

South Lanarkshire

Planning and Economic Development

Local Development Plan 2

Supporting planning guidance

Electric vehicle charging points

August 2022



Community and Enterprise Resources



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Introduction

1.0 Introduction



1.1 The transport sector is the largest emitter of greenhouse gases in Scotland, accounting for 29% of all emissions in 2019 with road transport making up the majority of those emissions at 66%. The Scottish Government's Climate Change Plan update published in December 2020, set out the pathway to meet Scotland's statutory greenhouse gas emission reduction targets by 2032. This includes an aim to phase out the need for new petrol and diesel cars and vans by 2030. The transition to Electric Vehicles (EVs) will contribute significantly to these goals. At the end of March 2022 5.2% of all vehicles on UK roads (approx. 477,000) were electric compared to 2.5% the previous year. In addition 10.8% of all new car registration in April 2022 were electric vehicles. As demand for EVs is growing rapidly, the aim is to enable people to have access to convenient and reliable EV charging infrastructure at home, at work and when out and about.

1.2 It is acknowledged that not every home will be capable of access to Electric Vehicle Charge Points (EVCPs), either within their curtilage or on the public network. To mitigate for this new non-residential premises should offer EVCPs to improve an accessible and wider provision available to members of the public.

National Planning Policy

1.3 A draft NPF4 was published for consultation in late 2021 which sets 'a new spatial plan for Scotland that will look ahead to 2050 to set out where future development can bring benefits for people, the economy and environment'. The impact of climate change is a key theme throughout the document. In order to achieve the Scottish Government target of net-zero emissions by 2045 there will be a need for the planning system to be 'rebalanced' so that climate change will be an overarching priority for the spatial strategy and a guiding principle for all plans and decisions. Ultra-low emission vehicles (ULEV), including electric vehicles and the associated electric vehicle infrastructure will have a role to play.

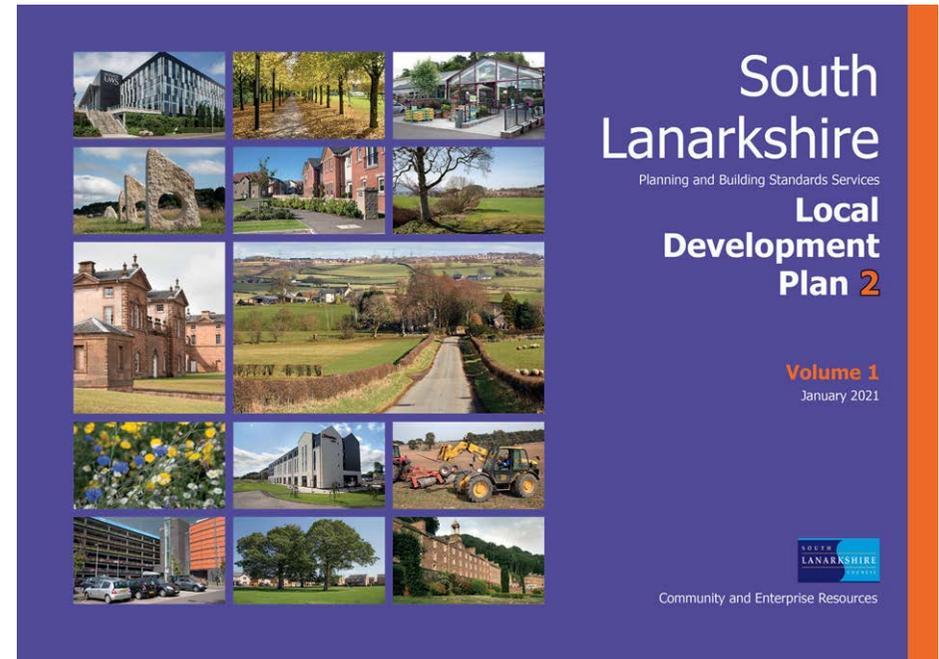
South Lanarkshire Council

1.4 South Lanarkshire Council seeks to become a leading local authority in the provision of Electrical Vehicle (EV) charging infrastructure and accelerate the area's transition to sustainable net zero travel, stimulating the region's economy and meeting the needs of the diverse local communities.

South Lanarkshire local development plan 2

2.0 South Lanarkshire Local Development Plan

- 2.1** The adopted South Lanarkshire Local Development Plan 2 (SLLDP 2) contains Policy 2 Climate Change. This policy requires any new development proposals to minimise and mitigate the effects of climate change and the reduction of greenhouse gases through a range of measures including the provision of electric vehicle recharging infrastructure to encourage greater use of low carbon vehicles.
- 2.2** Reinforcing this requirement is Policy SDCC4 Sustainable Transport that advises to address climate change and support the use of electric vehicles, the Council will seek the inclusion of electric vehicle charging points (EVCP) within new developments.
- 2.3** This Supporting Planning Guidance (SPG) has been prepared to assist developers with these requirements in terms of the type and number of EVCP to be provided and the information that will be required to be submitted with planning applications. The guidance supports the policies in South Lanarkshire Local Development Plan 2, and the content of this SPG will be used in determining planning applications.



General requirements

3.0 General requirements

- 3.1** All EVCP units must be located outwith the car parking space and any footpath requirements for the development (as requested by the Council's Roads and Transportation Services). The EVCP unit will require a minimum 0.5m of additional footpath, or land, where it is involves installation on the footpath network or communal/on street parking facilities. For EVCPs located between 2 car parking spaces, 0.5m additional land outwith car parking spaces is required.
- 3.2** Where EVCPs are installed in the curtilage of a new house, the additional space required for the charge units can be reduced to 0.2m and should be outwith both car parking spaces/driveways and accessible paths.
- 3.3** The EVCP infrastructure shall be capable of serving Fast Charging unit installation with connection to an appropriate electricity supply. A fast charge unit is defined as a charge point capable of delivering a minimum power output of 7Kw. Most UK residential properties use a single-phase power supply, which means most home charge points will be capable of charge at 7kW.
- 3.4** For commercial premises, communal parking or on street parking, a faster charge involving a 3-phase meter may be required to provide an output of 11kW – 22kW, where faster charge speed may be preferable.
- 3.5** It is acknowledged that within an on street car parking arrangement (allocated or unallocated) EVCPs can be installed either between 2 parking spaces, or as an extension to the footpath/land adjoining the parking spaces. Within this SPG, any examples of layouts are for indicative purposes only and do not represent all available options. The onus is on the developer to design the layout of car parking and the position of EVCPs in accordance with the guide and to meet the Council's Roads and Transportation Service requirements.

- 3.6** Should you require further information on the car parking requirements raised within this SPG, please contact Roads and Transportation Services to discuss at roadsandtransportation@southlanarkshire.gov.uk
- 3.7** The SPG makes various references to policy and guidance from the Scottish Government and other statutory agencies. As this may change during the lifetime of the SPG, developers are advised that they must comply with the version that is current at the time of their application.



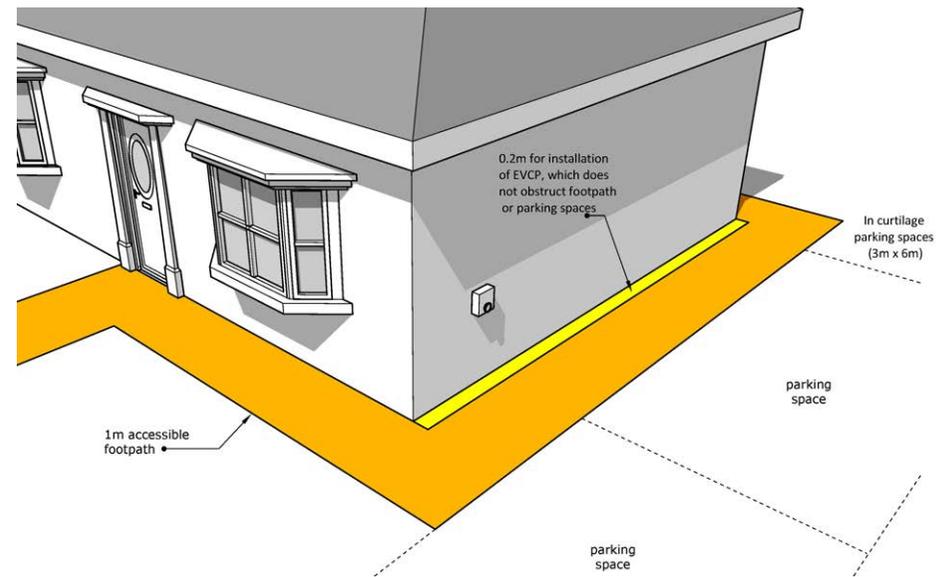
General requirements

New Residential Development

- 3.8 This advice applies to all residential types, including flatted developments, and across all tenures. The Council aims to ensure equality across new developments so that all residents in new housing developments regardless of whether they are in the private or rented sector are able to access an EVCP.
- 3.9 For new residential development of 1 or more units, the criteria below shall be met where it is applicable to the proposed development:
 - a. Where in curtilage parking is provided EVCP infrastructure and a charging unit to serve at least 1 car parking space for each dwellinghouse will be required.
 - b. Communal car parking, or allocated on street parking, will be required to have EVCP infrastructure and charging units installed to serve a minimum of 1 car parking space for each residential unit that utilises the parking area.
 - c. Where a development involves a reduced car parking requirement of less than 1 space per dwelling unit, the EVCP infrastructure and charge unit requirement will be reduced to the maximum number of communal car parking spaces available.
 - d. All new disabled bays to serve a residential development shall be served by EVCP infrastructure and charge unit. The bays will be served by a full width dropped kerb to improve access to the charge unit, and the EVCPs will be sited outwith the bay and associated hatching.
 - e. The location of EVCPs should consider the distance from the residential unit it serves. The EVCPs should be located within car parking spaces as close as practical to residential units to ensure equal and reasonable access. This may result in dispersed units through the car parking provision, rather than a cluster.

3.10 Where evidence is provided from Scottish Power that the existing network/grid capacity serving the development is insufficient at the time of the application, consideration will be given to installing the infrastructure only or a phased approach. This is not based on financial implications. In such cases the applicant must demonstrate that the provision of the charging unit has been future proofed.

The following illustration demonstrates an EVCP within the curtilage of a dwellinghouse.



General requirements

The following illustration demonstrates EVCPs within an on street car parking court.



General requirements

New non-residential developments

3.11 These requirements will only apply where the development is required to provide new car parking provision. This advice applies to all new build non-residential types of development, including education facilities, hotels, community buildings, offices, industrial estates and retail.

3.12 The exception is for new build premises located within retail parks that will utilise existing parking provision, including drive throughs and food and drink units. New premises within retail parks are required to upgrade existing parking spaces with EVCP infrastructure and charge units. The number of EVCPs required will be based on the number of parking spaces expected to serve the development. Please refer to the table below once this information has been confirmed with the Council’s Roads and Transportation Service.

3.13 Developers are required to meet the following criteria where applicable:

New build non-residential EVCP provision	
Number of new spaces requested through the planning application	Number of EVCPs required
1-9	1 single charge point
10-19	1 dual charge unit or 2 single charge points.
20-29	2 dual charge units or 4 single charge points.
30 -49	4 dual charge units or 8 single charge points
50-79	6 dual charge units or 12 single charge points
80-89	8 dual charge units or 16 single charge points
100 and above	10 dual charge units or 20 single charge points

*All new disabled bays require to be served by EVCP infrastructure and charge units. Disabled bays are in addition to the formation of standard bays. Please contact the Council’s Roads and Transportation Service to confirm the number of disabled bays required.



General requirements

Installation and maintenance

- 3.14** The EVCP infrastructure and charge units are required to be installed during the construction phase. The developer should ensure that cabling and underground infrastructure is installed as necessary in consultation with Scottish Power Energy Networks. The onus is on the developer to meet the costs of installation and to agree grid capacity with Scottish Power Energy Networks.
- 3.15** The maintenance requirements for installed EVCP charge units serving communal parking, or allocated on street parking, will depend on whether or not the units are installed on the public network, or on private or communal land. Where the EVCP charge unit will be installed on the adopted public network there are a number of things to consider, and the developer should contact the Roads and Transportation Service to discuss. The charge point would need to meet South Lanarkshire Council's specification, it would need to be on the ChargePlace Scotland network, and a warranty and maintenance agreement would need to be provided with any transfer of ownership. The power supply/billing would also need to be transferred to South Lanarkshire Council. Where the charge point is on private land then these remain the responsibility of the developer/factor/private company.
- 3.16** The developer can find further advice on topics such as installation, equipment and wiring standards within Transport Scotland's document Common Requirements and Good Practice for the Charge Place Scotland Network.

Exemptions

- 3.17** There will be no requirement for EVCP infrastructure or charge units to be installed for the following developments:
- Extensions to existing dwellinghouses.
 - Extensions to existing business premises where no additional car parking is requested.
 - Change of use of a building, either residential or non-residential, where no new car parking provision is requested.



4.0 Listed buildings

- 4.1** The installation of an EVCP unit onto the fabric of a listed building will require the submission of a Listed Building Consent (LBC) application. The historic fabric and character is to be taken into account when installing an EVCP unit. The preference is that a pole mounted option is investigated as a first option. This would prevent the need for drilling and fixing damage to the building fabric e.g. stone. Where this is not a viable option, any unit to be fixed to an external wall should be located within reach of the car parking spaces and should avoid being located on, or visually detract from, any decorative features, such as quoin stones or ornate stone work. The fixtures should use materials and methods appropriate for the existing building fabric e.g. lime based mortar. Details of any fixings will form part of the LBC application for approval.



Planning application requirements

5.0 Planning application requirements

5.1 The inclusion of EVCPs should be considered as part of the design process for the new development, and details submitted at the validation stage for detailed planning applications. If a proposal requires only the infrastructure to be installed under the guidance of this SPG, then future proofing for the installation of the EVCP charging units is required – this involves identifying space for EVCPs. Not future proofing the installation of EVCP units may prevent installations from taking place in the long term.

5.2 The following criteria is to be met for detailed planning applications:

1. Detailed block plan showing the EVCP unit location within the curtilage of each plot, communal parking area or on street parking where relevant. The car parking spaces and any accessible paths shall also be indicated on the plan to ensure there is no conflict of space requirements.
2. The charging unit location must be accessible to a minimum of one parking space. This can be external to the building or within a garage (if the garage has minimal internal clear dimensions of greater than three metres by seven metres).
3. A maximum cable length of 5m shall be used to determine the suitability of parking and charging unit locations.
4. A suspensive condition will require the developer to submit further details prior to works commencing on site – including: cabling, ducting, and the proposed type of consumer unit capable of supporting a fast-charging unit (minimum 7kW).
5. A suspensive condition will require the developer to submit further details prior to works commencing on site confirming the factor agreement for any EVCP's which serve a communal car parking (or on street arrangement) on land outwith the adopted public network.
6. The EVCP infrastructure will be required at the construction stage. Where EVCP charge units are required to be installed, these shall be completed prior to the occupation of the dwellings they serve.



Supporting assessments

Introduction

Following the adoption of the South Lanarkshire Local Development Plan 2 in April 2021 the Council has begun preparation of a series of supporting guidance to support the plan. This includes draft Supporting Planning Guidance (SPG) to provide information and assistance to developers regarding the provision of Electric Vehicle Charging infrastructure. Section 9 of the Planning (Scotland) Act 2019 has removed the ability of Planning Authorities to prepare new Supplementary Guidance. Circular 6/2013 – Development Planning states that planning authorities may issue non-statutory planning guidance to provide detail on a range of subject areas. This form of guidance does not form part of the development plan. However, adoption by the Council gives it formal status, meaning that it will be a material consideration in decision making. Planning guidance can be updated as required and without the need for approval by Scottish Ministers.

Supporting assessments

A series of assessments informed the preparation of the SPG. The technical studies are noted below. Strategic Environmental Assessment 1.6 In accordance with the Environmental Assessment (Scotland) Act, 2005, the Council prepared and submitted a strategic environmental assessment (SEA) screening report to the statutory consultation authorities, summarising its view that this SPG is unlikely to have significant environmental effects. The consultation authorities agreed with the Council's view and the Council made a formal determination that a SEA is not required for this SPG. The Council reached this view because it sits under the hierarchy of the Glasgow and the Clyde Valley Strategic Development Plan and the South Lanarkshire Local Development Plan 2, both of which have undergone SEA. The SG does not seek to change or amend policies in these plans.

Habitats Regulations Appraisal

A Habitats Regulations Appraisal (HRA) screening exercise for this SPG will be undertaken in compliance with the EC Habitats Directive (Council Directive 92/43/EEC), and the Conservation (Natural Habitats, &c.) Regulations 1994 as

amended. This will be included in the HRA Record for the SLLDP. Any changes required as a result of the HRA shall be incorporated in the finalised supplementary planning guidance.

Equalities Impact Assessment

An Equalities Impact Assessment of the South Lanarkshire LDP2 community infrastructure assessment policy was carried out and it was concluded that there are no adverse impacts on any of the communities covered by equalities legislation or on community relations.

The above technical studies can be viewed on the Council's website and are available on request from the Council.

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South Lanarkshire Council
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