

16 September 2025

Development Management
Wokingham Borough Council
Civic Offices
Shute End
Wokingham
RG40 1BN

Dear Sir / Madam

PROPOSED INSTALLATION OF 6NO. EV CHARGING UPSTANDS WITH ASSOCIATED TRANSFORMER AND METER ENCLOSURE

BUILDING 810, ESKDALE ROAD, WINNERSH TRIANGLE BUSINESS PARK, WINNERSH, RG41 5TS

Introduction

This Planning Statement has been prepared by Union4 Planning on behalf of Winnersh Midco S.A.R.L ('the Applicant') and forms part of a full planning application for the installation of 6no. EV Charging Upstands with associated transformer and meter enclosure at land to the rear of Building 810, Winnersh Triangle Business Park, Eskdale Road, Winnersh, RG41 5TS.

This application is submitted to work in conjunction with a full planning application for the demolition and re-development of Building 810 with access, car parking, landscaping and associated works, submitted recently and currently being considered by WBC under reference: 252014. Whilst the proposal hereby submitted provides only for the EV charging spaces, upstands, transformer and meter box, these elements are identical in layout and positioning to the current wider redevelopment application.

Whilst the elements hereby proposed are already covered by the above live application (252014), it is the hope that this minor application will be approved ahead of the wider redevelopment application which will allow for the early installation of the transformer and associated plant etc, as it is linked to the power strategy of the wider site and EV charging roll out.

The structure of this Planning Statement is 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

Site Location and Context

The Site is positioned to the south and east 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.

The application site, measuring approximately 717sqm, consists of the existing building with car parking to the front (west) of the building with a tree line separating the site from Eskdale Road, and a service area at

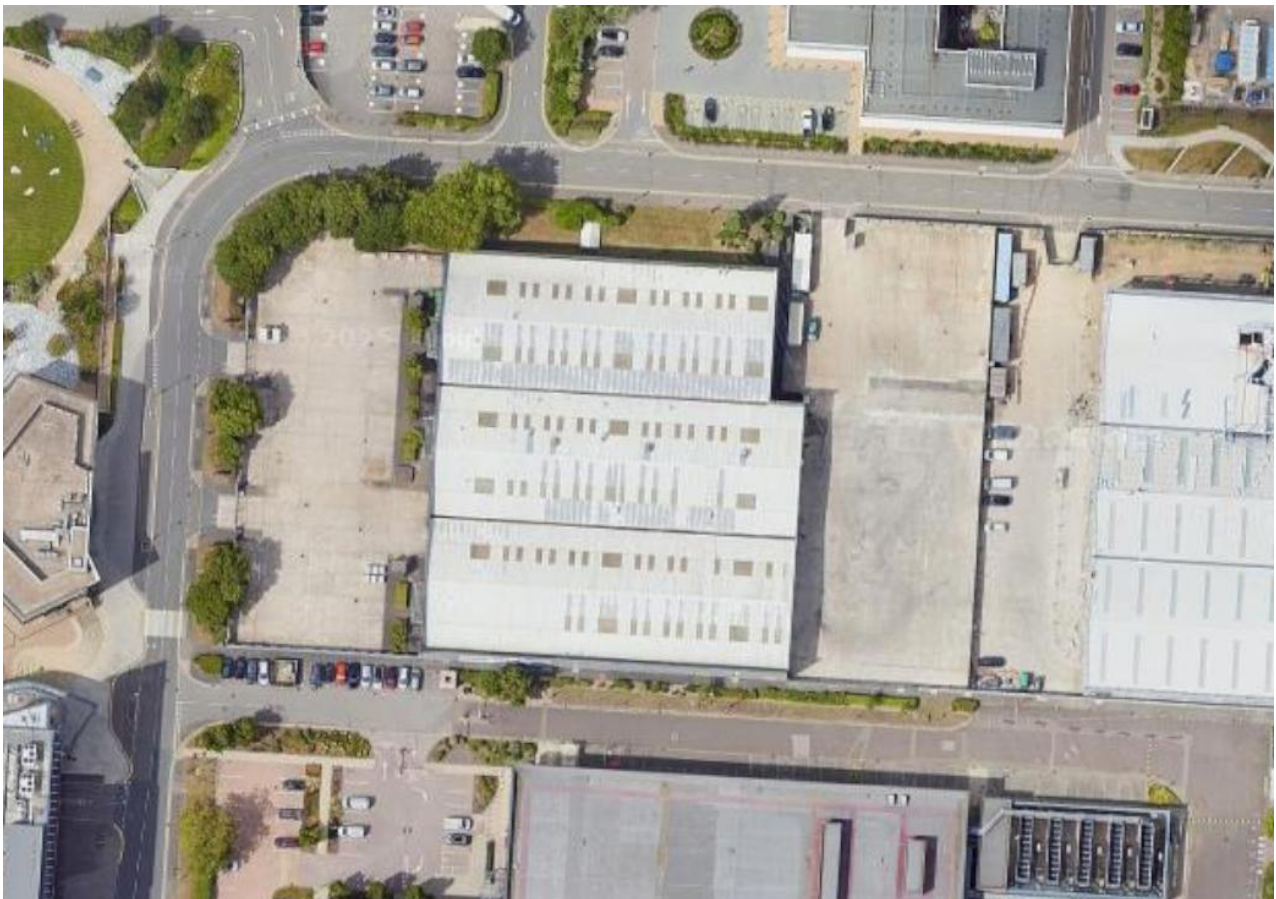
the eastern side of the site. To the north of the building is an area of soft landscaping providing additional separation from Eskdale Road.

The existing buildings on site are currently undergoing demolition, pursuant to a prior approval secured previously.

Whilst not yet reflected in aerial photographs, a Ring Main Unit (RMU) has been installed in the yard area by statutory undertaker, with the benefit of Permitted Development rights. The location of this aligns with the recent Film Studio consent (Ref L231602) and also the recently submitted wider redevelopment application, currently being considered under reference 252014. This RMU is identified as 'Existing Sub Station' on the plans submitted in support of this application.

The Site is accessible via Eskdale Road to the north (1 access point) and west (2 access points). Please see Figure 1 of the wider Building 810 Site.

Figure 1: Wider Building 810 Site

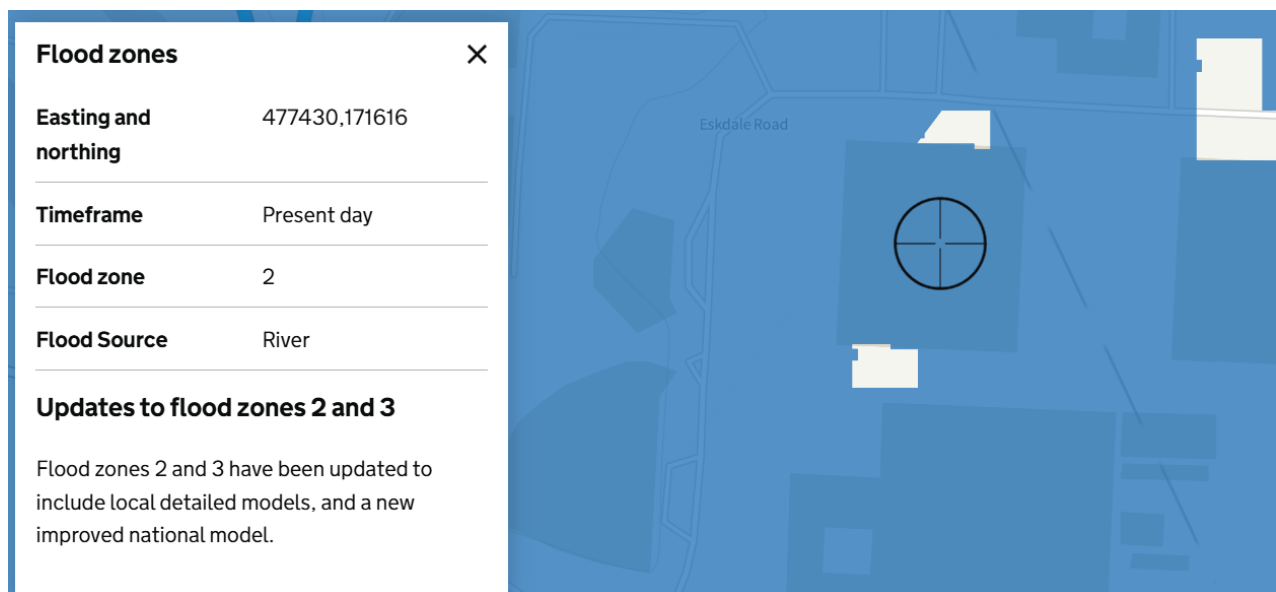


Source: Google Maps (2025)

The immediate surrounding area is light industrial and commercial in nature (Use Class E), with a hotel use to the southwest, all within the Winnersh Triangle Business Park complex, constructed since the mid-1980s. The business park occupies an area of almost 40 hectares and accommodates a wide range of spaces, including offices, light industrial units, and hospitality.

The Site lies within Flood Zone 2 according to the Gov.uk Flood Zone Map (see Figure 2). The Site has a low likelihood of annual surface water flooding of 1 in 1000 chance, identified as small areas of the existing hardstanding areas, predominately to the west of the Site.

Figure 2: Gov.uk Flood Risk Map



Source: Gov.uk (2025)

Site History

The Site has an extensive planning history according to the Wokingham Borough Council online planning register.

There are two applications of relevance to this current proposal. Firstly, a full planning application was approved in January 2024 (Ref L231602). The description of development for the application was as follows:

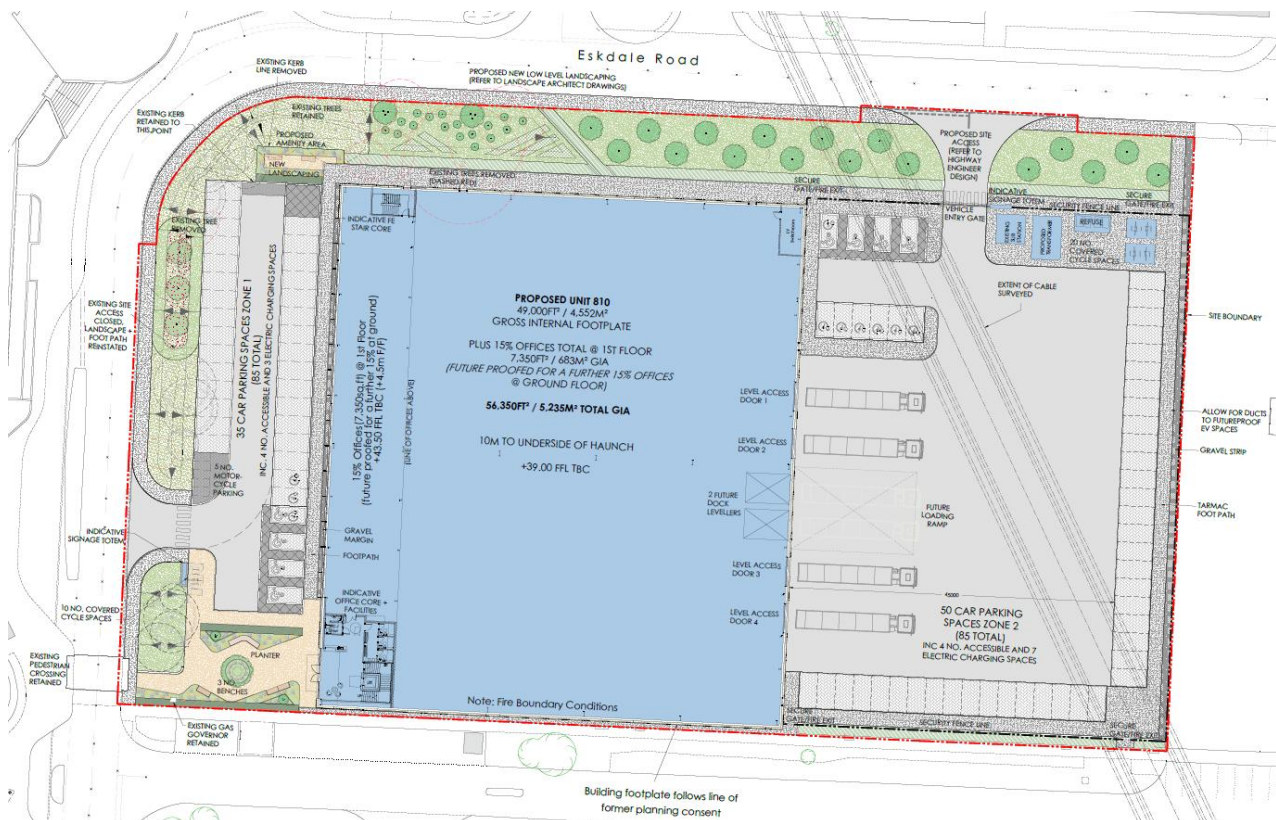
"Full application for the proposed erection of a sound stage building for commercial filming with access, parking, landscaping and associated works, following demolition of the existing buildings."

More recently, a full planning application was validated in September 2025 (Ref: 252014) and is currently under consideration by WBC, with the following description of development:

"Demolition of existing buildings and erection of a replacement building for flexible use within use classes E(g), B2 and/or B8, together with access, parking, landscaping and associated works"

As detailed above, the new car parking layout, marked EV charging car parking spaces, and proposed transformer location (as well as the existing sub station) are all set out within the proposed site plan as part of application 252014 (Figure 3), but, as above, it is the intention that this minor application is approved in advance of the wide redevelopment application.

Figure 3: Proposed wider Site Plan submitted under application 252014



Source: The Harris Partnership (2025)

Proposed Development

The application seeks full planning permission for the installation of 6no. EV charging upstands, 1no. transformer and 1no. electric meter at land serving Building 810. The description of development is as follows:

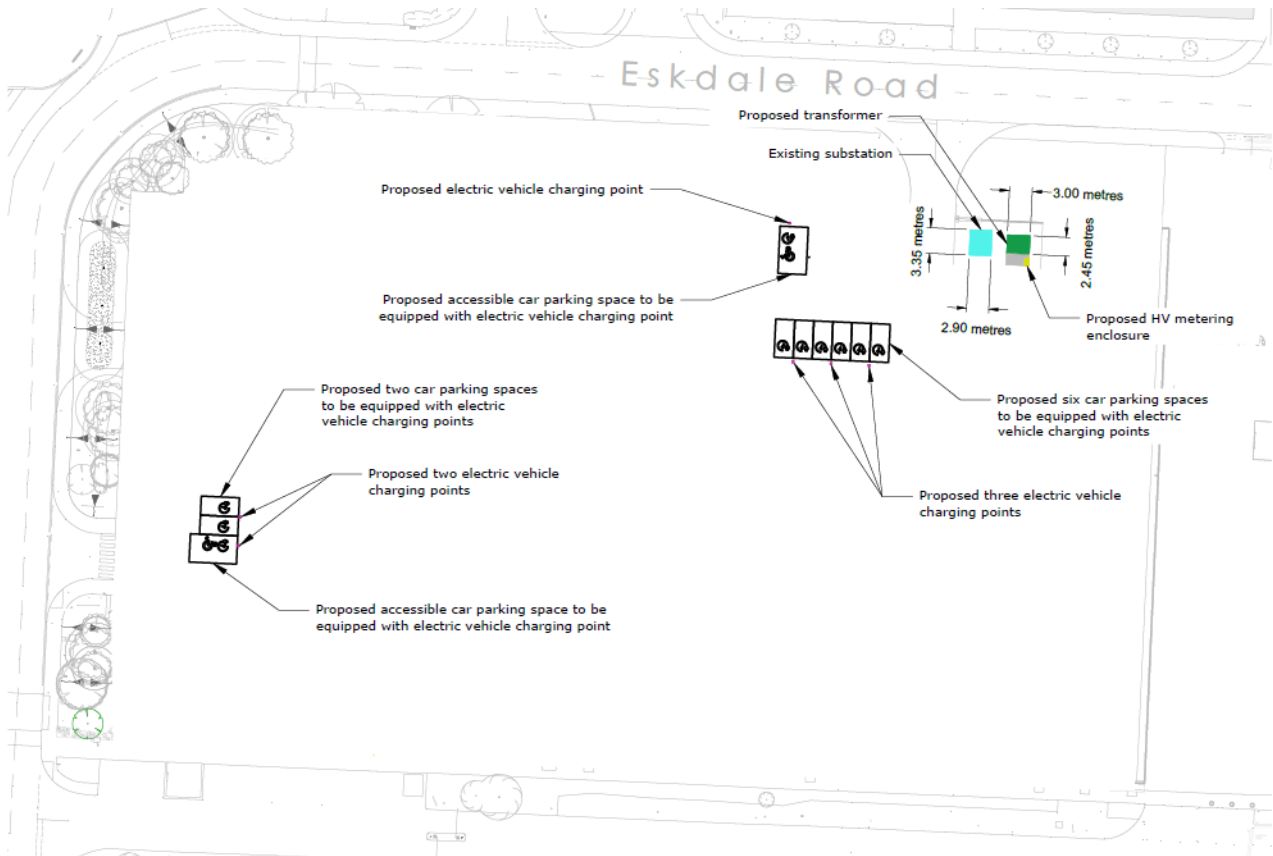
"Proposed installation of 6no. EV charging upstands with associated transformer and meter enclosure"

The proposed parking arrangements/site plan is shown in Figure 4. The charging upstands will serve a total of 10 parking spaces - 7 to the east of the site and 3 to the west of the site. Details of the upstands, including elevations, are included with this application pack and all will be located (along with the proposed car parking spaces) in line with the current wider redevelopment proposals.

3no. of these EV charging upstands to the north-east of the proposed building will be serving 6 standard car parking spaces (i.e. 2 spaces per 1 EV charging upstand), with 1no. EV charging upstand serving an accessible car parking space. The marked car parking spaces and associated EV charging upstands will be accessed by the vehicular access point maintained to the north.

1 no. EV charging upstands to the west of the proposed building will be serving 2 standard car parking spaces, with 1no. EV charging upstand serving an accessible car parking space. The western marked car parking spaces and associated EV charging upstands will be accessed by the existing southern-most access point along the western side of the site.

Figure 4: Proposed Parking Arrangements/Site Plan



Source: Motion (2025)

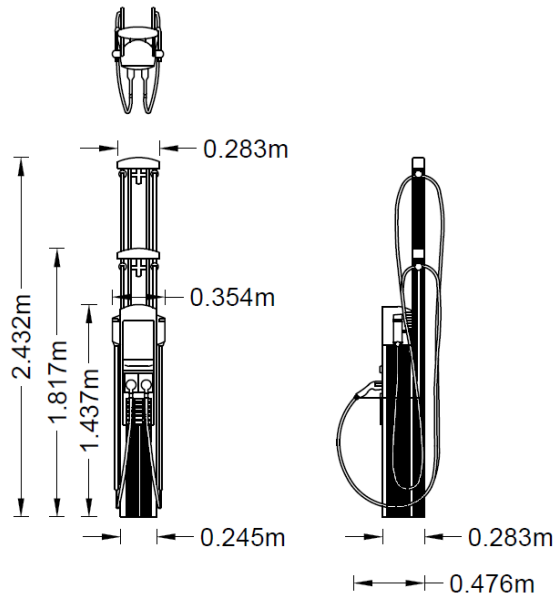
The location of the 10no. spaces selected for EV Charging upstands are all located towards the retained northern and western entrance for easy accessibility and align with the wider redevelopment scheme.

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 B of the Technical Note (by Motion) submitted as part of this planning application. Details of the proposed upstands are set out in Appendix C of the Technical Note and are shown in Figure 5 below.

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. However, for completeness, the 6no. upstands are included as part of this application encompassing all the necessary EV charging infrastructure.

The electric vehicle charging upstands will be accompanied by a new transformer, as well as a meter and distribution board, both installed to the north-eastern extent of the site on an area of existing hardstanding. The meter and distribution board will be covered by a meter enclosure, positioned slightly to the front of the new transformer.

Figure 5: Proposed Upstands



Source: Motion (2025)

The proposed transformer will be very similar in dimensions and appearance to existing RMU recently installed within the 810 yard area, as well as other transformers located around the Winnersh Triangle Business Park. An image of the recently installed RMU at 810 (labelled on the plans as 'existing substation' is shown in Figure 6 below).

Figure 6: RMU in 810 yard area

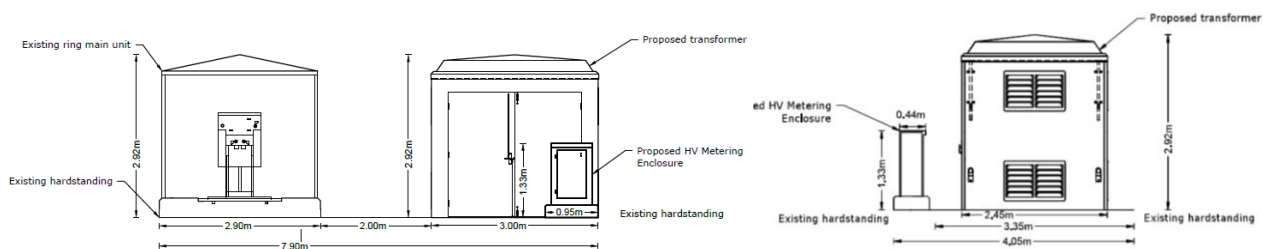


Source: Google Maps (2025)

The transformer enclosure will measure 2.92m in height, 3m in width, and 2.45m in depth. The meter enclosure will be located to the south-east of the proposed transformer, placed on a concrete base measuring 0.95m in width and 0.7m in depth. The meter enclosure height on top of the concrete base will measure 1.33m from the hardstanding area. These dimensions are indicated best in the proposed south (left hand image) and east (right hand image) elevation plans extracted in Figure 7 below.

As illustrated in the elevation plans, the proposed transformer will also be of similar dimensions to the existing sub-station.

Figure 7: Transformer and Meter Enclosure Dimensions



Source: Motion (2025)

Cable ducts will be installed below ground that will connect the proposed transformer, distribution board and existing sub-station to the EV charging upstands.

The duct is to be laid at a minimum depth of 450mm. The ducting size and layout are dependent on cable calculations (considering voltage drop and grouping factors), however this information is included for completeness and does not require planning consent.

Planning Policy Context

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.

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)

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);

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)

The revised National Planning Policy Framework (NPPF) was published on 12 December 2024. The NPPF sets out the national framework that all development proposals must accord with.

Chapter 9 refers to promoting sustainable transport. Paragraph 109 criterion D states that development should realise opportunities from proposed transport infrastructure and changing transport technology and usage.

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.

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

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 (January 2010)

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.

Policy CP1 'Sustainable Development' 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.

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.

Wokingham Adopted Managing Development Delivery Local Plan (February 2014)

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.

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)

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.

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;...*
- c) Make efficient use of land, especially suitable previously development land;...*
- o) Provide or contribute to the provision of transport infrastructure to support communities"*

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.

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.

Policy C5 'Parking and electric vehicle charging' criterion 4 states that all charging points should be appropriately located to allow easy and convenient access to the parking space(s), 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"*

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 (May 2010)

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.

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 (December 2022)

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.

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.

Planning Considerations

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.

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

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

Principle of Development

The proposal is for the installation of 6no. EV charging upstands, 1no. transformer unit and 1no. meter enclosure.

In relation to the proposed EV charging upstands, there are no relevant development plan policies which relate to the installation of EV charging on site, not least due to the fact that 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 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.

Furthermore, under Class E of Schedule 2, Part 2 of the General Permitted Development Order (GDPO) 2015, the GPDO allows 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.*" Under criteria E.1(a)(ii), development of an EV charging upstand not within the curtilage of a dwellinghouse or a block flats is permitted up to 2.7 meters in height.

The EV charging upstands proposed have a maximum height of 2.43m. As such, the principle of the development regarding the EV charging upstands is already established through permitted development rights. However, for completeness, the 6no. EV charging upstands proposed are included as part of this wider application encompassing all the necessary EV charging infrastructure.

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

It is also considered that Policy C8 of the emerging Local Plan applies. Policy C8 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.

The transformer unit, meter enclosure and cabling proposed is essential infrastructure to support the provision of the EV chargers proposed.

As such, it is assessed that the proposal is acceptable in principle.

Highways and Parking

The proposal does not involve the creation or loss of parking per se, but allows for the provision of electric charging bays in existing areas of historic and future parking.

Policy C5 of the emerging Local Plan is a material consideration. 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."*

The proposed EV charging upstands will be located behind the car parking spaces selected, on areas of hardstanding as shown on the proposed site plan submitted with application 252014. The hardstanding width takes into account the concrete base required, measuring only 600m on all sides as well as room required for pedestrians to manoeuvre along the footway without being impeded by the upstands. As such, there is no likelihood of impact on pedestrian or cycle safety.

The car parking spaces selected for the provision of EV charging infrastructure are unaffected by the positioning of the EV charging upstands, with no impediments to vehicles that would cause collision with the charging point. Adequate space surrounding the EV charging points is left and barriers are included to minimise risk of vehicle collision with the charging point.

All 6no. EV charging upstands are provided in close proximity to the north and west access points off Eskdale Road, allowing for easy access.

In summary, it is considered that the proposed development would provide more than adequate levels of highway safety and suitable car parking in accordance with the NPPF, local adopted and emerging policies.

Flooding

The Site is located within Flood Zone 2. As such, Policy CC09 of the managing Development Delivery Local Plan applies. Policy CC09 criterion 2 states that development proposals in Flood Zone 2 or 3 must take into account the vulnerability of proposed development.

Furthermore, 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."*

Given the very minor nature of the proposals and its location, 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.

Paragraph 051 of the NPPG goes on to state the following:

"Even minor developments can affect flood risk within or beyond the property.... As such, applications for minor development... should still meet the requirements of a site-specific flood risk assessment.... A pragmatic approach should be taken to the scope and level of detail of the assessment – a shorter, simpler assessment is likely to be sufficient in most such cases...."

A wider flood risk assessment has been prepared by Evolve as part of application 252014 and is also submitted as part of this planning application. The justification and conclusions in the FRA, whilst not specific to this very minor development, are considered sufficient to satisfy the relevant requirements.

Given the minor nature of this development, the sequential and exception tests do not apply under Paragraph 176 of the NPPF, and as such has been deemed to be pass in relation to this proposal.

The FRA report states that the site does not fall within a Critical Drainage Area. According to the Environment Agency flood mapping data, the site is not shown to be affected by fluvial or tidal flooding for the 1 in 30, 1 in 100, or a 1 in 200 year return period when any flood defences are taken into account, including with the effects of Climate Change. There is a low chance of flooding to between 20cm and 30cm as predicted between 2036 and 2069.

There is some potential for surface water flooding in a 1 in 100 and 1 in 1000 year event, particularly around the western side of the Site on the existing hardstanding area. However, it is not anticipated that the EV Charging points, given their minor size and location on site on existing hardstanding areas, would displace and increase flood risk within or beyond the site boundary in this scenario.

The FRA further states that given the Site sits outside the 1 in 100-year climate change floodplain, no floodplain compensatory measures would need to be undertaken.

The FRA report concludes that the major development proposal submitted as part of 252014 would be safe, without increasing flood risk elsewhere, and that a positive reduction in flood risk would be achieved through the inclusions of surface water attenuation in accordance with national policy. The introduction of new EV charging upstands, a transformer and meter enclosure, in advance of the wider redevelopment, would not alter this conclusion as the development does not propose new buildings, increase the footprint of existing buildings or the amount of internal accommodation and does not result in a significant increase in impermeable area of the Site. The site is at very low risk of infrastructure failure and of flooding from artificial sources. Car parks are considered to be 'Less Vulnerable' by the NPPF, therefore the site is located appropriately.

Consequently, in accordance with the NPPF and NPPG, the proposal will not increase flood risk elsewhere and is classified as less vulnerable development which can be located within zone 2. The proposed application is considered acceptable in flood risk terms.

Climate Change and Sustainability

The proposed development has been carefully reviewed in the context of sustainability principles and mitigation against the effects of climate change.

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.

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.

The 6no. EV charging upstands 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.

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 and does not require planning consent.

Given the above, it is considered that the proposed development meets the dual targets of climate change mitigation and sustainability.

Summary and Conclusions

This Planning Statement has been prepared by Union4 Planning in support of a planning application for the installation of 6no. EV charging upstands, 1no. transformer and 1no. meter enclosure at Building 810, Winnersh.

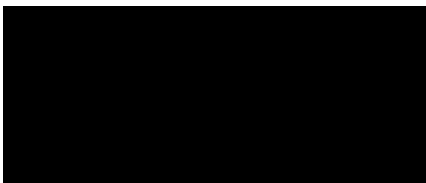
The demand for EV charging is expanding across the UK, supporting the national government goal of zero-carbon emissions by 2050. There is a clear consensus that more workers are transitioning to electric vehicles to support this agenda, with EV charging infrastructure necessary as part of the workplace to accommodate for this change.

The proposal will provide a small but important contribution to supporting future staff at Building 810 and forms part of the wider roll out of EV charging across the wider estate.

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.

We trust that the above information is clear, but please do contact us if you require any further clarification or information in relation to the submitted application.

Yours sincerely,



Luke Farmer
Assistant Planning Consultant