



JMS PLANNING & DEVELOPMENT

PLANNING, DESIGN & ACCESS STATEMENT

IN SUPPORT OF PROPOSAL BY
SHELL OIL UK PRODUCTS LIMITED

FOR THE INSTALLATION OF
A NEW EV CHARGING HUB,
ASSOCIATED INFRASTRUCTURE AND
ALL OTHER ASSOCIATED WORKS

AT

SHELL EMSWORTH, A27 EASTBOUND,
EMSWORTH, PO10 7RB



Client: Shell Oil UK Products Limited
Project: EV Charging Hub at Shell Emsworth, A27 Eastbound, PO10 7RB.
Date: August 2026

JMS Planning & Development Ltd

T: 7770328674

E: jackie@jmsplanning.com



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SECTION 1: INTRODUCTION

- 1.1 This Planning Statement has been prepared by JMS Planning on behalf of Shell Oil UK Products Limited for the *“Installation of a new EV Charging Hub, associated infrastructure and all other associated works”* at Shell Emsworth, A27 Eastbound, Emsworth, PO10 7RB.
- 1.2 The application submitted proposes the provision of four new EV charging bays and formalises the HGV parking spaces both to the northern boundary of the site. The proposals seek to enhance the existing service station facility, providing improved roadside infrastructure which will help bring the service area up to modern standards to meet the needs of the operator and motorists, supporting a growing demand for electric vehicle charging and promoting sustainable travel options.
- 1.3 It is considered that the application is of significant merit including:
- It provides a low carbon refuelling facility which will help meet the UK’s legally binding target to reduce total CO₂ emissions by at least 80% (relative to 1990 levels) by 2050;
 - The new facility will assist in reducing the reliance on oil-based fossil fuels for road transport in accordance with policy and national aspirations;
 - The proposal will contribute to the establishment of a countrywide electric vehicle recharging infrastructure which will assist in increasing the uptake of electric vehicles; and
 - The proposal represents development on an existing, established service station in an appropriate location.
- 1.4 The Report continues in Section 2 by providing a summary of the site and surroundings with a review of the planning history set out in Section 3. Section 4 provides details of the proposal with additional information provided on the background to electric vehicle charging in Section 5. The planning policy framework is set out in Section 6, and an overview of the planning issues is set out in Section 7, and a Design and Access Statement is included within Section 8. Finally, conclusions are drawn within Section 9 of the Report.



SECTION 2: SITE AND SURROUNDINGS

- 2.1 The application site is an existing, operational, service station in Emsworth, along the A27 Eastbound. The A27 provides access to the A3. Portsmouth via the M3 to the west and Chichester and Brighton beyond to the east.
- 2.2 Only the A27 eastbound traffic can access the site. The access and egress is along the southern boundary of the site.
- 2.3 To the west of the application site is a Starbucks and Travelodge. These facilities are accessed via from the A27. To the south, on the opposite side of the A27, is a further service station, servicing westbound traffic. The wider surroundings comprise of green space, recreational grounds and residential units, with the closest dwelling being located approximately 250m away.
- 2.4 The application site is broadly rectangular, and it comprises a five pump island forecourt to the south which is arranged in a starter gate format with canopy above, with a single-storey sales building east of the forecourt. North of the forecourt comprises of a HGV fuel pump along with three marked HGV parking spaces. Further north are unmarked HGV parking spaces.
- 2.5 The site has the following designations:
 - Building a Better Futures Plan - Draft Housing Allocations, Southleigh Broad Location.
- 2.6 The site is within Flood Zone 1. There are no heritage constraints near the site.

SECTION 3: PLANNING HISTORY

- 3.1 A review of the planning history of the application site has been undertaken using Havant Borough Council's online database.

Reference	Description	Status
APP/18/01091	New extension to diverge lane and new vehicle safety protection barriers.	Pending Decision
APP/16/00420	Retention of installed ATM.	Approved 01/07/2016
APP/16/00419	Retention of 3 No. non illuminated fascia signs on associated ATM	Approved 01/07/2016
APP/13/00753	Discharge of Condition No/s 4, 7, 9, 10, 11 and 12 of Planning Permission APP/10/00438.	Approved 12/09/2013
APP/12/00527	Application for non-material change to Planning Permission APP/10/00438 relating to the provision of a dedicated parking bay for the substation; minor alterations around the HGV pump area; enlargement of the refuse enclosure; removal of the air/water bay north of the shop; new disabled parking bay to the front of the shop; provision of two air/water bays to the north and subsequent loss of four parking bays and provision of concrete access route to the MID sign.	Approved 22/06/2012

APP/12/00304	Discharge of Condition No/s 2, 6 and 8 of Planning Permission APP/10/00438.	Approved 11/05/2012
APP/12/00260	Application for non-material change to Planning Permission APP/10/00438 relating to: introduction of small electricity substation to south east; removal of LPG provision and replacement of LPG fuel pump with standard fuel pump; amendment to the location of the underground tanks; slight alteration to the access of the egress of the site.	Approved 05/04/2012
APP/10/00438	Erection of a new 24 hour petrol filling station and forecourt, including canopy, 5 pumps, underground tanks, sales building, jet wash, parking and other associated works.	Approved 02/03/2012

- 3.2 The planning history for Shell Emsworth shows that the site has been operating as a service station since 2012.
- 3.3 The application for the provision of EVC on seeks to improve the facilities for motorists travelling along the A27 Eastbound meeting sustainability objectives. There is nothing in the planning history which would prevent the approval of this proposal.



SECTION 4: PLANNING PROPOSAL

- 4.1 The application seeks planning permission for the *“Installation of a new EV Charging Hub, associated infrastructure and all other associated works”* at Shell Emsworth, A27 Eastbound, Emsworth, PO10 7RB.
- 4.2 The proposal includes the provision of four new electric vehicle (EV) charging bays and formalisation of the HGV parking bays, located north of the sales building. The four EVC bays will form part of a new EV charging hub and will be supported by associated infrastructure, including one LV feeder pillar, one LV feeder base and four lighting columns.
- 4.3 Three marked HGV parking spaces north of the forecourt will be removed and the existing ad hoc HGV parking formalised to provide five spaces.
- 4.4 The remainder of the site, including the existing sales building, customer parking areas, forecourt, and access arrangements, will remain unchanged.



SECTION 5: BACKGROUND TO ELECTRIC VEHICLE RECHARGING

- 5.1 Powering more of the cars we drive with electricity is essential to addressing growing CO₂ emissions and air pollution in cities. As more electric car models become available, they will also become a more affordable choice for people and businesses.
- 5.2 There are around one billion cars on the world's roads. Of these around two to three million are pure battery electric and plug-in hybrid electric vehicles, according to the International Energy Agency (IEA). The IEA anticipates there may be three hundred to four hundred million electric vehicles (EVs) on the road out of approximately two billion vehicles by 2040.
- 5.3 Electric vehicles are cars and other forms of mobility that use an electric motor as their main source of propulsion, rather than a conventional engine. They also have their energy stored in batteries.
- 5.4 There are three main types of electric vehicles; battery electric vehicles, hybrid electric vehicles and plug-in hybrid electric vehicles.
- 5.5 Battery electric vehicles are all electric cars that rely on their batteries as the only source of energy. Hybrid and plug-in hybrid electric vehicles combine electric drive with a conventional fuel engine.
- 5.6 Unlike traditional cars, which usually refuel at service stations, electric cars have the potential to be recharged at home, at work or on the go. They can also be charged in shared locations such as forecourts, car parks or supermarkets. Speed, availability and the reliability of charging infrastructure are currently the biggest potential deterrents to buying an electric car. Shell believes this could be changed with better access to recharging options, better suited to the needs of customers and their lifestyles. This could include smart, regular chargers, ideal for those charging overnight at their homes or during working hours. It could also include high powered, fast chargers designed for when drivers are between destinations and in need of a quick top-up.



Public Charge Points for Electric Vehicles – Department of Transport (December 2024)

- 5.7 The recent above National Audit Report confirms that reducing emissions from road transport is the largest intervention the government can make towards its goal of achieving net zero carbon emissions by 2050. Transport is the most carbon-emitting sector of the UK economy, causing 28% of domestic CO₂ emissions in 2022, of which just over half came from cars and taxis. The Government has committed to phasing out new petrol and diesel car sales by 2030, with all new cars and vans sold being zero-emission from 2035. A key way to encourage drivers to use electric vehicles is to provide public charge points. Drivers need to be confident that these are widely available and reliable enough to support the length of their journeys.
- 5.8 Specifically, the Report considers whether the Department for Transport (DfT) is on track to meet its ambitions for 2030 and its commitment to the rollout of electric vehicle infrastructure. The Report concludes that the number of public charge points being installed is on track to meet the 300,000 charge points that DfT estimated is the minimum need by 2030. As of July 2024, 64,632 public charge points have been installed. However, notably, these charge points are largely in the south and in urban areas and are not equally distributed throughout the UK. The Report concludes that whilst the number of charge points installed within one mile of the strategic road network has grown faster than DfT expected, there remains current stretches of major 'A' roads where there are currently not enough charge points.
- 5.9 The Report notes that the requirement for planning permission is a significant break which restricts the rollout of EVC.

Net Zero Strategy: Build Back Greener (October 2021)

- 5.10 The Net Zero Strategy: Build Back Greener was presented to Parliament pursuant to Section 14 of the Climate Change Act 2008 in October 2021. In a drive to avoid catastrophic climate change we need to reduce emissions to as near zero as possible with the small amount remaining absorbed through natural carbon sinks such as forests and new technologies like carbon capture. If this goal is achieved, global emissions of greenhouse gases will be 'net zero.' Delivering this requires urgent global action including ending coal fired power generation, retiring petrol and diesel engines from all cars and halting deforestation. These were the steps the UK called for at COP 26 (UN Climate Change Conference to be held in November 2021).

State of Switch Report Produced by New Automotive (October 2021)

- 5.11 New Automotive is a new independent transport research organisation founded in 2020 with a mission to support the switch to electric vehicles. Based on their research published in October 2021 they estimate that the UK will need 230,000-280,000 public charge points by 2035.
- 5.12 The report concludes whilst there has been a huge uptake in EV sales over the past 12 months, they believe the required targets are only achievable if policy makers commit to the '*electrification*' of UK roads and install the necessary infrastructure.

Taking Charge: The Electric Vehicle Infrastructure Strategy (March 2022)

- 5.13 The Taking Charge: The Electric Vehicle Infrastructure Strategy published in March 2022 and sets out the Government's vision and strategy to enable and accelerate the adoption of electric vehicles (EVs) in the UK.
- 5.14 The Prime Minister's announcement in November 2020 that sales of all new petrol and diesel cars and vans would end in 2030, put the UK on course to be the fastest nation in the G7 to decarbonise road transport. This was then subsequently pushed out to a 2035 deadline by the previous Conservative administration but is now going to return to 2030 under the Labour Government. Since then, the report confirms that in 2021, 190,000 battery-powered electric vehicles were sold in the UK. This was more than the five previous years combined, and nearly 1 in 8 of all new cars sold. Notwithstanding the uptake in use of battery electric vehicles, the focus on vehicles is only one part of the overall approach to transition into net zero road transport with a second priority being the provision of adequate charging infrastructure.
- 5.15 In response to the above, the Government's vision is to remove charging infrastructure as both a perceived and a real barrier to the adoption of electric vehicles and have, as a minimum, 300,000 public charge points by 2030 – equivalent to almost 5 times the number of fuel pumps on our roads today.
- 5.16 The report concludes that if the UK economy is to achieve net zero emissions by 2050, it has to decarbonise road transport. The recent rapid increase in both the supply of, and the demand for, EVs means that charging infrastructure now stands as the single biggest challenge to that decarbonisation.



Electric Vehicle Charging: Maximising Opportunity – Savills (Autumn 2024)

- 5.17 This report prepared by Savills confirms that the biggest remaining obstacle to the uptake in EVs is the provision of public charging infrastructure, which it notes is clearly lagging behind the increasing uptake of EVs. The Savills Report confirms that there is a currently a demand need for some 1,072,768 charging points in the UK compared to 55,000 at the current time. The need for significant uplift is therefore clear.

The Role of the Applicant

- 5.18 As the UK's number one provider of premier fuels with a network of over 1,000 service stations, Shell is encouraging the take-up of electric vehicles by providing rapid charging points on many of their forecourts.
- 5.19 Whilst charging electric cars at home is often the most convenient and cost effective way to recharge sometimes this option is not either convenient or available. A growing number of Shell forecourts in the UK are offering "Shell Recharge" rapid or high powered electric vehicle charging, taking only between 10-30 minutes to fully charge and also provides electric car drivers with a shorter option to just top-up to get to their destination.
- 5.20 Shell Recharge locations are supplied with electricity from 100% certified renewable sources, as regulated by the Renewable Energy Guarantees of Origin (REGO) scheme by Ofgem. Shell is also working to provide more electricity from sources such as wind and solar power that will allow electric vehicles to run on low carbon power sources. This is part of their wider effort to make electricity a significant part of their business – one that will sit alongside oil, gas and chemicals in the future.
- 5.21 The application proposal includes for the provision of four EV charging spaces to the form a new EV 'hub' which will have the benefit of improving the energy transition within Emsworth and the wider area and will offer increased choice and improved customer experience across the wider site, meeting the needs of customers, particularly on this important strategic site.



SECTION 6: PLANNING POLICY FRAMEWORK

- 6.1 This Section of the supporting Statement sets out national and local planning policy framework relevant to the proposed planning application.

National Planning Policy Framework

- 6.2 The revised National Planning Policy Framework (NPPF) was updated in August 2026 and constitutes guidance for local planning authorities and decision takers and is a material consideration in the determination of planning applications (paragraph 3). The NPPF supports the transition to a low carbon economy, which includes enabling modern transport infrastructure such as electric vehicle charging facilities.
- 6.3 The purpose of the planning system is to contribute to the achievement of sustainable development (paragraph 15). The NPPF also refers to the 17 Global Goals for sustainable development set by the United Nations (paragraph 16).
- 6.4 Paragraph 17 confirms that there are three overarching objectives to sustainable development: economic, social, and environmental, which are interdependent and need to be pursued in mutually supportive ways.
- An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible community facilities, public service infrastructure and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - An environmental objective – to support efforts to mitigate and adapt to climate change, including moving to a low carbon economy; and to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, and minimising waste and pollution.
- 6.5 These objectives should be delivered through the preparation and implementation of development plans and the application of the policies in this Framework; they are not criteria against which every development proposal can or should be judged. Development plans and decisions should play an active role in guiding development towards sustainable solutions, but in doing



so should take local circumstances into account, to reflect the character, needs and opportunities of each area (paragraph 18).

6.6 Policy 'DM3: Determining development proposals' states that when considering development proposals, local planning authorities should:

- a) Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision;
- b) Take a proportionate approach to the consideration of the planning matters raised by the proposals, in a way that reflects their scale, complexity and potential impact;
- c) Take account of planning matters raised during any pre application engagement, including any positive responses to this engagement, as well as representations on the proposals;
- d) Consult statutory or internal consultees only where it is necessary to do so. Decisions on development proposals should not be delayed in order to secure advice from a statutory or internal consultee beyond their statutory deadlines unless there is insufficient information to make the decision, there are public safety risks from proceeding without advice, or more detailed advice may enable an approval rather than a refusal; Consider whether otherwise unacceptable development proposals could be made acceptable through the use of planning conditions or planning obligations; and
- e) Not refuse applications for development which should clearly be approved, having regard to their accordance with the development plan, the policies in this Framework and any other material considerations (page 19).

6.7 Part 1 of Policy 'DM4: Emerging development plan proposals' asserts that preparing and considering development proposals, relevant policies in emerging development plans may be given weight according to:

- a) The stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) The degree of compliance of the relevant policies in the emerging plan with the policies for plan making in this Framework (the closer the policies in the emerging plan to the policies in this Framework, the greater the weight that may be given to them).

6.8 Part 2 of Policy DM4 stipulates that development proposals should not be refused on the grounds of being premature, other than in the limited circumstances where both:

- a) The development proposal is so substantial, or its cumulative effect alongside other development proposals would be so significant, that to grant permission would undermine the plan making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging plan; and
- b) The emerging plan is at an advanced stage but is not yet formally part of the development plan for the area. An emerging plan is unlikely to be in an advanced stage if a draft spatial development strategy, local plan, minerals and waste plan or supplementary plan has yet to be submitted for examination; or, in the case of a neighbourhood plan, the local planning authority publicity period on the draft plan has not ended.

6.9 Part I of Policy DM4 states that where planning permission is refused on grounds of prematurity, the reason for the refusal should indicate clearly how granting permission for the development proposal would prejudice the outcome of the plan making process.

6.10 According to Policy S3: 'Presumption in favour of sustainable development' decisions on development proposals should apply a presumption in favour of sustainable development. This means:

- a) Policy S4 in this Framework should be applied when considering development proposals within settlements;
- b) Outside settlements, policy S5 should be applied; and
- c) In all locations, development proposals that accord with both an up-to-date development plan and the decision-making policies in this Framework should be approved without delay.

6.11 Policy S3 also states that where a development proposal falls partly within and partly outside a settlement, policies S4 and S5 should be applied to the relevant parts which are inside or outside of the settlement boundary (as appropriate), before coming to an overall view on the proposal.

6.12 Policy 'S4: Principle of development within settlements' asserts that proposals inside settlements should be approved unless the benefits are substantially outweighed by adverse effects when assessed against national decision-making policies. Adverse effects are likely to outweigh benefits where development would:

- Conflict with development plan allocations or safeguarded land uses, unless there is no reasonable prospect of the allocated use coming forward or safeguarding is no longer appropriate.
- Harm areas protected under Policy HC7 (existing recreational land and facilities), Policy HC8 (Local Green Space), Policy N6 (areas of particular importance for biodiversity and geodiversity), Policy N4 (Protected

Landscapes), or Policy L2(1)(d) (development within residential curtilages).

- Result in the loss of undeveloped land used for cemeteries, burial grounds, water storage or flood risk management, unless suitable compensatory provision is made without increasing flood risk.
- Fail to comply with national decision-making policies that require refusal in specific circumstances.

- 6.13 Policy 'S5: Principle of development outside settlements' states that only specific forms of development should be approved outside settlements, and these should be supported unless the benefits are substantially outweighed by adverse effects when assessed against national decision-making policies. The policy lists the types of development that are acceptable outside settlements which includes reuse, extension, alteration or replacement of existing permanent and lawful buildings, provided extensions are not disproportionate and replacement buildings are for the same use and not disproportionately larger. This policy does not apply to Green Belt or Local Green Space, which must be assessed under the relevant policies. Where development is not inappropriate under the relevant policies, proposals should be approved unless adverse effects substantially outweigh benefits.
- 6.14 Policy E2: Meeting the need for business land and premises states that substantial weight should be given to the economic benefits of commercial development that enables businesses to invest, expand or adapt, particularly where proposals support the area's economic strategy, the Industrial Strategy, improvements in freight and logistics, or align with Industrial Strategy Zones and AI Growth Zones. Substantial weight should also be given to benefits for domestic food production, animal welfare or the environment arising from farm and agricultural modernisation.
- 6.15 Policy L2: Making effective use of land states that substantial weight should be given to development proposals that: remediate despoiled, degraded, derelict, contaminated or unstable land; make better use of vacant or underutilised land and buildings (including empty homes, space above shops, underused retail and business sites, and redundant service yards or transport infrastructure); make effective temporary use of previously developed land where longer-term redevelopment is anticipated; or create additional homes or floorspace within settlements through upward extensions, infill, redevelopment within plots or use of airspace above existing buildings.
- 6.16 Policy DP3: Key principles for well-designed places requires development proposals to respond positively to their context, including the history, character and features of the site and its surroundings, so that development integrates with and enhances its setting. This includes the arrangement of buildings, materials, architectural detailing and the sensitive reuse or integration of heritage assets. Innovation and increased scale or density are supported where

justified under Policy L2: Making effective use of land and Policy L3: Achieving appropriate densities. Proposals should reflect the core principles of well-designed places, where relevant to the development and location. These include: liveability, climate, nature, movement, built form, public space and identity. Proposals should be refused where, without clear justification, they conflict with these principles or with explicit design standards in the development plan. Substantial weight is given to compliance with relevant design policies. Outstanding or innovative designs that promote high sustainability or raise design quality should also be given substantial weight, provided they fit the overall form and layout of their surroundings.

- 6.17 Policy DP4: The design process requires design quality to be considered throughout the evolution, assessment and delivery of development proposals, including at pre-application stage. Local planning authorities should: Ensure access to and appropriate use of design review and other design tools and take account of design review recommendations; Use clear and accurate plans and drawings in planning conditions, including approved materials where relevant; and Prevent the quality of approved development from being materially reduced through post-permission changes.
- 6.18 According to Policy TR5; Roadside facilities Development proposals for roadside facilities located outside settlements should:
 - a) Meet an evidenced need to improve the safety and welfare of road users, or to improve access to electric vehicle charging infrastructure or other alternative fuels, if new or significantly expanded facilities are being proposed. This includes the provision of overnight lorry parking facilities to address any local or wider shortages and reduce the risk of parking in locations which lack appropriate facilities or could cause a nuisance; or
 - b) Improve driver welfare and security, support changes in transport technology, or improve environmental impacts (such as through the facility's design, landscaping or measures to support climate change mitigation), where the proposal is to upgrade existing facilities without significant expansion.
- 6.19 Development proposals should not result in the loss of existing roadside facilities unless alternative provision with good access to the strategic transport network is being provided in the local area, or it can be shown that the facility is no longer needed or viable.
- 6.20 Policy P4: Impact of development on existing activities states businesses, community facilities, public services and defence and security activities should not have unreasonable restrictions placed on their current or permitted operation as a result of development being approved after they were established. This means that development proposals should be capable of



being integrated effectively with existing business, community and public service activities and infrastructure in their vicinity (including, but not limited to, uses such as pubs, music venues, places of worship, sports clubs, blue light services, defence, electricity network infrastructure and industrial and waste sites).

Development Plan Policy

- 6.21 To the extent the Development Plan policies are material to an application for planning permission, the decision must be taken in accordance with the Development Plan unless there are material considerations that indicate otherwise (Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning Compulsory Act 2004).
- 6.22 The Development Plan comprises the Havant Borough Core Strategy Adopted March 2011. The site is not covered by Neighbourhood Plan.
- 6.23 Havant Borough Council are in the process of preparing a new local plan, Building a Better Future and it is currently in representation form for public consultation. The consultation period runs from 20 July to 9 September 2026 and will then be submitted for examination by an independent Inspector appointed by the Government.
- 6.24 Within the emerging local plan, the site is allocated within the Building a Better Futures Plan - Draft Housing Allocations, Southleigh Broad Location.
- 6.25 The following policies are of relevance to the application:

Havant Borough Core Strategy Adopted March 2011

- 6.26 Policy CS16 (High Quality Design) requires all development to achieve a high standard of design that creates attractive, sustainable and inclusive places to live, work and relax. Proposals should respond positively to local character, landscape and heritage, integrate with existing communities and transport networks, protect neighbouring amenity, and promote biodiversity. Development should create safe, accessible and legible environments, enhance the public realm, support social inclusion through inclusive and tenure-blind design, encourage appropriate mixed-use and higher-density development, minimise environmental impacts through sustainable construction and resource efficiency, and be adaptable to the changing needs of users and future climate conditions.
- 6.27 Policy CS20 (Transport and Access Strategy) supports development that promotes sustainable and efficient transport by following the “Reduce, Manage and Invest” strategy, minimising congestion, and making better use of existing

transport networks. Proposals should improve access to jobs, services and facilities, promote equality within the transport system, and ensure the safe operation of local and strategic roads. Development should deliver high-quality highway and public realm design, prioritise sustainable travel by improving opportunities for walking, cycling and public transport use, and enhance transport connections across the borough, particularly strengthening east-west links between Waterlooville, Havant and the Dunsbury Hill Farm/Leigh Park area.

- 6.28 Policy DM11 (Planning for More Sustainable Travel) seeks to promote sustainable and integrated transport by ensuring that development maximises opportunities for walking, cycling and public transport use. Development proposals should provide appropriate on-site and off-site measures to support sustainable travel, deliver safe and secure vehicle and cycle parking, contribute to improvements in public and community transport infrastructure where required, and address issues arising from informal parking. New developments should be designed to encourage lower vehicle speeds and provide safe, accessible and well-connected layouts that integrate with existing pedestrian, cycle and public transport networks, making sustainable travel the preferred option for short journeys.
- 6.29 Policy DM10 (Pollution) protects environmental quality and public health by ensuring that development does not result in unacceptable pollution impacts. Proposals that may generate pollution, including noise, odour, dust, vibration, light, emissions or contamination of air, water or soil, will only be permitted where they do not pose risks to human health or safety, breach air quality standards, or harm water resources and the wider water environment. Development must also ensure that external lighting is kept to the minimum necessary for operational and security purposes and does not adversely affect local amenity, sensitive environments, or safe navigation within nearby harbours and coastal areas.

Emerging Local Plan - Draft Building a Better Future

- 6.30 Within Havant Borough Council's emerging local plan "Draft Building a Better Future" the site is designated within site allocation BL5 Southleigh for 150 homes. The Draft Building a Better Future is currently available for public consultation from 20 July 2026 – 9 September 2026.
- 6.31 The emerging local plan draft policies 11 (Climate Change), 16 (Low Carbon Development and 50 (Air quality) all support the idea of renewable energy schemes such as EV charging facilities and the need to reduce emissions within the Havant Borough.



SECTION 7: PLANNING ISSUES

7.1 This Section of the Planning Statement sets out the general planning matters which require consideration in the determination of this application. Accordingly, the following general planning matters are considered below:

- The principle of development on the site;
- Sustainability credentials of the scheme;
- Amenity;
- Traffic Generation and Highways;
- Air Quality; and
- Health and Safety.

Principle of Development

- 7.2 The principle of development is centred around the provision of improved facilities in the form of electric vehicle charging points at an existing service station meeting the needs of motorists. Shell Emsworth is an established service station. The principle of development for service station uses in this location is established and the provision of EVC is part of the natural evolution of the site to ensure it continues to meet the changing needs of motorists.
- 7.3 The provision of EV charging ensures motorists have greater access to essential infrastructure for electric vehicles, facilitating a transition to cleaner, more sustainable modes of transport. This infrastructure will make electric vehicle use more viable and accessible, encouraging a gradual shift from reliance on traditional fuels to electric alternatives. The proposal is in accordance with the development plan and particularly policies CS16 and DM11. The application demonstrates a strong commitment to sustainable development and addresses local and national demand for reducing the environmental impact of transport, thereby contributing positively to long-term climate goals.
- 7.4 It should be acknowledged that in many circumstances EV infrastructure can be installed under Permitted Development Rights, where it is located within an authorised parking area. In this situation the area proposed for EVC is used for ad hoc parking and on the basis an application has been submitted but it confirms that the principle of EVC is considered generally acceptable.
- 7.5 Accordingly, the principle of the proposed development on the site meeting evolving motorists' needs, with significant environmental benefits is acceptable in principle and is fully supported by national policy specifically new NPPF policy TR5 and local policy DM11. The construction of the proposed charging points and associated infrastructure would promote renewable energy and would not result in an unacceptable adverse impact on amenity or highway safety (see below for further details).



Sustainable Development Credentials

- 7.6 The fundamental principle upon which the National Planning Policy Framework is based is sustainable development. The document confirms that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Specifically, the NPPF advises that applications for development should be designed to facilitate ultra-low emission vehicles in safe, accessible and convenient locations.
- 7.7 The NPPF states that planning has a key role to secure reductions in greenhouse gas emissions and that the planning system should support the transition to a low carbon future and support renewable and low carbon energy and associated infrastructure. This is essential to the economic, social and environment dimensions of sustainable development. Accordingly, there is clear support from national policy for the use of non-fossil fuels and those with a low or zero carbon generation.
- 7.8 As expanded upon in policy TR5 of the NPPF, there is support for roadside facilities and electric vehicle charging is supported along with HGV parking and wider services. The benefits of electric vehicles are expanded upon elsewhere in the report, but they have the benefit of improving local air quality and providing significant health benefits, helping to address air pollution, whilst offering a comfortable, quiet ride for motorists.
- 7.9 Whilst the number of electric vehicles within the UK is relatively few at the current time, and a lack (or perceived lack) of infrastructure is seen as a major constraint, there are significant environmental benefits to electric vehicles in environmental terms. The development plan is limited in its support to EVC due to the age but the emerging plan and NPPF clearly support EVC provision.
- 7.10 The proposal is therefore considered acceptable meeting sustainable objectives in line with the development plan and the NPPF.

Amenity

- 7.11 The proposal relates to a long-established service station located in Emsworth.
- 7.12 Visually, the proposed development is considered to be entirely appropriate to its surroundings. The introduction of EV charging infrastructure is a common feature on modern forecourts and service areas and is reflective of wider trends in the industry. The equipment proposed has been sensitively designed to match the materials and form of existing structures on site, ensuring a coherent appearance that integrates well into the established character of the service station.

- 7.13 Given the nature of the surrounding area dominated by the highway network and distance of residential properties from the application site it is considered that the proposal is acceptable in amenity terms and is compliant with both local policy particularly policy DM10, and national planning policy in this regard.

Traffic Generation and Highways

- 7.14 The proposal, in terms of the principle of use and provision of facilities for electric vehicles, is supported at all levels from a transport perspective with the introduction of low carbon vehicles meeting the objectives of climate change at a national and local level.
- 7.15 The proposed development seeks to provide the necessary infrastructure to promote sustainable transport, by doing so it is envisaged that the uptake in electric vehicles will be increased and there will be less reliance on the use of petrol and diesel.
- 7.16 The addition of electric vehicle charging to the site is not considered to raise any issues as the existing operation of the site will remain broadly unchanged. The visitation rates to the site are expected to be broadly unchanged as site users will switch from petrol/diesel refuelling to EVC as the type of car ownership changes over time. The construction of the proposed charging points and associated infrastructure would promote renewable energy and would not result in an unacceptable adverse impact on highway safety.
- 6.2 The proposed development is in accordance with development plan policies CS20 and DM11. And new NPPF policy TR5 which specifically supports EVC and HGV parking. Additionally, the proposal is in accordance with other development plan policies and national guidance supporting EVC provision generally.

Air Quality

- 7.17 There are significant environmental benefits, particularly air quality, arising from the proposal. Whilst the impact of electric vehicles will not be immediate, the long term goal, with increased electric vehicle uptake, will result in decreased carbon dioxide emissions and improvements to local and national air quality.
- 7.18 The NPPF explicitly promotes developments that integrate measures to reduce dependency on traditional fossil-fuel-powered vehicles. By prioritising low-emission vehicle infrastructure, such as recharging stations, the planning system can play a crucial role in transitioning towards a cleaner transport network. This approach not only aligns with national climate change objectives but also helps to create healthier, more sustainable communities.



- 7.19 Accordingly, the long-term benefits of the proposal in terms of air quality are positive and the proposal is in accordance with the development plan and NPPF in this regard.

Health and Safety

- 7.20 The proposal will accord with all the required health and safety regulations with consideration to the proposed location, meaning that there are no health and safety reasons why the proposal cannot be granted.



SECTION 8: DESIGN AND ACCESS STATEMENT

- 8.1 This Design and Access Statement has been prepared on behalf of Shell UK Oil Products Limited and is submitted in support of an application for the *“Installation of a new EV Charging Hub, associated infrastructure and all other associated works”* at Shell Emsworth, A27 Eastbound, Emsworth, PO10 7RB.
- 8.2 The Design and Access Statement requirements of the site have evolved from an appraisal of the site’s context, against the background of its location and proximity to the highway network and developed nature of the site.
- 8.3 In accordance with the requirements to formally state how design and access issues have been considered (under Section 61 of the Planning and Compulsory Purchase Act 2014) this document addresses the design principles and concepts that have been applied to development in relation to location, use, layout, scale, appearance and landscaping in relation to the site’s context.
- 8.4 The Design and Access Statement should be read in context with the planning application’s drawings and accompanying material.

Site Evaluation

- 8.5 There are a number of key issues which have informed the design solution for the site’s development. Effectively, it balances the site’s opportunities and constraints arising from the assessment of the site to deliver a development that improves the facilities on site, achieves high quality design, is sustainable, is economically viable and enhances the established locality.
- 8.6 The principal constraints can be identified as:
- The need to retain the service station sales building and forecourt as existing;
 - The need to retain site accesses and egresses as existing; and
 - The need to provide EVC to meet the changing needs of motorists.
- 8.7 There are a number of opportunities afforded by the redevelopment of the site that are relevant material considerations in the evaluation of the proposals. In summary these are:
- The site offers an excellent location in terms of visibility and accessibility for motorists travelling on the A27 Eastbound; and
 - The opportunity to install an electric vehicle charging hub in line with the Government’s objectives to reduce reliance on fossil fuels and decrease CO₂ emissions.



Design Considerations

Use

- 8.8 The proposed development is for the installation of an EVC hub at an existing service station offering dual fuel opportunities – traditional fuels plus an EVC hub.
- 8.9 The existing service station is sui generis use and is a long-established use on site. Accordingly, the principle of the addition of EVC to the existing site broadly in an existing parking area is acceptable in planning policy terms considering the wider established use and the context of the site.

Layout

- 8.10 The proposed layout of the scheme is shown on the accompanying planning application drawings. The layout shows the provision of four new EVC bays north of the site along with five HGV parking spaces. The layout has been carefully considered and there will be no impacts arising from the addition of EVCs to the site or wider area.

Scale

- 8.11 The EVC hub is of an appropriate scale and complementary to the existing use on the site. The proposal is therefore appropriate to its location and accords with design policies.

Appearance

- 8.12 The design of the EVC hub is practical and designed to meet the needs of the users whilst also respecting the character of the site (a service station) and wider area.
- 8.13 The proposal is of a high quality and functional design, whilst respecting the site boundaries and adjacent neighbours. It is considered to accord with the NPPF and Local Plan Policy.

Materials

- 8.14 The proposed finishing materials are functional, meeting the needs of a service station, and reflect the existing materiality on site.

Landscaping

- 8.15 The proposal is contained to an area of hard landscaping and has been designed to have minimal impact on the existing landscaping.



Community Safety

- 8.16 Consideration has been given to creating an attractive safe environment through the development of a high-quality public realm with an EV charging hub.

Accessibility

- 8.17 The applicant is committed to a policy of equality, inclusion and accessibility for those who live and visit the site and has strived to exceed all required standards and achieve a development which promotes inclusion and accessibility.
- 8.18 The provision of an accessible and inclusive environment has been an integral theme throughout the design process, from its initial conception to its current form. The concept of inclusive design seeks to remove barriers which create undue effort, separation or special treatment which enables everyone to participate equally regardless of gender, disability or age.
- 8.19 The use of the site as a service station is well-established, as demonstrated by the site's planning history. The current access arrangements are also well-established. The provision of an EVC hub will not change the existing arrangements.

Inclusive Access

- 8.20 In respect to inclusive access, all of the service station operators agree that it is not merely physical barriers that can cause difficulties for customers. Employees of all the major national chains receive Disability Awareness Sessions as part of their basic training, to understand the challenges customers with disabilities may face, and to ensure that their needs are met.
- 8.21 For operational and design reasons the site will remain level, with level access provided to the facilities, including clearly marked pedestrian area to and from the car parking area. Services are therefore provided with access that meets the needs of those who are less able bodied, as well as those with pushchairs.

Conclusion

- 8.22 The proposal responds positively to the site's opportunities and constraints, and consideration has been given to layout, scale, appearance and landscaping. Access to and within the site has been carefully reviewed. It is considered that, based on the above, an appropriate and site sensitive design solution has been found to provide an EVC hub, which accords with planning policy at national and local level.



SECTION 9: CONCLUSIONS

- 9.1 The proposal seeks full planning permission for the *“Installation of a new EV Charging Hub, associated infrastructure and all other associated works”* at Shell Emsworth, A27 Eastbound, Emsworth, PO10 7RB.
- 9.2 The facility will provide a strategically located electric vehicle recharging hub for EVs, reducing CO₂ emissions from road transport and reducing oil dependency as a transport fuel. The proposal, in association with the existing facilities on site, will create a true dual fuel facility.
- 9.3 The National Planning Policy Framework identifies the need for planning positively for sustainable development and embracing the opportunity to support solutions which offer reductions in greenhouse gas emissions. The new NPPF specifically supports the provision of electric vehicle charging at strategic roadside facilities.
- 9.4 This proposal provides the opportunity to meet targets for greenhouse gas reduction from road transport, improving air quality standards and increasing the use of alternative fuels by domestic drivers. It is hoped that with the provision of additional infrastructure on the highway network, the uptake of electric vehicles will continue to increase with the associated environmental benefits.
- 9.5 The proposal represents a modernisation of the existing facilities on the site to meet changing motorists’ and environmental needs. Whilst the site continues to be in a functional use, it offers significant environmental benefits and meets modern standards.
- 9.6 The proposal has been considered against relevant planning policy, and it is considered to be in accordance with the Local Plan. Material considerations, in the form of the National Planning Policy Framework and general climate change policy weigh heavily in favour of the development, supporting the installation of technology for low carbon alternative fuel technologies.