



# **Planning Statement**

## Newcastle Village Hotel

Prepared on behalf of IONITY

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## **Executive Summary**

This application has been submitted to support the development of 12 new EV charging bays and associated infrastructure within the car park of the Newcastle Village Hotel, which is located in the administrative boundary of North Tyneside 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 achieve the Governments zero carbon 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 Newcastle Village Hotel, 10 The Silverlink North, West Allotment, Newcastle upon Tyne, NE27 0BY.
- 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, they 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 coffee shops. All these facilities are 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 12 EV charging bays, covered by a canopy which will house solar panels used to support powering the charging points 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 an Electric Vehicle charging hub and associated works"

1.7. This Statement should be read alongside the following:

- Application form;
- Location Plan;
- Existing Site Plan;
- Proposed Site Plan;
- EV Bays and Equipment Area Plan;
- Existing Elevations;
- Proposed Elevations;
- Typical Planning Details;
- Product Data Sheets – HYC50 Foundation
- Product Data Sheet – HYC400
- LV Panel Foundation details
- Substation Plans
- Power Cabinet and Charger Manual

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 area for the proposed development extends to 0.142 acres and lies within the administrative boundary of North Tyneside Council. Please refer to the Red Line Site Boundary.

2.3 The site is serviced by existing transport infrastructure, with access to the site from The Silverlink North Road.

2.4 The Village Hotel is located north of Tyneside, west of Newcastle, and is in close proximity to Cobalt Business Park, residential dwellings, and green space.

2.5 Directly east lies the Silverlink Biodiversity Park, which is separated from the site by the main road Silverlink North. This park contains a Sun Dial which is a Historical Landmark.

2.6 To the north of the site lies a large pond which is separated from the hotel by trees and hedgerows.

2.7 The hotel site has a number of buildings providing the facilities for guests. This includes restaurants, hotel rooms, gym, and meeting spaces. Surrounding the buildings is extensive car parking. Currently, the car park includes no provision for EV charging.

### Planning History

2.8 The recent Planning History for the Village Hotel Site is set out at Table 1.

Application Reference	Description of Development	Decision
08/01123/ADV	Retrospective: Proposed 1no totem to the car park entrance and 3no round fascia signs to the main building (Amended description 18.11.2008)	Granted - 2008
05/04072/FUL	Amendment at ground floor from bedrooms to 4 meeting rooms and ancillary facilities and addition of new entrance lobby to previously approved extension (Proposal includes conservatory restaurant extension approved under 05/02671/FUL)	Granted - 2005
05/00317/FUL	Four storey 40no. bedroom extension and single storey restaurant extension	Granted - 2005

**Table 1: 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 2023), and the National Planning Practice Guidance (Live Document). Alongside these national planning policy documents, there is also the General Permitted Development Order 2015 (“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 2015 refers to this as “permitted development”.

#### **National Planning Policy Framework (NPPF) (December 2023)**

- 3.3 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.
- 3.4 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”*
- 3.5 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.”*

- 3.6 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.”*
- 3.7 Section 9 of the NPPF concerns promoting sustainable transport. Paragraph 114 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.”*
- 3.8 Paragraph 116 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.”*
- 3.9 Section 14 of the NPPF considers the objective of meeting the challenge of climate change, flooding and coastal change. Paragraph 157 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.”* (emphasis added by author)

#### **Permitted Development Rights**

- 3.10 The Town and Country Planning (General Permitted development) (Amendment) (England) Order 2015 has introduced permitted development rights for electric vehicle charging points in off-street public and private car parking areas.
- 3.11 In the context of EV chargers, the GPDO 2015 deals with two different scenarios – (1) wall mounted outlets and (2) outlets on an upstand.
- 3.12 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) face onto and be within 2 metres of a highway;*
- c) be within a site designated as a scheduled monument; or*
- d) 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.”*

3.13 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) exceed 1.6 metres in height from the level of the surface used for the parking of vehicles;*
- b) be within 2 metres of a highway;*
- 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 being provided for each parking space.*

*Conditions:*

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

- a) the development is removed as soon as reasonably practicable; and*
- b) the land 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.”*

3.14 This application is not seeking to deliver the EV charging points through the Permitted development process. Notwithstanding, the proposed 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**

- 3.15 Planning applications should be determined in accordance with s38(6) of the Planning & Compulsory Purchase Act 2004 unless material considerations indicate otherwise.
- 3.16 The development plan for the Site comprises:
- North Tyneside Local Plan (Adopted 2017). This document sets out the policies and proposals that are used to guide and make planning decisions within the Authority.
- 3.17 The Plan comprises Strategic policies which outline an approach to a particular issue, which is then further supported by Development Management policies.
- 3.18 The following Local Plan policies are relevant to the development proposals are:
- Policy SP1 – Spatial Strategy for Sustainable Development
  - Policy DM1.3 – Presumption in Favour of Sustainable Development
  - Policy DM2.3 – Development Affecting Employment Land and Buildings
  - Policy DM5.3 – Green Open Space Provision and Standards
  - Policy DM5.5 – Managing the Effects on Biodiversity and Geodiversity
  - Policy DM5.9 – Trees, Woodland and Hedgerows
  - Policy DM15.17 – Minerals
  - Policy DM15.19 – Pollution
  - Policy S7.3 – Transport
  - Policy DM7.6 – Renewable Energy and Low Carbon Technologies

### **Material Considerations**

#### Taking charge: the electric vehicle infrastructure strategy

- 3.19 On 25<sup>th</sup> March 2022, the UK Government published 'Taking charge: the electric vehicle infrastructure strategy'.<sup>1</sup> This strategy sets out the government's vision and action plan for the rollout of electric vehicle charging infrastructure in the UK.
- 3.20 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.

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[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf)

3.21 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.”*

3.22 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.”*

### **Climate Emergency**

3.23 North Tyneside Council declared a climate emergency in April 2019. Since then, the Council has committed to reducing *“the carbon footprint of the Authority and the Borough by 50% by 2023”* and *“to become carbon neutral by 2050.”*

3.24 North Tyneside Council have prepared a ‘Carbon Net-Zero 2030 Action Plan’ which was approved by their Cabinet in 2023.

3.25 One of the action points within this plan is to transition towards ultra-low electric vehicles.

3.26 The implementation of low carbon and sustainable schemes such as the proposed development, helps the Council to achieve this goal.

## **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 proposed development plans include the following:

- 12 new EV charging parking bays
- Independent Distribution Network (IDNO) substations
- Low Voltage (LV) panels
- Power Cabinets

4.3 The provision of 12 new EV charging parking bays will result in the loss of no. 23 existing car parking bays (net loss 11 car parking spaces) and will involve the removal of a kerb, lighting pole, one small tree and hedgerows to allow for the necessary infrastructure to facilitate the proposed development.

4.4 There will be no changes to the traffic routes and flow for vehicles in this part of the car park area. No material changes in total vehicle trips are expected.

## 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 policy, as well as material considerations.

### ***Principle of Development***

5.2 The proposed EV charging infrastructure is to be located on an existing operational car park. As such, the site can be considered previously developed.

### ***Sustainable Development***

5.3 Policy S1.1 (Spatial Strategy for Sustainable Development) ensures that the Authority's requirements can be met with adequate infrastructure, and improve quality of life, reduced travel time and respond to the challenges of climate change.

5.4 In addition, Policy DM1.3 (Presumption in Favour of Sustainable Development) states that, and in line with the policies within the NPPF, that the Council will work *"pro-actively with applicants to jointly find solutions that mean proposals can be approved wherever possible that improve the economic, social and environmental conditions in the area through the development management process and application of the policies of the Local Plan."*

5.5 It is considered that as the proposals would deliver a low-carbon and highly sustainable form of development, Policies S1.1 and DM1.3 can be considered satisfied.

### ***Natural Environment***

5.6 The land within the red line is not subject to the Policy DM5.3 (Green Space Provisions and Standards) designation. Notwithstanding, it is located immediately adjacent it to Silverlink Park to the east, and further greenspace to the north.

5.7 This Policy states that *"accessible green space will be protected and enhanced to be of the highest quality and value. New development should sustain the current standards of provision, quality and value as recorded in the most up-to-date Green Space Strategy."*

5.8 Additionally, Policy DM5.5 (Managing Effects on Biodiversity and Geodiversity) states that all developments should:

- a. *Protect the biodiversity and geodiversity value of land, protected and priority species and buildings and minimise fragmentation of habitats and wildlife links; and,*
- b. *Maximise opportunities for creation, restoration, enhancement, management and connection of natural habitats; and,*
- c. *Incorporate beneficial biodiversity and geodiversity conservation features providing net gains to biodiversity, unless otherwise shown to be inappropriate.*

- 5.9 The Silverlink Biodiversity Park lies to the east of the Village Hotel. Due to the site's separation to the designation, via a main road, no material or harmful impact is expected.
- 5.10 The development proposal will not have any harmful impact on the landscape, ecology, or biodiversity of any of the green space areas within the surrounding area of the site.
- 5.11 As such, the proposal is considered not to be in conflict with Policy DM5.3 and Policy DM5.5.
- 5.12 Policy DM5.9 (Trees, Woodland and Hedgerows) states that where it does not degrade other habitats, the Council will support proposals that:
- a. Protect and manage existing woodland, trees, hedgerows and landscape features.*
  - b. Secure the implementation of new tree planting and landscaping schemes as a condition of planning permission for new development.*
  - c. Promote and encourage new woodland, tree and hedgerow planting schemes.*
  - d. In all cases preference should be towards native species of local provenance.*
- 5.13 The removal of one small tree and hedgerows within the car park area to facilitate the development is not considered to have any material impact. The trees do not form part of the green infrastructure designation and could be removed by the landowner at any time.
- 5.14 Furthermore, the tree that is being removed is not a protected, nor classified as Ancient or Veteran.
- 5.15 It is therefore considered that the proposed development is not in conflict with Policy DM5.9.
- 5.16 The site also falls under Policy DM5.17 (Minerals). This Policy relates to the management of mineral safeguarding areas for current and future needs, however, it is considered as the proposed development lies on a brownfield site, and does not propose deep excavation work, that it is not in conflict with this policy.
- 5.17 The proposed development is not in conflict with Policy DM5.19 (Pollution), as the proposal minimises and actually reduces noise and air pollution through encouraging the use and integration of electric vehicles within the area as opposed to a traditional private car.

***Flood and Drainage***

- 5.18 The site is located on land classified as Flood Zone 1 (lowest possible risk of flooding). The site is also Low Risk of Surface Water or Groundwater flooding.
- 5.19 As such, the proposed development is not in conflict with Policy DM5.1 (Development and Flood Risk).

**Transport**

- 5.20 The Local Plan states that the focus of the transport policy is to deliver improved accessibility for walking, cycling, reducing carbon emissions and also *“through the use of less polluting technologies such as electric vehicles.”*
- 5.21 The proposed development does not introduce new access arrangements to the existing car park. There is strong transport and access infrastructure already in place from Silverlink road, which serves as a major route to and from Cobalt Business Park.
- 5.22 No additional vehicle trips are associated with the provision of EV charging points. Instead, these will be utilised by users of the Village Hotel site with EVs.
- 5.23 The wider site contains disabled parking spaces provided on site, and the proposed development will not be replacing any of these disabled parking spaces.
- 5.24 Furthermore, there are many public transport services available from the Village Hotel sites, such as footpaths, cycle lanes and bus services within walking distance that run frequently towards Newcastle city centre.
- 5.25 As such, the proposals can be considered in adherence with Policy S7.3 (Transport) and supports paragraph 114 of the NPPF.

**Employment**

- 5.26 The Village Hotel falls under Policy S2.2 lies within Cobalt Business Park, as shown on the Policies Map.
- 5.27 Policy S2.2 (Provision of Employment Development) states that in order to ensure a supply of flexible and attractive employment land, the Council has identified employment land that *“is recognised of particular value to the economy and the following land will be available for development to 2032.”*
- 5.28 The proposed development is not in conflict with this Policy, as the development will not negatively or materially impact the Village Hotel or any surrounding business or employment spaces within Cobalt Park.
- 5.29 Additionally, the site lies within the A19 Economic Corridor.
- 5.30 The proposed development is not in conflict Policy AS2.6 (A19(T) Economic Corridor), which relates to the promotion and further development of employment uses within the Corridor. The proposed development will not materially impact the Economic Corridor, or the prospect of developing future employment uses within this space.



5.31 Policy DM2.3 (Development Affecting Employment Land and Buildings) will support developments on employment land, for new or additional uses, or that which is deemed ancillary. The proposals will be permitted where proposals would not:

- a) *“Result in the unacceptable loss of operating businesses and jobs; and,*
- b) *Result in an excessive reduction in the supply of land for development for employment uses, taking into account the overall amount, range, and choice available for the remainder of the plan period; and,*
- c) *Have an adverse impact upon the amenity and operation of neighbouring properties and businesses.”*

5.32 The proposed development does not adversely affect this Policy, as the development is being proposed within a small section of the hotel’s car park. Therefore, it will not result in any unacceptable loss of operating business space, or supply of land that would otherwise be suited for additional employment space.

## 6. Summary and Conclusions

- 6.1 Section 5 above demonstrates the scheme's adherence to the Local Plan. Paragraph 11 of the NPPF confirms that for planning applications, decision makers should approve "*development proposals that accord with an up-to-date development plan without delay.*" As such, North Tyneside Council should approve the scheme outlined in this Planning Statement.
- 6.2 The development proposals will provide a raft of benefits, which include:
- It 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
- 6.3 The applicant looks forward to working with the local planning authority in helping deliver these positive development proposals.