Central Lincolnshire Policy S17: Electric Vehicle Charging Evidence Report

June 2021

Central Lincolnshire
LOCAL PLAN

Contents

1. Introduction

1.1. The Central Lincolnshire Local Plan is being updated since the first Local Plan for Central Lincolnshire, an area covering the districts of City of Lincoln, North Kesteven and West Lindsey, was adopted in April 2017.

1.2. This Evidence Report (which is one of a collection) provides background information and justification for Policy S17, which relates to electric vehicle charging.

2. Policy Context

National Policy and Guidance

2.1. Since the Central Lincolnshire Plan was adopted the National Planning Policy Framework (NPPF) was updated in July 2018 with subsequent additional changes being published in February 2019.

2.2. In relation to electric vehicle charging, the NPPF stipulates:

- Applications for development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (para 110).
- If setting local parking standards, policies should take into account the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles (para 105).
- Fundamentally, that "the planning system should support the transition to a low carbon future... it should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions.." (para 148).

2.3. The Planning Practice Guidance (PPG) was first introduced in 2014 which offers 'live' government guidance. The PPG provides guidance to help in the implementation of policy in the NPPF.

2.4. PPG currently contains the following guidance in relation to electric vehicle charging:

- *Considerations that may be relevant to determining a planning application include whether the development would: Lead to changes (including any potential reductions) in vehicle-related emissions in the immediate vicinity of the proposed development or further afield. This could be through the provision of electric vehicle charging infrastructure…* (Reference ID: 32-006-20191101)
- The NPPG gives examples of mitigation options for impact on air quality, one example is *'including infrastructure to promote modes of transport with a low impact on air quality (such as electric vehicle charging points)'* (Reference ID: 32-008-20191101)

2.5. Also at national level, the Government is planning on banning the sale of new diesel and petrol cars from 2030[1] -10 years ahead of its original target of 2040. It is therefore imperative that local policy be proactive in responding to this national agenda.

[1] https://www.gov.uk/government/news/government-takes-historic-step-towards-net-zero-with-end-of-sale-of-new-petrol-and-diesel-cars-by-2030

Local Policy

2.6. The current Local Plan (2017) does not set specific requirements for the provision of electric vehicle charging infrastructure. Rather, policy LP13, Accessibility and Transport, requires 'all developments' (where appropriate) to demonstrate that they have had regard to ensuring 'allowance is made for low and ultra-low emission vehicle refuelling infrastructure' (criteria 'd' of LP13).

3. Context and Evidence

3.1. A specific policy on electric vehicle charging is needed in light of the expected ban on the sale of petrol and diesel cars in less than a decade's time, and given there is, at present, no specific national planning policy supporting this move, a local policy requirement is needed to ensure that there is adequate and sufficient infrastructure.

Climate Change Evidence 2021

3.2. Consultants were appointed in July 2020 to investigate the scale of Central Lincolnshire's contribution to greenhouse gas emissions and climate change, and the opportunities that exist to tackle these problems locally, including through the Local Plan.

3.3. This work set out the overarching context for Central Lincolnshire identifying what would need to be done in order to achieve a carbon neutral Central Lincolnshire by 2050 (and 2041 to align to the science-based approach) to accord with the Paris Agreement. This research painted a very challenging picture to achieve these goals.

3.4. This work was broken down into a number of distinct tasks which combine together to provide a holistic picture for the area. Of particular relevance for Policy S17 were Task C Carbon Reduction Targets Policy Recommendations and Task E Infrastructure Requirements.

3.5. Task C analysed the pace and scale of emissions reductions required: the analysis showed that emissions from the transport sector need to reduce by 20% annually and that transport is one of the sectors with the greatest potential for emissions reductions, with technology largely already available (albeit with advances to be made).

3.6. Task C identified that the private market indicates that electric vehicles will play a dominant role in low emissions transport and growth in sales supports this, but highlighted that one of the biggest barriers is access to charging points. Task C therefore recommended that the Local Plan should and must address this through requiring adequate provision on new developments.

3.7. Task E highlighted that the switch to electric vehicles (EVs) required to decarbonise transport requires significant infrastructure investment and support if it is to be as rapid and comprehensive as is needed and recommended:

- In new developments, EV charging points will certainly be required to allow residents to charge EVs overnight, at home.
- In older homes and particularly in urban areas where on street parking is the norm, new infrastructure will be needed to provide fair access to charging points for residents' cars and vans.

- A Local Plan which responds to the particular character of each area is needed to ensure uniformity of access to cost effective charge points right across the District and thereby encourage people to change to EVs from fossil fuel vehicles.

3.8. Another key conclusion of Task E was that whilst the switch to EVs is essential, this alone may not achieve the rapid decarbonisation of transport needed to meet the Tyndall Centre Budgets and it is likely that a significant reduction on private vehicle journeys will also be required, so the Local Plan should support active travel – walking and cycling – as far as possible.

4. Issues and Options Consultation

4.1. Policy LP13 Accessibility and Transport of the 2017 Local Plan was initially proposed to be retained in the new Local Plan unchanged: objections were raised at the Issues and Options consultation, with one area of concern being that the policy should be strengthened in respect of electric vehicle charging facilities.

4.2. Further comments included suggestions that all developments with off-street parking should include electric charging points; and that retail and employment development with parking should have charging stations.

5. Proposed Approach in Draft Local Plan

5.1. In light of the responses to the Issues and Options Consultation, and following further review and consideration of National Policy, and given the 'end date' for the sale of petrol and diesel cars has been brought forward from 2040 to 2030, it is proposed that the new Central Lincolnshire Local Plan will set specific requirements in relation to electric vehicle charging infrastructure.

5.2. As such, it is proposed that the Local Plan policy will:

- Set minimum requirements for all applications that include parking spaces.
- Set differing requirements for proposals in use classes C3 and C4, and for all other proposals.
- Require use class C3 and C4 proposals to have sufficient and accessible electrical supply to driveway/ garage/ parking space to enable easy installation of charging point.
- Require that in the case of 'all other' proposals (i.e. Non C3 or C4) charging points are installed on a minimum percentage of spaces, and the remaining spaces have an electrical supply to enable installation of further charge points at a later date, thus future proofing developments making them adaptable to future technological changes.

6. Reasonable Alternative Options

6.1. In addition to the 'preferred' policy approach summarised above, two other policy approaches were considered.

6.2. Firstly, to have a policy setting an optional requirement for developments to provide electric vehicle charging points ('Option 2'). And secondly, to have no local policy and

instead rely on national policy and guidance as set out in the NPPF and NPPG ('Option 3').

6.3. All three policy options were assessed as part of the Sustainability Appraisal. Options 2 and 3 scored the same in the appraisal. Both were discounted because:

- They are expected to have neutral or uncertain effects in relation to most of the sustainability objectives
- there was potential for negative impact in relation to the 'waste' and 'climate change effects and energy' objectives
- In the case of Option 2 (optional requirement), the uncertainty in relation to the impact on most of the objectives comes from the fact that the degree to which developers will install charging points voluntarily is unknown. There is potential for adverse impact in relation to the waste objective, as if electric vehicle charging points are not installed at construction, the retrofitting of them in the future could result in the disposal of waste materials (e.g. excavated concrete). Such a policy approach could also have adverse impact in relation to climate change, as lack of charging points may mean individuals delay obtaining electric vehicles and continue using fossil fuel powered vehicles and thus contributing to climate change.
- Option 3 (rely on national policy and guidance) presents uncertainty as while national policy (para 110) requires proposals to 'be designed to enable charging of plug-in and other ultra-low emission vehicles', the lack of specificity is likely to result in very varied approaches to satisfying this policy requirement. And, as for option 2, there is potential for negative impact in relation to waste and climate change as retrofitting is likely to result in waste materials and lack of infrastructure may impact upon the transition to electric vehicles.

6.4. Option 1- the preferred policy approach set out at 5.2 above- is also preferred over options 2 and 3 because:

- It is anticipated to have positive impact in relation to several sustainability objectives.
- It will further encourage and enable households to use electric vehicles. The increased use of electric vehicles will result in a reduction in the use of petrol and diesel vehicles and thus harmful exhaust emissions: this will result in health benefits associated with 'cleaner' air; and will limit climate change, and potentially adverse impacts on the natural environment.
- The policy requirements support the development of a low carbon economy, as businesses can transition more easily to electric fleet.
- Accessible and plentiful electric vehicle charging points will also improve the areas attraction as a tourist destination for some households.

7. Conclusion

7.1. This Evidence Report demonstrates the rationale for the proposed policy as contained in the Draft Central Lincolnshire Local Plan June 2021. This report will be updated following responses received during the Regulation 18 consultation prior to finalising the Local Plan for submission. This helps bring together relevant evidence that has informed this policy and how we have responded to comments received during the plan making process, as well as how the latest evidence and national guidance has been taken into account.