

Item 26 – Matter 8

Chapter 13 – Infrastructure and Master Planning

Electric Vehicle Charging Points

Justification

The Council is dedicated to supporting the expansion of technologies which reduce emissions of carbon dioxide. In November 2019, the Government announced the end of the sale of new petrol and diesel cars in the UK by 2030. New development will make a vital contribution in enabling the use of electric vehicles. It is therefore imperative that the Local Plan ensures the development of the electric vehicle infrastructure network.

The majority of electric vehicle charging is likely to take place overnight at home, after the daily peak in electricity demand. As such, ensuring that dwellings with in-curtilage parking incorporate a charging point will facilitate home charging, and the additional cost of providing this infrastructure is considered to be minimal. Non-residential development can also have a significant role to play, for example by providing dedicated charging points for a proportion of parking spaces to support workplace and visitor charging.

In July 2019, the government consulted on the creation of a new part to the building regulations which would require the provision of electric vehicle charging infrastructure in new buildings and buildings undergoing a material change of use. The standards in this policy will therefore be superseded if any higher standards are introduced through the Building Regulations.

Policy

All new homes will be required to provide an active electric vehicle charging point where parking is provided within the dwelling curtilage or in an allocated space.

Where parking is provided in communal areas, at least 10% of the parking bays should have an active (i.e. wired and ready to use) chargepoint with a minimum of one chargepoint where there are fewer than 10 parking spaces. The remaining spaces should have passive provision, with the necessary underlying infrastructure (i.e. cabling and ducting) to enable future installation.

Other land uses including employment, education, health, retail and leisure should provide active chargepoints in at least 10% of spaces with a minimum of one chargepoint where there are fewer than 10 parking spaces. The remaining spaces should have passive provision, with the necessary underlying infrastructure (i.e. cabling and ducting) to enable future installation.

Electric vehicle charging infrastructure within new development shall meet the minimum technical specification list published by the Office for Low Emission Vehicles. The required charging speed will depend on the type of development, with rapid chargers required at schemes with shorter stays such as retail and visitor spaces.