

## **ENVIRONMENT POLICY DEVELOPMENT GROUP**

**11 JUNE 2019**

### **REPORT OF THE HEAD OF PLANNING, ECONOMY AND REGENERATION**

#### **ELECTRIC VEHICLE CHARGING POINTS IN NEW DEVELOPMENTS**

**Cabinet Member:** Cllr Graeme Barnell, Cabinet Member for Planning & Economic Regeneration

**Responsible Officer:** Mrs Jenny Clifford, Head of Planning, Economy and Regeneration

#### **Reason for Report:**

To respond to the recommendation of Cabinet on 4 April 2019 that the Head of Planning, Economy and Regeneration produce a report outlining how the provision of home electric car charging points in all new developments across the district for all new properties may be achieved through the planning policy process.

#### **RECOMMENDATION(S):**

**That the contents of this report be noted.**

#### **Relationship to Corporate Plan:**

Priority 4: Environment Aim 2

#### **Financial Implications:**

There are no financial implications as a direct result of this report.

#### **Legal Implications:**

There are no legal implications as a direct result of this report.

#### **Risk Assessment:**

The risk is deemed to be low. This report provides an overview of the planning policy options available to consider in relation to electric vehicle charging points in new development. Further evidence and analysis will be required to inform any future changes to the Council's planning policies.

**Equality Impact Assessment:** No equality issues anticipated. A full Equality Impact Assessment has been prepared as part of the Local Plan Review Evidence Base.

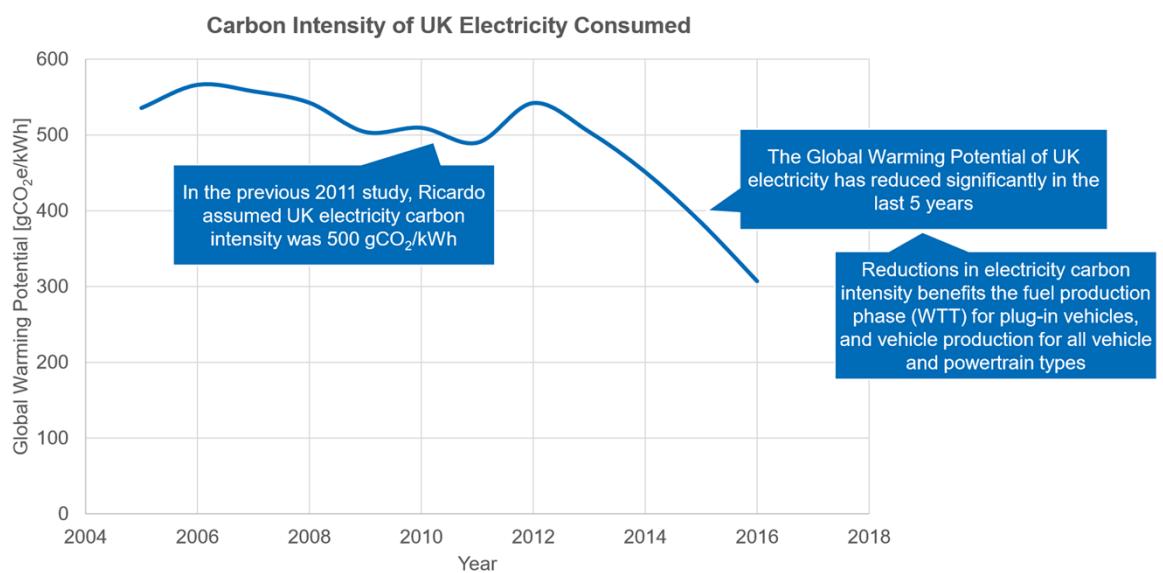
#### **1.0 Introduction**

- 1.1. The government has committed to end the sale of new petrol and diesel cars from 2040. Large scale take-up of electric vehicles is expected and it is therefore

important that planning policy supports the proliferation of electric vehicles and their associated infrastructure.

- 1.2. While the environmental impact of electric vehicles (in terms of CO<sub>2</sub> or CO<sub>2</sub> equivalents) is highly dependent upon assessing ‘whole-life’ processes, including construction and disposal/recycling, a 2018 study by Ricardo for the UK Low Carbon Vehicle Partnership concluded that recent academic studies ‘continue to show that overall life cycle GHG emissions for Battery Electric Vehicles (BEVs) are generally lower than for Internal Combustion Engines (ICEs).<sup>1</sup>
- 1.3. It is worthwhile noting that national government policy on transitioning towards electric vehicles is set in the context of the reducing carbon intensity of UK electricity production.<sup>2</sup>

#### UK Electricity Carbon Intensity



Source: 2017 Government GHG Conversion Factors for Company Reporting, Appendix 2, Table 48; 2018 Government GHG Conversion Factors for Company Reporting, Appendix 2, Table 48  
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- 1.4. The National Planning Policy Framework (NPPF) (2019) stipulates that ‘Transport issues should be considered from the earliest stages of plan-making and development proposals so that...opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised’ (paragraph 102). In relation to setting local parking standards, the NPPF suggests that policies should take into account ‘the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles’ (Paragraph 105). Paragraph 110 adds that ‘applications for development should... be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations’.

<sup>1</sup> [https://www.lowcvp.org.uk/assets/reports/LowCVP-LCA\\_Study-Final\\_Report.pdf](https://www.lowcvp.org.uk/assets/reports/LowCVP-LCA_Study-Final_Report.pdf)

<sup>2</sup> [https://www.lowcvp.org.uk/assets/reports/LowCVP-LCA\\_Study-Final\\_Report.pdf](https://www.lowcvp.org.uk/assets/reports/LowCVP-LCA_Study-Final_Report.pdf)

- 1.5. However, there is a need to ensure that any policy requirements are underpinned by relevant and up-to-date evidence which should be adequate and proportionate, focussed tightly on the policies concerned, and take into account relevant market signals.

## **2.0 Mid Devon Planning Policy Requirements**

- 2.1. The adopted Local Plan Part 3: Development Management Policies includes a minimum standard for the provision of electric vehicle charging infrastructure (as set out in the table below). These standards were recommended by the Local Emission Strategies Partnership, and set out the necessary infrastructure for single 3-phase or accelerated electricity supply. The necessary infrastructure ultimately depends on the prevailing vehicle technology requirements, but capacity should be built into new development to allow for upgrading and advances in technology. The policy supporting text also stipulates that cabling to 40/50% of parking space provision is recommended to allow for future requirements.
- 2.2. The Local Plan Review 2013-2033 (currently at examination – post hearings) proposes to roll forward this policy requirement through Policy DM5 ‘Parking’. The policy requires that ‘design must enable and encourage the maximum use of sustainable modes of transport...including provision for low-emission vehicles. Within the towns of Tiverton, Cullompton and Crediton, infrastructure for electric vehicles should be built into development. The Council will seek provision and infrastructure for electric vehicles according to the following standards, the variation of which must be justified on a case-by case basis’.

<b>Use Class</b>	<b>Electric Vehicle Infrastructure (Tiverton, Cullompton and Crediton)</b>
<b>Residential</b>	
C3,C4 Dwellings	1 charging point per 10 units
<b>Non-residential</b>	
A1 Non-food retail	2 charging points per 200 sqm (gross)
A1 Food retail	2 charging points per 200 sqm (gross)
A2 Financial and professional	2 charging points per 200 sqm (gross)
A3 Restaurants	2 charging points per 200 sqm (gross)
A4 Public houses	2 charging points per 200 sqm (gross)
B1,B2 Business and general industry	2 charging points per 200 sqm (gross)
B8 Warehousing and distribution	2 charging points per 10 parking spaces (employees/visitors)
C1 Tourist accommodation	2 charging points per 30 rooms or per

	10 parking spaces
C2 Residential institutions	2 charging points per 30 rooms or per 10 parking spaces
D1 Non-residential institutions	2 charging points per 200 sqm (gross)
D2 Indoor and outdoor sports	2 charging points per 200 sqm (gross)
Indoor entertainment	2 charging points per 200 sqm (gross)

### **3.0 Options for requiring that developers install electric car charging points in all new build properties constructed in the district**

- 3.1. Section 2.0 sets out the Council's policy requirements in relation to infrastructure for electric vehicle charging points. Clearly, the Council's adopted and emerging planning policies do not require that charging points are provided for all new build properties nor does it require provision outside of the main towns (Tiverton, Cullompton and Crediton). It is considered that the implementation of a higher standard can only be achieved through one of the following Development Plan mechanisms:

	<b>Timescale</b>	<b>Comments</b>
New Local Plan (Review of the Local Plan Review 2013 – 2033)	Work on the next Local Plan is currently timetabled to commence early 2020. It is unlikely that a review would be completed before November 2023.	This could potentially implement complete policy coverage across Mid Devon. Any policy requirement would need to be underpinned by proportionate and robust evidence including consideration of effects on development viability.
Greater Exeter Strategic Plan	An 'options consultation' is currently due to take place in June 2019. The current Local Development Scheme provides a target of April 2022 for adoption.	The upcoming consultation will include draft policies and site options. There is an opportunity for the Greater Exeter councils to adopt a coordinated approach to promoting electric vehicles and deliver an associated reduction in carbon emissions.
Neighbourhood Planning	A neighbourhood plan can potentially be completed within a shorter timeframe, although this depends on the scope, content and complexity of the	Neighbourhood plans give communities direct power to shape the development and growth of their local area. It may be feasible for a neighbourhood plan to set

	neighbourhood plan and resources available to neighbourhood plan groups.	planning policies in relation to EV charging infrastructure, subject to proportionate and robust evidence. Any neighbourhood plan would only achieve policy coverage within the designated neighbourhood area.
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- 3.2. Having regard to the above, it is considered that the most suitable option in terms of expediency and efficacy is to explore electric vehicle charging infrastructure policy through the emerging Greater Exeter Strategic Plan. Officers from Mid Devon District Council are currently involved in the preparation of the GESP and are working closely with partner authorities in order to facilitate the appropriate provision of electric vehicle infrastructure. It is currently envisaged that a draft policies and options document will be presented to the Council's Cabinet in June 2019.
- 3.3. Notwithstanding the imposition of planning policy requirements for new development, electrical outlets for recharging vehicles can be installed by residents through Permitted Development Rights. The Town and Country Planning (General Permitted Development) (England) Order 2015 stipulates under Class D 'electrical outlets for recharging vehicles' that '*the installation, alteration or replacement, within an area lawfully used for off-street parking, of an electrical outlet mounted on a wall for electric vehicles*' is permitted development subject to the requirements of Class D.1 and conditions of D.2. Therefore, unless this permitted development right is expressly removed as a condition of granting planning permission, residents of new build properties have the ability to install appropriate electrical outlet for recharging vehicles should they wish to do so.

**Contact for more Information:** Arron Beecham, Forward Planning Officer – 01884 234221 / [abeecham@middevon.gov.uk](mailto:abeecham@middevon.gov.uk)

**List of Background Papers:**

[The Town and Country Planning \(General Permitted Development\) \(England\) Order 2015. Schedule 2. Part 2 Minor Operations. Class D – electrical outlet for recharging vehicles. Page 25.](#)

*Understanding the life cycle GHG emissions for different vehicle types and powertrain technologies*, Ricardo (for the Low Carbon Vehicle Partnership), August 2018.  
Report available at: <https://www.lowcvp.org.uk/resource-library/reports-and-studies.htm>