



Report of	Meeting	Date
Director of Development, Preston City Council	Central Lancashire Strategic Planning Joint Advisory Committee	30 January 2018

## **ELECTRIC CHARGING OF VEHICLES**

### **PURPOSE OF REPORT**

1. To advise members of the Joint Advisory Committee on the planning implications in the growth of pure electric and hybrid vehicles, particularly in residential developments.

### **RECOMMENDATION(S)**

2. The Joint Advisory Committee is recommended:  
To note the report and the work on progressing supplementary planning guidance;  
To support progress through each authority in taking this forward.

### **EXECUTIVE SUMMARY OF REPORT**

3. The increase in pure electric and hybrid vehicles in the UK has implications for planning policy, which will be taken into account in the review of the Central Lancashire Core Strategy. The rate of increase of such usage, however, will require some interim guidance. This report sets out a means of providing that guidance.

### **REASONS FOR RECOMMENDATION(S)**

4. For Members of the JAC to be aware of the current position.

### **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

5. Not to support the future provision of electric vehicle charging points.

### **BACKGROUND**

6. The growth in the numbers of plug-in vehicles, whether pure electric or hybrid electric/petrol and electric/diesel vehicles, is important in two respects: firstly in relation to the reduction in

greenhouse gases, particularly CO<sub>2</sub>, from fossil fuels that have been identified as contributing to man-made global warming; and secondly and more recently in relation to air quality in relation to the amount of particulate matter and Nitrogen Oxide (NO<sub>2</sub>) emissions from older diesel vehicles.

7. The latest car registration figures indicate that at the end of December 2017 there are approximately 132,000 plug-in cars and 5,100 plug-in vans registered in the UK. This compares with 3,500 plug-in cars registered in 2013. The growth in registrations is taking place at an increasing and accelerated rate; over 47,000 plug-in cars, over a third of the total, were registered during 2017. This is over 10,000 more new plug-in car registrations than in 2016 and plug-in cars now account for about 1.9% of the total new car market in the UK.
8. The National Grid forecast in July 2017 that it expects that by 2050 90% of all new car sales will be electric. This forecast was made about three weeks before the Government's announcement that all new petrol and diesel cars and vans would be banned from 2040. The NG forecast obviously has implications for the ability to generate sufficient electricity to meet the increase in demand. It is also more cautious than other forecasts, for example, the Dutch Bank ING has forecast that all new car registrations in Europe will be electric by 2035.
9. It is important, therefore, that provision is made in new development and especially in new residential development to enable vehicles to be charged. The Office for Low Emission Vehicles, a joint agency of the Department for Transport and Department for Business, Energy and Industry Strategy, provides advice on approved charge points and installers. The Energy Saving Trust indicate that the cost of purchase and installation of a home charging point is about £1,000.
10. Environmental Health and Planning Officers in Districts across Lancashire have been working jointly through 2017 to produce planning guidance, either through Supplementary Planning Documents or informal Planning Advice Notes, on low emissions and air quality management for development management purposes. Lancaster City Council has taken the lead on this across the County and Chorley Council is leading for the Central Lancashire authorities. A report on this and the options for preparing a document was presented for information to the Central Lancashire Strategic Planning Joint Advisory Committee on 5th September 2017.
11. Officers in all three Central Lancashire authorities have agreed that the preferred route is to prepare a Supplementary Planning Document as that would carry more weight than a Planning Advice Note. A Supplementary Planning Document would, however, need to be linked to a policy base in the Development Plan. Currently Environmental Health request electric vehicle charging points on all development that is likely to cause additional pollution from traffic. The basis for this is Core Strategy Policy 3, Travel which states that the best approach to planning for travel will involve a series of measures including enabling the use of alternative fuels for transport purposes. This is the only suitable 'policy hook' even though the issue is related to air quality. A new policy can be incorporated into the review of the Development Plan with Supplementary Guidance if necessary linked to that.
12. As an interim measure preparation of a Planning Advice Note is possible. Lancaster City Council produced guidance on the provision of electric vehicle charging points for new development in the form of a PAN in September 2017 and the possibility of basing something on this is one option. The note itself could be adapted as guidance in Central Lancashire. Further work on this is being carried out and in due course the PAN will be

taken through each authority in order to seek authorisation to go to consultation. A copy of the Lancaster PAN is attached for information.

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# Provision of Electric Vehicle Charging Points for New Development

Guidance for Developers



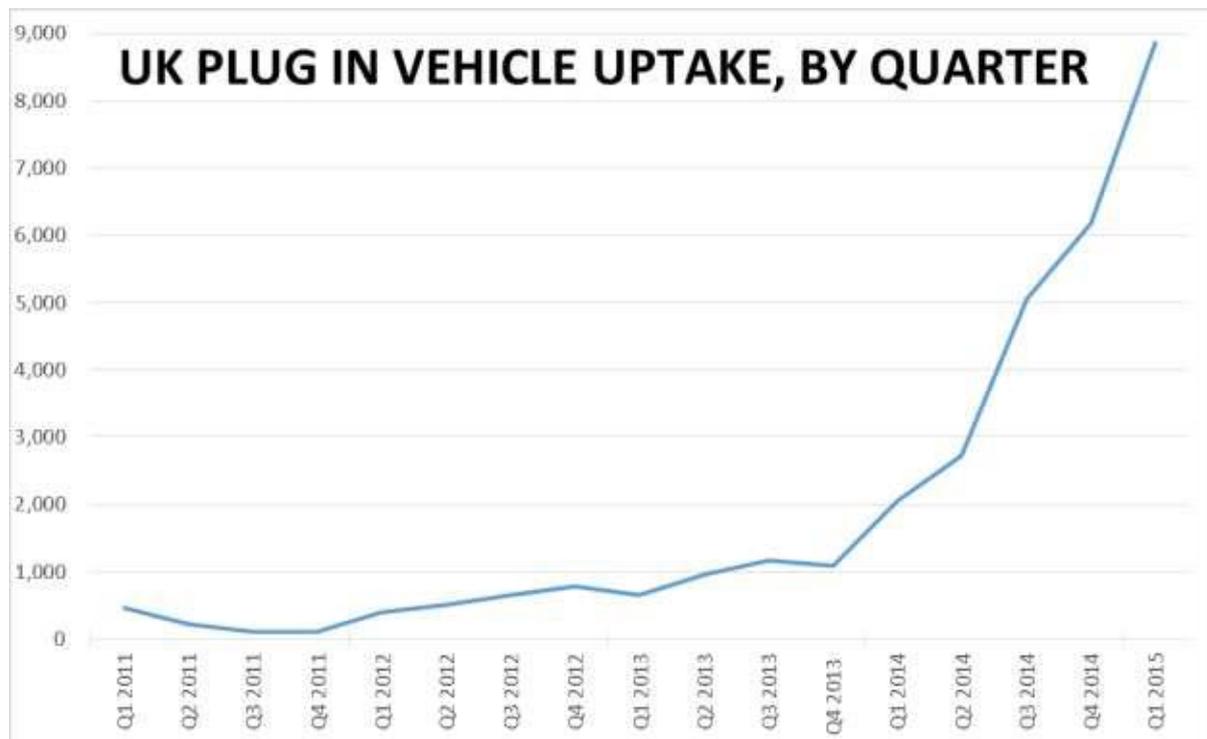
Planning Advice Note

September 2017

## 1. Introduction

- 1.1 Lancaster City Council has recently adopted and published the Development Management Development Plan Document (DM DPD) which sets out a series of generic planning policies which will be used by the Council to determine planning applications. The policies contained within the DM DPD are applicable to all types of development across the District. This guidance has been prepared to support the DM DPD and is directed specifically to all development that generates road traffic.
- 1.2 As part of the DM DPD consideration is given to key design principles and environmental requirements are set out under Policies DM20 'Enhancing Accessibility and Transport Linkages', DM23 'Transport Efficiency and travel Plans'. DM35 'Key Design Principles', DM36 'Sustainable Design', DM37 'Air Quality Management and Pollution' and DM41 'New Residential Design' of the document. In particular these policies require that new development should deliver high standards of sustainable design. Opportunities to minimise the adverse impacts arising from pollution runs through the Development Management document with all development encouraged to minimise impacts on air quality.
- 1.3 The use of electric vehicles is a key measure in reducing emissions locally and therefore the provision of infrastructure to facilitate and stimulate this change is essential. Growth in the uptake of plug in vehicles is also growing significantly and therefore it is important that developers recognise and respond to this change (figure 1).

Figure 1 – UK Plug in Vehicle Uptake, by quarter



Source OLEV Presentation to IAPSC June 2015 – available at :-  
[http://www.iapsc.org.uk/assets/document/0615\\_N\\_Short.pdf](http://www.iapsc.org.uk/assets/document/0615_N_Short.pdf)

- 1.3 This Planning Advice Note (PAN) provides information and advice to developers on how opportunities for the use of electronic vehicles can be maximised, particularly through the provision of charging points in new development, both for residential and commercial development.

## **2. Planning Policy Framework**

### **National Planning Policy**

- 2.1 The National Planning Policy Framework (NPPF) was published by the Government in March 2012 and establishes planning policy for the country.
- 2.2 Paragraph 35 of the NPPF states that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people and suggests a number of means to achieve this. The incorporation of facilities for charging plug-in and other ultra-low emission vehicles is noted as one means of achieving this.
- 2.3 Further support is provided under paragraph 124 which states that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas.

### **Development Management DPD**

- 2.4 Opportunities for reducing impacts on air quality are supported through a number of policies within the DM DPD. Policy DM37 relates specifically to air quality management and pollution. The supporting text to the policy states that the council will seek to ensure that proposals for all new development regardless of location will not have an unacceptable negative impact on air quality and will not further exacerbate air quality in the AQMAs.

## **3. Planning and Technical Design Issues**

- 3.1 Lancaster City Council is committed to supporting measures that will reduce emissions from transport. This is clearly stated in the Corporate Plan. It is also a measure specifically supported by the County Councils Transport Plan. The County Council has also produced a draft Transport Masterplan for Lancaster which includes a district wide Ultra Low Emission Strategy to promote the uptake of ultra low emission vehicles. This advice note directly supports this plan. The plan is due for adoption in April 2016.
- 3.2 The provision of electric charging points is obviously not the only measure that can be taken to help reduce emissions, and it is the Councils intention to introduce more comprehensive guidance covering a wider range of measures and approaches in the near future.
- 3.3 The Local Plan for the district seeks to support the use of sustainable forms of transport, this includes the use of electric vehicles. In order to support the use of such vehicles supporting infrastructure will need to be put in place to support their use. The City Council will support proposals which seek to deliver opportunities for the use of electric vehicles. To assist table 1 provides a starting point to the levels of provision which could be delivered through new development proposals.

PROVISION OF PARKING BAYS AND CHARGING POINTS FOR ELECTRIC VEHICLES IN NEW DEVELOPMENTS (INCLUDING CONVERSIONS)	
Houses*	One electric vehicle dedicated charging point per house with garage or driveway
Flats **	At least 10% of parking bays should be provided with dedicated electric vehicle charging points. All other parking spaces to be provided with passive wiring to allow future charging point connection.
Other Development (<50 Bays)**	At least two parking bays should be marked out for use by electric vehicles only, together with charging infrastructure and cabling.
Other Development (>50 Bays)**	Further dedicated bays totalling 4% of the total provision.
Phasing	Subject to agreement with the local planning authority, standard provision may also require installation of groundwork / passive wiring at the outset in order to enable further future installation to match demand.

**Table 1: Recommended approach toward promoting ULEVs within new development**

\* Installation of a 3.7 KW 16A or higher Type 2 electric vehicle dedicated charger.

\*\*Dedicated freestanding weatherproof chargers

3.4 Examples of appropriate charging rates are given below:

- Residential Premises - A charging rate of between 3.7kW 16A to 7.4kW 32A is needed to charge pure electric vehicles. A switch inside the property should be provided for external sockets so that the power to the socket can be switched off. Charging on this type of ‘slow’ charger usually takes 4-8 hours.
- Commercial Premises - e.g. factories, offices. Appropriate electric vehicle charging points for commercial development would have a ‘fast’ charging rate of at least 7.4 kW (32A). Charging an EV on a fast charger usually takes 2-4 hours
- High Turnover Parking - Where the proposed parking is likely to include relatively short duration high turnover use, such as at a supermarket or hospital, it would be appropriate to install ‘rapid’ electric vehicle charging points with a charging rate of at least 43 kW/63A. This type of charger will typically achieve an 80% charge in 30-60 minutes.

**Note:** An electric vehicle charging scheme submitted in support of a planning application will also need to include information that identifies how the charging equipment will be managed, e.g. who can use the charging points, payment arrangements, who will maintain the equipment.

For further advice, Please contact [environmentalhealth@lancaster.gov.uk](mailto:environmentalhealth@lancaster.gov.uk)