

Electric Vehicle Charging Infrastructure Interim Policy for new development

Southend Borough Council

2021

Introduction

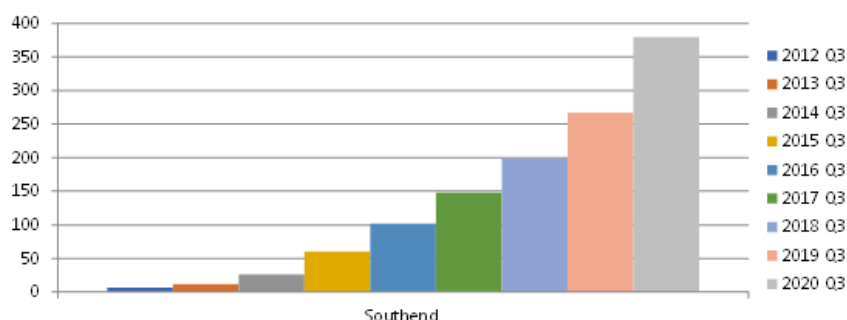
A net zero emissions target for 2050 is now UK law¹ and the government recently announced an ambition to cut carbon emissions by 78% compared to 1990 levels by 2035. Net Zero means balancing out any greenhouse gas emissions produced by industry, transport or other sources by removing an equivalent amount from the atmosphere.

A Local Climate Impacts Profile undertaken in 2010 found that the Borough is likely to be affected in the future by having warmer and wetter winters; hotter and drier summers; an increased risk of coastal erosion; and more severe weather, such as coastal flooding and flash floods. Air quality is also a problem with two Air Quality Management Areas designated along the A127 at The Bell junction and East Street/West Road junction.

17% of carbon emissions in the Borough are from transport (industries and households). Reducing carbon emissions arising from use of petrol and diesel vehicles will therefore have positive local effects as well as making a contribution to UK and global targets, and supporting the use of electric vehicles (EV) within Southend will help to reduce carbon emissions from vehicle use within the town. It will also have the benefit of improving local air quality, particularly along the main road corridors and town centres.

At the end of 2018, just 0.5% of vehicles licensed in the UK were ultra low emission vehicles (battery electric, plug-in hybrid electric and fuel cell electric vehicles). However, numbers of electric vehicles are increasing, with one in every 47 new cars registered in the UK now plug-in, and one in every 36 for London², against a decline overall in new UK vehicle registrations³. The number of EV registrations in Southend is rising, albeit from a low base.

Electric Vehicle registrations in Southend



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¹ Climate Change Act 2008 and (2050 Target Amendment) Order 2019

² [Londons EV Infrastructure Taskforce Delivery Plan Executive Summary \(tfl.gov.uk\)](https://www.tfl.gov.uk)

³ [New car registrations drop 35.5% but electric demand continues to rise | Latest news \(smarttransport.org.uk\)](https://www.smarttransport.org.uk)

Southend Council announced a Carbon Emergency in September 2019, and in January 2021 published its Green City Action Plan⁴, setting out a five year plan to work towards net zero carbon emissions. Promoting low-carbon vehicles by rolling out electric vehicle charging infrastructure, is a priority action for the Council within the plan.

⁴ [Microsoft Word - Final Draft Green City Action Plan December 2020.docx \(southend.gov.uk\)](#)

Direction of government policy on electric vehicle charge points

The government consulted on changes to building regulations in October 2019⁵, which would require EV charging points for new dwelling with an associated car parking space, and non-residential development with more than 10 parking spaces to have at least one chargepoint and cabling routes for one in five spaces. In addition, the Energy White Paper⁶ published in October 2020 stated the government's intention for all new homes, where appropriate, to have a charge point available. While the direction of travel of government policy appears to be for requiring EV charging points for residential and commercial developments it is not known if or when the building regulations will be updated.

Planning Policy

Local planning authorities have a duty under Section 19(1)(a) of the 2004 Planning and Compulsory Purchase Act (as amended by the 2008 Planning Act) to ensure that, taken as a whole, local plan policy is designed to secure that the development and use of land in its administrative area contributes to the mitigation of, and adaptation to, climate change. Adopted development plan policies relating to electric vehicle charging points are set out below.

DPD Policy DM15 (Sustainable Transport Management) of the Development Management DPD⁷ (2015) states “the provision of facilities for charging electric vehicles and other ultra-low emission vehicles will be encouraged wherever practical and feasible.”

The Southend Central Seafront Area Action Plan (SCAAP) (2018)⁸ Policy DS5 (Transport, Access and Public Realm) requires that developments within the SCAAP must “have regard to Policy DM15 of the Development Management Document, particularly in relation to sustainable transport measures, travel plans, transport assessments, parking standards and the provision of facilities for charging electric vehicles and other ultra-low emission vehicles.” This is an extensive area covering Southend High Street and its environs and the Central Seafront.

The Local Transport Plan 3 Implementation Plan⁹ also states that the use of vehicles and modes that either emit low or zero levels of carbon dioxide, such as electric vehicles, bio-fuel etc will be promoted by both new developments and the Council.

A new local plan is being prepared and public consultation was carried out in Spring 2019 on an Issues and Options document. Consultation responses supported planning policies to the increase the use of electric vehicles in Southend as part of measures to mitigate and adapt to climate change.¹⁰

⁵ [Electric vehicle charging in residential and non-residential buildings \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/424242/electric-vehicle-charging-in-residential-and-non-residential-buildings.pdf)

⁶ [Reducing emissions from road transport: Road to Zero Strategy - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/424242/electric-vehicle-charging-in-residential-and-non-residential-buildings.pdf)

⁷ [Development Management Document - Adopted – Development Management \(DPD\) – Southend-on-Sea Borough Council](#)

⁸ [Southend Central Area Action Plan \(SCAAP\) – Southend-on-Sea Borough Council](#)

⁹ [Microsoft Word - Implementation plan final March 2015 \(southend.gov.uk\)](#)

¹⁰ [Issues and options reports | Southend Local Plan](#)

However, as the new local plan will take several years to produce and adopt, an interim policy will set out how the Council intends to judge whether development proposals adequately mitigate and adapt to climate change in respect of infrastructure for electric vehicle charging, bridging the existing adopted local plan and its successor.

It applies to new residential and commercial developments providing 10 or more car parking spaces.

The Council recognises that the policy will need to be applied proportionately in each case, and the scope to apply will be greater in larger schemes.

Southend Electric Vehicle Strategy 2021 - 2030

Electric vehicles offer an excellent opportunity to address the declared climate emergency and ambition to achieve net zero emissions by 2030, and bring potential benefits to residents, businesses and visitors.

The Council wants to encourage the take up of EV amongst residents, including those without access to off-street car parking. The strategy provides the foundation to support a publicly accessible charging network which can be developed as and when funding opportunities become available, based on the following aims:

- Provide a sufficient and adequate charging infrastructure in place to support the anticipated growth in use of electric vehicles
- Ensure that renewable energy sources will be used for all charging points provided by the Council
- Assist in providing charging infrastructure to support at least a majority of all new cars in the Borough being electric by 2030
- Adopt electric vehicles for all service provisions and use in Council business and require use of electric vehicles through procurement policies for all business and sub-contractors
- Introduce electric vehicles through a 3 stage approach: car parks, forecourts and residential

It is the Council's ambition to use its own land where possible and to work with landowners to identify suitable locations to contribute to both strategic and local provision of charging points.

Interim Policy

Table 1 Interim Electric Vehicle Charging Infrastructure Policy

Type of development proposed	Proportion of space with 'active' EV charging points	Proportion of space with 'passive' EV charging points
New residential development providing 10 or more car parking spaces	20%	80%
New commercial development providing 10 more car parking spaces	20%	80%

Active provision means an electric vehicle charge point with a minimum power rating output of 7kW, fitted with a universal socket that can charge all types of electric vehicle currently on the market and meet relevant safety and accessibility requirements.

Passive provision means ducting infrastructure to enable a future connection location for an electric vehicle charge point. A future connection location may be positioned to serve more than one parking space provided that the enabling infrastructure is adequate for the future installation of electric vehicle charge points which enable each space to be used simultaneously for recharging e.g. a charge point with multiple outlets).

Example

A proposal for 20 dwellings and 20 car parking spaces will be required to provide 4 charge points and passive provision for the remaining 16 spaces.