

Energy UK response to [Changes to various permitted development rights for EV charging](#)

21st January

Executive Summary

Energy UK is the trade association for the energy industry with over 100 members - from established FTSE 100 companies right through to new, growing suppliers, generators and service providers across energy, transport, heat and technology. Energy UK's members deliver nearly 80% of the UK's power generation and over 95% of the energy supply for 28 million UK homes and businesses. The sector invests £13bn annually and delivers nearly £30bn in gross value - on top of the nearly £100bn in economic activity through its supply chain and interaction with other sectors. The energy industry is key to delivering growth and plans to invest £100bn over the course of this decade in new energy sources.

The energy sector supports 700,000 jobs in every corner of the country. Energy UK plays a key role in ensuring we attract and retain a diverse workforce. In addition to the Young Energy Professionals Forum, which has over 2,000 members representing over 350 organisations, Energy UK is a founding member of TIDE, an industry-wide taskforce to tackle Inclusion and Diversity across energy.

Energy UK strongly supports Government's proposals to remove the planning barriers for chargepoint installation, enabling the rapid deployment of zero emission transport solutions.

- Removing these planning barriers would be a crucial tool in supporting the Government's targets of installing 300,000 chargepoints by 2030, and in meeting broader goals of supporting a clean power transition. ¹
- Cross-pavement solutions are key to broadening access to home charging, particularly for households without off-street parking, and offer consumers convenient and affordable charging options which support smarter energy usage.
- Energy UK would urge swift implementation of the Welsh Government's changes to permitted development rights, to ensure the UK can benefit from a widespread charging network. ²
- Any changes to permitted development rights should be aligned with recent proposals to require solar installations on car parks across the UK, which will also require changes to planning policies.
- Broadening permitted development rights would reduce the number of applications going through Local Planning Authorities, reducing the additional casework and strain on the system and freeing up capacity for other projects.

¹ [UK Parliament \(2025\) Public charge points for electric vehicles](#)

² [Welsh Government \(2025\) Changes to Permitted Development Rights](#)

If you have any questions about this response or wish to engage with Energy UK and its members, we would welcome further engagement.

Kind regards,

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Consultation Questions

Question 1. Do you agree or disagree that the permitted development rights should be extended to allow for multiple units of equipment housing (with a cumulative maximum volume of 29 cubic metres) in a non-domestic car park?

Yes.

Extending these rights would:

- Enable faster and more efficient deployment of low-emission infrastructure.
- Reduce planning delays and administrative burdens for essential upgrades.
- Support the Government's targets of 300,000 chargepoints by 2030, and support the UK's broader ambition to lower emissions of the electricity system.

Question 2. Are there any other likely impacts that should be considered if permitted development rights are extended to allow for multiple units of equipment housing?

Yes.

Energy UK notes several positive impacts around easing planning barriers for EV chargepoints.

Easing barriers to chargepoint deployment helps to position the UK as a leader in the clean energy transition, helping to attract investment into low-emission transport infrastructure and supporting the uptake of electric vehicles.

Extending these rights would also support broader Government initiatives, such as the rollout of solar panels on car parks and EV charging.

Additionally, greater broadening of permitted development rights also has the advantage of fewer planning requests going through Local Planning Authorities, reducing the additional casework and strain on the system and freeing up capacity for other projects, such as electricity generation and housebuilding.

Further detail on the impact of the proposals can be found in Q4.

Question 3. Do you agree or disagree that a new permitted development rights should be introduced for the installation of cross-pavement solutions to support on-street EV charging?

Yes, as this would make it quicker and cheaper to install cross-pavement charging solutions for drivers, industry, and local authorities.

Section 50 License – Complexity and High Costs

Energy UK would also highlight that one of the main barriers to deploying cross-pavement EV chargepoints is the cost and complexity of obtaining a Section 50 licence.

Section 50 costs vary significantly and can be very high, in some cases significantly higher than the costs of the equipment itself.

Energy UK strongly welcomes the Planning and Infrastructure Act to use a Streetworks Manager process for on-street EV charging, which is expected to reduce costs and simplify approvals. However, in order to broaden access to affordable and accessible charging solutions, access to the Streetworks Manager process should be extended to include cross-pavement solutions, removing a major financial barrier for households and helping to accelerate EV adoption.

Question 4. Do you agree or disagree that the new permitted development right should allow for an associated off-street EV chargepoint which is linked to a cross-pavement solution?

Yes.

This proposal would significantly expand access to home charging. Home charging is a key tool in supporting the transition to electric vehicles as it provides consumers with a convenient and cost-effective charging solution without the higher rate of 20% VAT currently applied to public chargepoints.

This would also allow a greater number of consumers to take advantage of flexible electricity tariffs and smart charging, which offer cheaper rates during off-peak hours, optimising the use of low-carbon energy and helping to lower costs for both consumers and the grid overall through smart energy management.

Additionally, removing the planning barriers would also be a policy lever to help to tackle the regional disparities of chargepoint rollout. It is estimated that around 40% of households lack access to off-street charging, with this figure rising to approximately 47% in the North of England.³ Increasing access to cross-pavement solutions will help to address this imbalance, supporting a fairer transition to electric vehicles.

Question 5. What, if any, further stipulations are required to ensure accessibility of the pavement for all users?

A holistic approach should be taken to improving pavement quality and accessibility for all users. This should include wider investment in measures such as:

- Providing and upgrading dropped kerbs,
- Repairing uneven surfaces and potholes,
- Improving drainage,
- Ensuring consistent footway widths.

Addressing these broader issues alongside the installation of new infrastructure would deliver meaningful and inclusive improvements for pedestrians – who will also benefit from improved air quality as EV uptake increases.

Charging infrastructure should not be seen in local planning as greatly separate from these issues, and should be integrated into wider considerations including those listed above. These changes should aim to bring the installation of cross-pavement charging infrastructure to the same level as other standardised roadworks.

³ [Transport for the North \(2024\) EV State of Play](#)

Question 6. What, if any, likely impacts do you think should be considered if a PDR is introduced to allow for cross-pavement solutions and associated chargepoints?

See question 4.

Question 7. In your view are what, if any, further changes are needed to reflect and ensure consistency with devolved policies in Scotland, Wales and Northern Ireland?

Resourcing for local planning authorities (LPAs)

Some local planning authorities will have higher resourcing and technical expertise capability to proceed with the proposals. LPAs should be sufficiently resourced to be able to support the proposed changes to permitted development rights at pace, and avoid lengthy delays to ensure EV chargepoints are installed ahead of projected demand.

Notably, greater focus on PDRs for charging will reduce the caseload for LPAs, and make installation of infrastructure smoother and easier.

Devolved governments

Planning rules vary across devolved Governments, noting changes to Welsh Permitted Development Rights (PDR) has recently been consulted on. Whilst this consultation is only for England, many of these issues transcend borders, and so the response should be shared with devolved governments. Energy UK would strongly urge swift implementation of the recent changes to the Welsh planning rights, to ensure the UK can benefit from a widespread EV charging network.

The re-organisation of many branches of local government under the English Devolution and Community Empowerment Bill also needs consideration going forward, as this will provide new authorities with a range of powers over these proposals. Further options for empowerment of these bodies could be explored.

Solar canopies

Energy UK would urge alignment with the solar canopies work on car parks. In our earlier response, [Energy UK highlighted](#) that PDRs state solar canopies cannot exceed four metres. This can result in challenges for some site specific applications:

- Uneven or sloped ground: If the site has a dip or gradient, maintaining a consistent canopy height while staying within the 4m limit can be difficult, potentially impacting the efficiency or structural integrity of the installation. This can also lead to a reduction in potential solar energy generated as a result.
- Use by larger vehicles: In sites where HGVs, delivery lorries, or buses operate, a 4m height restriction may not make the canopy viable.

Similarly, a canopy cannot be within 10 metres of the curtilage of a dwellinghouse or a block of flats. This will also affect the viability of a canopy in certain car parks. As the EV transition continues, Government should look to join up policies across

DESNZ and DfT to ensure policies reflect the ambition of clean power targets with the practicalities of delivering innovative charging solutions.

Question 8. Do you think that any of our proposed changes could impact anyone who shares any of the protected characteristics?

Provide which characteristics and your reasons.

N/A.

Question 9. Any other comments?

N/A.