

EV Charging Bays
The Churchill
Royal Wootton Bassett

Planning Design and Access Statement

February 2026



Gravis Planning
1 Pavilions Office Park
Kinnegar Drive
Holywood
BT18 9JQ

T: 028 90425222
F: 028 90422888

www.gravisplanning.com

Contents

1.0 Background.....p.3

2.0 Application Site & Surroundings.....p.3

3.0 Planning History.....p.4

4.0 The Proposed Development.....p.4

5.0 Background: The Government’s Commitment to EV.....p.7

6.0 Planning Policy Assessment.....p.8

7.0 Conclusions.....p.13

1.0 Background

- 1.1 This Planning Design and Access Statement is prepared on behalf of Raw Charging, in support of a full planning application for the *'Installation of 4no. electric vehicle charging stations, including the installation of 1no. substation, 1no. feeder pillar and underground cabling'*, within an existing car park associated with The Churchill, Swindon Road, Royal Wootton Bassett, Swindon, SN4 8ET.
- 1.2 The purpose of this report is to describe the proposed development, the application site and surroundings, the relevant planning policy and how the relevant planning policy tests have been addressed.
- 1.3 This statement should be read in conjunction with the planning drawings prepared by the project design team.

2.0 Application Site & Surroundings

- 2.1 The application site is located within an existing car park associated with The Churchill hotel, public house and restaurant.
- 2.2 It is noted that the site does not fall within any designations nor zonings for use.
- 2.3 Images are shown below of the application site:



Image of Application Site

3.0 Planning History

- 3.1 A planning history search of the application site found the below relevant planning applications:

Planning Application Reference	Description	Status
18/10884/FUL	Erection of two storey hotel, reconfiguration of car parking, new sub-station, landscaping and associated works	Approved 24.01.2019

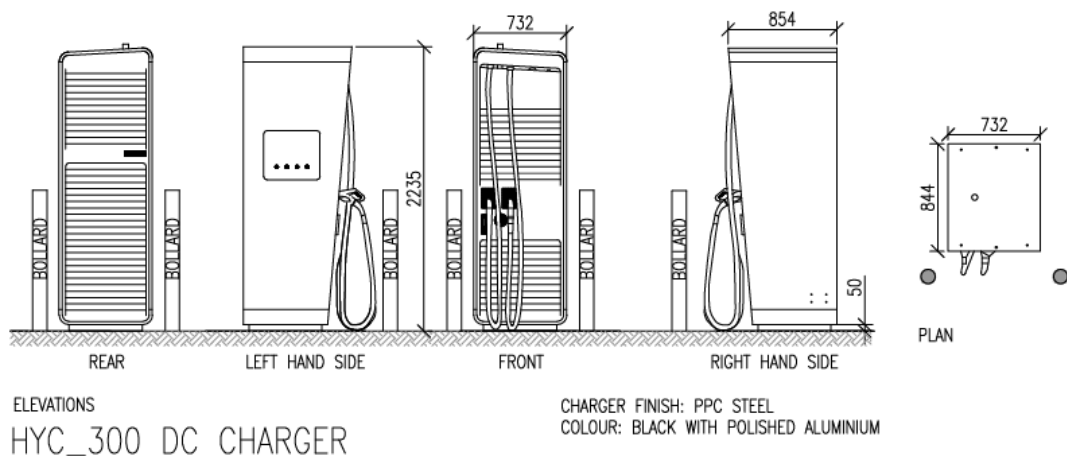
4.0 The Proposed Development

- 4.1 The proposed development comprises the following:

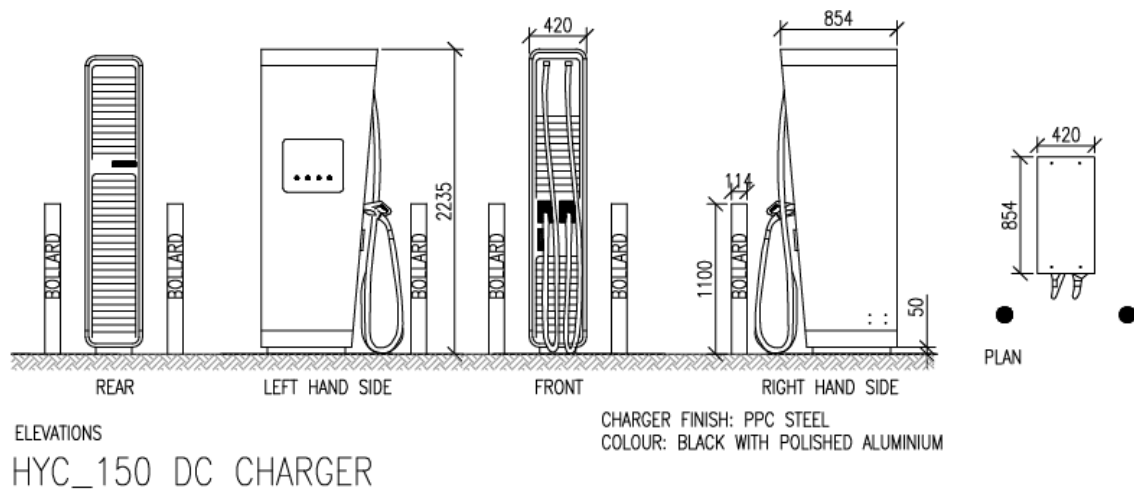
“Installation of 4no. electric vehicle charging stations, including the installation of 1no. substation, 1no. feeder pillar and underground cabling”

- 4.2 The proposed development comprises 4no. DC electric vehicle charging stations. The EV chargers are to be located on the site of an existing car park area, utilising 11no. of the existing parking bays to provide 8no. EV charging bays. Therefore, the reconfiguration of the car park to provide EV charging will result in the loss of 3no. spaces.

- 4.3 The 4no. DC chargers comprise 2no. HYC300 chargers and 2no. HYC150 chargers, shown in the images below. DC chargers offer fast recharging times can often be the ideal opportunity to top-up quickly. In 10 minutes or less, charging could offer a top-up of 100 miles.

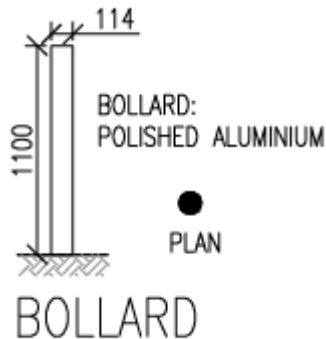


HYC300 DC Charger Visual



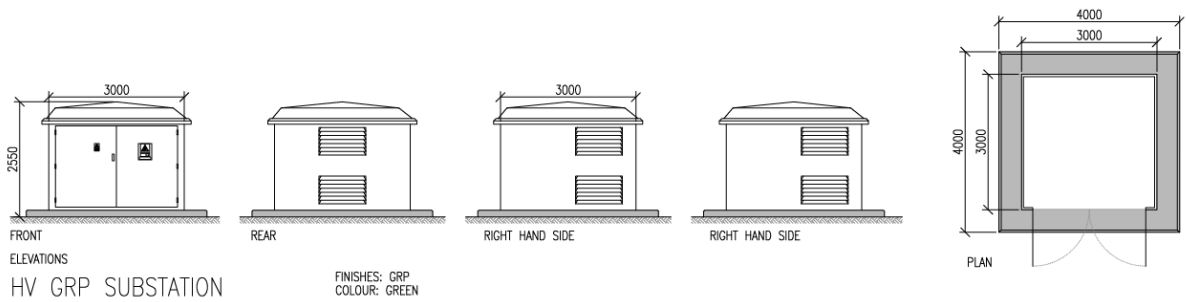
HYC150 DC Charger Visual

- 4.4 The HYC300 charger will measure 0.73m in width, 0.84m in depth and 2.24m height, while the HYC150 chargers will measure 0.42m in width, 0.85m in depth and 2.24m in height.
- 4.5 Two bollards (0.11m in width x 0.11m in depth x 1.1m in height) will be provided at each charger, finished in black polished aluminium, as shown in the image below:



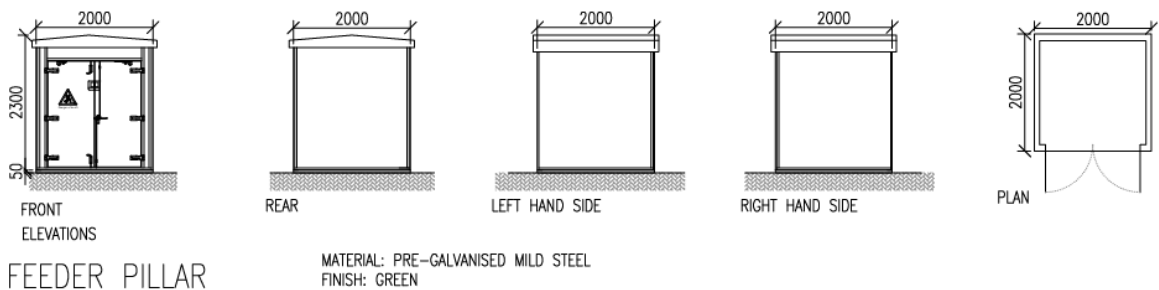
EV Charger Bollard Visual

- 4.6 A substation is also proposed. The purpose of a substation is to reduce electricity voltage from high to low voltage, so that it is easier and safer to deliver electricity. The proposed substation will measure 3m in width, 3m in depth and 2.55m in height and will be manufactured from GRP finished in the colour green. These are of a standard design approved by the District Network Operators (DNOs) and widely used through the UK for the distribution of electricity. The elevations of the proposed substation are shown below:



Substation Visual

4.7 A second unit of equipment housing to serve the charging installation is also proposed in the form of a feeder pillar. The feeder pillar is a cabinet used to house low voltage electrical supply equipment. Feeder pillars consist of a central distribution board that controls and distributes electricity to outgoing circuits downstream to the EV Chargers. This setup provides each EV charger with a separate electrical supply that is fault protected and that can be separately maintained. The feeder pillar cabinet provides a casing that prevents people from coming into contact with live electrical wires, as well as protecting wires and components from dust and dampness. The proposed feeder pillar will measure 2m in width, 2m in depth and 2.3m in height and will be manufactured from Pre-Galvanised Mild Steel, finished in the colour green. The elevations of the proposed feeder pillar are shown below:



Feeder Pillar Visual

4.8 The proposed development also includes the installation of underground cabling from the chargers to the existing underground point of connection, located north of the car park. All proposed cabling will be buried underground. The underground cabling will run in a shallow trench along the existing carpark hardstanding and grassland verge. The proposed location of the underground cabling was determined on what works best from an operational perspective. The hardstanding and grassland will be reinstated as existing following installation. The location and nature of the cable route is shown on the proposed detail plan, Drawing No. A200267-2 101A 03 A.

5.0 Background: The Government's Commitment to EV

- 5.1 The Government has made a long-term commitment to tackle climate change. The introduction of the Climate Change Act, 2008 sets a legally binding target of at least 34% reduction in greenhouse gas emissions by 2020 and 80% reduction by 2050. The Act also created a framework for climate change adaptation, with the production of the first National Climate Change Risk Assessment, in 2012.
- 5.2 The Planning Act, 2008 introduced the requirement for development plans to include policies designed to ensure that development contributes to the mitigation of and adaptation to climate change.
- 5.3 In November 2020, the Prime Minister put the UK on course to be the fastest nation in the G7 to decarbonise cars and vans. On 25th March 2022, The Department for Transport published a policy paper 'Taking charge: the electric vehicle infrastructure strategy'. The strategy sets out the vision and action plan for the rollout of electric vehicle charging infrastructure in the UK, ahead of the phase out dates.
- 5.4 The Government recognises that a focus on vehicles is only half of the challenge. A world-class charging infrastructure is fundamental to delivering net zero road transport. The strategy document sets out the strategic approach in delivering this charging infrastructure out to 2030. The vision for 2030 is to remove charging infrastructure as both a perceived, and a real, barrier to the adoption of electric vehicles (EVs).
- 5.5 In any scenario, rollout must progress at pace to provide sufficient charge points ahead of demand and to ensure that the UK is a place where:
- Everyone can find and access reliable public charge points wherever they live;
 - Effortless on and off-street charging for private and commercial drivers;
 - Fairly priced and inclusively designed public charging;
 - Market-led rollout for the majority of charge points;
 - Infrastructure is seamlessly integrated into a smart energy system; and
 - Continued innovation to meet drivers' needs.
- 5.6 Transport is the UK's largest emitting domestic sector and 91% of UK transport emissions come from road transport. If the UK economy is to achieve net zero emissions by 2050, it must decarbonise road transport. The recent rapid increase in both the supply of, and the demand for, EVs means that charging infrastructure now stands as the single biggest challenge to that decarbonisation. Delivering the world class charging infrastructure the UK needs will not be easy and cannot be delivered by Government alone. It requires commitment and investment across the energy, charge point, automotive and public sectors.
- 5.7 The final consultation on a zero-emission vehicle (ZEV) mandate and carbon dioxide (CO₂) emissions regulation for new cars and vans in the UK ran from 30th March 2023 to 24th May 2023. The summary of responses and joint government response was published

on 28th September 2023. The Zero Emission Vehicle (ZEV) Mandate is a government policy tool that requires car manufacturers to sell a certain percentage of electric vehicles each year. Its goal is to reduce the number of internal combustion engine (ICE) cars on the road in order to reduce greenhouse gas emissions (GHG) from transport and help fight climate change. The ZEV mandate applied to England, Scotland, and Wales from January 2024. It provides certainty to manufacturers, ChargePoint operators, and consumers. In setting out a clear pathway to achieve ending the sale of new non-ZEV cars and vans in 2035, the UK is perfectly positioned to reap the economic, societal and health benefits of net zero.

- 5.8 On 24th December 2024, Transport Secretary Heidi Alexander launched a consultation to ask views from industry on how to deliver on the manifesto commitment to restore the 2030 phase out date for new purely petrol and diesel cars and make the transition to zero emissions vehicles a success. The consultation proposes updates to the Zero Emission Vehicle (ZEV) Mandate. The consultation is part of a wider push to make it easier and cheaper for drivers to charge their electric cars. It follows over £2.3 billion investment from the UK government to support domestic manufacturers and consumers switch to EVs. Data shows that one in four new cars sold in November 2024 was an EV, according to the Society of Motor Manufacturers and Traders (SMMT) – a 58% increase on November 2023. EV owners are seeing the benefits too, as 97% of electric car drivers say they do not want to go back to petrol and diesel cars.
- 5.9 This proposal is in line with the Government strategies and objectives mentioned above. The applicant's commitment to sustainability is clear, will benefit customers who have already made the switch to electric vehicles and encourage those who haven't, to come on board in provision of accessible EV charger points for all.

6.0 Planning Policy Assessment

Introduction

- 6.1 The proposal is subject to the government's plan-led approach for the determination of planning applications. This is set out in Section 38(6) of the Planning and Compulsory Purchase Act 2004. It states:

"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 The Wiltshire Core Strategy was adopted in 2015 and forms the statutory planning framework of policies and proposals used to guide decisions and investment on development and regeneration up to 2036.

- 6.3 The Council must also have regard to other material considerations when reaching its decision. In particular, it is necessary to have regard to guidance and policies in the National Planning Policy Framework (NPPF), the latest version of which was published in December 2024.

National Planning Policy Framework (NPPF) – December 2024

- 6.4 Paragraph 7 of the NPPF identifies that:

“The purpose of the planning system is to contribute to the achievement of sustainable development.”

- 6.5 Paragraph 8 sets out the three overarching objectives to achieve this purpose. The third objective is most relevant to the principle of the development:

“a) 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;

b) 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

c) 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”

- 6.6 Paragraph 85 concerns building a strong, complete economy and states: *“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.”*

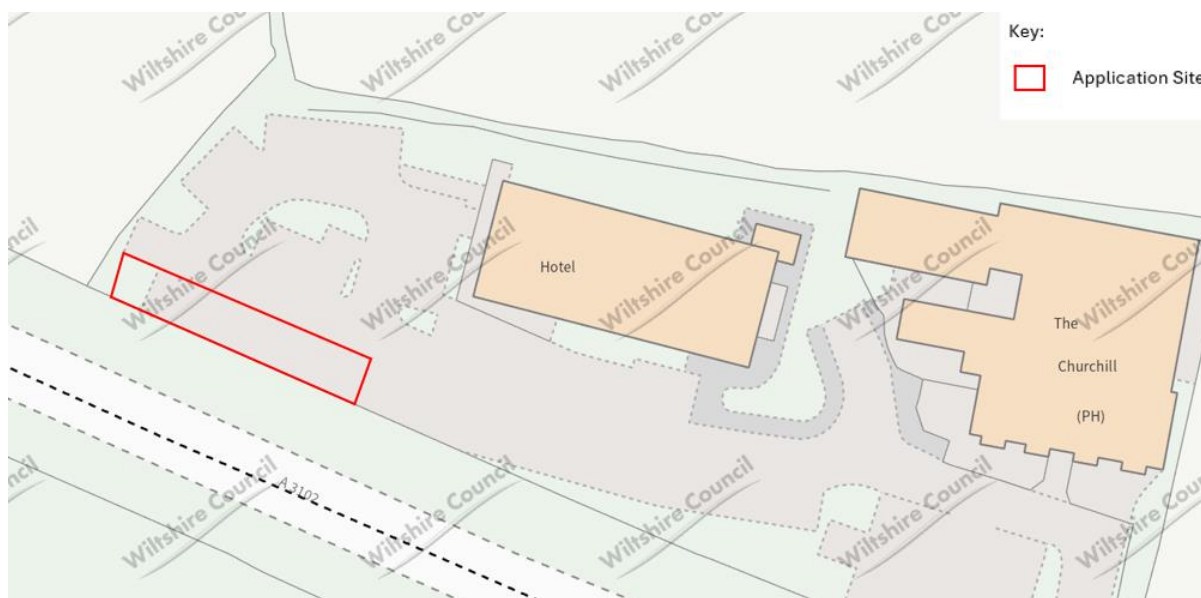
- 6.7 Section 9 of the NPPF concerns promoting sustainable transport. Paragraph 115 confirms that *“in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that: a) appropriate*

opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.”

- 6.8 Paragraph 117 states that “*applications for development should: (e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*”
- 6.9 Section 14 of the NPPF considers the objective of meeting the challenge of climate change, flooding and coastal change. Paragraph 161 states that “*the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.*”

Wiltshire Council Local Plan

- 6.10 Within Wiltshire Council’s interactive map, the site is not nearby any listed buildings, TPOs nor Conservation Areas:



Wiltshire Council's Interactive Map

- 6.11 **Core Policy 1: Settlement Strategy** sets out the settlement strategy for Wiltshire, which identifies the settlements where sustainable development will take place. The site lies within Royal Wootton Bassett, which is categorised as a market town, defined

as settlements that have the ability to support sustainable patterns of living in Wiltshire through their current levels of facilities, services and employment opportunities.

- 6.12 **Core Policy 19: Spatial Strategy: Royal Wootton Bassett and Cricklade Community Area** states that Royal Wootton Bassett will continue to function as the main service centre within the Community Area.
- 6.13 The proposed development is considered sustainable development. There are no adverse impacts associated with the proposal that would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework. The proposed development promotes the efficient use of land and the re-use of previously developed land in sustainable locations, given that the proposals are located within an existing surface level car park within Royal Wootton Bassett. The proposals are also minor in scale and sensitively located to ensure the character, quality and setting of the area is protected.
- 6.14 The proposed development supports the provision of essential electric vehicle infrastructure and will play a positive role in adapting to and mitigating the effects of climate change in supporting the transition to low carbon travel and increasing the availability of electric vehicle charging infrastructure. The proposal is therefore in accordance with Core Policies 1 and 19.
- 6.15 **Core Policy 50: Biodiversity and Geodiversity** states that development proposals must demonstrate how they protect features of nature conservation and geological value as part of the design rationale. There is an expectation that such features shall be retained, buffered, and managed favourably in order to maintain their ecological value, connectivity and functionality in the long-term. Where it has been demonstrated that such features cannot be retained, removal or damage shall only be acceptable in circumstances where the anticipated ecological impacts have been mitigated as far as possible and appropriate compensatory measures can be secured to ensure no net loss of the local biodiversity resource, and secure the integrity of local ecological networks and provision of ecosystem services.
- 6.16 It is acknowledged that Biodiversity Net Gain (BNG) is now mandatory on certain sites from 12 February 2024. Although, there are some developments that are exempt from BNG rules. This includes 'Developments below the threshold' where a development that does not impact a priority habitat and impacts less than 25 square metres of on-site habitat.
- 6.17 The proposed development involves the installation of a substation to a section of grassland. As demonstrated by Drawing No. A200267-2 101A 02 B, less than 25sqm of habitat would be impacted by the development, which is not designated a priority habitat. The development is therefore considered to qualify for the 'de minimis' exemption and therefore a Biodiversity Net Gain Assessment is not required in this instance.

- 6.18 Moreover, it is noted that there are no trees on or near the site that will be affected by the development. The proposal will therefore not have a detrimental impact on biodiversity and geological conservation, in accordance with Core Policy 50.
- 6.19 **Core Policy 57: Ensuring High Quality Design and Place Shaping** states that a high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. Development is expected to create a strong sense of place through drawing on the local context and being complementary to the locality.
- 6.20 The proposed development comprises a high-quality design which meets operational requirements. The proposals make efficient use of land, given that the proposed chargers, feeder pillar and substation will be located within an existing surface level car park. The proposed development is minor in scale and has been sensitively designed in terms of scale, height, appearance, form, siting and layout to respect the character of the surrounding area, the context of the site and its place within the local landscape.
- 6.21 The development has been sensitively designed and is not considered to have an unacceptable adverse impact on the natural or built environmental context, nor upon living conditions, and will provide critical infrastructure committed to reducing carbon emissions. Accordingly, the development is compliant with Core Policy 57.
- 6.22 **Core Policy 60: Sustainable Transport** seeks to support and encourage the sustainable, safe and efficient movement of people and goods.
- 6.23 The proposal is fully aligned with Government objectives and legislation relating to climate change, decarbonisation of development and reduction in the use of fossil fuels. The proposals support the provision of much needed electric vehicle infrastructure whilst supporting the transition to low carbon travel.
- 6.24 In addition to this, the proposals will not generate any additional traffic and will utilise the existing access, therefore will not result in any adverse impact on the local highway network. Whilst the proposed development involves the net loss of 3no. car parking spaces, we consider that there is sufficient car parking capacity in the existing car park to cater for parking demand. In addition, the proposal is located in a sustainable location with ease of access to public transport provision.
- 6.25 The provision of 6no. electric charging bays (including 1no. disabled bays) will result in improved sustainability, in accordance with Core Policy 60..
- 6.26 **Core Policy 67: Flood Risk** seeks to avoid inappropriate development in areas at risk of flooding by directing development away from areas of highest risk of flooding and ensuring that development does not increase the risk of flooding on the site or elsewhere.

- 6.27 It is noted that the site is not within a flood risk zone, Given the proposed development is small in footprint and would be sited within an existing car park, the proposal would not increase flood risk in accordance with Core Policy 67.

7.0 Conclusions

- 7.1 This Planning Statement has been prepared to support of a full planning application relating to the *'Installation of 4no. electric vehicle charging stations, including the installation of 1no. substation, 1no. feeder pillar and underground cabling'*, within an existing car park associated with The Churchill, Swindon Road, Royal Wootton Bassett, Swindon, SN4 8ET.
- 7.2 The proposal is fully aligned with Government objectives and legislation relating to climate change, decarbonisation of development and reduction in the use of fossil fuels. We have set out the government's support for electric vehicles and the key driver of the National Development Framework, which is to contribute towards the achievement of sustainable development. The Council is also seeking to tackle climate change and reduce carbon emissions. The proposals will clearly support both key visions.
- 7.3 This Statement has assessed the proposed development and its accordance with relevant national and local planning policies. The proposal supports all relevant policy areas when accounting for all relevant material planning considerations. The overall planning balance is one that can be seen to clearly support the environmental commitments of the Local Plan and the government's drive to support the shift towards the use of electric vehicles. We therefore respectfully request planning permission is granted for the proposed development.