

## **Electric Vehicle (EV) Charge Point Infrastructure Advice Note**

To satisfy the planning condition requirements for installing Electric Vehicle (EV) charge points the applicant / developer will need to demonstrate that practical consideration has been given to all aspects of EV charge point infrastructure installation and that the provision of an operational EV charge point or multiple points is deliverable, as part of the residential and/or commercial development. The 'intention' or commitment in principle to install an active EV charge point will not be considered acceptable.

All practical considerations pertaining to the provision of an active EV charge point/s will need to be considered as early in the design stage as possible to enable charging of plug-in electric low emission vehicles in safe, accessible and convenient locations. Design may be dependent on the type of development e.g. residential vs commercial and on the charge rate proposed e.g. slow, fast or rapid. This should include:

### **Active Charge Points (fully installed, wired and ready to use)**

- Details on the location, number and capacity / charge rate (slow, fast and rapid) of the EVCP to be / being installed. It is acknowledged that the exact model and specification may not be available at the early design stage. Good practice is to install double charge point.
- Location of proposed parking bays
- Size of parking bay – a standard sized parking bay may not be sufficient to accommodate 'Electric Vehicle Charging Only' bay marking / signage, charging infrastructure, impact barriers if required etc.
- Placement of EV Charging Infrastructure
  - Location and/or layout of charging equipment in respect to parking bays i.e. 2 vehicles served from one charge point, charging cables in proximity to pedestrians, blocking pavements etc. Charging Infrastructure should be positioned to avoid becoming an obstruction or trip hazard
  - Free space requirement around the charging point (ventilation and cooling and maintenance purposes)
- Availability of power supply.
  - Proximity of metered energy supply/electrical supply

- Electrical installation requirements - electrical wiring regulations including method of electrical earthing (BS7671: 2018 Requirements for Electrical Installations. IET Wiring Regulations 18<sup>th</sup> Edition or as superseded)
- Detailed drawings of Electric Vehicle Charge Points and cable enabled points should be provided.
- Information regarding EV charging provision, capacity and future-proofing cabling/ducting, including opportunities for network upgrades to accommodate increased demand shall be included in all marketing material, 'Welcome packs' and Travel Plans.
- Where charging facilities are shared, any provision of infrastructure shall also include EVCP parking management arrangements for the future operation and maintenance of the facility, including fault identification / repair and where applicable management procedures / mechanisms in place to ensure the EV parking bays are only used by electric vehicles and for appropriate charge time periods.

**Passive Charging Points (Infrastructure installed but no charging equipment)**

Where passive provision is required for the future active EV charge points, the enabling infrastructure should be provided from a metered electricity supply point up to the future connection point. The applicant will need to demonstrate that the following practical aspects for passive provision have been considered and incorporated into the design of the development:

- The layout and design of the parking bays with respect to the location of future infrastructure
- The location of the future EV connection points, including location of the power supply
- Provision of a dedicated, safe, unobstructed route for electrical cabling from the electrical supply point to the future connection location
- Allowance is made for reserving future electricity grid capacity provision at the development site.

The applicant / developer will need to have regard to the following documents:

- Greater Cambridge Sustainable Design and Construction Supplementary Planning Document (SPD) (2020)

- Making the right connection – General Procurement Guidance for Electric Vehicle Charge Points, 2019 by UK Electric Vehicle Supply Equipment Association (UKEVSE), or as superseded (<http://ukevse.org.uk/content/uploads/2015/04/CNX2849-UK-EVSE-Procurement-Guide-AW-WEB.pdf>).
- Charging Electric Vehicles by EST, DfT and OLEV 2019 (<https://www.energysavingtrust.org.uk/transport/electric-cars-and-vehicles/charging-electric-vehicles> ) or as superseded
- IET Standards Code of Practice for Electrical Vehicle Charging Equipment 3<sup>rd</sup> Edition or as superseded
- UK Power Networks – various ELECTRIC VEHICLE CONNECTIONS Engineering Design Standards (<https://www.ukpowernetworks.co.uk/electricity/electric-vehicle-charging-point/electric-vehicle-charging-point-help-and-advice>)

The Local Authority expects any changes in building Regulations Requirements with regards to EV charge points to be considered as part of the application

Due to rapid technological change in terms of EV charging infrastructure development, developers are required to review the latest available information and consult with the Local Planning Authority.

Dated February 2020