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Our Reference: CSC1159

Planning Portal Reference: PP-15136875

Dear Sir/Madam,

**APPLICATION ON BEHALF OF MOTOR FUEL GROUP
MORRISONS, WEYMOUTH STREET, WARMINSTER, BA12 9NT**

On behalf of our client, Motor Fuel Group (MFG), please find enclosed a planning application for the creation of EV charging zone, erection of jet wash bays, sub-station enclosure, LV panel, meter cabinet, plant room and associated works at Morrisons, Weymouth Street, Warminster, BA12 9NT.

The proposals particularly relate to the provision of 3no. electric vehicle charging points, 6no. electric vehicle charging bays, 3no. jet wash bays, air, water & vacuum units with valet bays, substation enclosure, LV panel, meter cabinet, plant room, and associated works.

The following documents are submitted in support of this application:

- Completed Application Form
- Planning Supporting Letter (this document)
- Noise Impact Assessment
- Application drawings comprising:
 - 14313-3340-BP A - Block Plan
 - 14313-3340-LP A - Location Plan
 - 14313-3340-200 - Existing Site Layout
 - 14313-3340-201 - Proposed Site Layout
 - 14313-3340-206 - EV Charger Details
 - 14313-3340-207 - Substation Details
 - 14313-3340-208 - LV Details
 - 14313-3340-209 - Meter Details
 - 14313-3340-210 A - Jet Wash Elevations
 - 14313-3340-211 A - AW Elevations
 - 14313-3340-212 - Plant Room Elevations

Rational for the Proposal

The UK has committed to reducing greenhouse gas emissions by 28% by 2035 and moving to Net Zero by 2050. As part of the Net Zero strategy (October 2021), the UK Government have placed a new emphasis on electric vehicle charging infrastructure in the UK. As part of this drive, it is essential that there is a comprehensive and competitive EV charging network in place.

The Department for Transport published 'Taking Charge: The electric vehicle infrastructure strategy'¹, notes that the UK Government expects around 300,000 public chargers as a minimum by 2030 and their goal is to ensure these chargepoints are installed ahead of demand, inspiring confidence in drivers who have not yet made the switch.

¹ [Taking charge: the electric vehicle infrastructure strategy \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/101444/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf)



The latest figures (as of 1 April 2026)² show that there were 92,141 public electric vehicle charging devices installed in the UK, an increase of just 4,345 since January 2026. At the current pace, just 157,316 would be installed by 2030, with the target of 300,000 not being met until 12 years later. To meet the target in time, 13,857 chargers would need to be installed each quarter between now and 2030 – approximately a 219% increase over the current build rate. At present, it is understood that the uneven spread of EV charging facilities significantly hinders the take-up of electric vehicles, due to potential servicing constraints. En-route charging for longer journeys is deemed crucial to support the switch to EV and reduce concerns about charge 'range anxiety'.

MFG is the UK's largest independent forecourt operator with over 900 sites offering a dual-fuel strategy, convenient retail and 'food to go'. For the abovementioned reasons, MFG are looking to roll-out an extensive supply of EV charging facilities at existing Morrisons sites across the UK to diversify their existing offer, with the aspiration to make it as easy to charge your vehicle as re-fuelling with petrol or diesel. The aspiration of MFG is to provide access to convenient and affordable charging, regardless of where the driver lives.

Key Considerations

The National Planning Policy Framework (2024) indicates at Paragraph 117(e) that development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

MFG's proposal to install new EV charging points at the Morrisons site should be considered positively in light of the national context and the demand for the necessary infrastructure to support electric vehicle use across the UK. The proposals will contribute positively to the existing EV charging network, to the benefit of those utilising the strategic highway network surrounding the application site. The proposals will enhance the existing offer at the site, without compromising the efficient operation of the facility.

The proposals do not raise any concerns regarding adverse impact on amenity / conflict in terms of surrounding land uses. The proposed area will be well-lit and does not raise any concerns from anti-social behaviour / natural surveillance perspective.

In terms of design, the proposed EV charging and jet wash areas have been carefully planned to positively integrate with the existing site operation. The charging facility offers a modern design approach, which is uncluttered and fit for purpose. The proposals will be Equalities Act compliant, offering dropped kerbs and other associated measures to ensure equal ease of access for all.

We trust that the application is in order and that it can be processed accordingly. Should you have any queries or wish to discuss the above please don't hesitate to contact us.

Yours faithfully,



Rahma Dwimunali
Planner
CarneySweeney

Encl.

² <https://www.gov.uk/government/statistics/electric-vehicle-charging-infrastructure-statistics-1-april-2026/public-electric-vehicle-charging-infrastructure-statistics-1-april-2026>