

Is my site suitable for an EV charger?

Most customer-facing businesses with their own car park can host an EV charger. This guide sets out what we look for. You don't need to be sure before you apply, because the site assessment is free.

Quick checklist

Your site is likely to work if most of these apply:

- ✓ You run a customer-facing business, such as a pub, hotel, gym or shop
- ✓ You have an off-street car park used by customers or the public
- ✓ Visitors usually stay at least half an hour
- ✓ You can set aside at least two bays for charging
- ✓ You own the site, or your landlord is likely to agree

Type of business

Our chargers are for public use, so we install them at places people already visit and stay a while: pubs and restaurants, hotels, gyms and leisure centres, retail parks, tourist attractions, cafés, garden centres and farm shops. We don't install home chargers, or chargers in staff-only or fleet car parks.

How long visitors stay

Drivers charge while they're with you, so longer visits mean more use. Visits of around an hour, typical at pubs, restaurants and shops, suit a 22kW charger. Visits of two hours or more, typical at hotels, gyms and attractions, suit a 7kW charger. If most visits are shorter than about 20 minutes, a destination charger won't add enough range to be worth using.

Parking

We usually start with one dual charger serving two bays and add more if it gets busy. The best bays are off-street on land you control, visible from the car park entrance, close to your electricity supply and open whenever the car park is.

Electricity supply

The chargers run from your supply, and we reimburse the electricity they use. Most sites have a single-phase supply, which is enough for a 7kW charger. A 22kW charger needs three-phase (see 7kW vs 22kW chargers).

We check your spare capacity at the assessment. Where capacity is tight, the chargers can often share what is available. If the supply needs upgrading, we arrange it with the network operator, though the cost can affect the terms we offer. If you send us a photo of your meter and fuse board when you apply, we can give you an early view.

Permissions

If you lease the site, you'll need your landlord's written permission, and we can give you the information they'll ask for. Chargers in an off-street car park usually don't need planning permission, though listed buildings and areas under an Article 4 direction are exceptions. We check this for you (see Planning permission for EV chargers).

What adds cost

These don't rule a site out, but they can change the terms we offer:

- a long distance between the supply and the bays
 - a cable route that crosses a lot of tarmac or concrete
 - a supply that needs upgrading
 - extra permissions, for example for a listed building or shared land
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