

Electric Vehicle Charging Strategy

Planning Application Supporting Statement | October 2026

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Site: Hyde Nursery, New Road, Ruscombe, RG10 9LN Applicant: Westbourne Homes
Proposed Development: Demolition of existing buildings and erection of 18 new residential dwellings, together with associated access, parking, landscaping and infrastructure. Reference Drawing: Arktec Drawing No. P26-15-S-102 – Proposed Site Plan

1. Introduction

1.1 Purpose of the Strategy

This Electric Vehicle Charging Strategy has been prepared on behalf of Westbourne Homes in support of a full planning application for the redevelopment of Hyde Nursery, New Road, Ruscombe, RG10 9LN.

The proposed development comprises the demolition of all existing buildings on the site and the construction of 18 new residential dwellings, together with associated access, parking, landscaping and infrastructure.

The purpose of this strategy is to demonstrate how the proposed development will incorporate appropriate electric vehicle (EV) charging infrastructure to support sustainable transport, encourage the use of low-emission vehicles and comply with relevant national and local planning requirements.

1.2 Development Proposals

The application site comprises a former plant nursery containing glasshouses, associated office, storage and potting buildings, together with an existing dwelling located in the north-eastern corner of the site.

All existing buildings, including the residential dwelling, are proposed to be demolished to facilitate the redevelopment.

The development will provide 18 new residential dwellings, each with a dedicated electric vehicle charging point.

Plots 1 to 5 will have dedicated parking bays within the front parking area, with individual EV charging points mounted on freestanding posts immediately adjacent to their respective allocated parking bays.

The remaining 13 dwellings will have individual charging points positioned adjacent to their associated residential parking spaces.

The locations of all 18 proposed electric vehicle charging points are identified by blue stars on the submitted Proposed Site Plan prepared by Arktec, Drawing Number P26-15-S-102.

Visitor parking spaces will also be provided within the development but will not be equipped with EV charging points.

2. Planning Policy and Regulatory Context

2.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) supports sustainable transport and the transition towards a low-carbon economy.

National planning policy encourages development proposals to incorporate facilities that enable the charging of plug-in and other ultra-low-emission vehicles in safe, accessible and convenient locations.

The provision of dedicated EV charging infrastructure for every dwelling will support these objectives by enabling residents to charge electric vehicles at home and reducing reliance on publicly accessible charging facilities.

2.2 Building Regulations – Approved Document S

Approved Document S of the Building Regulations 2010, as amended, establishes requirements for the provision of electric vehicle charging infrastructure in new residential developments in England.

Under Requirement S1, new residential buildings with associated parking are generally required to provide an electric vehicle charging point for each dwelling with associated parking, subject to the detailed provisions, exceptions and cost limitations set out in the regulations.

The proposed development will provide a dedicated operational EV charging point for each of the 18 dwellings, including the five dwellings served by the front parking area.

The final electrical design, installation arrangements and certification will be undertaken in accordance with the applicable Building Regulations.

2.3 Local Planning Policy

The site falls within the administrative area of Wokingham Borough Council.

The development seeks to support the Council's objectives for sustainable transport, reduced transport-related carbon emissions and the provision of infrastructure to accommodate the increasing use of electric vehicles.

By incorporating charging infrastructure into the initial construction of the development, the scheme will avoid the need for individual homeowners to undertake significant retrospective installation works.

3. Proposed Electric Vehicle Charging Provision

3.1 Overall Charging Strategy

Each of the 18 proposed dwellings will be provided with one dedicated electric vehicle charging point.

The charging points will be equivalent in performance and functionality to the Pod Point Solo 3 domestic electric vehicle charging unit, or an equivalent alternative product.

The proposed charging arrangements are summarised below.

Plot numbers	Charging arrangement	Number of charging points
Plots 1–5	Freestanding post-mounted chargers adjacent to dedicated parking bays within the front parking area	5
Plots 6–18	Dedicated chargers positioned adjacent to individual residential parking spaces	13
Visitor parking	No charging provision	0
Total	One dedicated charger per dwelling	18

The proposed locations of the charging points are shown by blue stars on Arktec Drawing Number P26-15-S-102, submitted as part of the planning application.

3.2 Charging Provision for Plots 1–5

Plots 1 to 5 will be served by dedicated parking bays located within the parking area at the front of the development.

Each of these five dwellings will have an individual EV charging point installed on a purpose-designed freestanding mounting post or pedestal immediately adjacent to its allocated parking bay.

The proposed arrangement will ensure that residents of Plots 1 to 5 have convenient access to dedicated domestic charging facilities, notwithstanding that their parking spaces are located separately from the principal residential buildings.

The freestanding charging installations will incorporate the following design principles:

- Each plot will have its own dedicated charging point serving its allocated parking bay.
- Charging units will be mounted on robust, weather-resistant posts or pedestals suitable for external use.
- Charging posts will be positioned to enable convenient vehicle connection without obstructing pedestrian routes or vehicle manoeuvring areas.

- Electrical cabling will be routed underground from the associated dwelling's electrical supply and protected within suitable ducts.
- Each charging point will be connected to the electricity supply serving its associated dwelling, with electricity consumption recorded through that dwelling's individual electricity meter.
- The installations will incorporate appropriate electrical protection, isolation and earthing arrangements.
- Where necessary, protective measures will be provided to minimise the risk of accidental vehicle impact.
- The equipment and mounting posts will be selected to provide a discreet and coordinated appearance within the parking area.

Each charging point will be individually allocated to the relevant dwelling and will not form part of a publicly accessible charging network.

The proposed charging post locations are identified by blue stars on Arktec Drawing Number P26-15-S-102.

3.3 Charging Provision for Plots 6–18

The remaining 13 dwellings will each be provided with a dedicated EV charging point located adjacent to their respective residential parking spaces.

Where suitable, charging points will be wall-mounted on the associated dwelling or garage. Where wall mounting is impractical, a suitable freestanding mounting post may be provided.

Each charging point will be connected directly to the electrical installation serving the associated dwelling, with electricity consumption recorded through the dwelling's individual electricity meter.

This arrangement will ensure that each homeowner is responsible for the electricity consumed by their own charging point, without the need for a communal electricity supply or separate charging billing system.

The locations of these charging points are also identified by blue stars on Arktec Drawing Number P26-15-S-102.

3.4 Charging Equipment Specification

The proposed charging infrastructure will be equivalent to the Pod Point Solo 3 domestic electric vehicle charging unit.

Specification	Proposed provision
Charging type	Mode 3 AC charging
Nominal charging output	7 kW to 7.4 kW
Connector	Type 2
Charging unit	Pod Point Solo 3 or equivalent
Smart charging	Enabled

Plots 1–5 installation	Freestanding post-mounted
Plots 6–18 installation	Wall-mounted or freestanding, as appropriate
Electrical supply	Individual dwelling electricity supply
Metering	Connected through associated dwelling's electricity meter
Total residential charging points 18	

All equipment will be suitable for its proposed mounting arrangement and external environmental conditions.

The final make and model will be confirmed during detailed construction design. Any alternative unit will provide equivalent charging performance and functionality.

3.5 Visitor Parking

Visitor parking spaces will be provided within the development to accommodate occasional visitors to the residential properties.

No dedicated EV charging points are proposed within the visitor parking spaces.

The provision of one dedicated operational charging point for every dwelling will ensure comprehensive domestic charging coverage throughout the development.

Visitor parking will remain available for general short-stay parking, including use by electric vehicles that do not require charging during their visit.

The omission of visitor charging points is considered appropriate for the residential nature and scale of the development, subject to compliance with the relevant provisions of Approved Document S and applicable local planning requirements.

4. Electrical Infrastructure and Capacity

4.1 Electrical Supply and Metering

The electrical infrastructure serving the development will be designed to accommodate all 18 residential EV charging points.

Each individual EV charging point will be connected to the electricity supply and meter serving its associated dwelling.

This arrangement will apply to all 18 plots, including Plots 1 to 5, where the charging points will be located within the front parking area.

This approach will ensure that all electricity consumed by each charging point is recorded through the relevant dwelling's electricity meter and billed directly to the individual homeowner or occupier under their domestic electricity supply arrangements.

There will be no requirement for a separate communal electricity meter or shared billing system for the residential EV charging facilities.

Each charging point will have a nominal maximum output of approximately 7 kW to 7.4 kW.

The theoretical maximum simultaneous EV charging demand, based on 18 units operating at 7.4 kW, would be approximately 133.2 kW.

The final electrical supply requirements will be established through detailed design and coordination with the relevant Distribution Network Operator (DNO).

4.2 Load Management

Where required, appropriate electrical load management arrangements will be incorporated to ensure that EV charging demand can be accommodated safely within the available electricity supply capacity.

Such measures may include smart charging controls, dynamic load balancing or other suitable demand management arrangements.

The final design will be coordinated with the relevant DNO and electrical infrastructure provider.

4.3 Installation and Safety

All charging equipment will be installed by appropriately qualified electrical contractors in accordance with the relevant edition of BS 7671, the IET Wiring Regulations, applicable Building Regulations and manufacturers' installation requirements.

The installation will incorporate suitable electrical protection, isolation and earthing arrangements.

Charging cables and equipment will be positioned to avoid unnecessary obstruction of pedestrian routes, parking areas and vehicle manoeuvring spaces.

5. Accessibility and Practical Operation

5.1 Charging Point Locations

All 18 charging points will be positioned to provide convenient access from their associated allocated residential parking spaces.

For Plots 1 to 5, the post-mounted charging points will be located immediately adjacent to the dedicated parking bays within the front parking area.

For Plots 6 to 18, charging points will be positioned adjacent to their respective individual residential parking spaces.

The precise locations of all charging points are indicated by blue stars on the submitted Arktec Proposed Site Plan, Drawing Number P26-15-S-102.

The final positioning of equipment will be coordinated to ensure that charging cables do not create unnecessary trip hazards or obstruct pedestrian movement.

5.2 Ownership, Operation and Maintenance

Each charging point will be provided as part of the completed residential development and allocated to the relevant dwelling.

All charging points will be connected to the individual electricity meter serving the associated dwelling, ensuring that electricity consumption is recorded and billed directly to the relevant homeowner or occupier.

Following occupation, the operation, maintenance and electricity consumption associated with each charging point will be the responsibility of the relevant property owner or occupier, subject to the final ownership and estate management arrangements.

Where charging points are installed within shared parking areas, appropriate arrangements will be established to secure access, maintenance responsibilities and electrical supply rights.

5.3 Future Adaptability

The proposed charging strategy will provide every dwelling with the infrastructure necessary to accommodate an electric vehicle from initial occupation.

The use of smart charging equipment will provide flexibility to respond to changes in domestic electricity tariffs, vehicle charging requirements and future energy management technologies.

6. Sustainability Benefits

The proposed electric vehicle charging infrastructure forms part of the wider sustainability approach to the redevelopment of Hyde Nursery.

The installation of a dedicated charging point for every new dwelling will:

- Support the uptake of electric vehicles by future residents.
- Provide convenient domestic charging facilities for all 18 properties, including those with parking within the front parking area.
- Ensure each charging point is connected to the electricity supply and meter of its associated dwelling.
- Reduce barriers associated with access to electric vehicle charging.
- Encourage the use of lower-emission private vehicles.
- Support national and local objectives for reducing transport-related emissions.
- Enable residents to take advantage of smart charging technology and suitable off-peak electricity tariffs.
- Avoid the disruption and additional construction work associated with retrospective installation.

Providing EV charging infrastructure at the outset will help ensure that the development is equipped to accommodate the ongoing transition towards electric transport.

7. Implementation and Delivery

The charging infrastructure will be installed as part of the construction of the residential development.

Each dwelling will be provided with an operational charging point prior to its first occupation.

For Plots 1 to 5, the freestanding charging posts, underground cabling and associated electrical infrastructure will be installed in conjunction with the construction of the front parking area.

For Plots 6 to 18, charging points will be installed in conjunction with the completion of the respective dwellings and associated parking areas.

All charging points will be connected to the individual electricity meter serving their associated dwelling.

All charging equipment will be appropriately inspected, tested and commissioned prior to handover.

The detailed design and implementation will be coordinated with the electrical infrastructure provider and relevant Building Control body.

8. Conclusion

The proposed redevelopment of Hyde Nursery, New Road, Ruscombe, will deliver 18 new residential dwellings, each benefiting from a dedicated electric vehicle charging point.

The development will achieve 100% residential EV charging provision, with one operational charging point installed for each dwelling.

Plots 1 to 5 will benefit from individual charging points mounted on freestanding posts immediately adjacent to their dedicated parking bays within the front parking area.

Plots 6 to 18 will be provided with dedicated charging points adjacent to their respective residential parking spaces.

The locations of all 18 charging points are clearly identified by blue stars on the submitted Proposed Site Plan prepared by Arktec, Drawing Number P26-15-S-102.

All charging points will be connected to the electricity supply and individual electricity meter serving their associated dwelling, ensuring that electricity consumption is recorded and billed directly to the respective homeowner or occupier.

The charging equipment will be equivalent in performance and functionality to a Pod Point Solo 3 domestic charger, providing approximately 7 kW to 7.4 kW AC charging capability with smart charging functionality.

Visitor parking spaces will be provided without dedicated charging points.

The proposed strategy will support sustainable transport, encourage electric vehicle ownership and contribute towards reducing transport-related carbon emissions.

Subject to detailed electrical design and compliance with applicable Building Regulations and local planning requirements, the proposed charging arrangements are considered appropriate for the scale and nature of the development and will support the sustainability objectives of the planning application.