

## **Matter 13: Connectivity**

*Issue – Whether the approach towards connectivity is justified, effective and consistent with national policy?*

Relevant Policies: SP CO1PU; SP CO2PU; SP CO3PU; SP CO4PU; CO5PU; CO6PU; CO7PU

### **Parking Standards (Policy CO7PU)**

#### **13.6 What's the basis for the parking standards referred to in Policy CO7PU? Should they form part of the Local Plan?**

1. The first part of this policy states that new development will be required to provide adequate parking provision in accordance with the Cumbria Development Design Guide (or any document that replaces it). The HBF considers that this policy wording should not be interpreted by the Council's Development Management Officers as conveying the weight of a Development Plan Document onto this guidance, which has not been subject to examination and does not form part of the Local plan. The Town and Country Planning (Local Planning) (England) Regulations 2012 are clear that development management policies, which are intended to guide the determination of applications for planning permission should be set out in policy in the Local Plan. To ensure a policy is effective, it should be clearly written and unambiguous so it is evident how a decision maker should react to development proposals. The Council's requirements should be set out in sufficient detail to determine a planning application without relying on, other criteria or guidelines set out in separate guidance.

#### **13.7 Bearing in mind part S of The Building Regulations 2010 which took effect 15 June 2022, is the third paragraph of Policy CO7PU relating to Electric Vehicle Charging Infrastructure necessary?**

2. The third paragraph of this policy requires new residential developments to provide one charging point per dwellings with off street parking, it also states that where off-street parking is not provided, a commuted sum will be required to provide charging facilities in the immediate vicinity.
3. The HBF is supportive of encouragement for the use of electric and hybrid vehicles via a national standardised approach implemented through the Building Regulations to ensure a consistent approach to future proofing the housing stock. Part S of the Building Regulations 'Infrastructure for the charging of electric vehicles' has now been published and took effect from 15<sup>th</sup> June 2022. This document provides guidance on the installation and location of electric vehicle charge points (EVCPs). It states that a new residential building with associated parking must have access to EVCPs. It states that the total number of EVCPs must be equal to the number of parking spaces if there are fewer parking spaces than dwellings, or the equal to the number of dwellings where there are more parking spaces. The Regulations also set technical requirements for the charging points these include having a nominal output of 7kW and being fitted with a universal socket. The Government has estimated installation of such charging points add on an additional cost of approximately £976.

4. The Regulations do, however, include a cost cap of £3,600 for the average cost of installation and allow for other exceptions. The costs of installing the cables and the charge point hardware will vary considerably based on site-specific conditions in relation to the local grid. The introduction of EVCPs in new buildings will impact on the electricity demand from these buildings especially for multi-dwelling buildings. A requirement for large numbers of EVCPs will require a larger connection to the development and will introduce a power supply requirement, which may otherwise not be needed. The level of upgrade needed is dependent on the capacity available in the local network resulting in additional costs in relation to charge point instalment. The Government recognises that the cost of installing charge points will be higher in areas where significant electrical capacity reinforcements are needed. In certain cases, the need to install charge points could necessitate significant grid upgrades, which will be costly for the developer. Some costs would also fall on the distribution network operator.
5. In conclusion, it is not necessary for the Council to specify provision of EVCPs because of the Government's changes to Building Regulations.