



UNION 4 PLANNING

Winnersh Midco S.A.R.L

Building 1180, Eskdale Road, Winnersh, Wokingham,
RG41 5TU

Certificate of Proposed Use or Development
(CLOPUD) Application comprising the proposed
installation of 27no EV charging upstands with
associated transformer and meter box

PLANNING STATEMENT

October 2025



UNION4
PLANNING

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1.0 Introduction

- 1.1 This Planning Statement has been prepared by Union4 Planning Ltd on behalf of Winnersh Midco S.A.R.L ('the Applicant') in support of an application for a Certificate of Lawfulness for a Proposed Use or Development (CLOPUD) at Building 1180, Eskdale Road, Winnersh, Wokingham, RG41 5TU.
- 1.2 The application is submitted to Wokingham Borough Council under Section 192 of the Town and Country Planning Act 1990 and Section 39 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 1.3 The CLOPUD application relates to the proposed installation of 27no. EV charging upstands (serving 54 existing car parking spaces), together with the construction of a transformer and check meter/distribution board to serve the 27 upstands, to the rear (north) of building 1180 and to the rear (north) of the existing sports pitch.
- 1.4 This CLOPUD application sets out and seeks to confirm that the development falls under Class E, Part 2, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and as such, does not require planning permission.

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 legislative context
 - Section 6 evaluates the case for a Certificate of Lawfulness
 - Section 7 provides a summary and conclusions

2.0 Site Location and Context

2.1 The Site comprises an area of existing hardstanding and car parking, positioned to the north side of Eskdale Road, located between building 1180 and the sports pitch and the A329. It lies in the Winnersh Triangle Business Park, located within a built-up area on the north side of Winnersh, within the jurisdiction of Wokingham Borough Council.

2.2 The application site, measuring approximately 850 sqm, comprises of existing car park/hardstanding to the rear of building 1180 and the all-weather sports pitch. It is accessible via the access road which runs from Eskdale Road, along the eastern side of building 1180.

Figure 1: Approximate red-line boundary



Source: Google Maps

2.3 The Site is bounded to the north by a belt of mature vegetation running along the embankment and separating the site from the A329 motorway to the north. The sports hub and sports pitch lie to the south of the proposed transformer location and building 1180 lies to the south of the proposed EV charger location

2.4 The immediate surrounding area is light industrial and commercial in nature (Use Classes B and E) within the Winnersh Triangle Business Park complex.

2.5 Eskdale Road connects to the A3290 and A329(M) via Wharfedale Road. The A3290 and A329(M) serve connections to Reading to the north-east, and to Bracknell to the south-east respectively.

3.0 Site History

3.1 The Site has an extensive planning history from a review of the Wokingham Borough Council online planning register, predominantly relating to the construction of the original business park. From the information available on the Council's website, the below comprises the planning history pertaining to the Site.

Reference	Description	Date	Decision
308308	Outline planning application for the redevelopment of Winnersh	1979	Approved
O/2006/9071	Outline planning application with all matters reserved except details of means of access to the site for development providing up to 191,100 sq m gross external area of built floorspace (in total) for Class B1 (a), (b) and (c) (including data centre use); Class D1; Class D2; Class C1; Class A1, A2, A3, A4, A5. Such development to include: Highways and public transport facilities; Pedestrian, cyclist and vehicular ways; Pedestrian footbridge; Vehicle parking; Laying out open space; Landscaping; Ground works; Drainage works; Provision and/or upgrade of services and related media and apparatus; Miscellaneous ancillary development (including security office, bin stores and cycle stores) and associated engineering and other operations.	August 2007	Approved
RM/2008/0778	Reserved Matters application on Outline consent O/2006/9071 comprising of layout, scale, appearance, access within the site and landscaping for the redevelopment of Winnersh Triangle for office use classes within B1 (a,b, & C) with associated parking, plant and infrastructure and ancillary facilities.	June 2008	Approved
201719	Full application for proposed external alterations to the existing office building to create an extended plant enclosure with associated screening, installation of PV panels to roof and provision of 8 no. electric vehicle charging points on existing parking spaces.	September 2020	Approved

3.2 Item 4 (Ref: 201719) was validated in July 2020. As part of the application, 8no. EV charging points were permitted on 8 existing car parking spaces directly east of Building 1180, and south-east of the proposal Site.

4.0 Proposed Development

- 4.1 The proposal comprises the installation of 27 electric vehicle charging upstands along the northern boundary of the site, in the existing car park.
- 4.2 The 54 existing car parking spaces in this area to the north of building 1180, would be served by the proposed 27no. charging outlets (1 per 2 spaces) on the basis of each upstand providing 2 charging connections.
- 4.3 Each upstand will be located at the back of and between 2 spaces, which will require a slight relocation of the parking spaces a short distance to the south, enabling erection of the chargers between the existing northern kerb line and the parking spaces themselves, ensuring no encroachment by the charger infrastructure into the vegetation strip to the north or into the parking space itself.
- 4.4 Details of the chargers and their precise location is set out in the accompanying site plans and elevations.
- 4.5 An associated transformer in its own housing, providing power to the chargers, together with a check meter and distribution board is proposed to be located to the west of the car parking spaces and to the rear of the sports pitch.

5.0 Legislative Context

5.1 The application procedure for a Certificate of Lawfulness is summarised in Section 1 of this Planning Statement, including the relevant provision contained in Section 192 of the Town and Country Planning Act 1990 and the guidance provided in the National Planning Practice Guidance.

5.2 Class E, Part 2, Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 ('the GDPO') allows at section E(1) for the "*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*"

5.3 As amended on 29 May 2025, Class E, Part, Schedule 2 of the GDPO also now includes section E(2) which relates to "*The installation, alteration or replacement, at ground level within a non-domestic area lawfully used for off-street parking, of—*

- (a) equipment necessary for the operation of an upstand the installation of which would be permitted by this Class;*
- (b) a unit of equipment housing for the storage of equipment necessary for the operation of an upstand the installation of which would be permitted by this Class.*"

5.4 The widening of Class E to allow for the installation of equipment and equipment housing associated with the EV upstands was prefaced in the Explanatory Memorandum (2025 No. 560) by Matthew Pennycook MP (Minister of State at the Ministry of Housing, Communities and Local Government) as a way to "*facilitate the rollout of EVCPs to support the operation of bigger and more powerful electric vehicle upstands without the need to submit a planning application.*"

5.5 For development to be permitted under Class E, certain criteria need to be satisfied. As such, this application for a CLOPUD is made in accordance with Section 192(1) of the Town and Country Planning Act 1990 ('the Act') which states the following:

"(1) If any person wishes to ascertain whether –

(a) Any proposed use of buildings or other land;

Would be lawful, he may make an application for the purpose to the local planning authority specifying the land and describing the use of operations in question."

5.6 This Planning Statement and associated documentation appraises the proposed construction of EV charging points and supporting infrastructure and housing, against the relevant criteria.

6.0 The Case for a Certificate of Lawfulness

6.1 This section appraises the proposal against the relevant Class E criteria.

6.2 E.1(1) states that development is not permitted by Class E if the upstand and outlet would -

"(a) *in relation to an upstand or outlet –*

(i) *Within the curtilage of a dwelling house or a block of flats, exceed 1.6 metres in height from the level of the surface used for the parking of vehicles; or*

(ii) *In any other case, exceed 2.7 metres in height from the level of the surface used for the parking of vehicles*

(b)

(c) *Be within a site designated as a scheduled monument*

(d) *Be within the curtilage of a listed building; or*

(e) *Result in more than 1 upstand provided for each parking space”*

6.3 In relation to E.1(a)(i), the Site is not located within the curtilage of a dwelling house or block of flats, so part (ii) applies. It is confirmed that the proposed EV charging upstands will not exceed 2.7 metres in height from the level of the surface used for the parking of vehicles.

6.4 In relation to E.1(c) and E.1(d) the site is not located within a site designated as a scheduled monument, nor a curtilage of a listed building, and as such the proposals satisfy these requirements.

6.5 In respect of E.1(e), each of the proposed EV charging upstands will serve 2 car parking spaces, with a total of 54 spaces served by the proposed 27 upstands. As such, criteria (e) is not triggered.

6.6 E.1(2) states that "*Development is not permitted by paragraph E(2)(a) if the equipment would not be contained within equipment housing the installation of which would be permitted by this Class*".

6.7 The proposed transformer and meter box will be contained within equipment housing, therefore the requirement of E.1(2) is satisfied.

6.8 E.1(3) states that "*Development is not permitted by paragraph E(2)(b) if—*

(a) *it would result in there being more than 1 unit of equipment housing within a non-domestic area lawfully used for off-street parking;*

(b) *the unit of equipment housing would—*

(i) *have a volume exceeding 29 cubic metres;*

(ii) *exceed 3 metres in height from the level of the surface used for the parking of vehicles;*

- (iii) be within 5 metres of a highway;
- (iv) be within 10 metres of the curtilage of a dwellinghouse or block of flats;
- (v) be within a site designated as a scheduled monument;
- (vi) be within the curtilage of a listed building".

6.9 In relation to (a) and single transformer is proposed and will be housed within a single enclosure. As such, part (a) is satisfied.

6.10 Whilst a separate, small meter box is proposed, next to the transformer, it is considered that this falls outside the definition of 'development' and thus must be considered de minimis.

6.11 In relation to (b)(i) and (ii), the transformer enclosure will measure 3.1m in width x 2.25m in height x 2.8m in depth, therefore will have a total volume of 19.5m³, below the maximum 29m³ permissible under Class E and below the 3m height restriction. The maximum height will therefore be 2.25m.

6.12 Whilst, as above, the meter box is considered not to amount to 'development', its measurements of 2.9m in width, 1m in height and 0.6m in depth give it a volume of just 1.74sqm.

6.13 In relation to (b)(iii), the nearest road (A329) is over 20m from the location of the equipment housing and therefore satisfies the minimum 5m requirement.

6.14 The nearest residential properties are some 400m away to the south, so criterion (iv) is satisfied.

6.15 As set out above, the site is not designated as a scheduled monument nor is it within the curtilage of a listed building and as such, criterion (v) and (vi) are satisfied.

6.16 As such, the proposals fully accord with the restrictions set out within Class E, Part 2, Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 and therefore the proposals can be considered permitted development which does not require planning consent.

7.0 Summary and Conclusions

- 7.1 The proposals comprise the installation of 27 EV charger upstands on an area of existing car parking and the erection of a transformer serving the upstands.
- 7.2 The proposals also include the provision of a check meter and distribution board, alongside the transformer, but given the very small scale nature of this, it is considered that this element does not amount to 'development' and therefore does not rely on the Permitted Development rights under Class E.
- 7.3 The proposals benefit from permitted development rights as set out at Class E, Part 2, Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015.
- 7.4 The upstand element is covered by E(1), whilst the associated transformer, necessary for the operation of the upstand, and its housing, is covered by section E(2) (a) and (b) of the Order.
- 7.5 It has been demonstrated above that the proposed plant and equipment to be installed is within the parameters set out by the permitted development rights.