

Electric Vehicle (EV) Infrastructure – Planning Guidance

New Residential Developments with Individual and Communal Parking Allocation

This guidance supports **The Highland Council's EV Infrastructure Vision** specifically;

- As the gateway to rural and island communities we will ensure equality of access to EV charging infrastructure
- Enabling integrated transport initiatives for all by expanding provision for local residents, tourists and visitors

And the associated values;

Determined: We are committed to delivering and embedding improved and widely accessible low carbon transport infrastructure solutions for the people of Highland.

Enabling: We recognise that we have a responsibility not only to deliver positive change through our own programme but also by supporting locally driven low carbon transport transitions that benefit Highland communities.

Introduction

References are made from hereon in to two separate enabling solutions for EV charging provision in new residential developments covering both 'active' and 'passive' provision:

1. **Active Provision:** fully wired and connected 'ready to use' charge points are provided at car parking spaces.

It is expected that 7kW charging provision would be installed for each bay allocated for active provision. A typical configuration may be a 7kW dual connector EV charging unit installed between two car parking spaces allowing two vehicles to each receive a 7kW charge simultaneously when parked in the allocated spaces and connected to the unit. This is classed as destination charging and would generally be expected to provide overnight charging.

2. **Passive Provision:** the network of cables and power supply necessary to enable simple installation and activation of a charge point is provided at parking spaces/driveways/garages.

For properties with driveways/garages, it is expected that cabling will be provided to an appropriate point (typically a backplate in-garage or next to driveway) for all properties.

For communal car parking spaces, it is expected that passive provision will provide the necessary underlying infrastructure (e.g. capacity in the connection to the local electricity distribution network and electricity distribution board, as well as ducting/cabling to parking spaces) to enable simple installation and activation of a charge point at a future date.

The provision of passive spaces would generally mean ensuring capacity to facilitate 7kW EV charging unit installations in the future to enable 7kW charging provision for each space. Passive provision should be clearly marked to allow easy and safe identification of the socket purpose and point of connection by future users and/or installers.

Consideration Factors

- Type and number of properties within development
- No of properties with dedicated driveways
- No of properties with communal parking
- No of communal parking spaces (specify disabled allocation)
- No of spaces allocated to specific properties

Expected Minimum Provision at time of Development Completion

General Rule:

Property Type	Active	Passive
Properties with dedicated driveways	0%	100%
Properties with communal parking	50% 1 parking space with an EV charge point per property, for 50% of properties (+/-5% depending on development specific factors such as parking provision and site layout/configuration)	All remaining communal car parking spaces within the development that do not have active provision installed.

The installation of active provision can be phased to align with the rise in occupancy levels but it is expected that the chargers will be installed in anticipation of forecasted occupancy i.e. upon 50% of the properties being occupied, at least 50 % of the above stated active provision will be installed and fully operational (up to 100% occupation with 100% of the above stated active provision).

Technical Standard References

The IET Wiring Regulations (BS7671:2018 & A1:2020) have set out the technical requirements for the charging points in a building and these must be adhered to as part of the design and installation.

The Code of Practice for Electric Vehicle Charging Equipment Installation, 4th Edition (IET Standards) is a useful document containing an overview of physical and electrical considerations.

Always check with your nominated electrical professional that the most current standards are adhered to.

NOTE: Due to the fast-evolving nature of the electric vehicle and low carbon transport sector, the guidance provided by The Highland Council will be regularly reviewed and adjusted as appropriate to reflect changes in technology and policy landscape.