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Our Reference: CSC1322

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Reading Borough Council
Planning,
Reading Borough Council Civic Offices,
Bridge Street,
Reading,
RG1 2LU

Planning Portal Reference: PP-14566658

Dear Sir/Madam,

**APPLICATION ON BEHALF OF RAW CHARGING
READING GATEWAY, GATEWAY PROCTOR END SOUTH, READING, RG2 0GG**

On behalf of our client, Raw Charging, please find enclosed a planning application for the creation of EV charging zones, erection of sub-station enclosure and feeder pillars at Reading Gateway, Gateway Proctor End South.

The application site is formed of an existing car parking area located within Reading Gateway retail park. The retail park is bounded by B3031 to the south and A33 to the west. The proposals particularly relate to the provision of 6no. electric vehicle charging points, 12no. electric vehicle charging bays, substation enclosure, feeder pillars, and associated works.

The following documents are submitted in support of this application:

- Completed Application Form
- Planning Supporting Letter (this document)
- Application drawings comprising:
 - Site Location Plan - D210164 139 01 A
 - Existing and Proposed Block Plans - D210164 139 02 B
 - Proposed Detail Plan - D210164 139 03 B
 - EV Charger Details - D210164 139 04
 - Feeder Pillar and Substation - D210164 139 05

Key Considerations

The UK has committed to reducing greenhouse gas emissions by 28% by 2035 and moving to Net Zero by 2050. As part of the Net Zero strategy (October 2021), the UK Government have placed a new emphasis on electric vehicle charging infrastructure in the UK. As part of this drive, it is essential that there is a comprehensive and competitive EV charging network in place.

The Department for Transport published 'Taking Charge: The electric vehicle infrastructure strategy'¹, notes that the UK Government expects around 300,000 public chargers as a minimum by 2030 and

¹ [Taking charge: the electric vehicle infrastructure strategy](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/101444/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf) (publishing.service.gov.uk)

their goal is to ensure these chargepoints are installed ahead of demand, inspiring confidence in drivers who have not yet made the switch.

The latest figures² (as at midnight 1 October 2025) shows that there were 86,021 public electric vehicle charging devices installed in the UK, an increase of just 4,019 since July 2025. At the current pace, just 150,325 would be installed by 2030, with the target of 300,000 not being met until over 9 years later. To meet the target in time, 13,374 chargers would need to be installed each quarter between now and 2030 – a 230% increase over build rate. At present, it is understood that the uneven spread of EV charging facilities significantly hinders the take-up of electric vehicles, due to potential servicing constraints. En-route charging for longer journeys is deemed crucial to support the switch to EV and reduce concerns about charge ‘range anxiety’.

The National Planning Policy Framework (2024) indicates at Paragraph 116(e) that development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

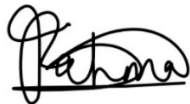
The Reading Borough Local Plan (November 2019) states in Paragraph 4.5.25 that new development should make adequate provision for electric vehicle charging points. The proposed development will also comply with Policy EN15 (Air Quality). Policy EN15 requires that development should have regard to the need to improve air quality. Increased use of low-emissions vehicles would make a significant contribution to addressing the local air quality issues in Reading, as well as helping to reduce carbon emissions.

The proposals do not raise any concerns regarding adverse impact on amenity / conflict in terms of surrounding land uses. The proposed area will be well-lit and does not raise any concerns from anti-social behaviour / natural surveillance perspective.

In terms of design, the proposed EV charging areas have been carefully planned to positively integrate with the existing site operation. The charging facility offers a modern design approach, which is uncluttered and fit for purpose. The proposals will be Equalities Act compliant, offering dropped kerbs and other associated measures to ensure equal ease of access for all.

We trust that the application is in order and that it can be processed accordingly. Should you have any queries or wish to discuss the above please don't hesitate to contact us.

Yours faithfully,



Rahma Dwimunali
Planner
CarneySweeney

Encl.

² <https://www.gov.uk/government/statistics/electric-vehicle-public-charging-infrastructure-statistics-october-2025/electric-vehicle-public-charging-infrastructure-statistics-october-2025>