

Policy guide:



A Liberty Blume Company

Improving the grid connection process for electric vehicle charging

The UK Government wants to make the process for building out EV charging infrastructure far more straightforward – because transitioning us to electric vehicles is critical for meeting our national net zero goals.

In December 2024, the Office for Zero Emission Vehicles (OZEV) published a Policy paper listing out how it's planning to do this. This is our guide to what it all means.

What's it all about?

Building out EV charging infrastructure means a lot of different groups of people need to talk to each other and have to deal with a whole host of systems and processes which, let's face it, are onerous, complex and extremely time consuming. On top of this, those who do know what they're talking about (Distribution Network Operators (DNOs)) are now finding they have an even higher workload, so everything is taking far longer than it needs to.

The vision

This is what the Government wants to achieve:

- Accelerate the roll-out of EV charging infrastructure to help meet the UK's Net Zero goals
- Increase understanding and knowledge of EV infrastructure processes for both transport and energy sectors
- Build on best practice and processes, and apply these to the EV infrastructure sector
- Increase collaboration to simplify grid connection processes.

What's going to be done?

Seven 'Action areas' have been identified:

1. Energisation of charge point assets
2. Increased accessibility and streamlining of the connection offer process
3. Standing charges
4. Providing a forward look of investment to DNOs
5. Land access / wayleaves
6. Consenting
7. Continued monitoring and evaluation.

You can read about these in more detail using the link at the end of this document, but the ones which are of most interest to us and our customers are areas 5 and 6.

Action area 5: Land access/wayleaves

A wayleave is a contractual agreement between a landowner or landlord and DNO – they're very common in EV charging infrastructure. The Government wants to review the processes for granting these because the current systems weren't made with EV charging infrastructure in mind, which means much of the detail isn't necessary and just causes delays.

Key actions

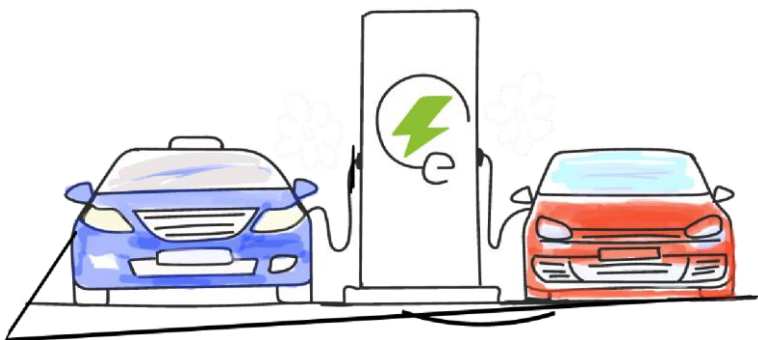
- A Land Rights working group has been set up to look at what changes could be made to the land purchase and wayleave processes
- DNOs and Charge Point Operators (CPOs) will explore alternatives to wayleaves processes, such as the acceptance of access agreements or the acceptance of precedent lease forms for substation leases
- The Central Association for Agricultural Valuers (CAAV) will work to clarify and standardise the expected behaviours of all parties involved in acquiring land rights.

Action area 6: Consenting

The process for securing Section 37 consents is lengthy and sometimes a lack of understanding and resources can cause delays.

Key action

- Simplify the process by updating guidance documents.



What we're doing at CLM

We like to work a little ahead of the curve at CLM and back in 2022 developed a process to ease the challenges around securing EV charging consents. As a result, we've enabled a system by which Licence Agreements are granted directly by CPOs – and two years on, we're still the only consents company to be taking this innovative approach.

More info

You can read the full Policy document on this link: [EVC Grid connections](#) Or, get in touch and we'd be happy to answer any questions;

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