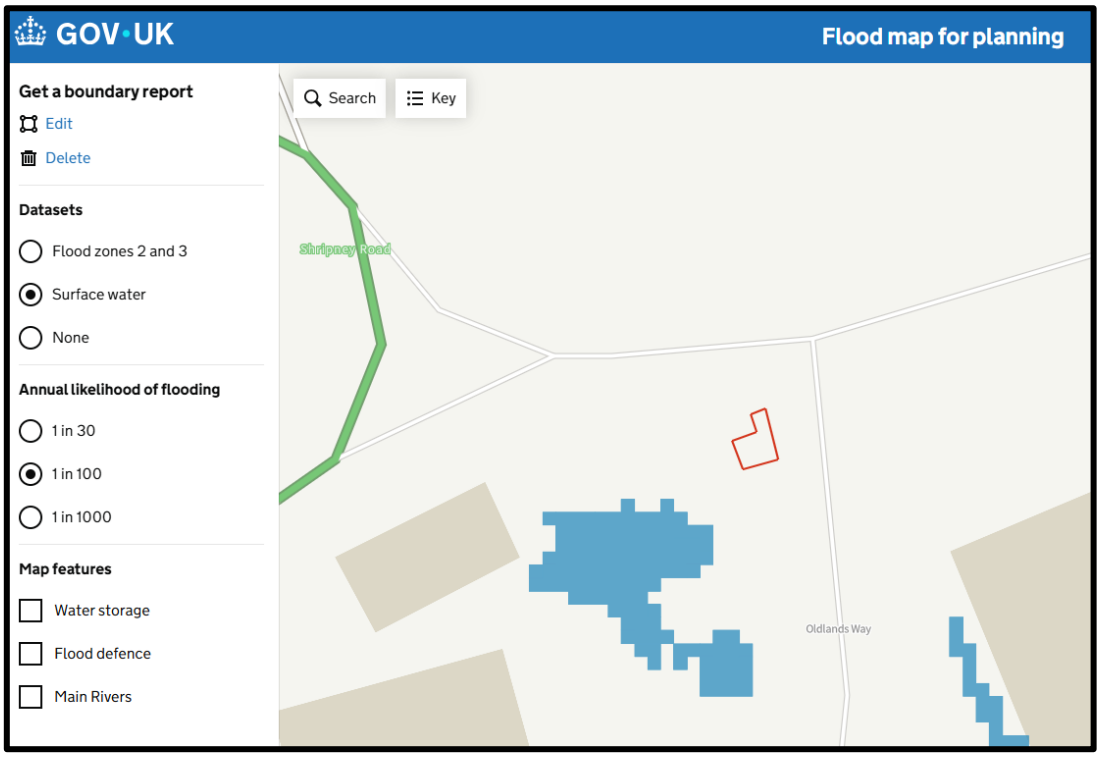

GOV·UK
Flood map for planning
Get a boundary report
Edit
Delete
Datasets
Flood zones 2 and 3
Surface water
None
Climate change
Present day
2070 to 2125
Map features
Water storage
Flood defence
Main Rivers
Search
Key
Shripney Road
Oldlands Way



2.3 The site access (for both entrance and exit) is Oldlands Way, which has a speed limit of 30mph. The entry/exit of the site is clearly visible.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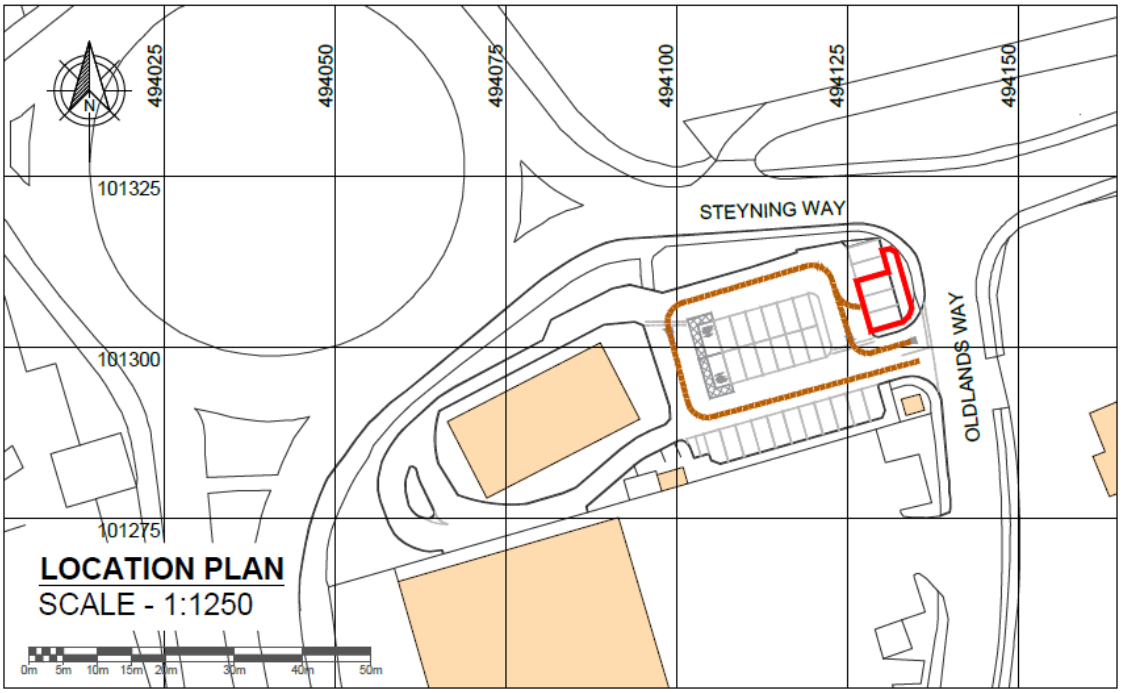

494025
494050
494075
494100
494125
494150
101325
101300
101275
STEYNING WAY
OLDLANDS WAY
LOCATION PLAN
SCALE - 1:1250
0m 5m 10m 15m 20m 30m 40m 50m

3. Development Plan

3.1 Planning law is clear that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise.

3.2 In this case the development plan consists of:

- Arun Local Plan (2011 – 2031)
- Arun Climate Action and Sustainability Work Plan 2025-26

3.3 The following policies may be relevant or important to decision making in this case:

- Arun Local Plan - Policy QE DM3 Air pollution – "C. - Encouraging the use of cleaner transport fuels on site, through the inclusion of electric car charging points".
- Climate Action and Sustainability Work Plan 2025-26 – "37. (yellow) Transition our fleet to low emission or EV.
  Aim: Our vehicle fleet is responsible for the generation of transport related emissions. Multiple fossil fuel alternatives are now available, and work has been done to transition to electric vehicles were possible."

3.4 There is high level support for low carbon development and/or sustainable transport as well as a clear strategy laid out by Arun District Council for EV charging infrastructure and Net-zero carbon initiative in general, as mentioned in the above plans/statements. These affect any developments proposed under Arun District Council. Our proposed development is in accordance with and helps promote low carbon development and sustainable transport.

4. Material Considerations

4.1 This planning statement is accompanied by a range of 'fact sheets' providing focussed information on a range of topics as relevant, including:

- Design and access
- National Policy – in relation to sustainable development, low carbon infrastructure and sustainable transport
- EV Policy – in particular the Government's EV strategy and other similar documents which planning officers may not have come across before.

- Permitted development and the planning fall back[1]
- BNG
- Sustainable transport

5. Additional Considerations

5.1 Alongside numerous Government strategies and objectives, the following will provide serious challenges to vehicle and fleet owners and the wider economy if the necessary charging infrastructure is not in place to meet demand which is already surging:

[1] It is essential that decision makers understand the full extent of what's possible under PD rights, because any planning application might be proposing a scheme which involves far less development than is possible, and that is important for officers to take into account.

- 2030 – following the previous Government target of 2030 for a ban on the sale of new fossil fuel cars, car manufactures will have phased out new fossil fuel cars from their forecourts in any event and following industry targets that were based on the 2030 date.
- 2035 - the UK is heading towards a Government ban on the sale of new petrol and diesel cars in the UK.

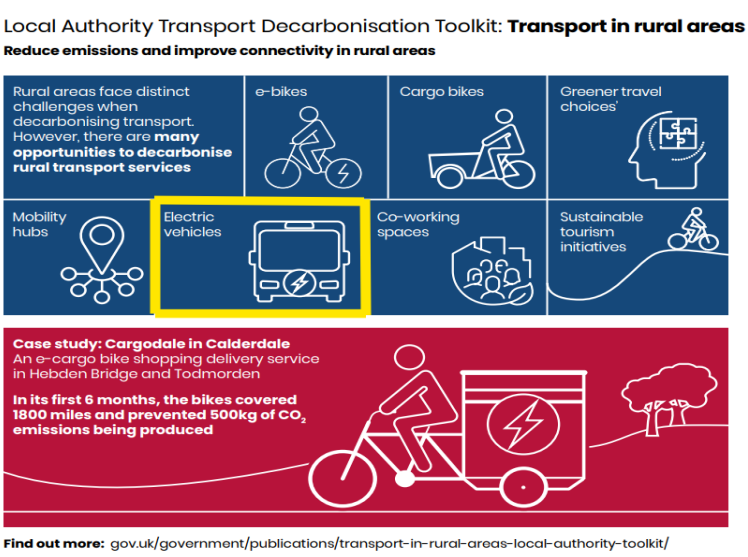
- The 2050 Net Zero requirements.
- The 2023 Highway Code change that will see motorists fined £100 if they run out of fuel (including EV cars) and obstruct traffic as a result.

5.2 There is a real economic urgency to proposals such as this. Demand is already outstripping supply because the roll out of EV infrastructure has been too slow according to the Government's EV Strategy.

5.3 To understand how the prevalence of EV charging points nationwide, in both urban and rural areas, will affect the wider economy, decision makers only need think of the impact caused by 'traditional' fuel shortages; the queues of vehicles, impacts to business, impacts to society, food distribution etc.

5.4 If after 2030 the necessary EV infrastructure is not in place to support an increasingly EV-dominated private, commercial, and Council vehicle fleet then serious economic damage will be done to the country's economy.

5.5 The Energy Saving Trust has produced a 'Local Authority Transport Toolkit' which includes the following with regard to EV charging infrastructure:



6. Conclusion

6.1 There is a climate emergency which requires "radical"[2] positive action now. Decarbonising the transport system is one of the most important routes to achieving this.

6.2 The NPPF paragraph 168 is clear that:

"*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***"

6.3 There is a 2030 'deadline' for all new cars sold being non-fossil fuelled to which car manufacturers were locked in to.

6.4 There are impending net zero deadlines for which society and the economy need to be geared up for well in advance.

6.5 The Government has clear policy requiring a step change in the roll out of rapid public EV car charging infrastructure, because the current pace is too slow, with the resultant societal, environmental, and economic implications that will arise.

6.6 There is a raft of significant material considerations weighing in support of granting planning permission.

[2] NPPF paragraph 161

6.7 If there is any harm to landscape/ecology it is clearly outweighed by the benefits that weigh in favour.

6.8 NPPF paragraph 109 talks of environmental gains from development, in this case they are numerous:

- Improved air quality (social and environmental gain)
- Reducing greenhouse gas emissions (social and environmental gain)
- Use of renewable energy (InstaVolt use 100% renewable energy in support of their developments) and support for low carbon technology (environmental/climate gain)
- Aiding the switch towards sustainable transport modes (social and environmental gain)
- Contributing to net zero and decarbonised transport (social and environmental gain)

6.9 We respectfully request that this scheme be granted planning permission so that it can contribute to improving air quality, supporting economic development, and decarbonising Arun District Council without further delay.