



**BNP PARIBAS
REAL ESTATE**

Planning Statement

Reading Village Hotel

Prepared on behalf of IONITY

December 2025

Reading Village Hotel, Richfield Ave, Reading, RG1 8BD

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Executive Summary

This application has been submitted to support the development of 6 new Electric Vehicle (EV) charging bays and associated infrastructure within the car park at the Reading Village Hotel, which is located in the administrative boundary of Reading Borough Council.

The delivery of long-term, accessible, and sustainable means of transport is essential in supporting the Governments sustainability and zero carbon goals. This proposed development will help facilitate and provide much needed services to electric vehicle users. It has been well documented that there is a lack of public electric vehicle infrastructure in accessible locations, as highlighted in the Statement below.

The development proposals will deliver a number of important benefits and help Reading Borough Council in their ambitious Climate Emergency objectives. These benefits include:

- Supports the transition to highly sustainable modes of transport
- Supports the sustainability objectives of a local employer
- Is located on previously developed land
- Will not cause any adverse impacts on the transport network

1. Introduction

- 1.1. This application for full planning permission is made on behalf of our client, IONITY, in support of a planning application for the erection of an Electrical Vehicle (EV hereafter) charging hub at the Reading Village Hotel (formally The Crown Plaza), Richfield Ave, Reading, RG1 8BD. The site falls within the administrative area of Reading Borough Council.
- 1.2. IONITY is a joint venture of the car manufacturers BMW Group, Ford Motor Company, Hyundai Motor Group, Mercedes Benz AG and Volkswagen Group with Audi and Porsche, along with BlackRock's Global Renewable Power platform as financial investor. They are building, operating, and constantly growing their network of high-power charging stations along highways in 24 European countries. All charging stations are open to electric vehicles of any brand. With multiple charging points at each location. With ultra-fast charging stations that recharge a vehicle's batteries for the next stretch of the vehicle's journey in the shortest time possible. Importantly, IONITY provide 100% renewable energy everywhere in their network, delivering on ambitions for carbon-neutral driving.
- 1.3. IONITY and the Village Hotel Club have partnered to deliver electric vehicle charging at all 33 Village Hotel locations in the UK. Village Hotel Club offers more than a traditional hotel. Alongside the hotel, provide top of the range Health & Wellness Club with state-of-the-art kit, swimming pool and award-winning classes at every location. As well as bar and restaurants, meeting and event rooms, VWorks co-working space and Starbucks coffeeshop. All available for guests, members and the local community to enjoy.
- 1.4. Village Hotel Club have launched the Village Green initiative – their aim is to have a positive impact on the communities we operate in, both environmentally and socially. The provision of EV charging infrastructure sits alongside a raft of measures including:
 - Target to be Carbon Neutral by 2050.
 - By the end of 2023, our hotels will have 100% renewable electricity backed by Renewable Energy Guarantees of Origin (REGO) certificates.
 - Sustainability practices have been recognised with a Bronze Award Green Tourism Award, across all 33 UK hotels.
- 1.5. The application seeks permission for the installation 6 EV charging bays, to form an 'Electric Hub', and the associated infrastructure necessary to support the development.
- 1.6. The development description for the purposes of this planning application is:

"The development of 6 Electric Vehicle charging vehicle bays and associated works"
- 1.7. This Statement should be read alongside the following:

- Application Form;
- Site Location Plan;
- Existing Site Layout;
- Proposed Site Layout;
- Proposed Drainage Layout;
- Proposed Site Levels Layout;
- Proposed Substation Details;
- EV Charging Post & Cabinet Details;
- LV Panels Details;
- Details Sheet;
- Existing and Proposed Section Elevations;
- Engineering Report;
- Flood Risk Assessment;
- Lighting Report;
- Tree Survey;
- BNG and PEA Report;
- Pre Intervention Plan; and
- Post Intervention Plan.

1.8. Our Statement is presented as follows:

- **Chapter 2** sets out the site context and planning history;
- **Chapter 3** considers the planning policy context;
- **Chapter 4** outlines the proposed development;
- **Chapter 5** sets out the case for planning permission; and
- **Chapter 6** provides the summary and conclusions.

2. Site Context and Planning History

- 2.1 This Section describes the Site and the surrounding area in terms of land use and key characteristics in order to set the planning context.

The Site and Surrounding Area

- 2.2 The site extends to c.420 square meters in size and is located within the existing car park of the Village Hotel in Reading. The immediate surroundings consist mainly of a business/light industrial, commercial uses and residential properties.
- 2.3 The site will utilise the existing access from Thames Side Promenade, which connects to Richfield Avenue and Caversham Road, of which as main transport routes from the Village Hotel to Reading and the surrounding countryside.
- 2.4 The site is partially located within Flood Zone 2 and Flood Zone 3. Two of the EV chargers are located in Flood Zone 3, and the remaining charger, substation, feeder pillar, and power cabinet are located in Flood Zone 2. A full Flood Risk Assessment has been provided in support of this application.

Planning History

- 2.5 Relevant planning history for the site is set out in Table 1 below as per Reading Council's planning register.

Application Reference	Address	Description of Development	Decision
PL/25/1230	Crowne Plaza Reading Richfield Avenue Reading RG1 8BD	Application for a Non-Material Amendment Following a Grant of Planning Permission PL/25/0759 to remove condition 5 (Gas Mitigation Measures)	Granted September 2025
PL/25/0759	Crowne Plaza Reading Richfield Avenue Reading RG1 8BD	Full planning application for a single storey, flat roof extension at the ground floor level to the front of existing hotel to create extension to fitness suite Health & Wellness Club and replacement of canopy over to main entrance and associated landscaping and parking.	Granted August 2025
211716	Holiday Inn Richfield Avenue Reading Berkshire RG1 8BD	T1, T14, T19, T20, T23 (x5) London Plane - Thin crown by 15%, remove, dead wood and reduce limbs growing over roof allowing 3 mts clearance, T3 London Plane - Remove crossing branches and major dead wood, T21,	Granted November 2021

		T22 (x2) London Plane - Remove major dead wood and cut Ivy at base of tree, T13 Lime - Reduce crown growing towards building allowing 3mts clearance, T4, T5, T6 (x3) Alder - Cut Ivy at base of tree and lift crown overhanging parking bay to 12ft.	
131469	Crowne Plaza Landing Stage Thames Promenade Caversham Reading	Use of the pontoon as a landing stage for cruise boats and erection of passenger shelter, railings and lighting	Granted August 2014
090329	Crowne Plaza Reading Richfield Avenue Reading RG1 8BD	Erection of T shaped pontoon at the river side of the Crowne Plaza Hotel and change of use of land for the permanent mooring of the vessel, Windrush, for guest accommodation ancillary to the use of the hotel	Granted May 2009

Table 1: Relevant Nearby Planning History

3. Planning Policy Context

- 3.1 Any proposal should be determined in accordance with national and local planning policies and guidance, as set out below.

National Planning Policy

- 3.2 The national policy context for the Site comprises two documents, the National Planning Policy Framework (December 2024), and the National Planning Practice Guidance (Live Document).
- 3.3 Alongside these national planning policy documents, there is also the General Permitted Development Order (England) (Amendment) (2025) ("GPDO") which operates to deem the grant of planning permission for certain development without needing to apply for formal planning permission. Schedule 2 of the GPDO refers to this as "permitted development".

National Planning Policy Framework (NPPF) (December 2024)

- 3.4 The NPPF sets out the Government's planning policies for England and how these should be applied. It must be taken into account in preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.
- 3.5 Paragraph 7 of the NPPF confirms that *"the purpose of the planning system is to contribute to the achievement of sustainable development including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs"*.
- 3.6 Paragraph 8 goes to outline that *"achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):*
- 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.”*

- 3.7 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.”*
- 3.8 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) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location”*.
- 3.9 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.”*
- 3.10 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 net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks 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.”* (emphasis added by author).

Permitted Development Rights

- 3.11 The Town and Country Planning (General Permitted development) (England) (Amendment) 2025 has introduced permitted development rights for electric vehicle charging points in off-street public and private car parking areas.
- 3.12 The recent changes to Class E through Permitted Development Rights for Electric Vehicle development came into effect from 29th May 2025, which notably increase the maximum height allowance for upstanding EVCP's. This demonstrates that Government's desire to unlock

Electric Vehicle development in England and increase the ways in which this infrastructure can be delivered.

- 3.13 In the context of EV chargers, the GPDO (Amendment) 2025 deals with two different scenarios – (1) wall mounted outlets and (2) outlets on an upstand.

- 3.14 In relation to wall mounted EV charging outlets, the GPDO (Part 2, Class D) states:

“D. The installation, alteration or replacement, within an area lawfully used for off-street parking, of an electrical outlet mounted on a wall for recharging electric vehicles.

Development not permitted:

D.1 Development is not permitted by Class D if the outlet and its casing would—

- a) exceed 0.2 cubic metres;*
- b) be within a site designated as a scheduled monument; or*
- c) be within the curtilage of a listed building.*

Conditions:

D.2 Development is permitted by Class D subject to the conditions that when no longer needed as a charging point for electric vehicles—

- a) the development is removed as soon as reasonably practicable; and*
- b) the wall on which the development was mounted or into which the development was set is, as soon as reasonably practicable, and so far as reasonably practicable, reinstated to its condition before that development was carried out.”*

- 3.15 In relation to outlets with an upstand, The GPDO (Part 2, Class E) states:

“E. 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.

Development not permitted:

E.1 Development is not permitted by Class E if the upstand and the outlet would—

- a) (i.) within the curtilage of a dwellinghouse 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) be within a site designated as a scheduled monument;*
- c) be within the curtilage of a listed building; or*
- d) result in more than 1 upstand being provided for each parking space.*

Conditions:

E.2 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. 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.”*

- 3.16 This application is not seeking to deliver the proposed EV charging points through the Permitted development process. Notwithstanding, the development is delivering EV charging units which are very similar to those allowed under PD rights. It is clear that there is a desire from national government to facilitate the delivery of electric vehicle charging infrastructure and that the impact of this type of development is typically minimal in most places.

Local Planning Policy

- 3.17 Planning applications should be determined in accordance with s38(6) of the Planning & Compulsory Purchase Act 2004 unless material considerations indicate otherwise.
- 3.18 The development plans for the Site comprises of Reading Local Plan (Adopted 2019).

Reading Local Plan (Adopted November 2019)

- 3.19 The Local Plan provides the overarching policies that sets out the vision and objectives for the development of Reading up to 2036.

- 3.20 Relevant Local Plan Policies include:

Core Strategy

Policy CC1 – The Presumption in Favour of Sustainable Development

Policy CC2 – Sustainable Design and Construction

Policy CC3 – Adaption to Climate Change

Policy TR1 – Achieving the Transport Strategy

Policy TR5 – Car and Cycle Parking and Electric Vehicle Charging

Policy NE3 – Trees and Landscaping

Policy EN12 – Biodiversity and The Green Network

Policy EN13 – Major Landscape Features and Areas of Outstanding Natural Beauty

Policy EN14 – Trees, Hedges and Woodland

Policy EN18 – Flooding and Drainage

Material Considerations

Taking charge: the electric vehicle infrastructure strategy

3.21 On 25th March 2022, the UK Government published 'Taking charge: the electric vehicle infrastructure strategy'.¹ This strategy sets out the government's vision and action plan for the rollout of electric vehicle charging infrastructure in the UK.

3.22 It sets out the vision for more publicly accessible EV charging chargepoints and confirms that these are needed for two main purposes: to enable long distance journeys, and to support those without off-street parking.

3.23 The Vision for 2030 set out in the Strategy states:

"We will remove charging infrastructure as both a perceived, and a real, barrier to the adoption of electric vehicles (EVs). EV charging should be cheaper and more convenient than refuelling at a petrol station. Specific predictions of the future mix and number of chargepoints are inherently uncertain in 2022 due to rapid developments in battery and charging technology, and because consumer preferences about where and when they would like to charge are still being revealed. The commercial landscape for charging infrastructure is also developing quickly but the balance between fewer, higher-powered chargers and more numerous, lower-powered ones is not yet clear. By 2030, we expect there to be around 300,000 public chargepoints as a minimum in the UK, but there could potentially be more than double that number."

3.24 Finally, under 'Annex 1. Roles and responsibilities', the Strategy confirms that:

"Local government has a critical role in planning and delivering electric vehicle charging infrastructure.... Further, local authorities are able to bring wider considerations into the planning and delivery of on-street chargepoints, including granting permissions for the works to take place, approving on-street parking bays associated with chargepoints and balancing demands against other uses of the roads and pavements. This will be increasingly important as we transition to mass market adoption of EVs, and the number of drivers relying on public chargepoints increases."

¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf

Climate Emergency

Reading Council declared a climate emergency in 2019 and the Council have pledged to make become carbon neutral by 2030.

- 3.25 The implementation of sustainable schemes, such as the proposed development, are necessary to help the Council reach this net zero target and increase the provision of electric vehicle charging points in the area.

4. Proposed Development

- 4.1 This section outlines the proposed development details. Please refer to the accompanying plans for information on structures and work proposed.
- 4.2 The provision of the 6no.new EV charging parking bays will result in the loss of 8no. existing car parking bays, leading to a net loss of 2no. spaces. The Village Hotel car park is capable of accommodating this small adjustment in parking numbers without impact on users.
- 4.3 The proposed development is to be located within an existing hotel car park which is bordered to the north and west by the existing hotel car park, and to the south and east by neighbouring woodland.
- 4.4 The internal traffic will be distributed within the existing car park for the hotel. The existing entrance/exit to the hotel is from Thames Side Promenade. From the entrance/egress location the traffic is guided in a two-way system throughout the car park.
- 4.5 Each standard charging bay will comprise a parking space and electric vehicle charging unit. The standard charging bays will be 5m deep and 3m wide. The DDA being 5m deep and 2.4m wide with compliant design allowing for 1.2m surrounding the spaces. The charging units will cater for level access, and each charging unit will be approximately 0.52m wide x 2.3m high.
- 4.6 The proposed lighting columns are noted as 4 metres high ASD Lighting columns and have been located in between charger units as shown on site services drawing **No. P2434.23.C03**. A separate detailed Lighting Report has been included with this Planning Application.
- 4.7 There will be no changes to the traffic routes and flow for vehicles in this park of the car park area. No changes in total vehicle trips are expected.
- 4.8 The drainage within the new proposed car parking and equipment areas will tie into the existing drainage network within the subject site and will remain unchanged.
- 4.9 The proposed EV charging spaces will be resurfaced with permeable block, trenches in existing road will be resurfaced with bituminous pavement (as existing), with cross falls and longitudinal falls to promote efficient drainage of all surfaces. Bituminous pavements will be finished with asphalt build up, to CD226 Design for new pavement construction & CD235 Surface course materials for construction as per detail on proposed drawing **No. P2434.23.C09** and as per specification for Highway Works.
- 4.10 The proposed drainage layout will consist of permeable paving areas for the charging bays draining to a 225mm perforated pipe. The perforated pipes will be drained to a central flow control manhole to limit the discharge from the site as set out in the Engineering Report. The restricted flow will then drain into the main surface water sewer located outside of the site.

- 4.11 All hard standing pavements will be drained to the designed internal surface water network via the permeable paving build-up of the EV parking spaces.

5. The Case for Planning Permission

- 5.1 This section considers the key issues relating to the proposal in the context of relevant national, regional, and local planning policies, as well as material considerations.

Principle of Development

- 5.2 Policy CC1: (Presumption in Favour of Sustainable Development) states the Council will take a positive approach that reflects the presumption in favour of sustainable development within in the National Planning Policy Framework (Paragraph 11).
- 5.3 The proposed development supports these aspects of Policy CC1 and the NPPF, as the proposed development will support a shift toward low carbon energy, whilst providing minimal concern to the design, character, and appearance to the surrounding area. The proposed development will also contribute to the Council's efforts to become net zero by 2030.
- 5.4 In addition, as set out in the policy section of this Statement, there is clear policy support at a national level for the introduction of new EV infrastructure in appropriate locations.

Flood Risk and Drainage

- 5.5 The site is located within the carpark of the Reading Village Hotel approximately 100 metres southwest of the River Thames. There is a small drainage ditch to the southwest of the site from which the modelled flooding appears to originate from. It was noted that during site visits this ditch is seasonal and dry on occasions.
- 5.6 Policy EN18: (Flooding and Sustainable Drainage Systems) states that *"Development will be directed to areas at lowest risk of flooding in the first instance, following the Sequential and Exceptions Test set out in the NPPF, and taking into account the effects of climate change. It will consider flooding from all sources, including fluvial, surface water, groundwater and sewer flooding."*
- 5.7 The proposed development falls within Flood Zones 2 & 3. The development has been designed to be safe for its lifetime, avoid increasing flood risk elsewhere, and manage surface water runoff appropriately through a SuDS-led approach. Please refer to the FRA for more information.
- 5.8 The site is shown as at **very low risk** from surface water flooding, but the adjacent road has sections shown to be at a low risk, in the government's broad scale flood mapping.
- 5.9 In addition, The Environment Agency notes that "this location is outside of a groundwater flood alert area". It is therefore considered that the probability of flooding on the site from groundwater is **low**.

- 5.10 Records of historical flooding provide some indication of areas likely to be affected in future and the likely source of flooding. Appendix B within the FRA demonstrates the location of 7no. previous flood events on a GIS map. The subject site is located partially within the oldest of these flood events (1947).
- 5.11 In order to appropriately mitigate any risk from flooding within the proposed development, the following measures have been taken:
- Where practicable, chargers and associated cabinets will be on raised plinths, so the lowest live electrical components are above the Design Flood Level plus freeboard. Level of charger control and cables to be balanced with accessibility requirements.
 - Ingress protection (appropriate IP rating), sealed duct entries, and detailing to prevent water tracking into electrical cabinets.
 - Clearly labelled local isolation and an emergency shut-down protocol.
 - During flood alerts and/or when standing water is present, an operational procedure will be implemented to close/disable charging bays to prevent public exposure to flood hazard.
 - Plinths, bollards and street furniture will be designed to ensure they do not obstruct overland flow routes; and avoid creating local dams or ponding against equipment or thresholds.
 - The substation will be on a raised base/plinth so critical components and vents are above the Design Flood Level plus freeboard (see drawing P2434.23.C11 for details of the substation and plinth).
 - Post-event inspection and safe reinstatement procedures.
- 5.12 As such, given the above mitigation measures, the proposed development is not in conflict with Policy EN18.

Design, Character, and Appearance

- 5.13 Policy CC2: (Sustainable Design and Construction) states that *“New development will be required to make a positive contribution towards improving the quality of the built environment.”*
- 5.14 It is not considered that the proposed development will have a significant impact on the character of immediate area around the site. The proposed development is providing electric vehicle parking bays on top of already existing standard parking bays, therefore making the impact in design and appearance minimal.
- 5.15 The additional infrastructure required to facilitate this development has been designed appropriately to the size and scale of the development. There will also be no impact on neighbouring land uses.

5.16 In addition, the proposed development does not adversely affect the historical or cultural character and quality of the surrounding townscape. Instead, the new infrastructure has been purposefully placed on existing hardstanding within a developed area which can broadly be considered light industrial, and business uses.

5.17 The proposed development is sustainable at its core, and the provision of Electric Vehicle charging will help mitigate the effects of climate change.

Highway Safety and Capacity

5.18 The proposed development will be located in an area that already operates as a car park. There is a net loss of 2 parking spaces as a result of the development, and it is considered that there will be a sufficient retained capacity for vehicle parking at Reading Village Hotel.

5.19 Policy TR1: (Achieving the Transport Strategy), in particular, states that one of the the Council's objectives for transport is to *"align transport and land use planning to enable sustainable travel choices, improve mobility, reduce the need to travel and preserve the natural environment;"*

5.20 The proposed development is not in conflict with this policy, as there is strong existing access and road infrastructure in place that serves the area, as well as pedestrian paths to and from the site.

5.21 The proposed development will not generate an increase in vehicular movements to the site beyond those that already exist, nor create any increase in air pollution due to the sustainable nature of the proposed method of transport.

5.22 In fact, air pollution will be reduced due to the increase of EV vehicles using the site. As such, the proposals are in compliance with paragraph 111 of the NPPF.

5.23 Policy TR5: (Car and Cycle Parking and Electric Vehicle Charging) states that *"Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport."*

5.24 The proposal involves placing EV charging bays on top of existing standard parking bays. The proposal will result in the net loss of no.8 parking bays, and it is considered that the Telford Bridge Retail Park has sufficient capacity to withstand this loss.

5.25 The design and scale of the EV Charging Bays have been designed appropriately to deliver the essential requirement of recharging and will not negatively impact the character or quality of the local area.

5.26 The proposed development also includes 2no. accessible bays, and the development will not be replacing any existing standard accessible bays within the car park.

5.27 In conclusion, Policies TR1 and TR5 can be considered satisfied.

Impact on Biodiversity

5.28 The proposed structures of the development will be located on existing hard-surfaced parking area and would be wholly located within the existing service site.

5.29 Policy EN14: (Trees, Hedges and Woodland) states that *“Individual trees, groups of trees, hedges and woodlands will be protected from damage or removal where they are of importance, and Reading’s vegetation cover will be extended.”*

5.30 A Tree Survey has been prepared and submitted alongside this application. The survey confirms that the proposal will require the removal of 1no. tree and some shrubs.

5.31 All retained trees on site will be protected by controlling construction work within a perimeter fence. Please refer to the accompanying Tree Survey for more information.

5.32 The site falls within Policy EN13 as land that is identified as a Major Landscape Feature. This Policy states that *“Planning permission will not be granted for any development that would detract from the character or appearance of a Major Landscape Feature.”*

5.33 The character of the immediate area can be described as previously developed brownfield land, with the development being proposing to install 6no. EV charging bays within an existing car park. Given the context of the immediate area, and the minor nature of the propose, providing additional EV charging, does not clash with this character or negatively affect the landscaping of the wider countryside.

5.34 Policy EN12: (Biodiversity and The Green Network), Part B, states that *“On all sites, development should not result in a net loss of biodiversity and geodiversity and should provide a net gain for biodiversity wherever possible.”*

5.35 A Biodiversity Net Gain Assessment has been undertaken and submitted alongside this application.

5.36 Based on the results of the metric, the site is able to deliver 10% BNG on site. Please refer the BNG Matrix and accompanying report for full details.

Impact on Neighbour Amenity

- 5.37 The site is located in an area that has been allocated for the development of business, commercial and light industrial uses. There are no residential properties in the vicinity of the site.
- 5.38 It is considered that, due to the separation distance and context of the surrounding area, that the proposed development will not have a detrimental impact on residential properties when compared to the existing situation.

6. Summary and Conclusions

- 6.1 This application has been submitted to support the expansion of electric vehicle (EV) charging provisions at the Reading Village Hotel. The proposed development will deliver 6no. new EV charging parking bays to help facilitate the transition to a more sustainable transport system.
- 6.2 This Planning Statement has assessed the development proposals against national and local planning policies and material considerations in line with the NPPF. It is clear that the proposed development does not significantly impact or conflict with the existing policies on site, whilst supporting the Government's initiative to increase the provision of electric vehicle charging across the country.
- 6.3 The benefits of the proposed development include:
- Supports the transition to highly sustainable modes of transport
 - Supports the sustainability objectives of a local employer
 - Is located on previously developed land
 - Will not cause any adverse impacts on the transport network
- 6.4 It is hoped that Reading Borough Council will take a forward-looking approach to the need for new EV charging infrastructure in this location. There is a need for decision-makers to support the transition to more sustainable modes of transport across the country, and we look forward to working with planning officers on these proposals.