

Our Ref: 97237/FW/GM

4th November 2025



Planning Services
Wiltshire Council
County Hall
Bythesea Road
Trowbridge
BA14 8JN

Dear Sir/Madam

**MOTO LEIGH DELAMERE M4 WESTBOUND, CHIPPENHAM SN14 6LB
CONSTRUCTION OF ELECTRIC VEHICLE CHARGING HUB WITH ASSOCIATED WORKS**

Introduction

On behalf of the applicant, The Electric Highway Company Ltd (GRIDSERVE), please find enclosed an application seeking planning permission for the construction of an extension to the existing Electric Vehicle Charging Hub (EV Hub) with associated works at the Moto Leigh Delamere M4 Westbound Motorway Service Station.

The Applicant

GRIDSERVE Sustainable Energy Ltd is a tech-enabled sustainable energy business. GRIDSERVE develop, build, own and operate dependable, low cost, clean energy solutions for critical power infrastructure. To help to reduce greenhouse gas emissions as quickly as possible GRIDSERVE deliver net zero carbon solutions for power and transportation which are designed to be better and less expensive than legacy solutions. To facilitate this transition to Electric Vehicles, GRIDSERVE is implementing and building a network of high-power chargers across the country that will provide UK motorists with fast, easy and low carbon charging solutions.

GRIDSERVE is delivering Electric Hubs at strategic locations across the UK and many are now operational. EV Hubs are typically located at existing destinations such as motorway service areas, retail parks and garden centres allowing customers to use those amenities whilst being able to access dependable charging infrastructure.

In conjunction with the rollout of EV Hubs across the UK, GRIDSERVE has developed the Electric Forecourt® to meet existing and growing infrastructure demands of electric vehicle users, owners and operators. Designed as the next generation of fuel station, the UK's first Electric Forecourt® opened at Braintree, Essex in 2020 followed by further locations in Norwich, Gatwick Airport and Stevenage, with a pipeline of several more consented sites expected to follow.

Local Planning Authorities have a significant role to play in addressing climate change. The RTPI/ TCPA in its latest Climate Crisis Guide (January 2023) confirmed that decision-makers should recognise that energy technologies are rapidly improving and should be prepared to deal positively with the implications of new transport and energy technologies. This includes infrastructure for electric vehicles, and the guidance encourages authorities to consider proposals positively.

Application Proposal

This application seeks planning permission for the construction of an Electric Vehicle Charging Hub (EV Hub) and associated works. The proposed hub includes 6no. charging bays (supplementing the existing provision), which will be delivered in place of previously existing parking spaces. The associated equipment comprises 3no. T360 high power charging upstands which provides one charger between two bays along with a low voltage feeder pillar, a new transformer, and a SCADA.

Since the installation of charging upstands is permitted development, pursuant to Class E of Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015, only the equipment cabinets (and associated removal of grassed area) are the subject of this planning application.

The Site

The site forms part of the Moto Leigh Delamere M4 Westbound Service Station which is located between Junctions 17 and 18 of the M4. The main amenity building is located to the centre of the Motorway Service Station site with car parking to the east and coach parking to the west. A petrol station is located to the west of the site. The Motorway Service Station is not located within the greenbelt, a conservation area nor within the historic environment and there are no listed buildings within proximity of the site.

Planning Policy

National Planning Policy Framework

The National Planning Policy Framework chapter 2 (Achieving sustainable development), published in December 2024, states that the purpose of the planning system is to achieve sustainable development including supporting infrastructure in a sustainable manner (paragraph 7). Paragraph 8 sets out the overarching objectives which contribute to sustainable development:

- **an economic objective** – to help build a strong, responsive and competitive economy by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure
- **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- **an environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

In Paragraph 11, the NPPF states that plans and decisions should apply a presumption in favour of sustainable development including plan-making that promotes a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change.

The National Planning Policy Framework chapter 9 (Promoting sustainable transport), published in December 2024, states that in decision-making sustainable transport modes should be prioritised (paragraph 115). NPPF 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. NPPF paragraph 117 states that development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

The National Planning Policy Framework chapter 14 (Meeting the challenge of climate change, flooding and coastal change), published in December 2024, states that the planning system should support the transition to net zero by 2050 and help shape places in ways that contribute to a reduction in greenhouse gas emissions and supporting renewable and low carbon energy infrastructure (paragraph 161). The National Planning Policy Framework also states within chapter 14 that local planning authorities should give significant weight to the need to support energy efficiency improvements to existing buildings (paragraph 167).

Local Planning Policy

The application site falls within the administrative boundary of Wiltshire Council. The current local plan is the Wiltshire Core Strategy set to take Wiltshire to 2026, adopted January 2015. Below are the relevant planning policies relating to this application:

- Core Policy 41: Sustainable construction and low-carbon energy
New development will be encouraged to incorporate design measure to reduce energy demand.
- Core Policy 55: Air quality
Developments need to demonstrate mitigation against emission levels and positive contributions to the aims set out in the Wiltshire Air Quality Action Plan.
- Core Policy 57: Ensuring high quality design and place shaping
Developments should maximise the opportunities for sustainable construction techniques
- Core Policy 60: Sustainable Transport
Support and encourage sustainable transport developments
- Core Policy 61: Transport and New Development
New development should be designed to encourage the usage of sustainable transport methods.

Planning Considerations

The application seeks planning permission for the construction of an Electric Vehicle Charging Hub (EV Hub) with associated equipment to meet the immediate charging needs of motorists using the M4. The proposed EV Hub is located within the car park of the existing service station. Therefore, the provision of the EV Hub will help to address climate change and meet local and national objectives.

The appearance of the chargers and associated infrastructure is detailed within the drawings and product guides provided as part of the application submission. As stated above, the charging upstands already benefit from permitted development. The supporting equipment is required for the type and power of charger provided on site. The hub and associated equipment have been designed to be functional and appropriate in scale when considered in the context of the existing car park and motorway service station. The EV Hub has also been designed to ensure the safety of its users. The chargers include tethered connections, and the EV Hub would not have any blind spots and will be well lit due to its location within the service station's car park area. As such the development is in accordance policies CP41, CP55, CP57, CP60 and CP61 of the Wiltshire Core Strategy, and policies set out in the NPPF.

The provision of an expanded EV Hub at the Motorway Service Station will provide vital infrastructure that will give motorists who already use the M4 the confidence to switch to electric vehicles from those with combustible engines. It is acknowledged that transport accounts for a substantial percentage of

emissions. Therefore, providing infrastructure that will remove emissions producing combustion engines from the road network will directly improve air quality and have a positive impact on public health. As such the provision of an EV Hub at this location is in accordance with policies CP41, CP55, CP57, CP60 and CP61 of the Wiltshire Core Strategy, and policies set out in the NPPF.

The EV Hub will expand the existing charging facilities for those travelling on the M4 in a convenient location alongside the other amenities at the motorway service station. The development does not generate significant additional trips but supports and promotes the use of a sustainable mode of transport for those already on the road. The EV Hub will utilise the existing car park access and there will be no changes to existing access arrangements at the motorway service area.

The charging bays have been designed to ensure that the function and circulation of vehicles within the car park remains unchanged. The standard EV bays match the size of other parking bays in the carpark at 2.4m x 4.8m. There is also additional space between the bays for manoeuvrability around the vehicle to ensure users can access the chargers easily.

Biodiversity Net Gain

For the completion of the associated works including the new transformer to the north of the car park and a SCADA, signposts and the bollards for the proposed EV charging spaces to the east of the car park, a small area of modified grassland will be lost as a result of the development. Mitigation for the loss of the modified grassland will be implemented with the planting of three urban trees on-site, which will result in a 41.61% biodiversity net gain. The calculations behind this are set out in the statutory Biodiversity Metric, submitted with this application. The on-site planting of three small urban trees represents significant mitigation for the loss of the small amount of existing modified grassland.

Application Submission

The application comprises the following documents:

- Completed planning application form and certificates
- Preliminary Arboricultural Impact Assessment
 - Appendix B - Tree Schedule
 - Appendix C – Tree Survey and Constraints Plan
 - Appendix D – Preliminary Arboricultural Impact Assessment Plan
- Baseline Habitat Map - Area 1
- Baseline Habitat Map - Area 2
- Post-Intervention Habitat Map – Area 1
- Post-Intervention Habitat Map – Area 2
- Biodiversity Gain Plan
- Condition Assessment Sheets
- Statutory Biodiversity Metric
- Flood Risk Assessment
- Terra 360 Brochure
- CIL Form
- Application Drawings:
 - Location Plan (drwg no. 7928_980)
 - Block Plan As Existing (drwg no. 7928_981)
 - Block Plan As Proposed (drwg no. 7928_982)
 - Elevations As Existing (drwg no. 7928_983)
 - Elevations As Proposed (drwg no. 7928_984)

The application fee of £298 has been paid to the local planning authority via the Planning Portal.

Conclusions

The application seeks planning permission to install new EV Charging infrastructure within the car park at the Moto Leigh Delamere M4 Westbound motorway service station. The development has been delivered in line with the Government target to provide additional high powered electric vehicle charging facilities at each motorway service station. It supports local and national objectives of facilitating sustainable modes of transport, while making a significant contribution to GRIDSERVE's mission to help reduce greenhouse gas emissions as quickly as possible and address climate change. The provision of an EV Charging Hub at this location is fully in conformance with national and local planning policy and accordingly the application should be granted planning permission without delay.

The application (including relevant form, this cover letter and accompanying documentation) has been submitted electronically via the Planning Portal. We look forward to receiving confirmation of the name of the case officer, the planning application reference number and determination timescales shortly. Should any subsequent clarifications or information be required, please do let us know as soon as possible so it can be provided in a timely manner.

Yours faithfully
For ALDER KING LLP

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