

Electric Vehicle Charging Infrastructure Guidance Note (September 2021)

Telford & Wrekin Council

Introduction

This guidance note recommends standards for the provision of electric vehicle charging infrastructure in the borough. It is strongly encouraged that all developments that result in an uplift of residential units or non-residential floorspace consider the provision of electric vehicle charging infrastructure.

In July 2019 Telford & Wrekin Council declared a Climate Emergency. The annual update to the “Becoming Carbon Neutral Action Plan” has been published for 2021 and includes actions such as promoting electric vehicles and installing electric vehicle charge points.

Local and National policy encourages the provision of electric vehicle charging infrastructure in new development. The Telford & Wrekin Local Plan was adopted in 2018. Appendix F, Paragraph 29 states that “electric vehicle charging infrastructure in new development is encouraged, where this does not affect the development’s overall viability”.

Following a Government consultation in 2019 on proposed technical guidance for the provision of electric vehicle charging in residential and non-residential development, it is understood that the Government intends to lay legislation later this year to require all new residential and non-residential buildings to have an electric vehicle charge point. This guidance note uses the Governments 2019 consultation as a starting point for the following recommendations for electric vehicle charging infrastructure in residential and non-residential development.

Recommendations for residential development

<p>Designated off road parking space (e.g. driveway)</p> <p>Note: Where possible, the parking space/driveway should be adjacent to the dwelling.</p>	<p>1 charge point fitted with a universal socket (untethered) is provided per unit.</p> <p>The charge point should be located on the side of the property or within the garage where possible.</p>
<p>Parking courts</p>	<p>1 charge point fitted with a universal socket (untethered) is provided per unit.</p> <p>Where possible the charge point should be provided within the private curtilage of the property to which it relates. For example within the garden.</p> <p>Where charge points are not located within a dwellings curtilage, it should be clarified how the charge point can be protected against wider public use.</p> <p>At a minimum all car parking spaces should be made electric vehicle charging ready.</p>

On street parking	<p>Where charge points are proposed to serve on street parking they should be located so as to protect public and highway safety. For example, there should not be a need for cables to cross footpaths to reach vehicles.</p> <p>At a minimum all car parking spaces should be made electric vehicle charging ready.</p>
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Note: Where no parking is proposed, electric vehicle charge points will not be expected to be provided.

Recommendations for non-residential

Designated parking	<p>At least 20% of spaces should have a charge point.</p> <p>At a minimum 20% of car parking spaces should be made electric vehicle charging ready.</p>
Disabled and family parking	At least one space or 20% of the provision (whichever is the larger) should be served by an electric vehicle charge point.
Visitor spaces	At least one space or 20% of the provision (whichever is the larger) should be served by an electric vehicle charge point.
Local Centres (e.g. those provided through major residential development schemes)	At least one space or 20% of the provision (whichever is the larger) should be served by an electric vehicle charge point.

Note: Where no parking is proposed, electric vehicle charge points will not be expected to be provided.

Technical specification

Each electric vehicle charge point should meet all of the following:

- Be designed and installed in accordance with the appropriate parts of BS EN 61851;
- Have a minimum rated output of 7 kW, measured or calculated at a nominal supply voltage of 230VAC;
- Be fitted with a universal socket (known as an untethered electric vehicle charge point);
- Be fitted with a charging equipment status indicator using lights, LEDs or display;
- A minimum of Mode 3 or equivalent.

*This guidance has been published as Appendix B of the Public Electric Vehicle Charging Infrastructure Strategy, available on the Council's website.