

Report to: Cabinet

Date: 17th September 2018

Title: Electric Vehicle Charging Points Technical Guidance Note

Report of: Ian Fitzpatrick – Director of Regeneration and Planning

Cabinet member: Cllr Tom Jones – Cabinet Member for Planning

Ward(s): All areas of the District not lying within the South Downs National Park boundary

Purpose of report: To seek Cabinet approval for the ‘Electric Vehicle Charging Points Technical Guidance Note’ to be published on the website and made a public document

Decision type: Non Key

Officer recommendation(s): (1) To agree the publication of the ‘Electric Vehicle Charging Points Technical Guidance Note’ contained in Appendix 1

Reasons for recommendations: (1) To respond to a motion passed by Council for all new development to include electric vehicle charging points.

(2) To publicise the Councils expectations for the provision of electric vehicle charging points infrastructure

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1 Introduction

1.1 The vast majority of vehicles in use on the roads of Lewes District today currently run on petrol or diesel. However, these fuels produce emissions which are known to impact on human health and the environment. For these reasons the UK government are driving a transition to more efficient, lower polluting technologies such as Electric Vehicles (EVs).

1.2 On 7th October 2017, a motion to Full Council *that from 1 January 2018 all new housing applications, applications for new or replacement domestic garages, and business/commercial planning applications to Lewes District Council include the provision of an 'electric vehicle charging scheme'; and that any such scheme would not become binding on the applicant unless included by the local planning authority as a condition of any planning permission granted* was resolved.

1.3 As a result of that motion, a technical guidance note has been prepared to provide developers and the public with guidance in relation to how Electric Vehicle Charging Point infrastructure should be provided in developments within the District. Furthermore the technical note provides the set expectations, delivers a summary of existing technologies and the current situation in the UK, using case studies and examples of best practice.

2 Background

2.1 In 2017, the Government announced a plan to ban the sale of all petrol and diesel cars by 2040. Therefore replacement technology and the infrastructure requirements resulting from this will need to be implemented in the time leading up to this ban.

2.2 Electric vehicles (EVs) will play a vital role in the UK's future transition away from fossil fuels, and are likely to become more and more popular as the ban on the sale of petrol and diesel cars get nearer.

2.3 The primary benefit of EVs is their ability to significantly reduce emissions of greenhouse gases and other air pollutants locally and so improve air quality. The UK in general struggles to meet legal requirements associated with air pollutants. The Lewes District would benefit from an increase in EV usage, particularly in relation to air quality issues within the designated Air Quality Management Area in Newhaven as well as localised congestion issues in the coastal belt, which at times cause air quality to be affected.

2.4 As of April 2018, there were a total of 213 ULEVs registered in Lewes District. This represents 0.41% of the total cars registered in the District, which is the highest proportion of any local authority in East Sussex. However, this is slightly lower than the average across the whole of England, which is 0.53%. The highest proportion in England is in the Isles of Scilly (10.17%), whilst the City of London is the next highest with 6.28%. However, Lewes District has a higher proportion of ULEVs compared to total cars than the median average of England.

2.5 The increased usage of Ultra Low Emission Vehicles (ULEVs) will help to reduce fuel consumption in the District, as well as reduce CO₂ emissions and improve air quality. An increase in the number of new electric vehicles can only be

supported if the necessary infrastructure is in place. In order to facilitate the transition of the UK vehicle market from one reliant on petrol and diesel to one based on Ultra Low Emission Vehicles (ULEVs), new Electric Vehicle Charging Points need to be provided. Accordingly, planning permission for residential and business development should include for the provision of electric charging points.

3 Lewes District Council's EVCP Concept

3.1 It is desired that the District will have a higher proportion of EVs on the roads, with infrastructure in place to support them. The Council expects that the majority of vehicle charging will occur overnight in a residential setting, however, it is appreciated that this will likely need to be supported by 'top up' charges during the day. Consequently to support this EV charging concept, it is desirable that planning applications should include an 'electric vehicle charging scheme' for housing and business/commercial developments such that it can be determined from the planning application how the development supports the provision of infrastructure necessary to fulfil not only the council's vision, but the governments drive to shift to lower polluting technologies.

3.2 A Technical Guidance Note has been produced (Appendix 1) to represent the starting point of the council's journey to formulating policy surrounding EVCP infrastructure, until more detailed evidence can be gathered regarding the technology and Electric Vehicle Charging Points (EVCPs) infrastructure which will lead to the implementation of a prescriptive policy position to reflect the council motion.. A review of the Local Plan, which will begin following the adoption of Local Plan Part 2, will include assessment of a comprehensive EVCP policy.

4. Policy Context

4.1 The National Planning Policy Framework [NPPF] (revised 2018) encourages the provision of EVCPs in development. Paragraph 110 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*'. It is also stated in paragraph 179 of the Framework that '*Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas*'.

4.2 Delivering an accessible network of EVCPs will play a critical role in facilitating the purchase of electric vehicles. Increasing EVCP provision should ensure residents and businesses have increasing confidence in utilising and purchasing

EV's as their preferred and most convenient choice of vehicle in the Lewes District.

- 4.3 East Sussex County Council's Guidance for Parking at New Residential Development (2017) outlines the amount and type of parking that should be provided within new residential development. It encourages developers to include EVCPs at all properties with off-street parking. It also encourages consideration for EVCPs for other parking areas.
- 4.4 Additionally, the provision of EVCPs in development will comply with many policies set in the Joint Core Strategy (May 2016), specifically Core Policy 9: Air Quality and Core Policy 13: Sustainable Travel. These expectations would ensure that the district reduces locally contributing causes of climate change and shows the authority is being pro-active regarding climate change initiatives. It will also promote a sustainable system of transport and encourage developers to provide the new and upgraded infrastructure that is required to create and support sustainable communities.
- 4.5 Finally, this technical note is introduced in compliance with the recent Automated and Electric Vehicles Bill as brought from the House of Commons on 30 January 2018 (HL Bill 82).

5 Expectations for EV Charging Points in New Development

- 5.1 In order to encourage the use of EVs, the Technical Guidance Note sets out that any new development application submitted within the area for which LDC is the planning authority, is expected to meet the criteria set out below:

Provision of accessible EV charging points for ULEV in New Development	
Flats (developments of 11 or more)	Where flatted development has integrated parking bays (undercroft or parking court) at least one dedicated bay with Fast EV Charging Unit to service the development.
Houses	Where houses are provided with a garage or driveway, one standard EV Charging Unit* per dwelling.
Garages	Where domestic garages are provided, new or replacement, one standard EV Charging Unit** per garage.
Commercial	Where commercial development is proposed with 100 car parking bays or more at least 2% of those bays are to be provided with a Fast EV Charging Unit**.

** Minimum requirement: 16 Amp socket located either in a garage or in close proximity to a dedicated car parking place. In the absence of a garage, a wall mounted external socket would be expected.*

*** Minimum requirement: 16 Amp socket located inside the unit.*

**** Minimum requirement: 32 Amp socket. Commercial standalone charging units provide 2 chargers, meaning 100 spaces requires 1 standalone unit.*

5.2 These expectations are derived from and consistent with the approach taken by a number of other local authorities, which is evidenced in the guidance note.

6 Use of the Technical Guidance Note

6.1 Once the Technical Guidance Note has been approved, it will be published on the Council's website and made publicly available to developers and local residents.

6.2 The Guidance Note will be used to inform applicants of the Council's expectations at pre-application stage so that the necessary infrastructure can be designed into the development.

7 Financial appraisal

7.1 The proposed document is to be used as a 'Technical Guidance Note' with set expectations; therefore there are no financial implications of this report.

8 Legal implications

8.1 This proposed 'Technical Guidance Note' is for guidance purposes only. It does not have the same status as an adopted planning policy, and it cannot therefore be used as a reason for refusal for a planning application submitted within the area for which LDC is the planning authority.

Legal Implications provided 16.07.18 IKEN 7539LDC-JCS

9 Risk management implications

9.1 The following risk will arise if the recommendations are not implemented and the following mitigation is proposed:

Risk: if not implemented, the guidance set out in the Technical Guidance Note will not be available to the public, nor officers to give effect to the issues

addressed in the motion passed by Full Council on 7th October

Mitigation: That the recommendations of this report are approved, allowing the publication of the document to present the Councils expectations for Electric Vehicle Charging Points infrastructure.

10 Equality analysis

10.1 A full Equalities and Fairness assessment has been undertaken and is included as a background paper to this report.

11 Background papers

11.1 The background papers used in compiling this report were as follows:

- Automated and Electric Vehicles Bill 2017-19 - House of Commons Library <http://researchbriefings.files.parliament.uk/documents/CBP-8118/CBP-8118.pdf>
- Automated and Electric Vehicles Bill 2017-19 – Explanatory Notes <https://publications.parliament.uk/pa/bills/cbill/2017-2019/0112/en/18112en.pdf>
- Charging Points Statistics, 2018 <https://www.zap-map.com/statistics/>
- Finding Value in the Electric Vehicle Charging System [http://www.ey.com/Publication/vwLUAssets/Finding_value_in_the_electric_vehicle_charging_ecosystem_pdf/\\$File/Beyond%20the%20plug%20-%20Finding%20value%20in%20the%20electric%20vehicle%20charging%20ecosystem.pdf](http://www.ey.com/Publication/vwLUAssets/Finding_value_in_the_electric_vehicle_charging_ecosystem_pdf/$File/Beyond%20the%20plug%20-%20Finding%20value%20in%20the%20electric%20vehicle%20charging%20ecosystem.pdf)
- Full list of Electric Vehicle Home charge Scheme approved charge point model list, 2017 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/655120/evhs-approved-chargepoint-model-list.csv.csv/preview
- Land for Industry and Transport – SPG 2012. Annex 6: <https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/supplementary-planning-guidance/land-industry-and>
- Learn about plug-less charging <https://www.pluglesspower.com/learn-about-plugless/>
- Lewes District Local Plan, Joint Core Strategy, 2016 <http://www.lewes-eastbourne.gov.uk/planning-policy/lewes-core-strategy-local-plan-part-1/>
- National Planning Policy Framework (NPPF), 2012 <https://www.gov.uk/government/publications/national-planning-policy-framework--2>
- East Sussex County Council, Guidance for Parking at new residential development, <https://www.eastsussex.gov.uk/media/9311/escs-guidance-for-parking-at-residential-developments.pdf>