

Our Ref.: 21-01147

28 April 2022

York House
York Street
Manchester
M2 3BB

Arun District Council
Planning Department
The Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex
BN17 5LF

LONDON
BIRMINGHAM
BRISTOL
CAMBRIDGE
EDINBURGH
HUNTINGDON
MANCHESTER

Dear Sir / Madam,

Re: Full Planning Application for the installation of 8no. EVC bays at Crossbush Service Station, Lyminster Road, Lyminster, Littlehampton BN17 7QQ

Rapleys LLP has been instructed to submit a full planning application for the above site on behalf of Rontec Service Stations 1A Limited (Rontec). The application seeks consent for the installation of 8no. Electric Vehicle Charging (EVC) bays.

This planning application was submitted via the Planning Portal (Ref. PP-11220221) dated 28th April 2022. This letter, in conjunction with the enclosed application form, CIL forms, drawings package and the requisite planning fee of £234.00 comprise the applicant's full planning application package.

The drawing package submitted with the planning application includes the following:

- Site Location Plan (Ref. PLNG 05);
- Block Plan (Ref. PLNG 04);
- Existing Site Layout (Ref. PLNG 01);
- Proposed Layout (Ref. PLNG 02); and
- Proposed Elevations (Ref. PLNG 03);

In addition to the above enclosures, we would be grateful if you would be grateful if you would take the contents of this letter into consideration.

Site and Surroundings

The application site is located within Crossbush Service Station, which includes a petrol station, a hotel and McDonald's drive-thru. Within Crossbush Service Station, the application site is confined to the western most corner of the petrol station, currently used as a car parking area. The petrol station is located to the east, whilst the hotel and McDonald's drive-thru are located to the west and north-west of the application site. Access into the services is taken from the A284 Lyminster Road.

The eastern part of the service station is bound by the A284, while all other boundaries are adjacent to open countryside. Whilst the immediate area is built up, the surrounding area is rural in nature.

RAPLEYS LLP IS REGISTERED AS A LIMITED LIABILITY PARTNERSHIP IN ENGLAND AND WALES

REGISTRATION NO: 0059611

REGISTERED OFFICE:
UNIT 2A THE PRODIGER, THE BOLDWOOD,
STEELEBRIDGE CAMPUS, ALDWORTH, LEAFS,
LEICESTER

REGULATED BY RICS

Planning History

A review of the Council's online planning register was undertaken which revealed a long planning history, with the key applications summarised in the table below.

Reference	Description	Decision	Decision Date
LY/13/91	Outline Application for service area including petrol filling station, HGV parking, restaurant, motel, car parking and landscaping.	Approved	12 Aug 1992
LY/10/17/PL	Extension of existing hotel to form 8 No. new rooms on two floors. Erection of three new blocks of accommodation to form 34 No. self-contained rooms on two & 3 floors respectively	Approved	25 Sep 2017
LY/15/21/PL	Erection of a drive-thru coffee shop (Use Class E) with associated infrastructure.	Approved	24 Nov 2021
LY/4/22/PL	Variation of Planning Conditions 2 and 6 pursuant to planning permission Ref. LY/15/21/PL for the erection of a drive-thru coffee shop (Use Class E) with associated infrastructure.	Pending	-

The Proposal

The development proposed through this full planning application is for the installation of 8no. EVC bays.

As part of the development, a component of the existing car park will be converted to EVC parking spaces with 2no. EVC spaces being built to a disabled standard. The upgrade will also be accompanied by a cantilevered steel canopy with a glazed roof, approximately 3.5m in height.

The new EVC spaces will be demarcated by a concrete kerbed separation island complete with a barrier between the existing HVG parking and new charging bays. The new EVC spaces will be accompanied by a Low Voltage (LV) compound area, located directly to the east by the EVC spaces.

Full details of the proposed development are shown on the accompanying set of proposed plans submitted as part of the application.

Planning Policy Position

National Planning Policy

The Government published the latest iteration of the National Planning Policy Framework (NPPF) in July 2021. The document confirms that the purpose of the planning system is to contribute to the achievement of sustainable development via three overarching objectives: an economic objective, a social objective and an environmental objective.

Paragraph 11 of the NPPF requires Local Planning Authorities to apply a presumption in favour of sustainable development during decision-making. This means that authorities should approve development proposals that comply with relevant policies without delay. Where there is an absence of relevant development plan policies or if the policies are out-of-date, planning permission should be granted unless:

- i. *"The application of policies in this Framework that protect areas or assets of particular importance provide a clear reason for refusing the development proposed, or*
- ii. *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

In building a strong and competitive economy, **Paragraph 81** requires Local Planning Authorities to place significant weight on the need to support economic growth and productivity by taking into account local business needs.

In respect of achieving well-designed places, **Paragraph 126** states that the creation of high-quality, beautiful and sustainable buildings and places through good design is a key aspect of sustainable development.

Explaining further, Paragraph 130 ensures that local planning policies and decisions should aim to ensure that developments:

- a) *"Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) *Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) *Are sympathetic to local character and history, including the surrounding built environment and landscaping setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) *Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) *Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) *Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience."*

Local Planning Policy

The Development Plan for Arun District Council consists of the Arun Local Plan 2011-2031 adopted in July 2018 within which the site lies outside of the settlement boundary, within an area defined as 'gaps between settlements'. As such, the key policies that are relevant to this proposal are set out below:

- **Policy SD SP1 Sustainable Development** sets out that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.
- **Policy C SP1 Countryside** states that Outside the Built-Up Area Boundaries (as identified on the Policies Maps) land will be defined as countryside and will be recognised for its intrinsic character and beauty. Development will be permitted in the countryside where it is:
 - a) For the operational needs of agriculture, horticulture, forestry, the extraction of minerals or the management of waste as part of a waste site allocation within the West Sussex Waste Local Plan; or
 - b) For quiet, informal recreation; or
 - c) For green infrastructure; or

- d) For the diversification of the rural economy; or
 - e) For road and/or cycle schemes; or
 - f) In accordance with other policies in the Plan which refer to a specific use or type of development.
- **Policy SD SP3 Gaps Between Settlements** indicates that Development will only be permitted within the gaps if:
 - a) It would not undermine the physical and/or visual separation of settlements;
 - b) It would not compromise the integrity of the gap, either individually or cumulatively with other existing or proposed development;
 - c) It cannot be located elsewhere; and
 - d) It maintains the character of the undeveloped coast; or
 - e) If a subsequent DPD or Neighbourhood Plan deems it appropriate through an allocation.
- **Policy D SP1 Design** states that all development proposals should seek to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details.
- **Policy D DM1 Aspects of Form and Design Quality** indicates that when considering any application for development that Council will have regard to a number of key indicators in relation to design.
- **Policy T SP1 Transport and Development** highlights that the Council will ensure that development: provides safe access on to the highway network; contributes to highway improvements and promotes sustainable transport.
- **Policy T DM1 Sustainable Travel and Public Rights of Way** indicates that proposals for new development must ensure ease of movement, prioritising safe pedestrian and cycle access to the green infrastructure network and access to public transport and community transport services where a need has been identified.
- **Policy QE SP1 Quality of the Environment** states that the Council requires that all development contributes positively to the quality of the environment and will ensure that development does not have a significantly negative impact upon residential amenity, the natural environment or upon leisure and recreational activities enjoyed by residents and visitors to the District.

Other Material Considerations

The Arun District Design Guide Supplementary Planning Document (SPD) adopted in January 2021 provides detailed guidance that will raise design standards across the District, ensuring that only the highest quality development is delivered.

The document sets out that any new development in the countryside should respect and enhance this distinctive rural character. Specifically, development within these areas must be sensitively and appropriately integrated into its landscape setting. Furthermore, the document indicates that important landscape features such as mature trees and planting should be retained and incorporated into the scheme wherever possible. In terms of scale, form and massing, the document sets out that development should also respond to the existing height and footprint of buildings in the area.

Assessment

The application is for installation of 8no. EVC parking spaces at Crossbush Service Station.

Rontec, as a business, is currently in the process of reviewing its existing portfolio of service stations to assess future requirements for EVC bays in the context of the growing electric vehicle market and changing customer requirements. Crossbush Service Station has been identified as a site which is suitable to accommodate EVC provision.

The area for development measures only 590 sq.m and is mostly hardstanding, currently used as a parking. The installation of the EVC spaces will be accompanied by a small, cantilevered steel canopy with a glazed roof and a LV compound located adjacent to the EVC spaces.

The application site falls entirely within an existing service station surrounded by development; a hotel to the south-west, McDonalds' drive-thru to the north-west, existing parking area to the north, petrol refilling station to the east and the forecourt area of the petrol refilling station to the south. Consequently, the proposed installation of EVC spaces will not cause visual harm nor compromise the integrity of the gap between settlements. Any visual impact is far outweighed by the benefits of encouraging use of electric vehicles, namely reduced fuel usage and pollution.

The Government announced in November 2020 that the sale of new petrol and diesel cars will be banned by 2030, which is now only 8 years away. The Government's Road to Zero Paper (November 2018) confirms that electric vehicles will be at the forefront of its planned transition to zero emission transport. The country will therefore shift to zero-emission vehicles and as such, infrastructure to support these vehicles will be imperative in ensuring that this target can be achieved.

The Government envisages that the majority of vehicle charging will take place at home but recognises that a widespread public charging point network is important for drivers who do high mileage, travel long distances or who do not have access to charging points at home or at work.

It is clear therefore, that publicly accessible electric vehicle charging points on sites such as the application site, which take access of a main A road / the strategic highway network, can provide a valuable contribution to the local transport network and real benefits to the wider community, where there is a dearth of such provision currently available.

Given the Government's support for electric vehicles, it is necessary for service stations to evolve so that they can continue to provide an important service for customers. In this context, this development, which proposes to introduce 8no. EVC bays, is sustainable and is considered to be in line with both national and local policies. The proposed development should therefore be supported by the Council.

Conclusion

After consideration of relevant planning policy at a national and local level, it is deemed that this application for the installation of 8no. EVC bays is policy compliant and should therefore be acceptable in planning terms.

We therefore respectfully request that planning permission is granted for the proposed development.

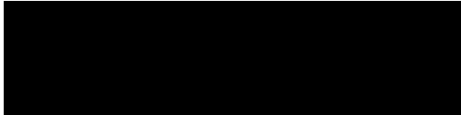
We trust that the enclosed information is sufficient to enable you to validate the application and look forward to receiving confirmation in due course. We will also be pleased to address any matters raised through the consultation process.

Please contact me should you require any further information.

Yours faithfully,

A black rectangular box redacting the signature of Samantha Lee.

Samantha Lee
MTCP MRTPI
Senior Planner

A black rectangular box redacting contact information, likely a phone number or email address.