

Planning Factsheet –Material Considerations 2026

Land between 473 - 475, Oldham Road, Rochdale, OL16 4TD

Purpose of this Factsheet

This factsheet has been prepared to assist Local Planning Authorities (LPAs) in decision-making for planning applications relating to electric vehicle (EV) charging infrastructure. It summarises **new and emerging material considerations** arising from:

- The **Draft National Planning Policy Framework (NPPF), December 2025**;
- **Recent and forthcoming changes to permitted development (PD) rights** for EV charging infrastructure;

In the context of the Government's wider national policy direction on transport decarbonisation and EV roll-out.

These matters should be afforded material weight, alongside the adopted development plan (if/where relevant policies exist) and any other material considerations.

1. Draft National Planning Policy Framework (December 2025)

Status and Weight

The Draft NPPF (December 2025) has been published for consultation and is an **emerging national policy**. While not yet adopted, it is capable of being a **material consideration**, with weight increasing where proposals are consistent with its direction and objectives.

The Draft NPPF reinforces the Government's commitment to:

- Accelerated delivery of EV charging infrastructure;
- Decarbonisation of transport;
- Supporting economic growth through infrastructure provision; and
- Ensuring the planning system enables, rather than constrains, low-carbon development.

Sustainable Transport and Net Zero

The Draft NPPF places stronger emphasis on planning decisions actively supporting the transition to a low-carbon economy. Key themes relevant to EV charging infrastructure include:



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- Clear support for **infrastructure required for the electrification of transport**;
- Recognition that meeting climate targets requires **rapid deployment of EV charging networks**;
- Expectation that decision-makers should avoid placing unnecessary barriers in the way of sustainable transport infrastructure.

EV charging development directly supports these objectives by enabling modal shift away from fossil fuel vehicles and supporting national carbon reduction commitments.

Infrastructure Delivery and Planning Flexibility

The Draft NPPF strengthens policy support for infrastructure by:

- Requiring planning decisions to take a **positive and proactive approach** to infrastructure delivery;
- Emphasising the importance of **timely provision** of infrastructure aligned with growth and demand;
- Encouraging LPAs to ensure that policies and decisions remain responsive to technological change.

EV charging infrastructure is inherently technology-led and rapidly evolving. The Draft NPPF supports a planning approach that accommodates this evolution.

Weight in Decision-Making

Where proposals:

- Are consistent with the Draft NPPF's direction of travel;
- Support nationally important objectives such as decarbonisation and sustainable transport; and
- Do not give rise to demonstrable harm,

significant material weight should be attributed to the Draft NPPF, notwithstanding its emerging status.

Draft Policies which the LPA needs to be aware of include:

- **"S4: Principle of development within settlements**
 1. *Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national*



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decision-making policies in this Framework.”

- **“S5: Principle of development outside settlements**

1. Only certain forms of development should be approved outside settlements, as set out in the following list. These should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework:

*a. **Development proposals which are for:** agriculture, horticulture and forestry; outdoor sport and recreation; allotments; cemeteries and burial grounds; mineral extraction; engineering operations and **infrastructure (including for transport, energy and water);** roadside facilities in accordance with policy TR5; and national defence and security”*

- **“CC2: Mitigation of climate change**

*2. **Substantial weight should be given to the benefits of** improving the energy efficiency of existing buildings and/or **drawing energy from** district heat networks, **renewable and low carbon sources** (including through the installation of heat pumps and solar panels where these do not already benefit from permitted development rights).”*

- **“TR5: Roadside facilities**

*1. **Development proposals for roadside facilities located outside settlements should:***

*a. **Meet an evidenced need** to improve the safety and welfare of road users, or **to improve access to electric vehicle charging infrastructure** or other alternative fuels, **if new or significantly expanded facilities are being proposed.** This includes the provision of overnight lorry parking facilities to address any local or wider shortages and reduce the risk of parking in locations which lack appropriate facilities or could cause a nuisance”*

- **“Sustainable transport modes: **Any** efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, **ultra low and zero emission vehicles,** car sharing and public transport.”**

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2. Permitted Development Rights – EV Charging Infrastructure

Recent and Incoming Changes

The Government has introduced, and continues to expand, **permitted development (PD) rights** for EV charging infrastructure across England. These changes reflect a clear national intention to:

- Remove unnecessary planning barriers;
- Accelerate delivery of charging infrastructure; and
- Normalise EV charging as essential infrastructure.

Recent amendments and forthcoming changes extend PD rights to a wider range of locations, charger types, and associated equipment, subject to defined parameters and safeguards.

Material Considerations for Planning Applications

The expansion of PD rights is a **strong indicator of national policy support**. Even where a proposal falls outside PD thresholds and requires planning permission, the following considerations are material:

- Parliament has determined that many forms of EV charging infrastructure are acceptable in principle;
- The direction of travel is towards **greater flexibility and fewer planning constraints**;
- Planning applications should therefore be assessed in the context of this permissive national framework.

Where development exceeds PD limits due to site-specific factors (such as scale, layout or ancillary equipment), refusal on principle grounds would be inconsistent with national intent.

Associated Infrastructure

PD reforms also recognise that EV charging requires ancillary development, including:

- Electrical infrastructure;
- Cabling, substations and distribution equipment.

The planning system should similarly recognise that such infrastructure is **integral and necessary**, rather than incidental or optional.



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3. National EV and Transport Policy Context

EV charging infrastructure is supported by a broad and consistent national policy framework, including:

- Commitments to phase out new petrol and diesel vehicles;
- National targets for EV uptake;
- Government strategies for net zero, clean growth and transport decarbonisation.

Planning decisions that facilitate EV charging infrastructure therefore align with **long-standing and cross-departmental Government policy**.

4. Implications for Decision-Makers

When determining applications for EV charging infrastructure, LPAs are invited to have regard to:

- The Draft NPPF (December 2025) as an emerging but significant material consideration;
- The clear national trend towards deregulation through expanded PD rights;
- The essential role of EV charging infrastructure in delivering sustainable transport and climate objectives.

In this context, substantial weight should be afforded to proposals that:

- Deliver publicly accessible EV charging;
- Make efficient use of land;
- Are well-designed and appropriately sited; and
- Do not give rise to unacceptable impacts that cannot be mitigated.

5. Summary

EV charging infrastructure is no longer novel or exceptional development. National policy, emerging planning policy, and permitted development reforms all demonstrate that it is **critical, necessary and strongly supported infrastructure**.

This factsheet is intended to assist decision-makers by clearly identifying new material considerations that support a positive planning balance in favour of EV charging development.

