

# Is FlexEV Council Approved?



There are over 300 local authorities in the UK and they have different policies. However, all local authorities encourage EV uptake. Amongst other things it is one of the few changes that will improve their urban air quality statistics.

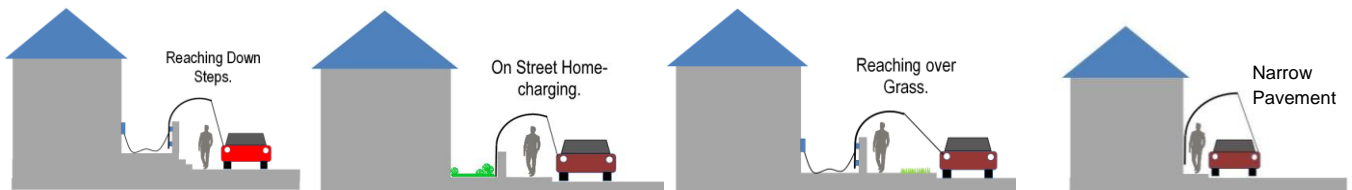
Authorities also agree that people who can't afford a house with a driveway should not have to pay more to charge their cars, and they recognise that this can be a major disincentive to buying an EV.

So far, none of our customers, in over 30 locations, have reported problems with their council. This is a new product, and we have not been able to find any existing regulations that apply.

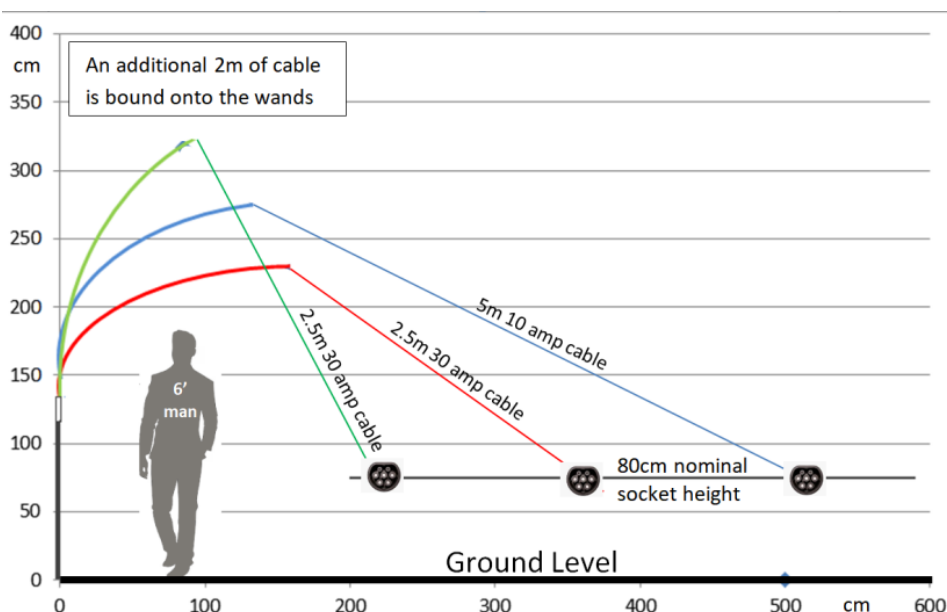
There **are** regulations to ensure visibility when cars exit a driveway; other regulations for the minimum height of wires over moving vehicles; and councils often publish guidelines for tree branches over hanging the pavement.

The first two categories don't apply (see overleaf), and we can work with most council's tree recommendations.

Many councils charge a fee of around £50 to answer questions about planning permission, - the same price as a FlexEV kit - and are likely to want to know which of the many possible configurations is proposed:-



So we encourage customers to evaluate the product themselves, knowing that if they do have problems with their council, and the council doesn't accept our assessment of the regulations overleaf, then they can send the wands back for credit – even beyond the eBay 30 day free returns offer – and they will have made some electricity cost savings during the evaluation period.



## Our Assessment of Existing Regulations

- **Planning permission?**

- FlexEV wands are very much a temporary structure, deployed for just a few hours at a time.
- The base wand is fixed to the resident's property (not the council's) and is only around 1.3 metres high - if it is left in place after the upper three wands are removed.
- Some people make reference to regulations that require new fences adjacent to a highway to be no more than one metre high. This is to ensure visibility for cars joining the highway, and for pedestrians using the pavement.
  - It is unlikely that a vehicle will join the highway where there are FlexEV wands because they are only of use to people without a driveway.
  - If Flex EV needs a new post to attach the base wand, that in itself does not constitute 'a fence', and nor do the wands constitute a material obstruction to visibility.
  - As such, the base wand should not require planning permission. [Planning Permission Portal](#)

- **Obstruction?**

- [UK Statutory Instruments, 2002, No 2665, Part V, Regulation 17](#) requires a minimum height of 5.8 metres for cables above areas with **vehicular** traffic, but FlexEV spans **footways**, not roads.
- There is no regulation for cables over footways, but **for trees**, some councils have adopted 2.3 - 2.5m as a minimum height clearance over footways. [Oxford, West Berks](#)
  - The arc of flexEV wands varies with the weight of cable supported, but broadly complies with that recommendation.
  - The light weight and flexibility of the wands means that any accidental contact is unlikely to cause injury.
- For context, there are many cases of garden hedges and ornamental trees encroaching on pavements – and some of the trees are owned by the authority itself.



[www.flexev.co.uk](http://www.flexev.co.uk)