



Department
for Transport

Changes to various permitted development rights for EV charging

Government response

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Glossary

Acronym	Definition
DNO	Distribution network operator
EV	Electric vehicle
GPDO	Town and Country Planning (General Permitted Development) (England) Order 2015
LAEPs	Local area energy plans
PDRs	Permitted development rights
PSED	Public Sector Equality Duty
S.50	Section 50 licence (New Roads and Street Works Act 1991)
S.178	Section 178 permission under the Highways Act 1980
SCR	Simultaneous contact risk
XPS	Cross-pavement solutions

Executive summary

Introduction

1. The Government sought views on proposed updates to permitted development rights (PDRs) intended to support continued growth in England's electric vehicle (EV) charging network. The consultation, which ran from 14 November 2025 to 21 January 2026, sought views on how planning processes could be streamlined while ensuring safety, accessibility and appropriate protections for the public realm as EV uptake increases and charging technologies evolve. Responses were received from a broad mix of individuals, local authorities, industry representatives and stakeholder groups.

Background

2. The proposals focused on two key areas:
 - **Extending PDR for equipment housing in non-domestic off-street car parks**, enabling multiple units of associated equipment to be installed under permitted development and supporting modern, higher-capacity charging systems.
 - **Introducing a new PDR for cross-pavement solutions (XPS) and associated domestic charge points**, removing the need for a planning application and supporting safe and equitable access to home charging for households without off-street parking.
3. Respondents also provided views on accessibility impacts, safety considerations, potential effects on people with protected characteristics, UK-wide consistency, and wider issues relating to installation, maintenance and long-term management.

Government response

Equipment Housing for EV Charging

4. The majority of respondents were supportive of amending an existing PDR (under Class E, Part 2, Schedule 2 of the General Permitted Development) (England) Order 2015 (GPDO) to allow for multiple units of equipment housing to support EV charging. Respondents considered that this would help support the rollout of EV

charging infrastructure by streamlining delivery and reducing the time associated with a planning application. In addition, multiple respondents proposed that the existing cumulative volume limit for equipment housing of 29 cubic metres be increased to 45 cubic metres to support the delivery of modern, ultra-rapid charging hubs.

Having considered the evidence submitted, Government will proceed with changes to allow for multiple units of equipment housing to support EV charging. It will also increase the cumulative volume limit of equipment housing from 29 cubic metres to 45 cubic metres to better accommodate the needs of contemporary charging infrastructure. The PDR will be subject to limitations and conditions and, where appropriate, prior approval, to manage impacts and protect local amenity.

Cross-Pavement Charging Solutions

5. Most respondents supported the introduction of a new PDR to help simplify the process for those seeking to install a cross-pavement solution. Respondents considered that this would help provide more equitable access to home EV charging and a safer alternative to trailing cables across the pavement. Some respondents raised concerns about footway accessibility, safety, and impacts on conservation areas and listed buildings. Having considered consultation responses, Government will introduce a PDR for cross-pavement solutions. The right will be subject to limitations and conditions and, where appropriate, prior approval, to manage impacts and protect local amenity. Those seeking to install a cross-pavement solution will still require permissions under the Highways Act 1980 (Sections 178 and 50), ensuring continued local authority oversight of installations.

Next Steps

6. Government will take forward the proposed changes to PDR. Secondary legislation amending the GPDO will be laid in Parliament in due course. The reforms will support faster, more consistent and accessible rollout of EV charging infrastructure, while maintaining proportionate protections for safety, amenity and accessibility.

1. Introduction

Overview

From 14 November 2025 to 21 January 2026, Government consulted on changes to various permitted development rights (PDRs) for EV charging to further support the rollout of EV charging infrastructure across England. It invited stakeholders to comment on proposed amendments to PDRs for equipment housing in non-domestic off-street car parks and the installation of cross-pavement solutions and associated domestic charge points. Through this engagement, the government aimed to gather evidence on whether these changes would streamline delivery, maintain appropriate planning safeguards, and contribute effectively to wider decarbonisation objectives.

Responses received

A total of 147 responses were received from a range of organisations concerning the government's proposals. The following table provides a breakdown of the responses.

Organisation Type	Number of respondents
EV charge point industry	16
Energy industry	5
Environmental/Heritage	5
Housing organisation	2
Individual	71
Insurance	1
Local authority	36
Networks/Infrastructure	4
Other	4
Supermarket	1

Changes to various permitted development rights for EV charging

Organisation Type	Number of respondents
Trade association	2

2. Equipment Housing for EV Charging

Permitted development rights (PDRs) play a critical role in streamlining the planning system by reducing administrative burdens, accelerating delivery, and providing greater certainty for landowners and operators.

The consultation set out the rationale for amending the existing PDRs to support the delivery of equipment housing for electric vehicle (EV) charge points. Class E of Part 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (“the GPDO”) allows for the installation of one unit of equipment housing at ground level within a non-domestic area lawfully used for off-street parking to support the operation of an electrical upstand for recharging EVs. The PDR is subject to limitations and conditions, including that the equipment housing cannot:

- exceed 29 cubic metres in size
- exceed 3 metres in height from the level of the surface used for the parking of vehicles
- be within 5 metres of a highway; or
- be within 10 metres of the curtilage of a dwellinghouse or block of flats

The continued growth in EV uptake and the shift towards higher-powered charging infrastructure mean that multiple external units, such as transformers, control equipment and battery systems, are increasingly required to support modern charge point technology. However, as these are not covered by the PDR, those wishing to install such equipment are required to submit a planning application which can lead to increased costs and timescales.

Consultation Proposals

The government proposed to extend existing PDRs to allow for multiple units of equipment housing or storage associated with EV charge points to be installed within non-domestic, off-street car parks, subject to a cumulative maximum volume of 29 cubic metres. The consultation set out that enabling multiple equipment units would remove planning delays, support faster and more cost-effective installation of modern charging systems, and ensure that regulations remain aligned with technological developments across

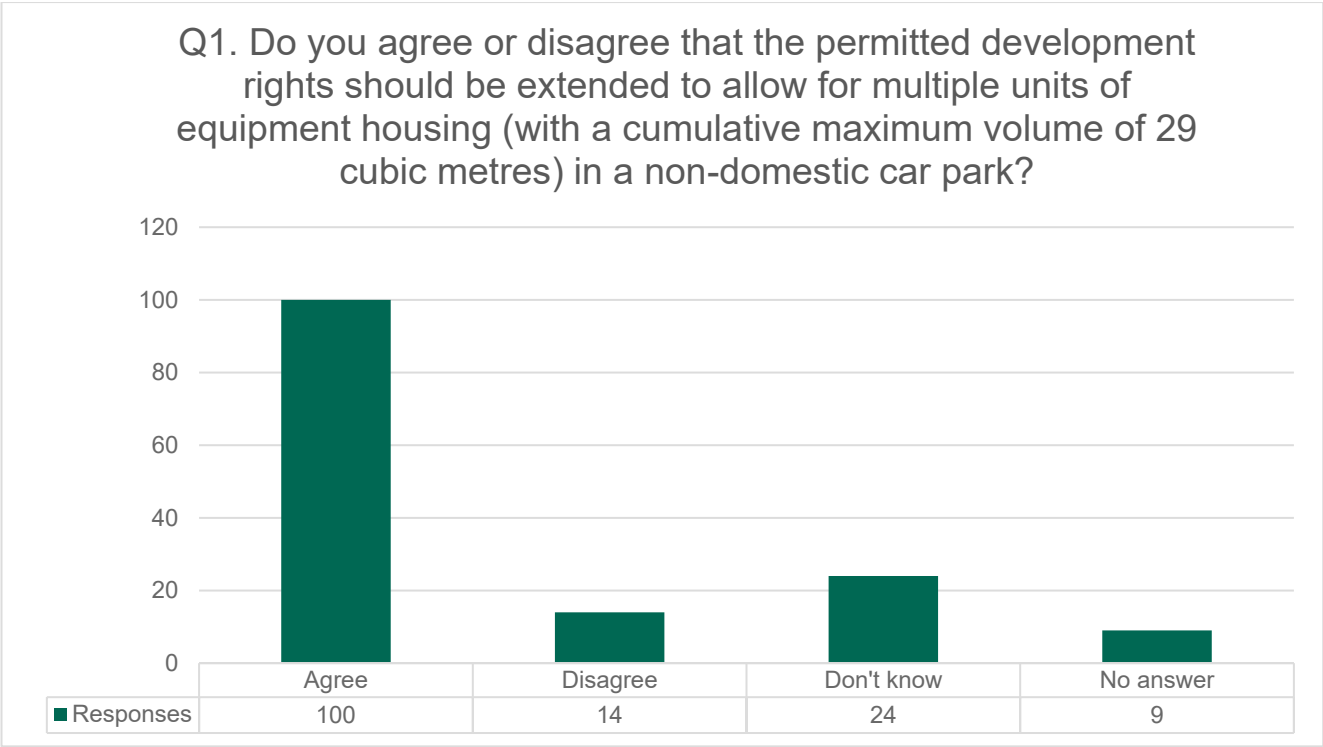
commercial and fleet-serving sectors. The proposed amendments were presented as a continuation of the government’s programme of updates to the GPDO.

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?

Summary of responses

Question 1



Amongst the stakeholders who agreed with extending PDRs were industry bodies, charge point operators, some local authorities, and organisations representing retail and commercial landowners. They generally supported the proposal on the basis that it would help accelerate the rollout of electric vehicle infrastructure, support innovation, and contribute to wider energy and EV targets. These respondents felt that enabling multiple units of equipment housing under a single cumulative volume limit would provide greater opportunity for businesses and public-facing sites to install modern charging infrastructure at scale. They argued that reduced delays and costs associated with planning applications would support faster deployment, increase access to affordable charging, and lessen the burden on local planning authorities. Several noted that non-domestic off-street car parks are typically low-sensitivity environments, making them practical locations for substations, feeder pillars, and associated equipment. Others emphasised that allowing multiple units

facilitates the installation of larger hubs and high-power chargers, improving reliability and coverage across charging networks.

Some stakeholders expressed concern over visual impact, street clutter, effects on conservation areas, and potential harm to the character of heritage sites. Additional concerns centred on accessibility and pedestrian safety, particularly for disabled users navigating car parks, and on broader highway safety including visibility and potential collision risks. Respondents also highlighted environmental issues such as impacts on biodiversity, drainage, and tree roots, as well as risks relating to fire, electrical safety, and vandalism. Some noted the possibility of capacity loss within car parks due to the space required for larger equipment housings or expanded EV bay layouts.

Further suggestions were provided including:

- adapt the planning process to make it more efficient for delivering infrastructure rather than pursuing the PDR route;
- exclude substations from the cumulative volume cap;
- increase the cumulative limit to 45 cubic metres to reflect the needs of modern, higher-capacity installations;
- relax the 5-metre highway setback requirement;
- set noise limits and design codes;
- provide siting rules ensuring safe maintenance, clear pedestrian routes, disabled access, and use of bollards where needed; and
- require risk and fire assessments.

The stakeholders who disagreed with the proposal included community groups, certain local authorities, environmental representatives, and individuals sceptical of the pace of the EV transition. They argued that the removal of planning oversight could place pressure on local authorities, reduce opportunities for public scrutiny, and result in installations that fail to account for cumulative environmental and amenity impacts. Reasons for disagreement also included concerns about grid capacity, long-term maintenance responsibilities, noise and nuisance from equipment, and the belief held by some that investment in EV infrastructure represents poor value. Several respondents stressed that planning requirements remain important and should be followed to some extent and expressed a preference for retaining local discretion or some form of prior approval mechanism.

Government response

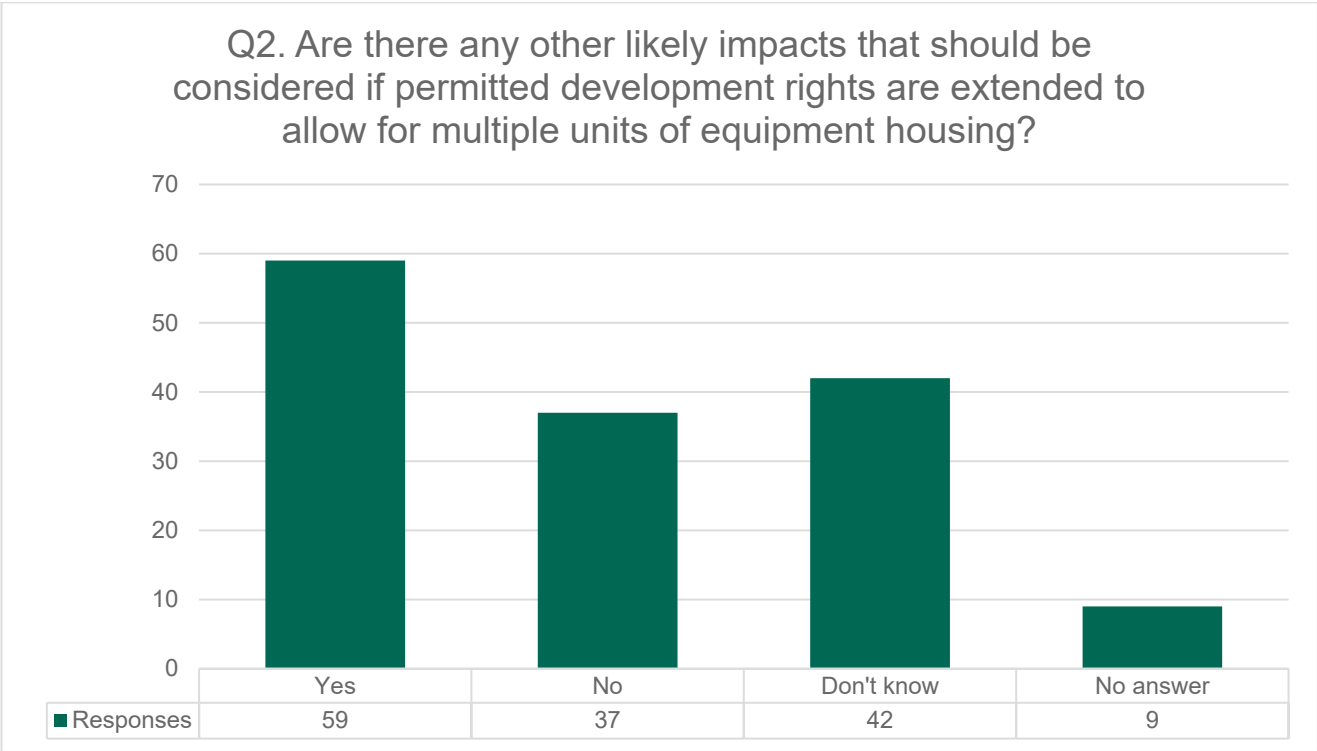
The response to questions one and two have been considered together - see the government response below.

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?

Summary of responses

Question 2



Amongst the stakeholders who identified further impacts were local authorities, accessibility groups, environmental organisations, and several industry representatives. Respondents highlighted that extending PDRs may have secondary consequences which require careful management. Some emphasised that while increased flexibility supports faster rollout and innovation, the placement of multiple equipment units in car parks could exacerbate visual impacts, increase street clutter, or create operational and safety challenges. These groups felt that additional consideration is needed to ensure installations remain compatible with surrounding character, especially near sensitive or heritage locations.

Some respondents noted that cumulative installations could intensify grid-capacity challenges but should be managed with early engagement with network operators and integrating with Local Area Energy Plans (LAEPs) to avoid adding pressure to local electricity infrastructure. Others highlighted issues relating to maintenance, liability, and long-term management responsibilities, particularly where equipment becomes obsolete or is not adequately serviced over time.

Some stakeholders expressed concern over environmental impacts such as loss of green space within car parks, disruption to drainage systems, or potential effects on trees and

biodiversity. Noise and nuisance impacts from associated transformers or cooling systems were also raised. Equity concerns were noted on the basis that expanded infrastructure in commercial car parks may not directly benefit households without driveways unless cost considerations and tariff fairness are addressed. A number of respondents identified security risks including theft, vandalism, and the need for robust mitigation measures in unfenced or publicly accessible areas.

Some other stakeholders who commented more sceptically on extended PDRs were individuals concerned about planning oversight and organisations wary of perceived over-expansion of EV infrastructure. Their reasons included fears about unchecked growth of installations without local scrutiny, the belief that some land uses might be compromised by proliferating equipment housings, and the view held by a small minority that investment in EVs and charging infrastructure is misplaced. These respondents reiterated the importance of maintaining an element of local discretion, ensuring that planning protections remain effective, and providing mechanisms to avoid oversaturation or inappropriate placement of multiple equipment units.

Further suggestions covered in responses included recommendations for clear national standards covering design, safety, and accessibility, as well as calls for guidance on how multiple equipment units should be arranged to minimise obstruction and maintain safe pedestrian and vehicle movement routes.

Government response

The Government response to Questions 1 and 2 have been considered together.

Government will take forward changes to PDRs to allow for multiple units of equipment housing associated with EV charge points in non-domestic off-street car parks. Following evidence provided by respondents, Government will also increase the cumulative maximum volume threshold to 45 cubic metres. The revised threshold reflects the scale of equipment now commonly required to support higher-capacity EV charging installations, based on evidence submitted through this consultation. The approach maintains a clearly defined cumulative volume cap, ensuring that equipment housing remains proportionate and ancillary to EV charging infrastructure. The right will be subject to limitations and conditions and, where appropriate, prior approval, to manage impacts and protect local amenity.

This change will support the efficient installation of contemporary charging infrastructure, reduce unnecessary planning burdens, and provide greater certainty for operators.

The Government notes the additional impacts and suggestions raised by respondents, including issues relating to amenity, accessibility, safety, environmental considerations and further amendments to the permitted development framework. While these points are valuable, they go beyond the scope of the changes being taken forward at this stage.

These additional suggestions will be considered further alongside wider work on EV infrastructure deployment and the planning framework. Existing regulatory and planning safeguards will continue to apply.

3. Cross-pavement charging solutions

The consultation set out the rationale for extending PDR to allow for the installation of a cross-pavement charging solution and associated EV charge point. Currently, law requires up to three separate permissions to install a cross-pavement solution and an associated EV charge point, if you do not have off-street parking:

- permission from a local authority (in its capacity as highway authority) to lay a cable across the pavement (under section 178, Highways Act 1980)
- planning permission for the cross-pavement solution and associated EV charge point; and
- street works permissions to install infrastructure

Through this consultation Government aims to make installing a cross-pavement solution and associated EV charge point easier by removing the requirement for a planning application.

Consultation Proposals

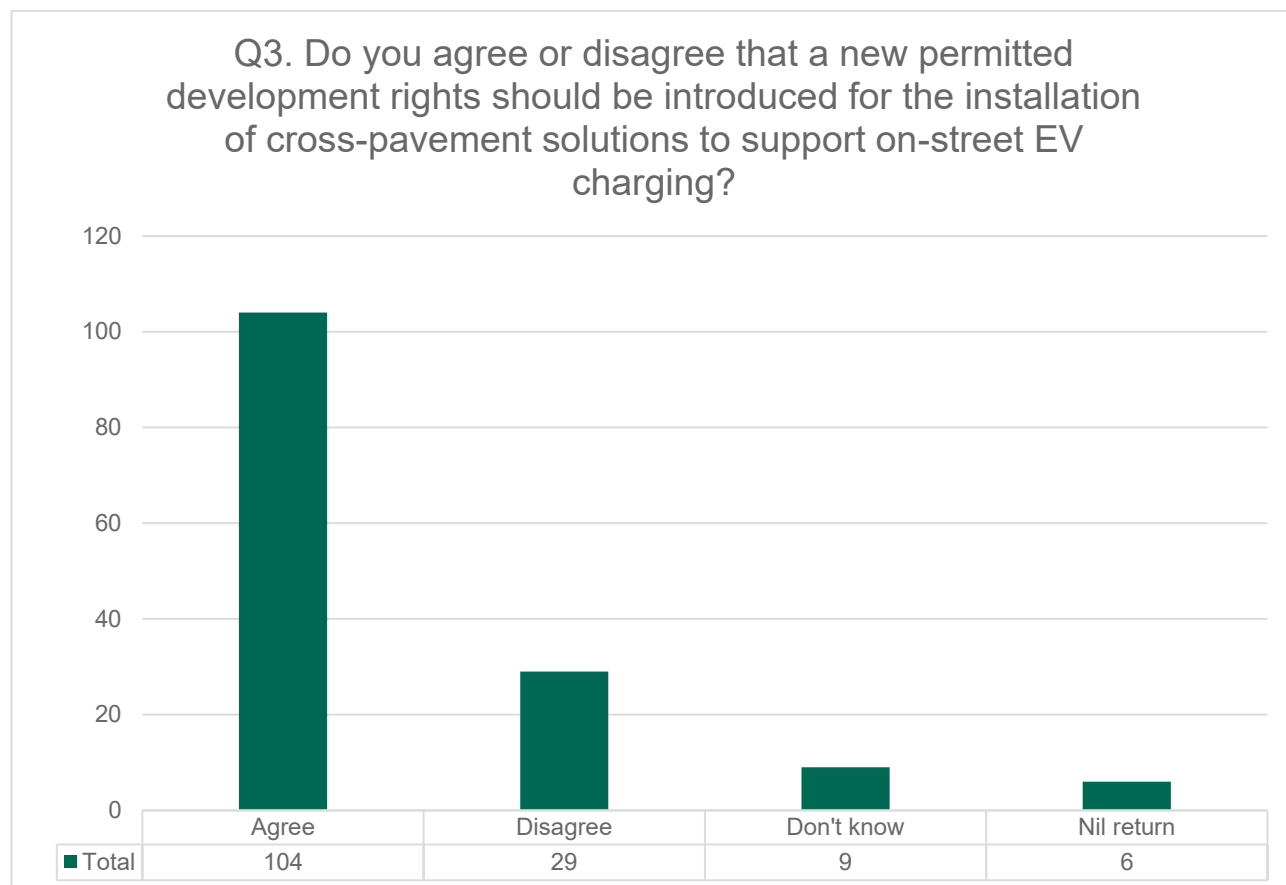
The consultation proposed the introduction of a new PDR for cross-pavement solutions and the associated EV charge point, removing the requirement to submit a planning application. Permissions under Section 178 of the Highways Act 1980, and street work permissions would still be required for the installation of a cross-pavement charging solution.

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?

Summary of responses

Question 3



The majority of respondents were supportive of introducing a PDR for cross-pavement solutions. Among those who supported the proposed PDR were local authorities, cross-pavement solution providers, trade associations, utility companies and individual members of the public. Many of those in favour of the proposals stated that introducing a PDR would streamline approval processes and encourage EV uptake, helping to enable equitable access to home charging. There was also general support for cross-pavement solutions more broadly, with respondents noting that they would support home EV charging for people without driveways and reduce the risks associated with trailing cables.

Respondents by sector were not consistent in whether they agreed or disagreed on the introduction of a PDR for cross-pavement solutions. Whilst, as outlined, there was support from several local authorities for the proposed changes, a number of local authorities were not supportive of the proposals. As well as local authorities, those who disagreed with the proposals included charge point operators, sub-national transport bodies, utility companies and heritage organisations. There were also individual members of the public who disagreed with the proposed PDR for cross-pavement solutions. Among those who did not support the proposals, key concerns included health and safety risks such as trip hazards from misuse, electrical safety issues relating to simultaneous contact, and reduced local authority oversight. Additional concerns were raised about potential impacts on listed buildings and conservation areas, as well as suggestions for exemptions to a PDR for certain roads.

Further suggestions raised in the responses include:

- not extending the proposed cross-pavement solution PDR to listed buildings, conservation areas and major roads such as A roads;
- introducing minimum product standards for cross-pavement solutions to ensure infrastructure installed is of an acceptable standard and requests for Government to produce a list of approved cross-pavement solution providers;
- requiring local authorities to publish their policy on cross-pavement solution roll-out;
- removing the requirements for Section 50 licences when cross-pavement solutions are installed by a competent installer. With some respondents wanting to go further still and remove all need for local authority regulatory permission; and
- requests for Government to publish guidance into simultaneous contact risk.

Several of the suggestions received go beyond the scope of determining whether a PDR for cross-pavement solutions should be introduced and reflect wider views on Government policy and interventions. Respondents also often used this question to express broader opinions on cross-pavement solutions, in addition to addressing the specific proposals consulted upon.

Government response

Responses to this question demonstrate strong support for the introduction of a permitted development right (PDR) for cross-pavement solutions. The Government agrees with respondents that introducing a PDR for this technology will reduce both the time and cost associated with installation. The Government will take forward the proposal to introduce a new PDR for cross-pavement charging solutions. The right will be subject to limitations and conditions and where appropriate, prior approval.

The Government does not consider it appropriate to remove the requirement for Section 50 licences where works are required on the public highway at this time. These licences provide an important mechanism for ensuring that highway works are carried out safely and with appropriate oversight, and local authorities must retain the ability to manage risks and disruption in their area.

On concerns relating to simultaneous contact, the Government will continue to work closely with industry and stakeholders to ensure risks are well understood and mitigated. Installations should continue to comply with BS 7671 to ensure electrical safety standards are met.

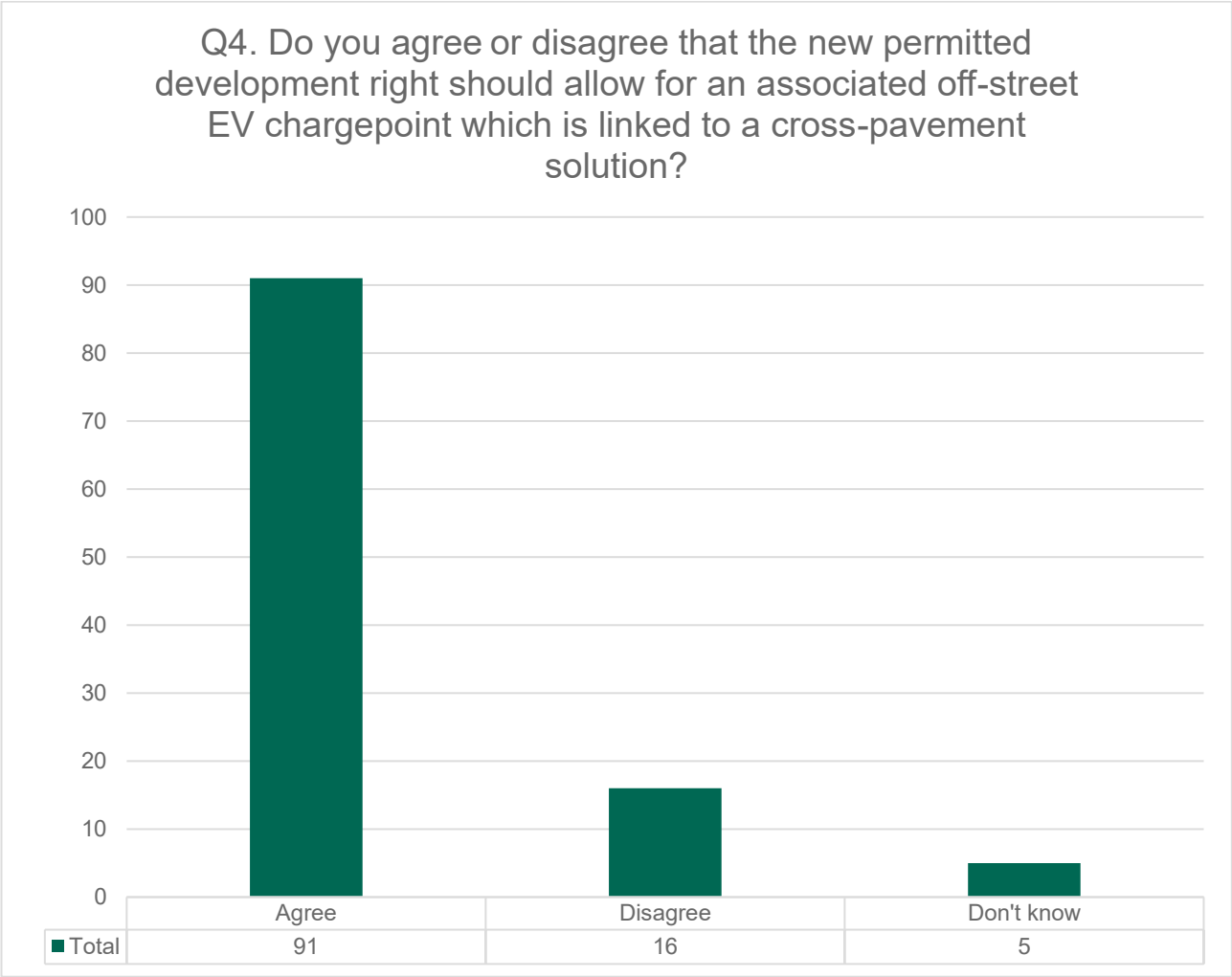
While transparency is important, requiring local authorities to publish formal policies on cross-pavement solutions at this stage would be resource-intensive and is not considered proportionate, particularly as many authorities are still developing their approaches to cross-pavement solutions.

Question 4

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

Summary of responses

Question 4



Amongst the stakeholders who agreed with introducing a PDR for an associated EV charge point alongside a cross-pavement solution, were a range of local authorities, cross-pavement solution providers, trade associations, utility companies and individual members of the public. These responses were broadly consistent with Question 3. Of those respondents who agreed with the proposal, some simply referred to their previous answer for Question 3 without adding further detail. For those who agreed with the proposal, equitable EV charging and reduced permissions were the most commonly raised themes. Equity of charging was described as having access to domestic EV charging which is cheaper and more convenient for many EV drivers, with some respondents explaining that without access to a cross-pavement solution, the transition to EVs will be slower. Several respondents emphasised that if a PDR is introduced for the cross-pavement solution, it is

essential that the associated charge point is also included — otherwise costs and bureaucracy would remain. Many respondents also raised that the proposals would improve safety by reducing trailing cables and providing a dedicated EV charging supply.

Respondents who disagreed with the proposal were limited in number but comprised of distribution network operators, trade bodies, local authorities, utility companies and individual members of the public. As with respondents who agreed with the proposal, several respondents who disagreed referred to their Question 3 responses, without adding further detail. However, themes raised by those who disagreed with the proposal, included consideration of listed buildings, conservation areas, and the broader visual impact of charge points. Some responses went into detail around additional clutter that charge points will cause if they are different sizes and colours, describing how they could negatively impact the appearance of the pavement. Accessibility was also raised as a concern by several respondents who were concerned that Section 178 permissions that remain are not an accessibility test, and this PDR would reduce due regard being given to wider pavement users. Some respondents also suggested that the introduction of a PDR could increase the risk of trailing cables, trip hazards, and electrical safety risks.

Further suggestions raised in responses included:

- limitations to the proposed PDR, including minimum pavement width, not allowing a PDR for installations in conservation areas and listed buildings, and considerations for existing street furniture; and
- ensuring that the charge point installed is a dedicated EV charge point, to ensure electrical safety protections.

The further suggestions raised focus on limitations to the PDR and ensuring that infrastructure installed is of a high quality.

Government response

The Government will take forward the PDR for cross-pavement solutions (see question 3 above) including allowing for an associated EV charge point which is connected to a cross-pavement solution. The PDR will be subject to limitations and conditions and, where appropriate, prior approval, to manage impacts and protect local amenity.

Considerations including the sensitivity of conservation areas and heritage assets will be reflected to ensure installations are safe, proportionate and appropriate to their surroundings. As such, limitations associated with the introduction of a PDR for charge points will apply within conservation areas. Consideration of existing street furniture, and any potential impacts on the public highway, should be assessed by the local authority when authorising the use of EV cables across the pavement under section 178 of the Highways Act 1980.

The Government also agrees that any charge point installed under a PDR should be a dedicated EV charge point, to ensure appropriate electrical safety protections are in place. The Government will align a requirement with the existing EV charge point provisions set out in Building Regulations: Approved Document S, to ensure consistency across the regulatory framework.

Question 5

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

Summary of responses

Question 5

Nil return was the most common response to this question amongst respondents, including from charge point operators, local authorities, trade associations and utility companies. However, there were several suggestions proposed as to how to ensure accessibility of all pavement users are ensured through proposed PDR changes.

Suggestions from respondents included:

- that any PDR should have location constraints, including factors such as: how much the EV charge point would overhang the pavement, limitations for listed buildings and conservation areas, clear spaces around other street furniture and dropped kerbs.
- A requirement for untethered EV charging cables where the charge point overhangs the pavement to limit the impact on pavement space when the device is not in use.
- ensuring the product is visible with a suitable choice of colour, flush installation to the pavement, that products are slip resistant, have a high weight resistance and utilise cable clips on installations where there is no front garden.
- government should produce minimum standards to ensure cross-pavement solutions do not cause accessibility issues and guidance for the use of cable mats.
- installations should continue to be subject to Highways Act 1980, Section 178 approvals, to ensure that a local authority has power to prevent installations where the location is unsuitable for a cross-pavement solution.

Several responses also described that there are no further stipulations required for the proposed PDR. The reasoning provided for this was that Highways Act 1980, Section 178 allows for local authority oversight and that the installations are simple in most circumstances.

Government response

The PDR for cross-pavement solutions will be subject to limitations and conditions and, where appropriate, prior approval to manage impacts and protect local amenity.

The Government does not consider it proportionate to require untethered charging cables through the PDR. Most domestic charge points are currently tethered, and decisions about cable management are better left to local authority discretion, informed by local accessibility considerations.

The Government notes some respondents calling for the establishment of minimum product standards for cross-pavement solutions. At present Government has no plans to introduce minimum standards but will continue to monitor if this is required as the market matures and products become increasingly established. However, developing and implementing formal standards would require careful consideration and would take significant time to develop.

Existing regulatory safeguards will continue to apply. Installations will remain subject to relevant Highways Act 1980 permissions, including Sections 178 and 50, ensuring that local authorities retain powers to prevent installations where locations are unsuitable or where accessibility or safety would be compromised. Government will continue to monitor the use of these highway permissions, to ensure they remain appropriate for the roll-out of cross-pavement solutions.

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 charge points?

Summary of responses

Question 6

Amongst the stakeholders who responded to this question, the range of respondents was broadly consistent with all other questions in the cross-pavement solutions section of this consultation. However, the most common response was a nil return, including blank responses and comments such as “none.”

Of those who did give a response to this question, the responses were consistent with previous question response themes. Those who were not supportive of the proposed PDR, noted issues including likely parking disputes between neighbours when cross-pavement owners cannot park outside their house. Responses also included concerns about there being a lack of consideration being given to maintenance of cross-pavement solutions and the potential of legal disputes around liability if there were injuries caused by trip hazards. Reduced pedestrian access and less accessibility of the pavement were also raised as potential issues, should a PDR be introduced.

For respondents who are supportive of a PDR, they presented a picture of increased equity of EV charging, where those without off-street parking can access cheaper and more convenient charging. It was also described that the changes would reduce paperwork, time and cost of installing a cross-pavement solution and associated EV charge point, due to the removal of a planning permission requirement.

Government response

The Government recognises the importance of ensuring that EV charging is accessible, including for those without off-street parking, in order to support an equitable transition to electric vehicles.

The Government produced guidance in 2024. This guidance addresses many of the issues raised by respondents, including matters relating to safety, accessibility and the appropriate use of cross-pavement solutions. This guidance is intended to support local authorities, installers and residents in managing potential risks while enabling the safe deployment of infrastructure. As such, there are no current plans to produce further guidance for local authorities for the roll-out of cross-pavement solutions.

Question 7

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

Summary of responses

Question 7

1. General Summary

Across respondent types (including individuals, local authorities, energy providers, utilities companies, and EV charge point operators) there was strong and widespread support for greater UK-wide consistency in PDR for EV charging infrastructure, delivered in a way that respects devolved responsibilities but avoids a fragmented landscape that creates uncertainty and slows delivery. Many respondents argued that significant divergence between England, Scotland, Wales and Northern Ireland creates operational, financial and administrative burdens for companies operating across borders, and leads to inequity for consumers depending on their location. Individuals often expressed this in simple terms of “fairness,” calling for identical or equivalent rules across the UK to ensure a “level playing field” for residents.

Industry, in particular, emphasised the need for uniformity. Respondents noted that inconsistent legislation, planning thresholds, permissions requirements and timescales inhibit the efficient rollout of infrastructure. Respondents from the EV industry, energy sector and network operators highlighted that many of their organisations operate at a UK-wide scale and would therefore benefit from a harmonised framework that reduces duplicated processes and technical incompatibilities. They also underlined the role of consistent technical specifications and installation competencies, arguing that this would lower barriers to partnership models, speed up deployment and support national EV transition objectives.

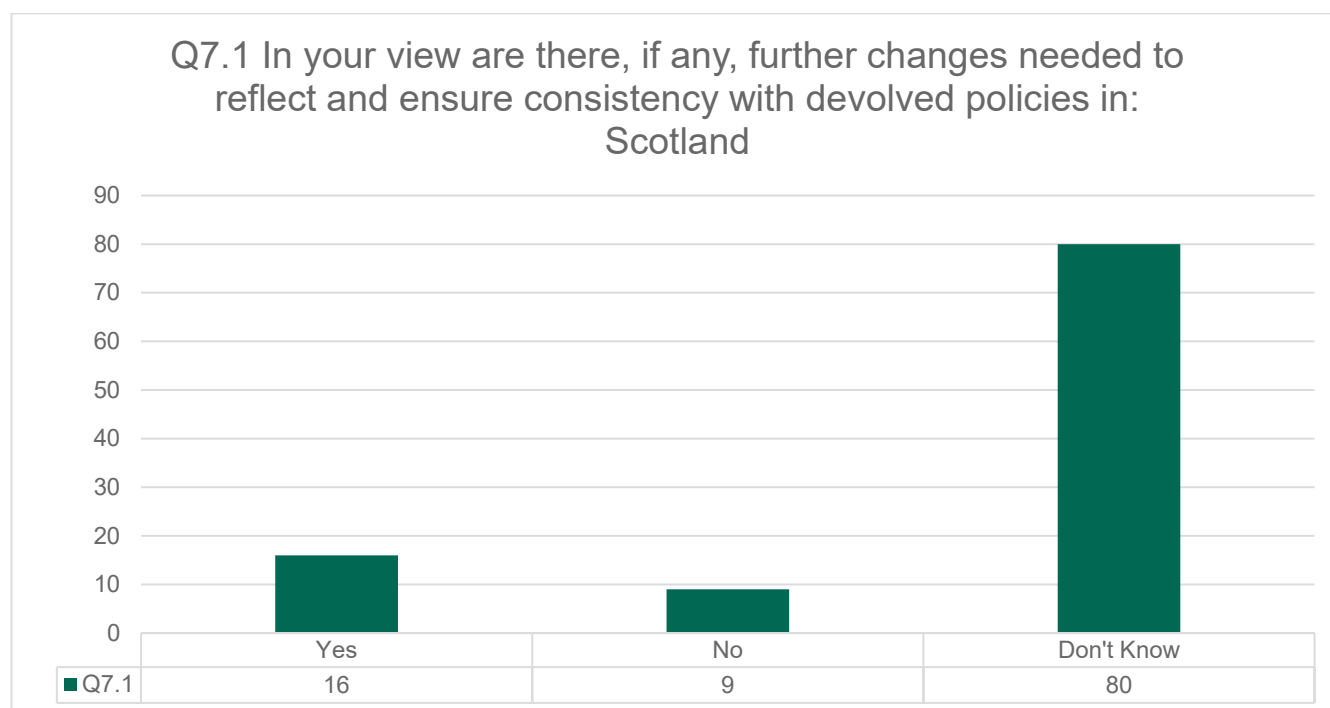
Local authorities’ views were mixed. While several supported UK wide alignment to avoid “inconsistencies and further inequality,” a minority stated that PDRs should remain devolved, and that there is no inherent requirement for consistency across nations.

Accessibility organisations emphasised that inconsistency could undermine disabled people’s rights and expectations, particularly as disabled people travel across borders. They stressed the need for minimum accessibility standards that apply across the UK and encouraged the sharing of best practice and pilot learning between devolved governments.

The most common response to this question was “don’t know”. Of those who did respond, it was reported that Scotland currently offers the most flexibility in terms of PDR provision allowing equipment housing up to 29 cubic metres and 3 metres in height without limiting the number of units. It was noted that Scotland also allows electricity undertakers to install 45 cubic metre substations¹. The Government recently announced that it would amend the Class B of Part 15 PDR in England to allow electricity undertakers to install substations of up to 45 cubic metres, ensuring alignment with regulations in Scotland². Overall, there were also calls for consistency in PDR requirements across the UK.

We have provided a summary of responses according to each Devolved Administration.

2. Scotland

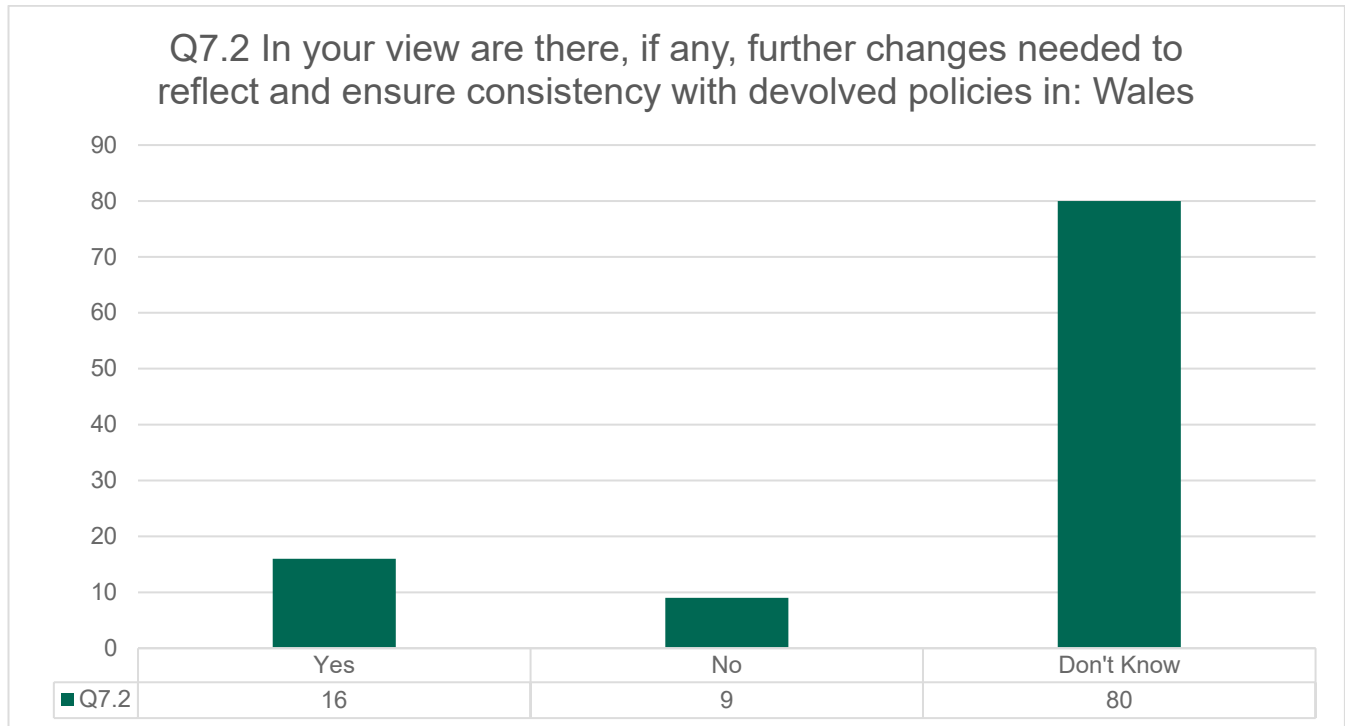


Respondents frequently referenced Scotland as having the most flexible PDR framework, particularly regarding EV charging equipment. Stakeholders, including charge point operators and industry representatives, highlighted Scotland’s approach of applying 29 cubic metres and 3m limits without a cap on the number of units, alongside the 45 cubic metres threshold for substations installed by electricity undertakers, as a model that supports scalability and reduces planning bottlenecks.

3. Wales

¹ [The Town and Country Planning \(General Permitted Development\) \(Scotland\) Order 1992](#)

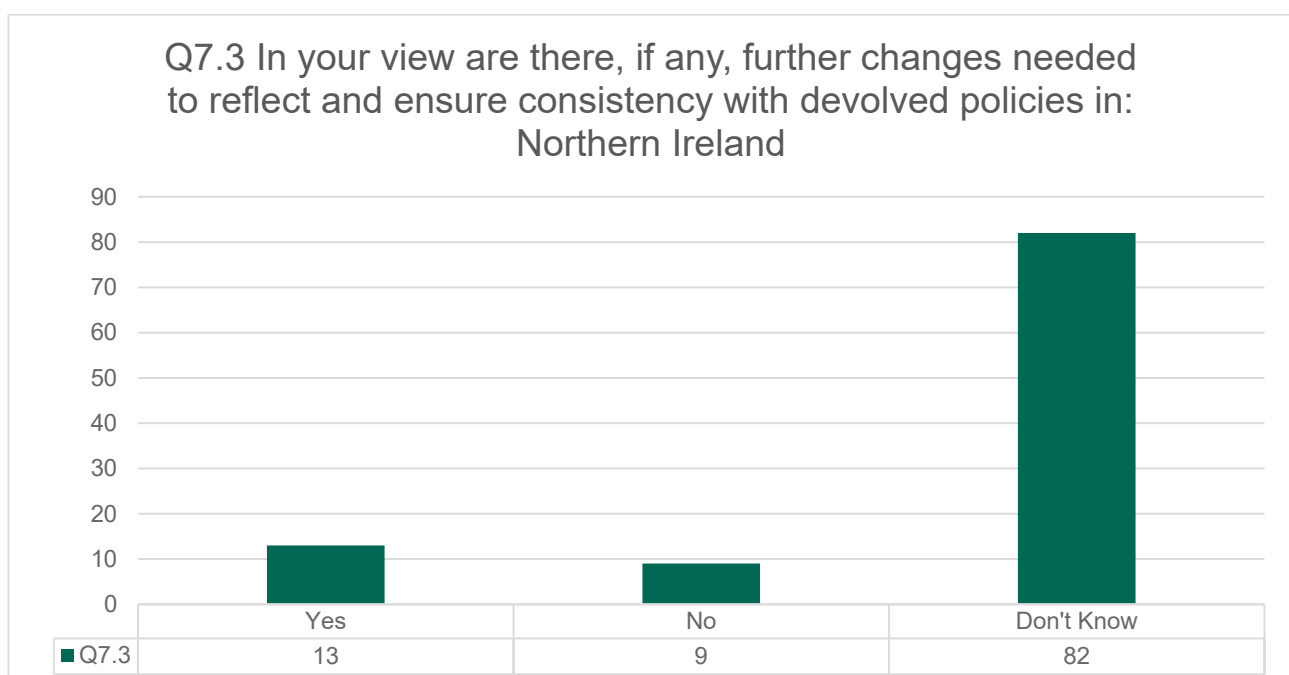
² [Electricity Network Infrastructure: Consents, land access and rights – government response](#)



Wales attracted significant comment, with multiple individuals and industry representatives stating that Wales does not currently have equivalent PDR for key EV charging equipment, meaning that developments requiring no planning permission in England or Scotland still require it in Wales.

Several respondents noted that the Welsh Government recently consulted on changes to PDR for EV charging.

4. Northern Ireland



Although fewer comments were provided in relation to Northern Ireland, those that did comment—especially from infrastructure operators and utilities—emphasised the importance of UK-wide consistency given the cross-border operations of many organisations. Respondents explained that varying legislation and approval processes across nations introduces additional financial, administrative and operational challenges, particularly for utilities that serve multiple jurisdictions. They highlighted the benefits of consistent technical requirements and installation competencies, stressing that alignment would simplify processes, reduce duplication and support a more efficient national rollout.

Government response

The Government will continue to work closely with the devolved Governments to share learning, while recognising that PDRs are a devolved matter and decisions rest with each Government.

Some respondents sought alignment with Scottish PDRs, in particular, the PDR which allows for the installation by electricity undertakers of electricity substations up to 45 cubic metres³. As mentioned above, the Government has committed to amend Class B of Part 15 of the GPDO to allow electricity undertakers in England to install substations of up to 45 cubic metres. To note that these provisions relate to substations and other network assets, with a different policy purpose and regulatory framework from the EV-specific equipment housing being considered through this consultation.

However, as set out in the Government response to questions 1 and 2, Government will amend Class E of Part 2 to increase the cumulative volume threshold of equipment housing from 29 cubic metres to 45 cubic metres. This is intended to support the deployment of modern EV charging infrastructure.

³ [1] The Town and Country Planning (General Permitted Development) (Scotland) Order 1992

4. Public Sector Equality Duty

Government is required to assess the proposals put forward in the consultation against the Public Sector Equality Duty contained in the Equality Act 2010. Comments from respondents were welcomed on whether any of the proposed changes could lead to any impacts on people who share a protected characteristic - age, disability, gender reassignment, marriage or civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

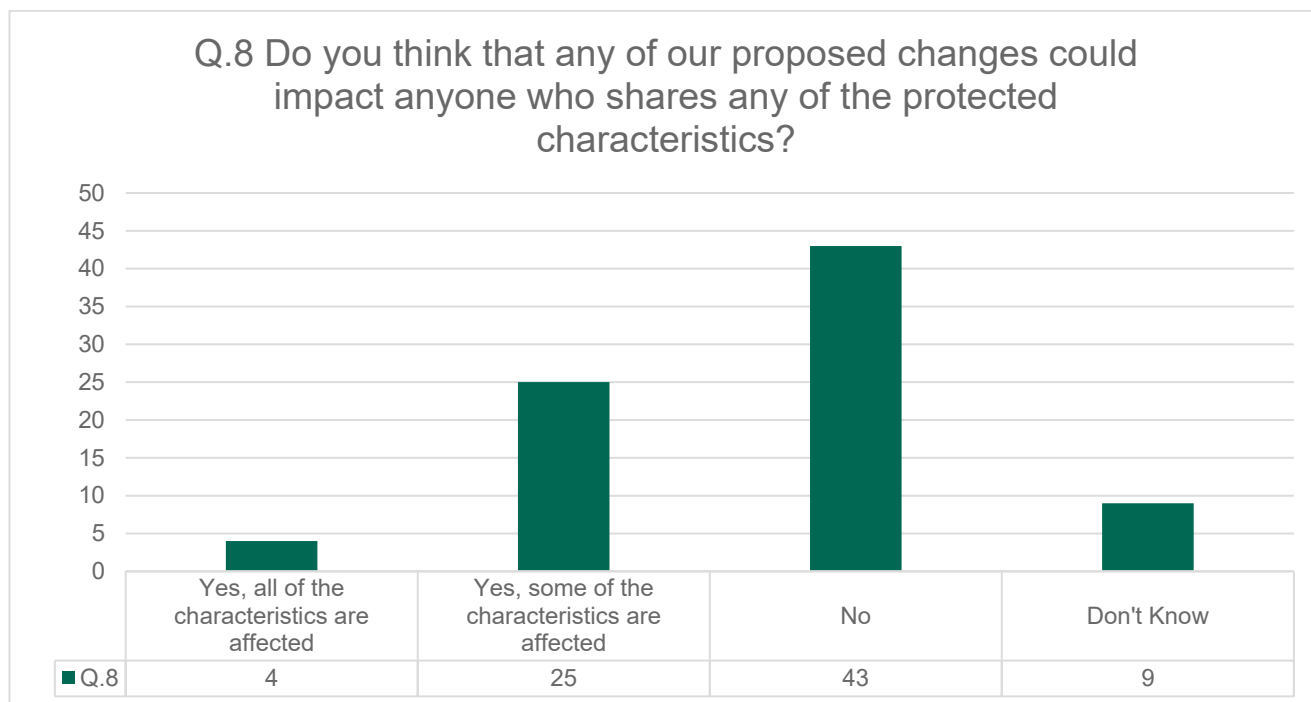
Question 8

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

Summary of responses

Question 8

1. General Summary



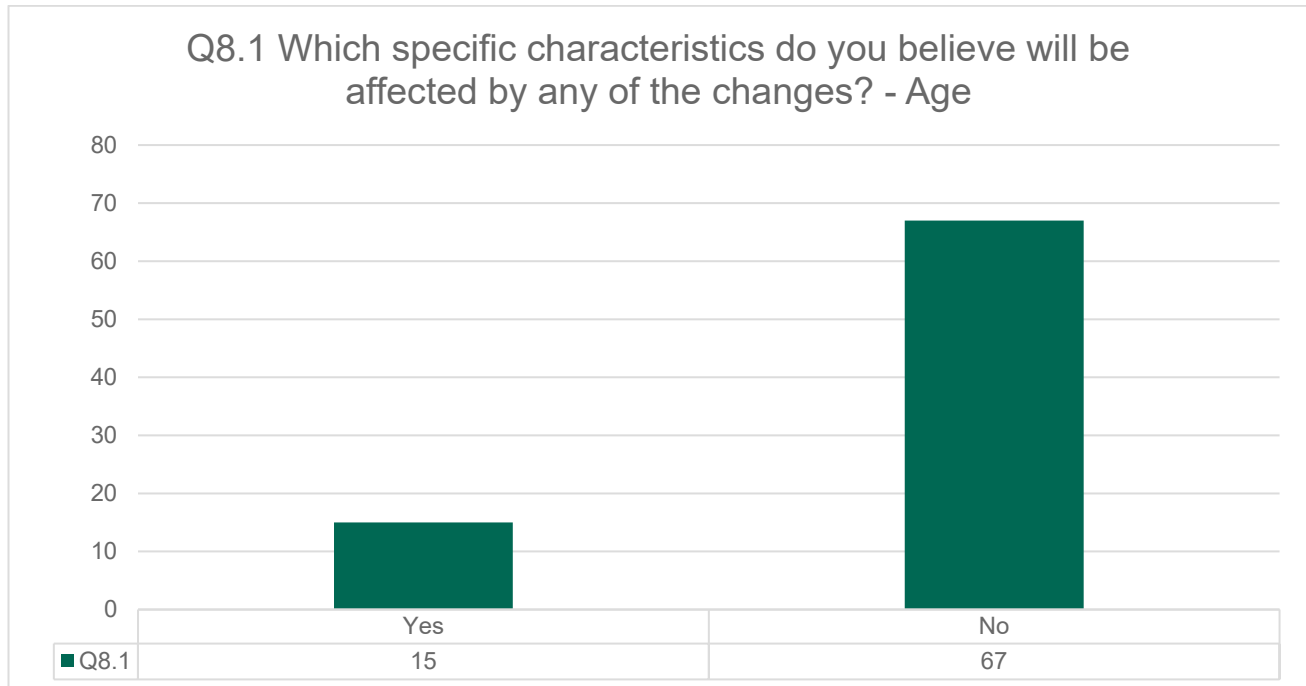
Across respondent types (including individuals, local authorities, EV industry bodies, energy companies, disability organisations and utilities) there was clear recognition that the proposed PDR for cross-pavement EV charging solutions could affect people who share protected characteristics, most notably disabled people and older people. Many respondents selected “Yes, some characteristics are affected”. This aligns with the wider consultation feedback, in which concerns about trip hazards, footway obstructions, and kerbside use predominantly focused on ensuring that disabled highway users are not adversely affected by the deployment of cross-pavement solutions.

Fewer respondents identified potential impacts for pregnancy/maternity, sex, race or other characteristics, although several responses identified indirect or intersectional impacts linked to socio-economic factors and housing conditions.

While many respondents supported the principle of enabling safe cross-pavement solutions because it could reduce inequalities in EV access, they also stressed that—without robust, enforceable accessibility safeguards—installations could create new barriers, including uneven surfaces, obstructions to desire lines, and maintenance failures. Respondents widely emphasised the need for national minimum accessibility standards, explicit technical requirements, and clear responsibilities for maintenance and inspection to ensure compliance with the Public Sector Equality Duty, though most respondents stated that individuals with protected characteristics would not be specifically impacted by the proposed PDR.

We have provided a summary of responses according to each protected characteristic.

2. Age

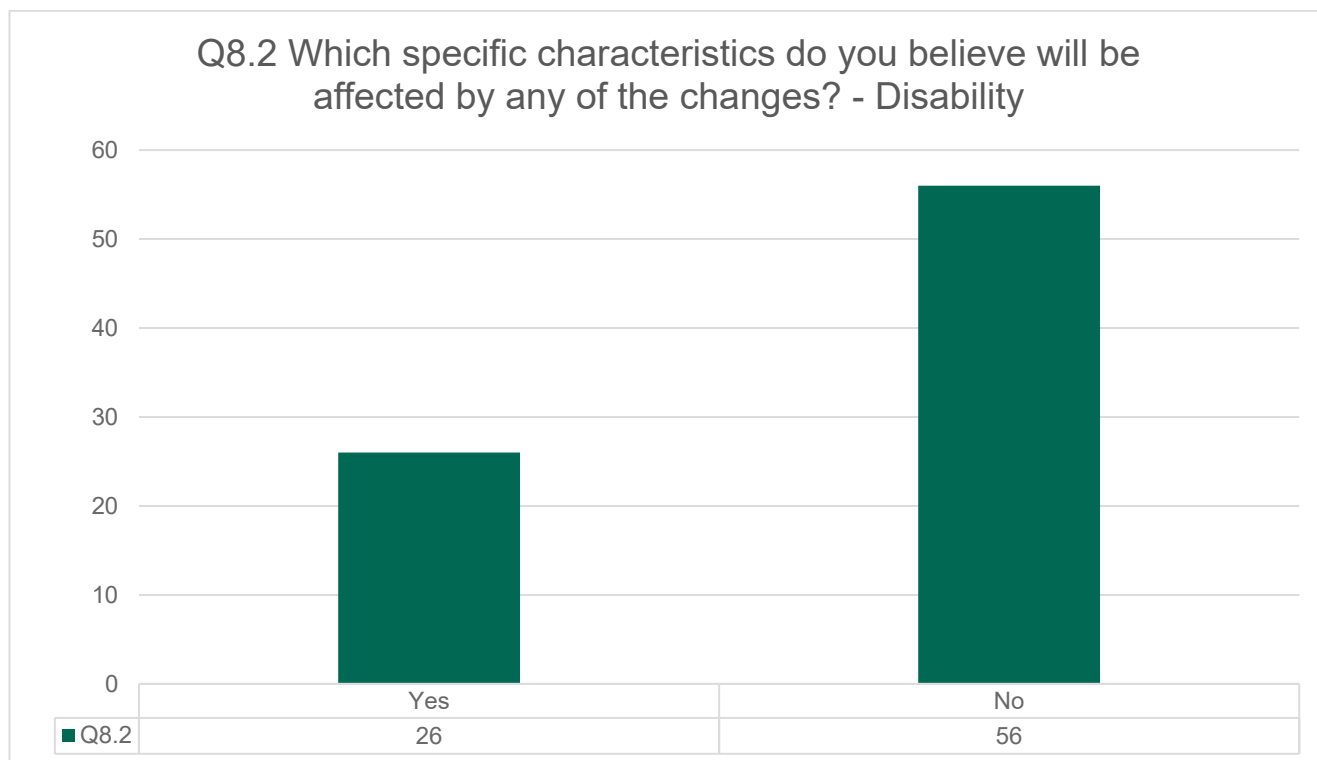


Age, particularly older people, was the second most frequently cited characteristic. Respondents noted that older people face elevated risks from:

- Uneven or discontinuous surfaces
- Footway narrowing
- Reduced confidence in navigating cluttered or altered footways
- Increased likelihood of falls, with reference to evidence that 30% of people over 65 fall at least once per year (cited by some respondents)

As with the points raised for the disability characteristic, respondents emphasised the importance of flush, stable, consistently maintained surfaces and adequate clear footway width to ensure older people can continue to use pavements safely. Several highlighted that older people are disproportionately affected by changes that undermine independent mobility or access to local services.

3. Disability



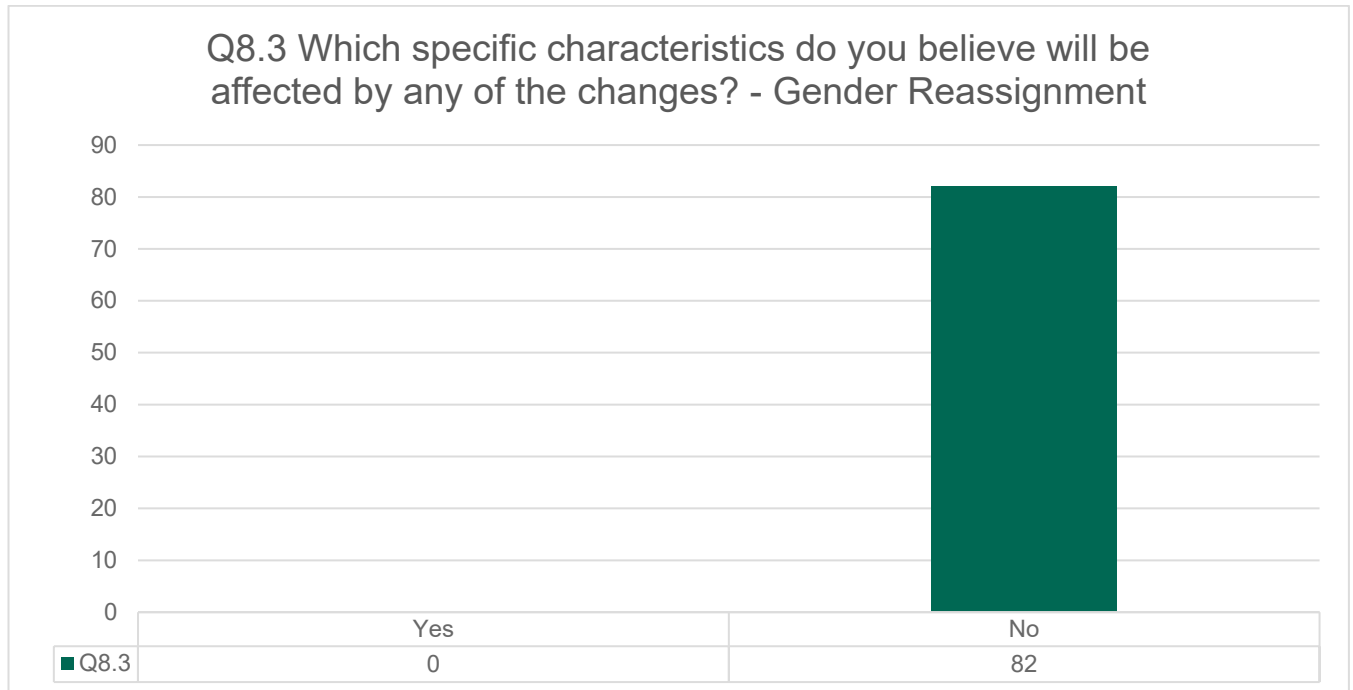
Disability was the most frequently identified protected characteristic. Respondents highlighted several risks for people with mobility impairments, wheelchair users, visually impaired people, people with balance conditions, or those who use walking aids:

- Trip hazards and falls caused by raised edges, grooves, lips, or poorly reinstated surfaces.
- Narrowing of footways, creating obstacles or preventing safe passage for wheelchair users, mobility scooters, guide dog users and people using canes.
- Obstruction of tactile paving, dropped kerbs and crossing points, which are essential for wayfinding and accessibility.
- Cumulative impact where multiple installations on a single street could collectively render pavements unusable for disabled people.

Respondents stressed the need for flush, non-slip, high-contrast and durable installations, with enforceable standards for reinstatement and ongoing inspection. Some argued that removing planning permission would eliminate the only process that routinely tests accessibility, and that Section 178 licensing does not provide the same level of scrutiny or accessible outcomes-based assessment.

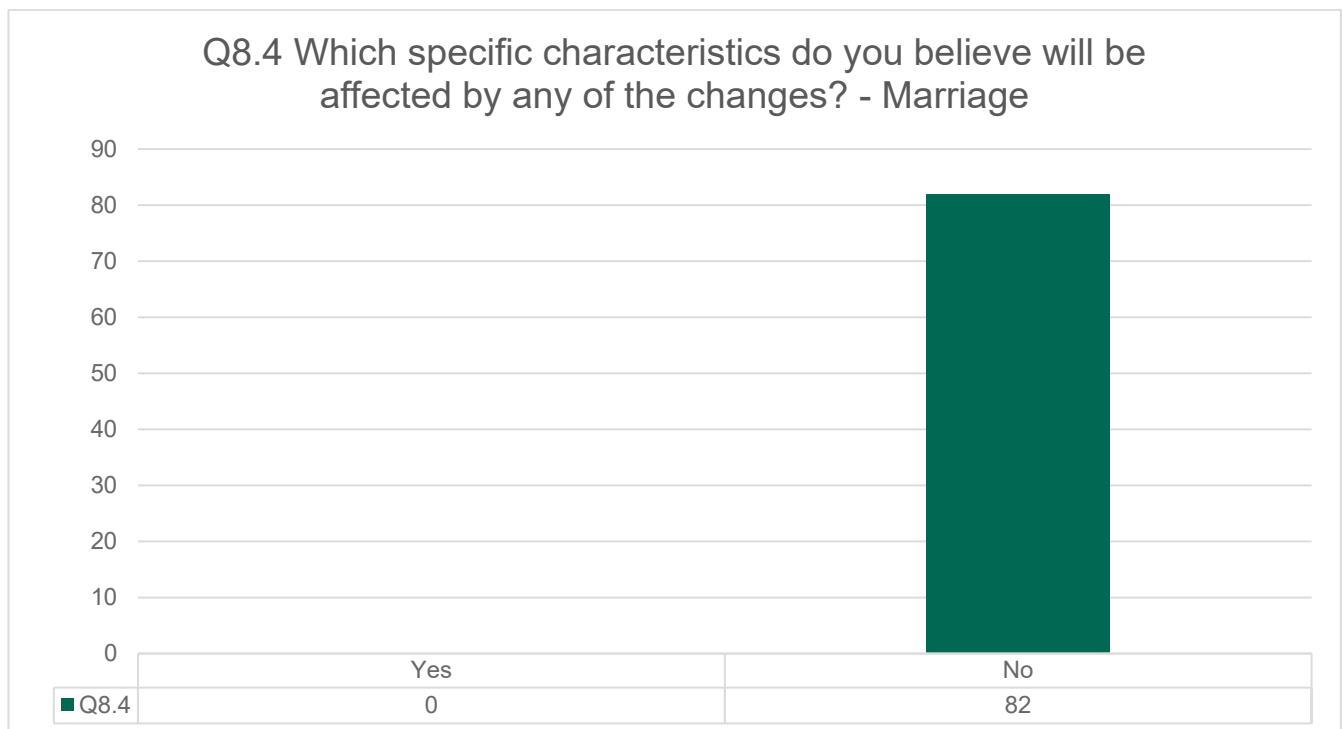
Some also recognised positive impacts, noting that safe, well-designed solutions could prevent dangerous trailing cables and improve EV access for disabled EV owners who cannot use public charging due to distance or mobility constraints. However, these benefits were viewed as contingent on high accessibility standards being met.

4. Gender Reassignment



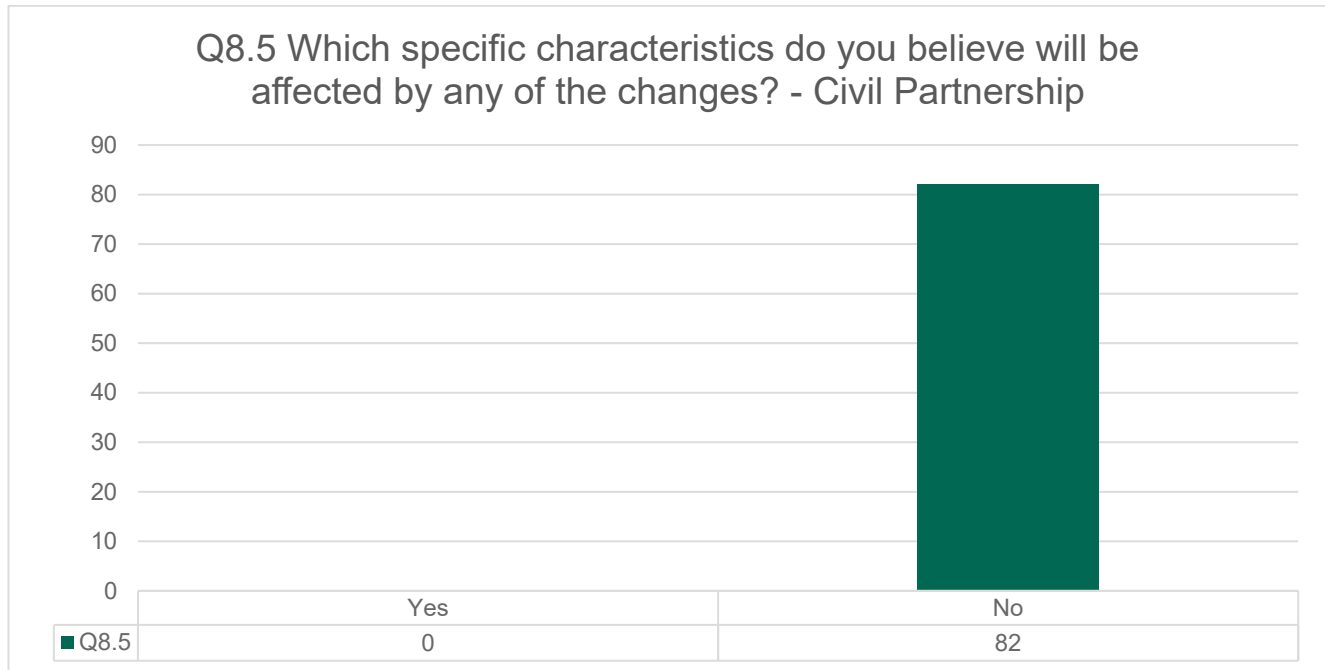
No issues were raised regarding the gender reassignment protected characteristic.

5. Marriage



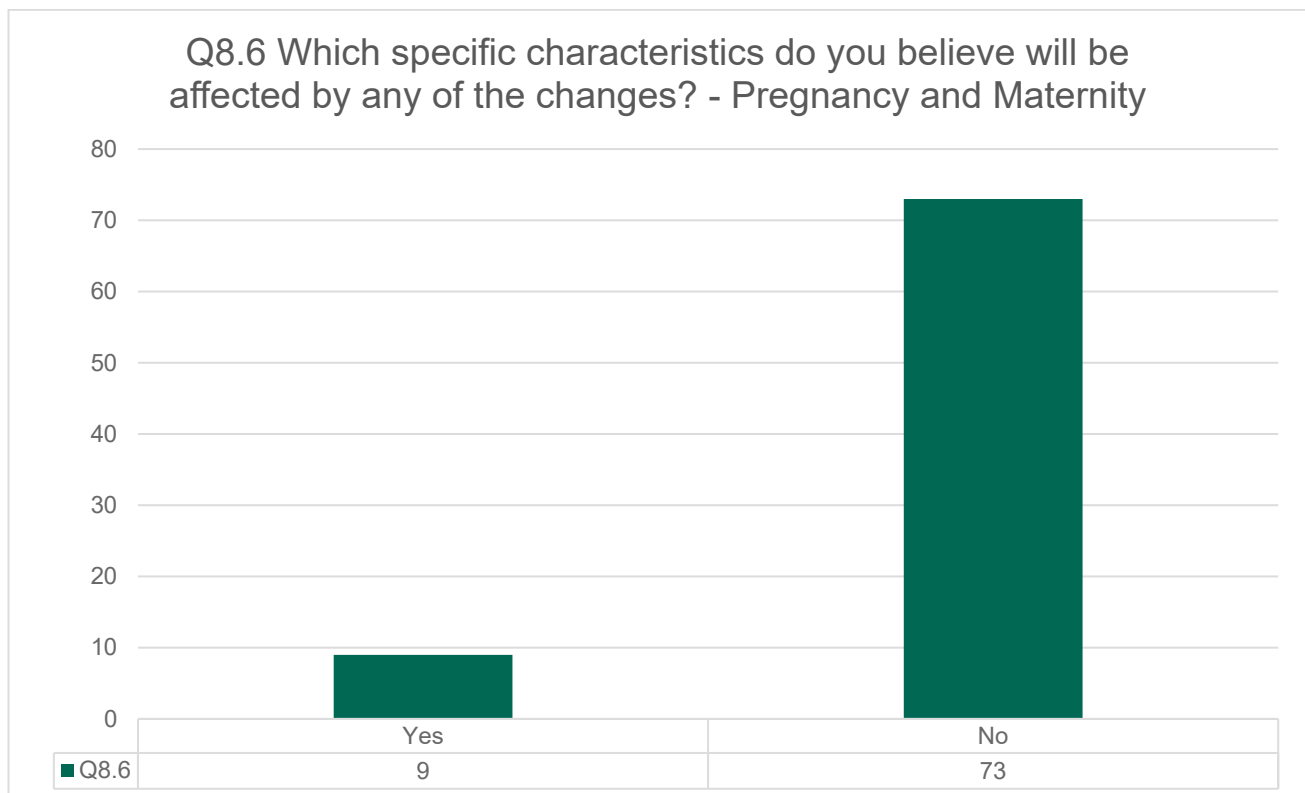
No issues were raised regarding the marriage protected characteristic.

6. Civil Partnership



No issues were raised regarding the civil partnership protected characteristic.

7. Pregnancy and Maternity



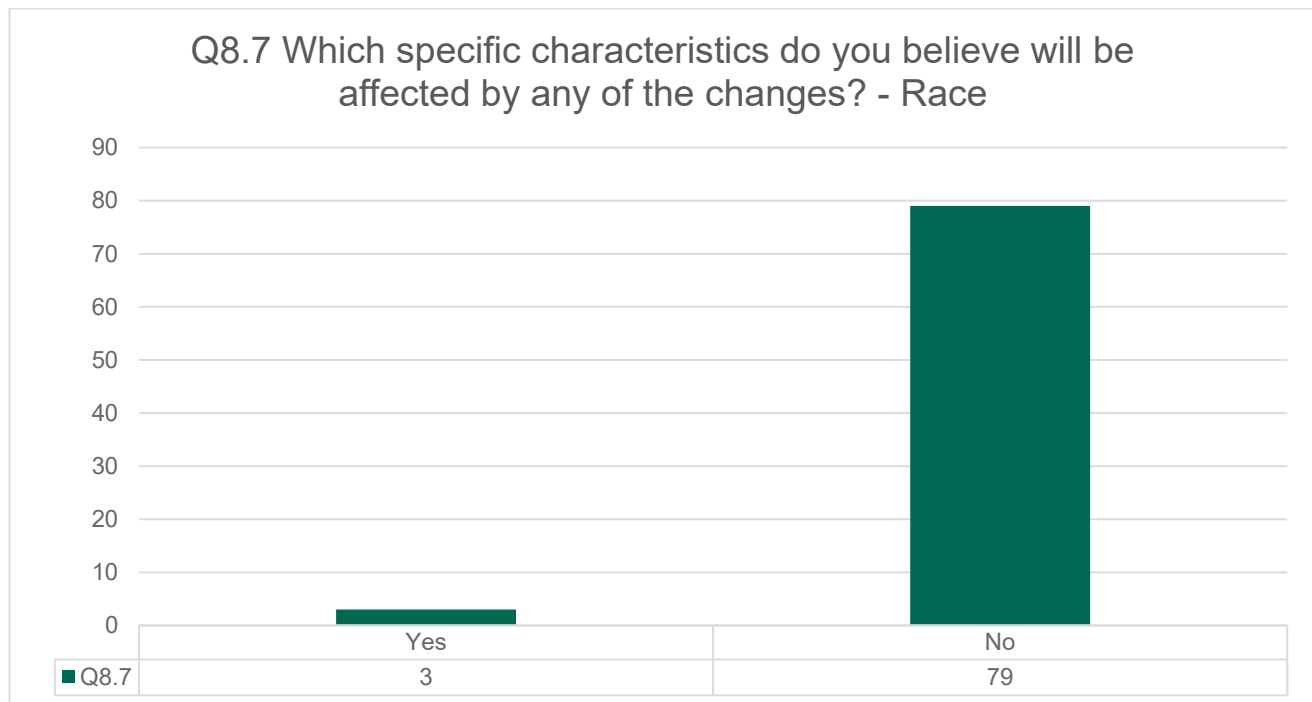
Several respondents noted that people who are pregnant or who use prams/pushchairs could be affected by:

- Narrow pavements, reducing ability to pass safely
- Trip risks, especially when pushing a pram

- Obstacles near crossings, making it more difficult to board or alight from vehicles or navigate kerbside space

These impacts were described as similar to those experienced by disabled users, with pushchair users requiring sufficient clear width and smooth surfaces to navigate safely. Some respondents highlighted that falls during pregnancy present higher clinical risk, underscoring the need for robust safeguards.

8. Race

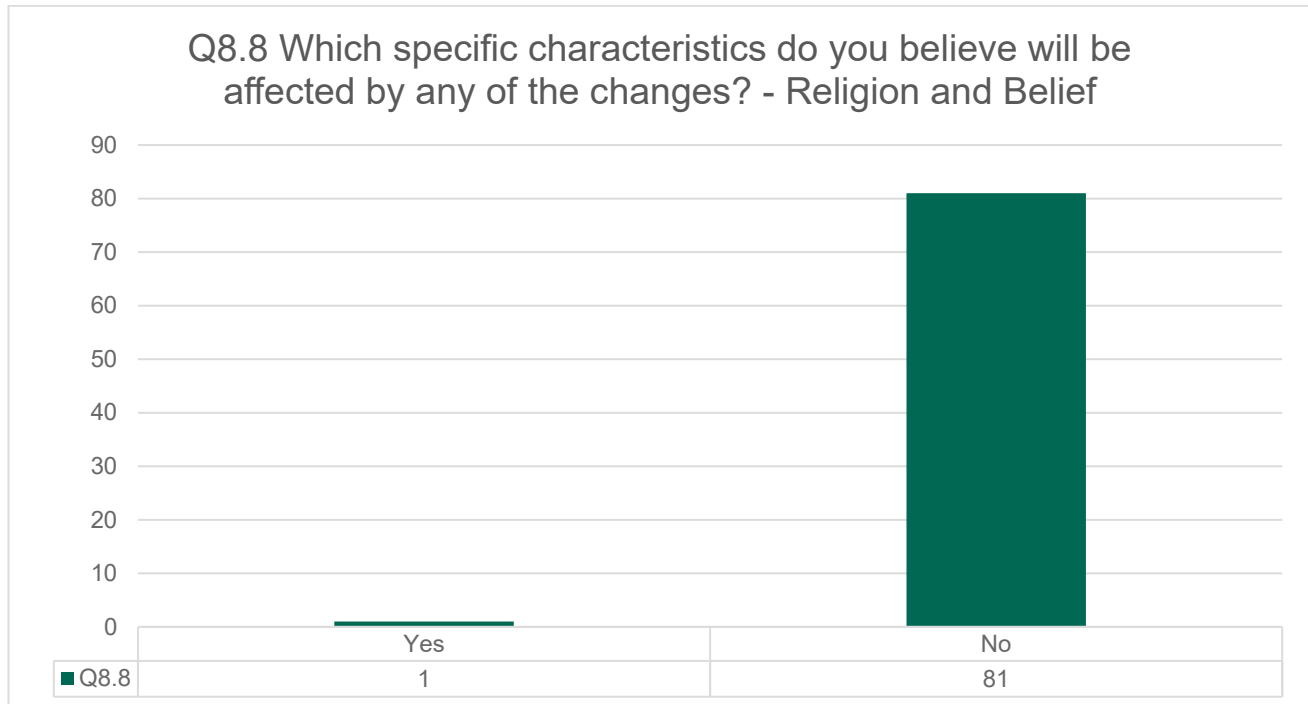


Race was cited far less frequently, but where mentioned, respondents linked impacts to geographic and socio-economic patterns. Some noted that certain ethnic minority communities are over-represented in areas with:

- Lower car ownership
- Higher density housing, often without off-street parking
- Poorer quality public realm

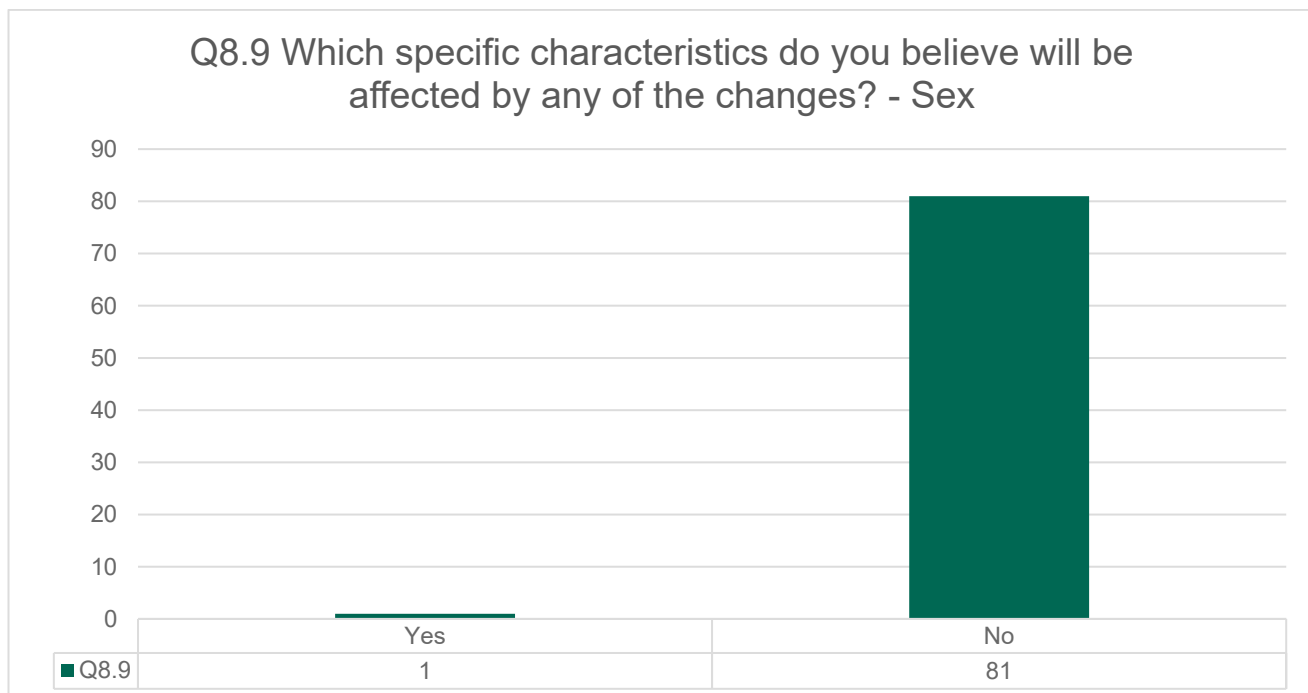
As such, respondents highlighted that unequal access to safe, affordable EV charging could disproportionately affect these groups unless policies explicitly address fairness and accessibility. However, specific direct impacts relating to race were not commonly identified.

9. Religion and Belief



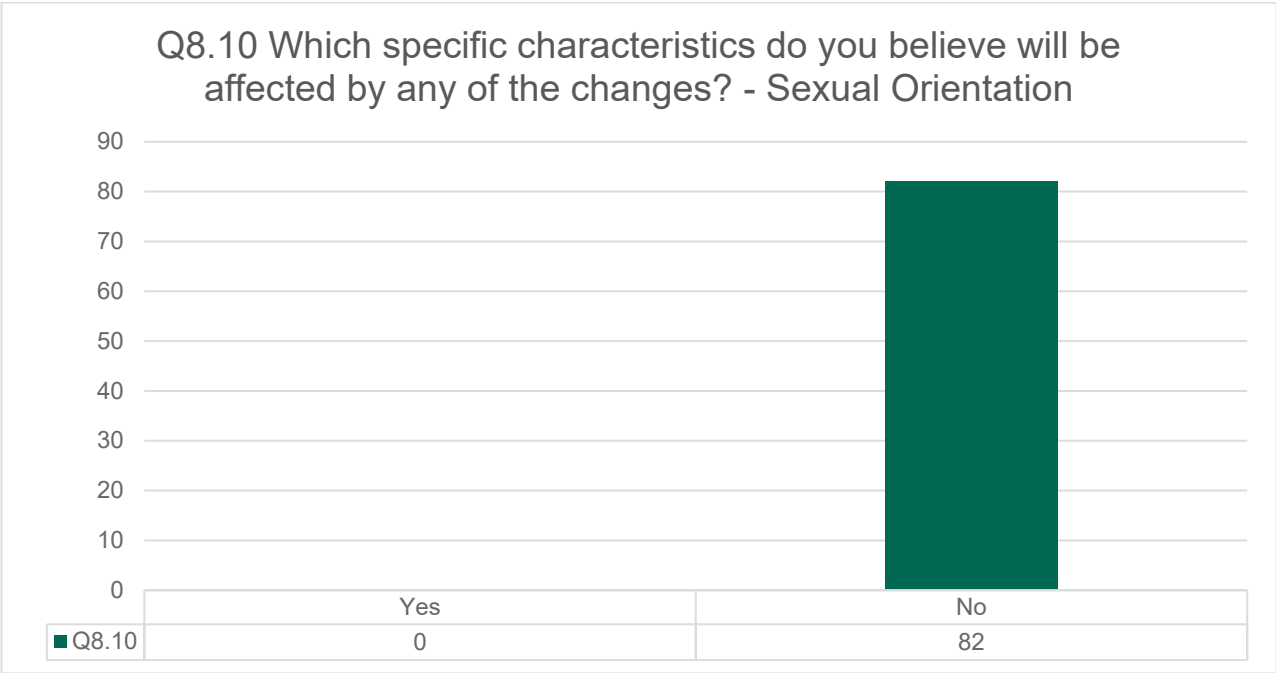
The majority selected “No” or “Don’t know”. Respondents generally noted that any impacts would be indirect and related to universal pavement accessibility rather than to the characteristic itself. The small number of comments provided emphasised the importance of inclusive design but did not identify characteristic specific risks.

10. Sex



The majority selected “No” or “Don’t know”. Respondents generally noted that any impacts would be indirect and related to universal pavement accessibility rather than to the characteristic itself. The small number of comments provided emphasised the importance of inclusive design but did not identify characteristic-specific risks.

11. Sexual Orientation



No issues were raised regarding the sexual orientation protected characteristic.

Government response

The Government takes its responsibilities in respect of protected characteristics seriously and is committed to ensuring that any changes introduced do not undermine accessibility for pavement users.

In developing these proposals, the Government will ensure that accessibility considerations remain central, including the need to maintain safe and usable pedestrian space. It is also important to consider the counter-factual, as in many cases the absence of cross-pavement solutions can result in increased use of trailing cables, which present a wider risk to accessibility, particularly for disabled people. Improved access to home EV charging has the potential to deliver positive impacts for disabled people and others who may find it more difficult to access public charging infrastructure, supporting greater independence and affordability.

Question 9

Any other comments?

Summary of responses

Question 9

Across respondents, a small set of additional points emerged that had not been captured within the structured consultation questions. These comments focused on the practical

governance of cross-pavement solutions and the wider implications of granting PDRs. Respondents emphasised that, beyond the scope of existing proposals, there is a need for clearer national coordination on how responsibilities are allocated between householders, installers, utilities, and local authorities, particularly over the long term.

A limited number of respondents also called for nationally coordinated product minimum standards, noting that the market for cross-pavement products is expanding rapidly and may require future oversight mechanisms to ensure consistency and reliability. While technical and accessibility standards were discussed within the consultation, several respondents went further, proposing mandatory certification frameworks, accreditation of installers, and minimum durability expectations to prevent long-term degradation of footways.

In relation to long-term management, several respondents highlighted the risk of asset abandonment when property ownership changes or EV use declines. These comments stressed the importance of ensuring that removal or decommissioning of cross-pavement infrastructure is clearly governed to avoid legacy trip hazards, redundant equipment, or liabilities being transferred inadvertently to local authorities or future occupiers.

Some respondents raised broader equity concerns that extended beyond access to domestic charging, noting that cross-pavement solutions may intersect with wider issues around neighbourhood parking behaviour, perceived fairness in kerbside use, and the role of local authorities in preventing the emergence of informal “exclusive use” expectations. These comments often emphasised the need for local communication strategies to accompany any rollout.

A small number of respondents took the opportunity to comment on wider regulatory coherence, suggesting that future policy development should consider how permitted development aligns with parallel workstreams on road space management, street design, and UK-wide energy transition plans. These comments reflected a desire for more integrated long-term planning rather than solely procedural alignment across nations.

Finally, respondents reiterated the importance of clear public guidance, not only on the technical and regulatory requirements but also on household responsibilities, dispute resolution routes, and how residents should engage with local authorities where infrastructure becomes unsafe or unusable. Several highlighted a need for improved communication about the circumstances in which installations may be refused, revoked, or required to be altered, particularly where cumulative impacts arise.

Government response

The Government notes that the additional comments raised largely repeat themes addressed in earlier questions.

Issues relating to long-term governance, responsibility for maintenance and decommissioning, and the role of local authorities are reflected in the Government’s position that existing regulatory frameworks, including Highways Act permissions, will continue to apply.

Matters concerning product quality, certification and durability were raised. Whilst the Government has no immediate plans to develop minimum product standards for cross-

pavement solutions, this will remain under consideration as this market develops. The [Specification for the Reinstatement of Openings in Highways](#) will also continue to be relevant and apply to these installations.

Concerns around accessibility, pavement usability and dispute resolution are addressed through the continued application of local authority oversight and Section 178 and 50 powers, alongside existing Government guidance for cross-pavement solutions.

Broader points on regulatory coherence and public guidance are also consistent with the Government's approach of supporting deployment through guidance and collaboration, rather than extending the scope of the proposed PDR beyond planning considerations.

5. Next steps

Government will implement the proposed changes to PDRs for EV charging, namely:

- introducing a new PDR for the installation of cross-pavement solutions (i.e. channels in the pavement for EV charging cables);
- allowing for an associated off-street EV charge point which is linked to a cross-pavement solution; and
- allowing for multiple units of equipment housing to support EV charge points in a non-domestic car park.

Having considered comments received in response to the consultation, we will also take forward the following additional proposals:

- allowing housing that immediately adjoins the highway to install a cross-pavement solution and associated EV charge point; and
- increasing the cumulative maximum volume for equipment housing in a non-domestic car park from 29 cubic metres to 45 cubic metres.

Work will focus on preparing the necessary legislative amendments and ensuring that regulatory safeguards remain clear and proportionate.

Government will refine the detailed provisions that will be required within the Town and Country Planning (General Permitted Development) (England) Order 2015. This will include the development of appropriate limitations and conditions (and, where appropriate, prior approval) for new or amended PDRs relating to equipment housing, cross-pavement solutions, and associated domestic charge points. As part of this process, Government will also continue to engage with stakeholders and devolved Governments.

6. Annex A: List of consultation questions

Equipment Housing for EV Charging

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?
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?

Cross-Pavement Charging Solutions

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?
4. Do you agree or disagree that the new permitted development right should allow for an associated off-street EV charge point which is linked to a cross-pavement solution?
5. What, if any, further stipulations are required to ensure accessibility of the pavement for all users?
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 charge points?
7. In your view what, if any, further changes are needed to reflect and ensure consistency with devolved policies in Scotland, Wales and Northern Ireland?

Public Sector Equality Duty

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