



UNION4 PLANNING

Winnersh Midco S.A.R.L

Land north of Eskdale Road serving Building 1040,
Winnersh Triangle, Winnersh, RG41 5TS

Proposed installation of 4no EV charging upstands
with associated transformer, meter enclosure and
cable laying

Planning Statement

March 2025



UNION4
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1.0 Introduction

- 1.1 This Planning Statement has been prepared by Union4 Planning on behalf of Fraser Projects Ltd ('the Applicant') and forms part of a full planning application at land to the north of Eskdale Road serving Building 1040, Winnersh Triangle, Winnersh, RG41 5TS.
- 1.2 The proposed development comprises 4 new EV charging upstands serving 8 parking bays, with associated transformer, meter enclosure and parking alterations.
- 1.3 The demand for EV charging is expanding across the UK, supporting the national government goal of zero-carbon emissions by 2050. There is a clear pattern that more workers are transitioning to electric vehicles to support this agenda, with EV charging infrastructure necessary in the workplace to accommodate this change. The proposal will provide a small but meaningful contribution to help satisfy increasing demand for electric vehicles.
- 1.4 This Planning Statement provides a comprehensive overview of the proposals and includes an assessment of the proposed development against the relevant planning policy context and guidance.

Structure of this Planning Statement

- 1.5 This Planning Statement is structured as follows:
- Section 2 provides an overview of the site's location and description
 - Section 3 sets out the planning history
 - Section 4 describes the proposed development
 - Section 5 sets out the policy context pertaining to the site
 - Section 6 outlines the key planning considerations
 - Section 7 provides a summary and conclusions

2.0 Site Location and Context

- 2.1 The site is positioned to the north side of Eskdale Road, within the Winnersh Triangle Business Park, located within a built-up area on the north side of Winnersh, within the jurisdiction of Wokingham.
- 2.2 The application site, measuring approximately 200 sqm, comprises a gas box and area of former soft landscaping at its southern end, and 10 car parking spaces forming its northern end. The site is accessible via Eskdale Road to the south of the site.

Figure 1: Approximate red-line boundary



Source: Google Maps

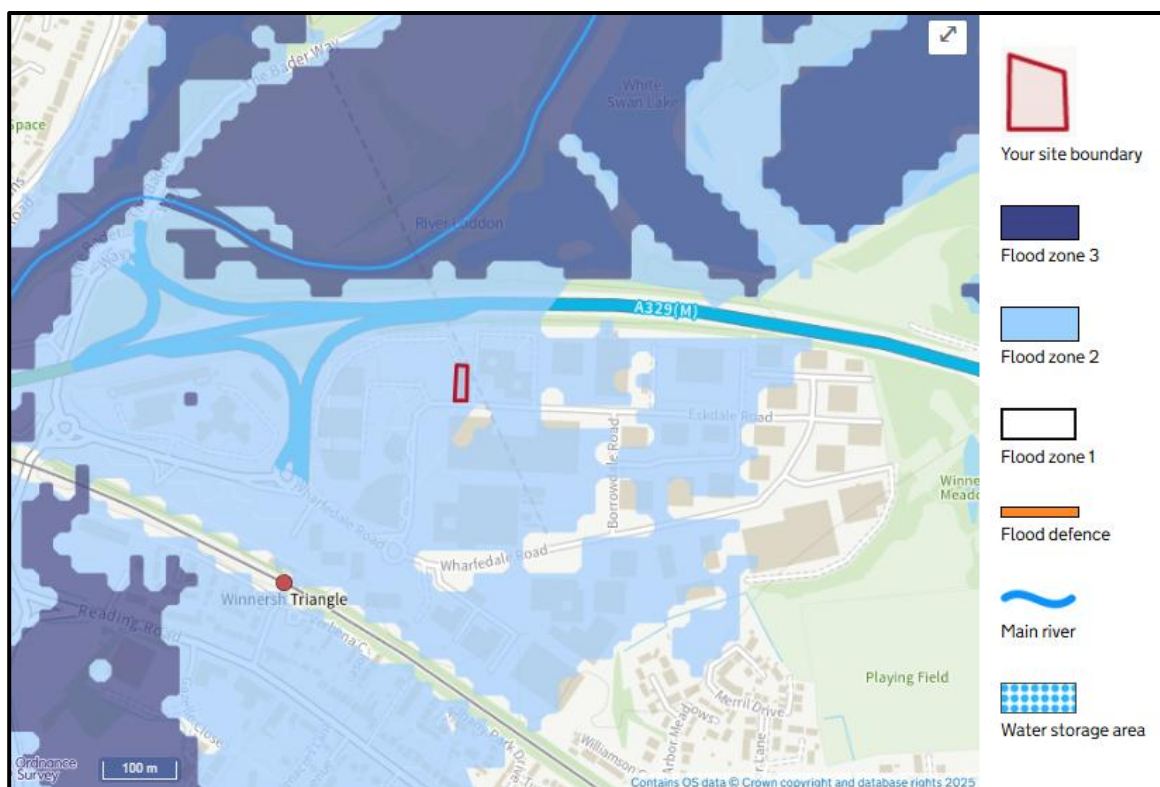
- 2.3 The site is bounded to the east by a low-lying hedge at the back of the existing car parking spaces and an area of denser vegetation to the north of the car parking area. An access road from Eskdale Road runs along the western boundary of the site and provides vehicular access to the car parking spaces.
- 2.4 To the immediate south of the site is an existing transformer positioned on an area of former soft landscaping, now comprising a concrete pad surrounded by wood chippings.

- 2.5 The immediate surrounding area is light industrial and commercial in nature (Use Class E) within the Winnersh Triangle Business Park complex.
- 2.6 Eskdale Road connects to the A3290 and A329(M) via Wharfedale Road. The A3290 and A329(M) serves connections to Reading to the north-west, and to Bracknell to the south-east respectively.

Flood Risk

- 2.7 The site is located within Flood Zone 2. There is a low annual chance of surface water flooding, with groundwater flooding unlikely in the area, according to the Gov.uk Flood Risk Map.

Figure 2: Flood Risk Map identifying site and surrounding flood zones



Source: Gov.uk (2025)

3.0 Site History

3.1 The wider site has been subject to various historic planning applications according to the Wokingham online planning register. From the information available on the Council's website, the below comprises the planning history pertaining to the site.

No	Reference	Description	Date	Decision
1	308308	Outline planning application for the redevelopment of Winnersh	1979	Approved
2	O/2006/9071	Outline application with all matters reserved except details of means of access to the site for development providing up to 191,000 sqm gross external area of built floor space (in total) for: Class B (a), (b) and (c) including data centre use; Class D1; Class D2; Class C1; Class A1, A2, A3, A4, A5; and associated parking and infrastructure.	August 2007	Approved
3	RM/2007/2428	Reserved matters application on outline consent O/2006/9071 comprising details of layout, scale, appearance, access within the site and landscaping for phase 1 of the redevelopment of Winnersh Triangle for offices (use class B1 (A,B,C), C1 (with associated leisure (D2) and conferencing (D1) facilities, A1-A5 and associated parking and infrastructure.	November 2007	Approved
4	214183	Full application for the proposed temporary erection of 2no. sound stage buildings for commercial filming and 8no. workshops, with associated access, parking, landscaping and infrastructure for a period of five years (retrospective).	September 2022	Approved

- 3.2 Although no information is available to access on the Council's planning register, the red line application boundary relating to application ref: 44645 indicates that the site and associated car parking has been approved since pre-1998.
- 3.3 According to Google Earth's historical mapping tool, the sites car parking has been built out since at least 31st December 2003 (see Figure 3).

Figure 3: Satellite image of Site from 31st December 2003



Source: Google Earth (2025)

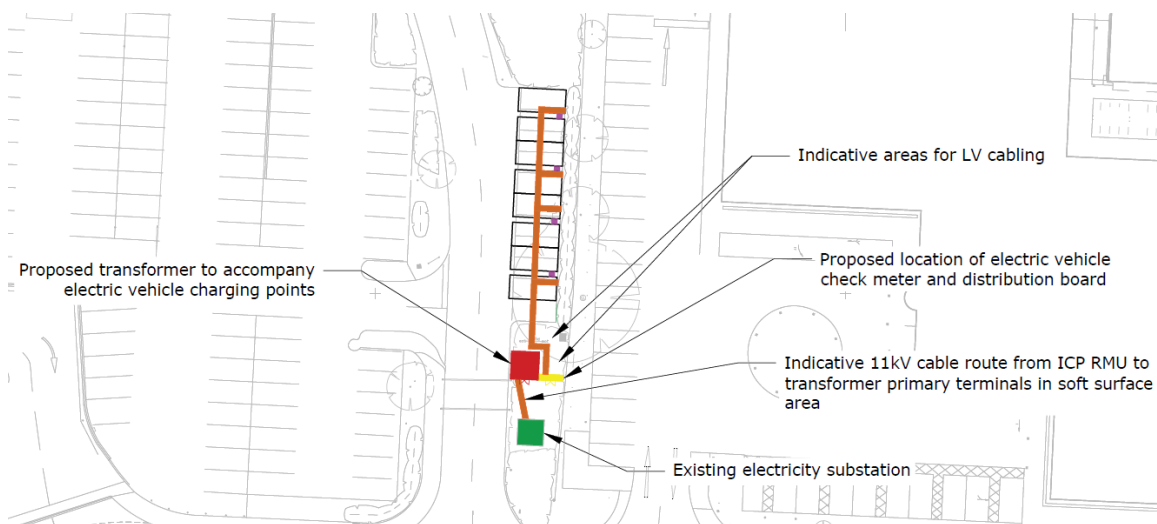
4.0 Proposed Development

- 4.1 The application seeks planning permission for the installation of 4no EV charging upstands, 1no transformer, 1no electric meter and associated cable laying to connect the proposed plant, at land to the north of Eskdale Road, Winnersh that serves Building 1040 to the west. The summary description of development is as follows:

"Proposed installation of 4no EV charging upstands with associated transformer, meter enclosure and cable laying."

- 4.2 As part of the works, the area of car parking at the northern section of the site will be re-laid and re-marked as 8 new EV bays.
- 4.3 The proposed site layout (please note the cabling will be buried below ground) is shown in Figure 4 below.

Figure 4: Proposed Layout

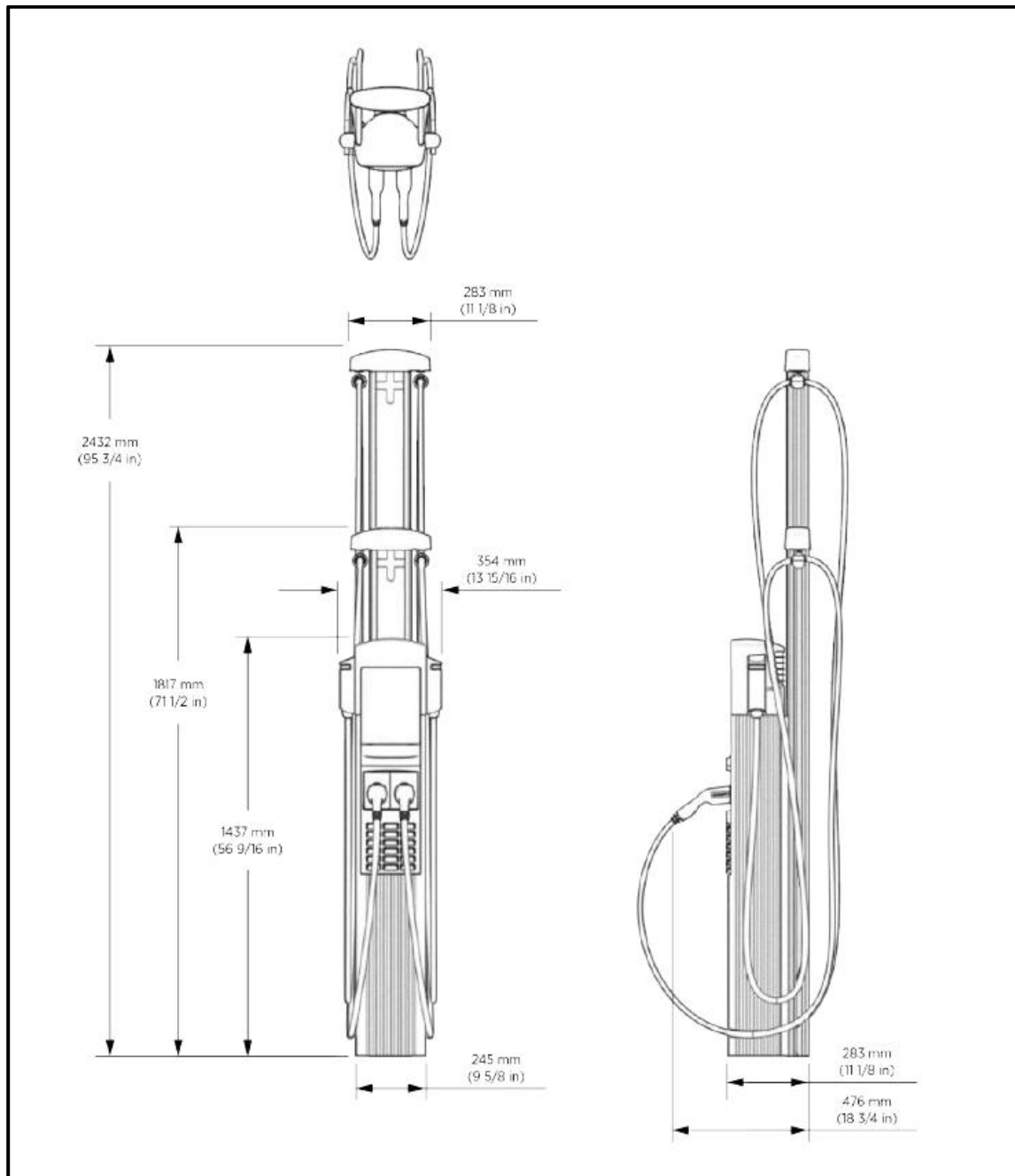


Source: Motion (2025)

- 4.4 Vehicular access is maintained from Eskdale Road. The proposal will include the minor reconfiguration of 10 existing car parking spaces through the installation of four EV charging upstands between the spaces and the slight widening of the spaces to meet modern standards. This will result in a small loss of 2 spaces.
- 4.5 The installation of the electric vehicle charging upstands will be implemented in accordance with the guidance contained within RAW Charging's 'Electric Vehicle Site Preparation Guide' (2022) document included in Appendix D of the Technical Note (by Motion) submitted as part of this planning application. Each EV charging unit will provide charging provision for two car parking spaces, with a total of eight active car parking charging spaces proposed.

- 4.6 Details of the proposed upstands are set out in the Technical Note, an image taken from which is set out at Figure 5.

Figure 5: Proposed EV Charging Upstands (ChargePoint 6000 Series)



Source: ChargePoint (2022)

- 4.7 The principle of the installation of new upstands is already accepted through permitted development rights under schedule 2, part 2, class E of the GPDO, but for completeness (and given the minor height increase above that allowed as permitted development) the 4 upstands are

included as part of the wider application encompassing all of the necessary EV charging infrastructure.

- 4.8 The electric vehicle charging points will be accompanied by a new transformer, as well as a meter and distribution board inside a meter enclosure to the southern extent of the site on the area of wood chippings (as shown in Figure 4).
- 4.9 The proposed transformer will be positioned to the north of the existing transformer (see Figure 6) and will be essentially identical in terms of dimensions and appearance (see Figure 7).

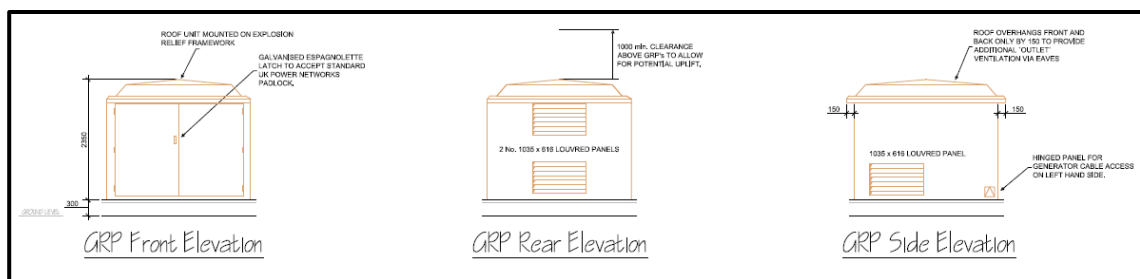
Figure 6: Existing Transformer



Source: Google Maps (2025)

- 4.10 The enclosure will measure 2.35m in height, by 2.8m in width and 2.8m in depth, as indicated on the following extract at Figure 7. The enclosure will sit on a 3m x 3m concrete base.

Figure 7: Transformer Elevations



Source: UK Power Networks (2016)

- 4.11 The check meter and distribution board will be installed in a much smaller enclosure to the east of the new transformer. The dimensions of the enclosure are shown in Figure 8.

Figure 8: Check Meter and Distribution Board



Source: Enclosure Shop

- 4.12 Cable ducts will be installed that will connect the proposed transformer and distribution board to the EV charging upstands and also to the existing substation to the south. An 11kV cable will connect the Ring Main Unit (RMU).
- 4.13 All cable trenches are to be hand dug and cables laid direct and back filled with sand to a minimum of 300mm above the cable. Where cables are to be laid under hard surfaces, these shall be laid in 100mm minimum diameter Class 2 "Riggiducts". Three spare ducts are extended to the edge of the car parking area for future use.
- 4.14 All cables are to be laid at a depth of approximately 600mm, with concrete cable tiles and warning tape laid on top of the sand bedding below the topsoil. Where the cabling may be in the vicinity of roots, the trench depth will be reduced to 400mm to avoid any arborial impact.
- 4.15 A legal agreement is already in place which requires the area to be kept clear for the utility company vehicle turning movements. This will be maintained as part of the proposal.

5.0 Planning Policy Context

- 5.1 This section provides an overview of the planning policies and legislative framework, which together provide the context against which an application for planning permission must be considered. It identifies those national and local policies which are contained within statements of Government policy or the Development Plan for the area, or which otherwise may be material to the consideration of the proposals.
- 5.2 In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, any planning application for new development should be judged in accordance with the development plan unless material considerations indicate otherwise. The relevant Development Plan documents for the application site comprise the following:
- Wokingham Adopted Core Strategy (adopted January 2010); and
 - Wokingham Adopted Managing Development Delivery Local Plan (adopted February 2014);
- 5.3 The Site does not fall within a Neighbourhood Plan Designation Area.
- 5.4 The National Planning Policy Framework (NPPF) was revised on 12 December 2024 and is a material consideration in decision making. Other relevant material planning considerations include Supplementary Planning Documents (SPD) and Supplementary Planning Guidance (SPG). The relevant SPDs and SPGs for the proposed site comprise the following:
- Sustainable Design and Construction SPD (adopted May 2010); and
 - Climate Change Interim Policy Position Statement SPG (adopted December 2022);
- 5.5 Wokingham Borough Council is in the process of producing a new Local Plan. The Draft Local Plan underwent Regulation 19 consultation between 30th September and 13th November 2024. The draft Local Plan was then subsequently submitted for examination on Friday 28th February 2025. The emerging policy context is therefore considered to carry material weight and will be considered in this section of the Planning Statement.

National Planning Policy Framework (December 2024)

- 5.6 The revised National Planning Policy Framework (NPPF) was published on 12 December 2024. The revised NPPF sets out the national framework that all development proposals must accord with.
- 5.7 Chapter 2 outlines that the purpose of the planning system is to ensure proposals contribute to the achievement of sustainable development. The NPPF retains a "*presumption in favour of sustainable development*", with Paragraph 11 stating as follows:

"For decision-taking this means:

... c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or*
- 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..."*

5.8 Chapter 9 refers to promoting sustainable transport. Paragraph 109 criterion B identifies that patterns of movement, parking and other transport considerations are integral to the design of schemes and contribute to high quality places. Criterion C highlights that understanding and addressing the potential impacts of development on transport networks should be considered. Criterion D states that development should realise opportunities from proposed transport infrastructure and changing transport technology and usage.

5.9 Paragraph 111(e) identifies that planning policies should provide for any infrastructure required by wider development to support their operation, expansion and contribution to the wider economy.

5.10 Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

5.11 Paragraph 117 criterion E identifies that applications for development should be designed to enable charge of plug-in and other ultra-low emission vehicles.

5.12 Chapter 14 relates to meeting the challenge of climate change, flooding and coastal change. Paragraph 161 sets out that the planning system should support the transition to net zero by 2050. Associated infrastructure that helps contribute to reductions in greenhouse gas emissions should be supported.

Wokingham Adopted Core Strategy (adopted January 2010)

5.13 The Wokingham Adopted Core Strategy was adopted in January 2010. The Development Plan Document (DPD) sets out where development will occur within the borough to 2026.

5.14 Policy CP1 'Sustainable Development' states that planning permission will be granted for development proposals that include the following:

"1) Maintain or enhance the high quality of the environment;

2) Minimise the emission of pollutants into the wider environment;...

... 12) Contribute towards the goal of reaching zero-carbon developments as soon as possible..."

5.15 Policy CP4 'Infrastructure Requirements' states that planning permission will not be granted unless appropriate arrangements for the improvement and provision of infrastructure, services and other facilities required for the development taking account of the cumulative impact of schemes are agreed.

5.16 Policy CP6 'Managing Travel Demand' states that planning permission will be granted for scheme that:

"a) Provide for sustainable forms of transport to allow choice;

b) Improve the existing infrastructure network, including road...

c) Provide appropriate vehicular parking, having regard to car ownership;...

g) Do not cause highway problems or lead to traffic related environmental problems."

Wokingham Adopted Managing Development Delivery Local Plan (adopted February 2014)

5.17 The Wokingham Adopted Managing Development Delivery Local Plan was adopted in February 2014. This DPD expands upon the objectives laid down in the Core Strategy, providing more detailed policies to use when considering development proposals.

5.18 Policy CC01 'Presumption in Favour of Sustainable Development' states that where there are no policies relevant to the application, or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise.

5.19 Policy CC07 'Parking' criterion B states that planning permission will only be granted where the proposal demonstrates that the new scheme retains an appropriate level of off-street parking.

5.20 Policy CC09 'Development and Flood Risk (from all sources)' criterion 2 states that development proposals in Flood Zone 2 or 3 must take into account the vulnerability of proposed development. Criterion 3 identifies that minor development is not required to undertake a sequential test.

Wokingham Emerging Local Plan (Regulation 22 Submission)

5.21 The emerging Local Plan for Wokingham was submitted for examination on Friday 28th February 2025. The emerging Local Plan covers the period of development up to 2040.

5.22 Policy SS1 'Sustainable development principles' states that as appropriate to their nature, development proposals will be expected to:

" a) Contribute to meeting identified development needs;...

b) Make efficient use of land, especially suitable previously development land;...

- 5.23 Policy SS15 'Securing infrastructure' criterion 2 highlights that development proposals must secure necessary new, and/or improvements to existing, infrastructure via direct provision or an appropriate contribution that makes the development acceptable, ensure appropriate arrangements are in place to secure the future management and maintenance of infrastructure that is or will be provided, and plan and design utilities from the outset to minimise future disruption when upgrades and/or repairs are required.
- 5.24 Policy C1 'Active and sustainable transport and accessibility' criterion 4 states that development proposals must contribute to the delivery of an integrated transport system that is safe and accessible to all by implementing a proportionate package of measures that facilitate transport innovations and solutions which reduce greenhouse gas emissions.
- 5.25 Policy C5 'Parking and electric vehicle charging' criterion 1 states that development proposals should provide and retain vehicle parking that caters for the needs of all users that is appropriate to the location and the scale of the development. Criterion 3 states that proposal to retrofit charging points into existing areas will be encouraged provided this would not result in any adverse impact on highway, pedestrian, or cycle safety.
- 5.26 Criterion 4 states that all charging points should be appropriately located to allow for easy and convenient access from the charge point to the parking spaces, and be design and located in a way which:
- " a) Minimises the intrusion of the charge point on the wider use and access of the land;*
- b) Minimises the risk of vehicle collision with the charge point; and*
- c) Has ease of access for maintenance and replacement of electric vehicle charging infrastructure."*
- 5.27 Policy C8 'Utilities' criterion 1 states that development proposals must demonstrate that there is sufficient capacity for electricity on and off site to service the development, and that agreement has been or will be sought from the appropriate utility/service providers. Criterion 4 states that development proposals for new utilities infrastructure, or the extension or upgrading of existing utilities infrastructure, will be supported provided that any adverse impacts on amenity, character and the highway network can be minimised.

Sustainable Design and Construction SPD (adopted May 2010)

- 5.28 The Sustainable Design and Construction SPD was adopted in May 2010. This SPD forms part of the existing Wokingham Borough Local Development Framework. The document sets out the Council's agenda on sustainable design and construction with commitment to tackling climate change.

- 5.29 Section 10 relates to on-site renewable energy generation. Electric vehicle charging points are identified in paragraph 10.29 as a type of low carbon technology. On-site low carbon technologies are encouraged on all sizes and types of development.

Climate Change Interim Policy Position Statement SPG (adopted December 2022)

- 5.30 The Climate Change Interim Policy Position Statement was adopted in December 2022. The SPG sets out the positive position of Wokingham Borough Council (WBC) on the issue of climate change when assessing planning applications.
- 5.31 Paragraph 1.5 confirms that the Council will take the climate emergency as a material consideration when assessing planning applications. The statement makes clear that the Council will expect that development proposals contribute to climate change mitigation and adaptation by applying adopted policies to their best effect.

6.0 Planning Considerations

6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that, if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan, unless material considerations indicate otherwise.

6.2 We have considered the following planning matters to be pertinent to the proposed development:

- Principle of Development
- Highways and Parking
- Climate Change and Sustainability
- Flooding
- Ecology and BNG

Principle of Development

6.3 The proposal is for the construction of 4 EV charging upstands with associated meter enclosure, transformer and parking alterations.

6.4 In relation of EV charging, there are no relevant development plan policies to establish the principle of EV charging on site. Furthermore, the Local Plan is now over 5 years old. As such, Policy CC01 of the Managing Development Delivery Local Plan applies. Policy CC01 states that that where there are no policies relevant to the application, or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise.

6.5 The emerging Local Plan is a material planning consideration in decision-making. Policy C5 criterion 3 states that proposals to retrofit charging points into existing areas will be encouraged provided this would not result in any adverse impact on highway, pedestrian, or cycle safety. Policy C5 will be discussed further in the 'Highways and Parking' section of this section of the Planning Statement. However, Policy C5 shows that the principle of EV charging points is clearly accepted by the Council.

6.6 Furthermore, under Class E of Schedule 2, Part 2 of the General Permitted Development Order (GDPO) 2015, the GPDO allow for: *'The installation, alteration or replacement, within an area lawfully used for off-street parking, of an upstand with an electrical outlet mounted on it for recharging electric vehicles'*. As such, despite the minor increase in height of the EV charging upstands over and above that permitted by Class E, the principle of providing EV charging on the site is essentially established through permitted development rights.

6.7 In relation to the associated meter enclosure and transformer proposed, Policy CP4 of the Core Strategy applies. Policy CP4 states that planning permission will not be granted unless appropriate

arrangements for the improvement and provision of infrastructure, services and other facilities required for the development taking account of the cumulative impact of schemes are agreed. Arrangements for provision or improvement to the required standard will be secured by planning obligations or conditions if appropriate.

- 6.8 Policy C8 criterion 1 of the emerging Local Plan states that development proposals must demonstrate that there is sufficient capacity for electricity on and off site to service the development, and that agreement has been or will be sought from the appropriate utility/service providers.
- 6.9 Given the minor scale of works required to connect the EV charging upstands to the proposed meter and transformer, and to subsequently connect to the electrical grid given the existing transformer positioned to the east of the site, there would be no cumulative impact from the scheme. There is also sufficient capacity for electricity on and off site to service the EV charging points.
- 6.10 Given the above, it is assessed that the proposal is acceptable in principle.

Highways and Parking

- 6.11 The proposal will include a very minor reduction in the level of car parking spaces within the estate (2 spaces). As such, Policy CC07 of the Managing Development Delivery Local Plan applies. Policy CC07 states that planning permission will only be granted where the proposal demonstrates that the new scheme retains an appropriate level of off-street parking.
- 6.12 Policy C5 of the emerging Local Plan, regarding parking and proposed EV charging, is a material consideration. Criterion 1 states that development proposals should provide and retain vehicle parking that caters for the needs of all users that is appropriate to the location and the scale of the development. Criterion 3 states that proposals to retrofit charging points into existing areas will be encouraged provided this would not result in any adverse impact on highway, pedestrian, or cycle safety.
- 6.13 Policy C5 criterion 4 states that all charging points should be appropriately located to allow for easy and convenient access from the charge point to the parking spaces, and be designed and located in a way which:
 - " a) Minimises the intrusion of the charge point on the wider use and access of the land;*
 - b) Minimises the risk of vehicle collision with the charge point; and*
 - c) Has ease of access for maintenance and replacement of electric vehicle charging infrastructure."*
- 6.14 The proposal will introduce 4 EV charging upstands to an existing off-street car parking area serving Plot 1040. To introduce the new EV charging upstands, 10 of the 11 existing car parking spaces

will need to be re-sized, reducing the number from 10, to 8. As set out in the Transport Technical Statement, Plot 1040 is currently served by 110 car parking spaces and the development proposals will reduce this number to 108 parking spaces, which is equivalent to a 2% reduction in car parking capacity. The installation of EV charging upstands is also a material upgrade when compared to the existing parking arrangement, and will contribute to more sustainable, zero-carbon forms of transportation for Plot 1040 and as part of wider Winnersh Business Park development.

- 6.15 Given the minor scale of change to car parking proposed for Plot 1040, it is therefore deemed sufficient that the net loss of two parking spaces will not have a detrimental effect on overall parking availability and would not lead to any significant highways impacts on the surrounding network as a result.
- 6.16 The proposed EV charging points are located along the eastern border of the site. The positioning of the EV charging points will ensure there is no likelihood of impact on highway, pedestrian, or cycle safety, nor intrusion of the charge point on the wider use and access of the land. Adequate space surrounding the EV charging points is left and barriers can be included to minimise risk of vehicle collision with the charge point.
- 6.17 Access to the spaces is via the existing estate road network. As such, there will be ease of access for users and for maintenance and replacement of electric vehicle charging infrastructure on site.
- 6.18 In summary, it is considered that the proposed development would provide more than adequate levels of highway safety and car parking in accordance with the NPPF, local adopted and emerging policies.

Climate Change and Sustainability

- 6.19 The proposed development has been carefully reviewed in the context of sustainability principles and mitigation against the effects of climate change.
- 6.20 Policy CP1 of the Core Strategy states that planning permission will be granted for development proposals that minimise the emission of pollutants into the wider environment and contribute towards the goal of reaching zero-carbon developments as soon as possible.
- 6.21 The Climate Change Interim Policy Position Statement SPG signifies the importance of the climate emergency, identifying it as a material consideration when assessing planning applications. The statement highlights that development proposals should contribute to climate change mitigation and adaptation.
- 6.22 The 4 EV charging points proposed will make a small but important contribution to reducing greenhouse gas emissions by promoting low-carbon technologies. The Sustainable Design and Construction SPD recognises that low carbon technologies like EV charging can deliver on carbon reduction targets.

- 6.23 Although groundworks will be required to install the underground cables necessary for the EV charging upstands, the land disturbed is proposed on a minimal scale.
- 6.24 Given the above, it is considered that the proposed development meets the dual targets of climate change mitigation and sustainability.

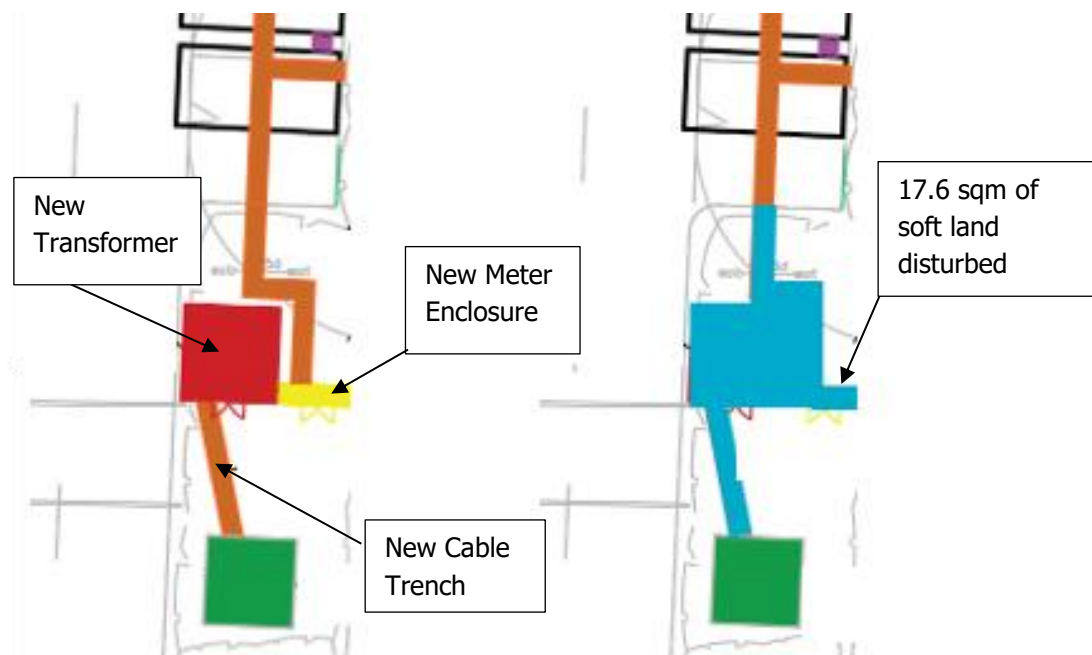
Flooding

- 6.25 The Site is located within Flood Zone 2. As such, Policy CC09 of the managing Development Delivery Local Plan applies.
- 6.26 Policy CC09 criterion 2 states that development proposals in Flood Zone 2 or 3 must take into account the vulnerability of proposed development.
- 6.27 Annex 3 of the NPPF identifies that car parking is classified as less vulnerable development. Table 2 of the National Planning Practice Guidance (NPPG) under Paragraph: 079 Reference ID: 7-079-20220825 identifies that less vulnerable development is acceptable in Flood Zone 2.
- 6.28 Further, the NPPG notes in Paragraph 051 Reference ID: 7-051-20220825 that minor developments are unlikely to raise significant flood risk issues unless the following occurs:
- *"they would have an adverse effect on a watercourse, floodplain or its flood defences;*
 - *they would impede access to flood defence and management facilities; or*
 - *where the cumulative impact of such developments would have a significant effect on local flood storage capacity or flood flows."*
- 6.29 Paragraph 051 of the NPPG also states that a pragmatic approach should be taken to the scope and level of detail of a site-specific flood risk assessment for minor development involving extensions or additions.
- 6.30 Given the minor nature of the proposals, there will be no effect on any watercourse or floodplain, impediment of access to flood defences or contribution to any cumulative effect on flood storage or flows. The provision of EV chargers clearly has wider sustainability benefits.
- 6.31 In addition, the proposed alterations and introduction of new transformer and meter enclosure do not alter the immediate or wider context in terms of planning considerations, do not propose new buildings, increase the footprint of existing buildings or the amount of internal accommodation and do not result in a significant increase in impermeable area of the Site.
- 6.32 Consequently, in accordance with the NPPF and NPPG, the proposal will not increase flood risk issues elsewhere and are classified as less vulnerable development which can be located within zone 2. The proposed application is considered acceptable in flood risk terms.

Ecology and BNG

- 6.33 The proposal includes the installation of 4 EV charging upstands which will be located within the existing car park area, on existing hard surfacing, in order to avoid any impact on the vegetation to the east of the parking bays.
- 6.34 The proposed location of the meter enclosure and transformer is on an area of 'soft landscaping' comprising a wood chip covering on bare ground. The proposal ensures that all existing vegetation is maintained.
- 6.35 Given the minor works proposed including the limited cabling required to connect the EV charging points to the proposed transformer and onwards to the south, the disturbance of the soft ground will be minimal.
- 6.36 In relation to Biodiversity Net Gain, Regulation 4 of the Biodiversity Gain Requirements (Exemption) Regulations 2024 identifies that a de minimis exemption can be applied in relation to BNG for planning permission when development satisfies two conditions.
- 6.37 The first condition relating to the de minimis exemption is that the development does not impact onsite priority habitat. The second condition is that development impacts less than 25 sqm of onsite habitat of biodiversity value greater than zero, and less than 5 meters in length onsite linear habitat.
- 6.38 Whilst the biodiversity value of a small area of wood chippings is questionable, the works that would disturb this area, including the necessary trenching for the new cables, have been kept to well below 25sqm in this area of soft land, as set out at figure 9.

Figure 9: Area of Impact



Source: Motion (2025)

- 6.39 As demonstrated, no onsite priority habitat is impacted and only 17.6sqm of onsite habitat of biodiversity value greater than zero is impacted. As such, the proposals are exempt from the requirement to deliver Biodiversity Net Gain.

7.0 Summary and Conclusions

- 7.1 This Planning Statement has been prepared by in support of a planning application for the introduction of EV charging upstands at land north of Eskdale Road, Winnersh.
- 7.2 The proposed development comprises of 4 new EV charging upstands with associated transformer, meter enclosure, cable runs and minor parking alterations.
- 7.3 The demand for EV charging is expanding across the UK, supporting the national government goal of zero-carbon emissions by 2050. There is a clear consensus that more workers are transitioning to electric vehicles to support this agenda, with EV charging infrastructure necessary as part of the workplace to accommodate for this change. The proposal will provide a small but important contribution to supporting workers in the Winnersh Business Park, serving Plot 1040 with private off-street charging points.
- 7.4 In conclusion, we consider that the proposed development is in accordance with the principles of sustainable development and accords with key policies at a national and local level. We would respectfully submit that planning permission should be granted.