Local EV Installers

NO-DRIVEWAY CHARGING PACK

Home charging without a driveway

Prepared for Alex Morgan · 27 Canal Street, Milton Keynes, MK12 5ZZ

21 November 2026

What is in your pack

1. **Start here: your route**
   The routes open to you, best first, with who must agree, the planning position and the grant for each.
2. **Request to the council for a pavement channel**
   Asks for consent in the terms government guidance tells councils to consider.
3. **Site survey sheet**
   The measurements and photographs every council and installer asks for, on one page.
4. **Planning position**
   Your home checked against each limit of the permitted development rights.
5. **Grant eligibility and evidence checklist**
   Each rule of the £500 grant against your answers, and the order to do things in.
6. **If the council says no**
   A reply that asks for the policy and reasons, and two fallback requests.
7. **Brief for your installer**
   What the quote must confirm so the grant and the council are both satisfied.
8. **The council's agreement, and using the channel**
   What to check before you sign, and the rules you will be keeping.

How to use it

Read document 1 first: it ranks your routes and gives the order to do things in. Complete the site survey sheet, then send document 2. In the Word copy, yellow highlights mark what is left to fill in.

DOCUMENT 1 OF 8

Start here: your route

You told us about a home in England at 27 Canal Street, Milton Keynes, MK12 5ZZ. On your answers, these are the routes to charging at home, best first.

1. A charging channel across the pavement, with a home charger (Best fit)

A slim covered channel is set into the pavement by or for the council. You lay the cable in it while charging and remove it afterwards. You can usually park outside, which is what councils look for first.

Who must agree	Your highway authority, which must consent before anything is installed. Not every council offers this yet.
Planning	Since 21 October 2026 the channel and the charger can both be permitted development in England, so no planning application is needed if the limits are met. The charger must stick out no more than 0.2 metres and leave at least 1.5 metres of footway.
Grant	You can claim the on-street parking grant: 75% of the charger's cost up to £500. The council's consent has to be in hand before you apply, and nothing may be installed until the grant is confirmed.

2. No charger at home: public, workplace and council options (Fallback)

If the routes above are refused, these are the alternatives. You can ask your council for a public charger on your street. Your employer can claim up to £500 per socket towards workplace chargers.

Who must agree	None from you.
Grant	No household grant. Workplace grants go to the employer.

What to do, in order

1. **Fill in the site survey sheet** (document 3). Ten minutes with a tape measure and a phone.
2. **Ask Milton Keynes City Council for a pavement channel** (document 2). First check its website for an existing scheme and use its form if it has one, with the same facts.
3. **Get a quote from an OZEV-approved installer** for the charger, using the brief in document 7.
4. **Check the planning limits** (document 4). If they are met no application is needed.
5. **Apply for the grant** once you hold the council's consent (document 5). Do not let anything be installed until the grant is confirmed.
6. **Have the channel installed** by the council or its approved contractor. You must not install anything in the pavement yourself.
7. **Have the charger installed**, send the council the electrical certificate if it asks, and sign its user agreement (document 8).

One thing not to do

Do not run a cable across the pavement, with or without a rubber cover, until you know your council's position. Section 178 of the Highways Act 1980 requires the highway authority's consent to place a cable across a highway, and section 162 makes it an offence to place a wire across a highway in a way likely to cause danger. Cable covers and mats do not count as a cross-pavement solution for the grant. A charger fitted under the new planning right must use an authorised pavement channel whenever its cable crosses a footway.

Who decides

In areas with a county council and a district council, the county is the highway authority and the district is the planning authority. In London boroughs, metropolitan boroughs and unitary councils one council is both. The decision to allow a channel in a public pavement rests with the highway authority. Government guidance encourages councils to set a policy, but it does not oblige them to say yes.

Based on government guidance and legislation read on 21 November 2026. General information, not legal or planning advice. Your council decides what it permits.

DOCUMENT 2 OF 8

Request to the council for a pavement channel

Alex Morgan
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25 November 2026

Highways and electric vehicle team
Milton Keynes City Council

Request for consent to a cross-pavement charging channel at 27 Canal Street, Milton Keynes, MK12 5ZZ

I live at the address above, which has no off-street parking. I have an electric vehicle (Kia e-Niro) and would like to charge it from my own electricity supply using a cable channel set into the footway, with a dedicated charge point on my property.

I am asking for your consent as highway authority, under whichever process you use, and for details of your scheme, approved suppliers and fees. If you do not yet have a scheme, I ask you to consider this as an individual request.

The Department for Transport's guidance for local authorities, Cross-pavement solutions for charging electric vehicles (updated 4 November 2026), lists what a council should consider. I have set out the position against each point below and attach a survey sheet with measurements and photographs.

Parking by the property	On-street parking is generally available outside or next to my home.
Parking restrictions	[none / residents' permit zone / single or double yellow lines, with times]
Footway	[width in metres] wide, surfaced in [paving slabs / tarmac / block paving]. At least 1.5 metres of footway would remain clear.
Junctions and crossings	The nearest junction or pedestrian crossing is [distance in metres] away.
Existing assets	[none within the route / list any utility covers, street trees, lamp posts or signs near the route].
Road	The road is an unclassified residential road.
Charge point	A dedicated charge point will be installed on the front wall of the property by an OZEV-approved installer, and I will send you the electrical certificate before the channel is used.
Planning	I understand the channel and charge point can be permitted development under the General Permitted Development Order as amended from 21 October 2026, and the property is not listed or in a conservation area.

I understand and accept that:

- a channel does not give me any right to the parking space outside my home, and I will not use cones or signs to reserve it;
- the cable will only be in the channel while the vehicle is charging and will be removed afterwards, with any cover kept closed;
- the channel must be installed by you or a contractor you approve, and I must not carry out any work in the highway myself;
- you may require a user agreement, a fee and public liability insurance, and I am willing to discuss each.

Please tell me whether you can consent, what the process and costs are, and how long a decision takes. I need your written consent before I can apply for the government's chargepoint grant for households with on-street parking, which funds 75% of the charge point up to £500 and is open until 31 March 2027.

Yours faithfully,

Alex Morgan

Search "Milton Keynes City Council EV cable channel" first. If there is an online form, use it and paste these facts into it.

DOCUMENT 3 OF 8

Site survey sheet

Councils decide on the facts of the site. Complete this once and attach it to every request. Photographs carry more weight than descriptions.

Measurements

Footway width, wall or boundary to kerb edge	[metres]
Distance from the charger position to the kerb edge	[metres]
Height of the charger position above the ground	[metres]. The planning limit is 1.6 metres.
How far the charger will stick out from the wall	[metres]. The planning limit is 0.2 metres.
Footway left clear between charger and road	[metres]. The planning limit is 1.5 metres or more.
Distance to the nearest junction	[metres]
Distance to the nearest pedestrian crossing or dropped crossing point	[metres]

What is in the way

Footway surface	[paving slabs / tarmac / block paving / other]
Utility covers within 1 metre of the route	[none / describe and photograph]
Street trees within 3 metres	[none / describe]
Lamp posts, signs, cabinets or bollards nearby	[none / describe]
Kerb type	[standard kerb / dropped / high kerb]
Parking restrictions on the kerb	[none / permit zone and hours / yellow lines]
Bus stop, cycle lane or loading bay outside	[none / describe]

Photographs to take

- The front of the property from across the road, showing the whole frontage and the kerb.
- The footway looking each way along the street, with a tape measure laid across it.
- The proposed charger position, close up and from the kerb.
- Each utility cover, tree, lamp post or sign near the route.
- The road markings and any parking signs.

Your electricity supply

Where the meter and fuse board are	[for example under the stairs, front hall cupboard]
Route for the cable to the front of the property	[for example under the floor to the front wall]
Main fuse rating, if marked	[60 A / 80 A / 100 A / not marked]

The planning limits are from Classes D and E of Part 2 of Schedule 2 to the General Permitted Development Order, as amended from 21 October 2026. They apply in England.

DOCUMENT 4 OF 8

Planning position

Since 21 October 2026, three permitted development rights in England cover charging at a home with no off-street parking. If every limit below is met, no planning application is needed. If one is not, you apply to the local planning authority in the usual way.

The charge point (Part 2, Class D for a wall unit, Class E for a post)

Limit	Rule	Your position
Size of a wall unit and its casing	No more than 0.2 cubic metres	[confirm from the charger's data sheet]
Height	No more than 1.6 metres above ground level	[confirm on site]
Number	One charge point within the property's boundary	One proposed
Listed building	Not within the curtilage of a listed building	Met
Scheduled monument	Not within a scheduled monument	[confirm]
Conservation area	Not in a conservation area, where there is no off-street parking	Met
Wall on the pavement: projection	No more than 0.2 metres from the wall	[confirm from the data sheet]
Wall on the pavement: footway left	At least 1.5 metres between the unit and the road	Met on your measurement
Cable across a footway	Only through an authorised cross-pavement channel	Channel requested from the highway authority

The pavement channel (Part 9, Class F)

Limit	Rule	Your position
Who installs it	The highway authority, or someone acting for it or with its authorisation	Consent requested
Listed building	Not within the curtilage of a listed building	Met
Conservation area	Not in a conservation area	Met

Scheduled monument	Not within a scheduled monument	[confirm]

Conditions that continue to apply

- When the charge point is no longer needed it must be removed and the wall or ground put back as it was, as soon as reasonably practicable.
- The same applies to the channel: it is removed and the pavement reinstated when no longer needed.
- Whenever the cable crosses a footway it must do so through the authorised channel. Charging with the cable laid over the pavement breaches the condition.

If a limit is not met

Apply to the local planning authority for householder planning permission, or ask it first whether it has made a local development order for charging channels. A fee applies to a planning application.

The Town and Country Planning (General Permitted Development) (England) Order 2015, as amended by S.I. 2026/1056. A charge point lawfully installable under the old wording but not the new can still go ahead until 20 October 2027.

DOCUMENT 5 OF 8

Grant eligibility and evidence checklist

The grant that fits your route is the **EV chargepoint grant for households with on-street parking**. It pays 75% of the cost of buying and installing one charge point socket, up to £500, and is open until 31 March 2027. The government can change or end it with about four weeks' notice.

Do you qualify?

Requirement	Your position
You live at the property and own or rent it	Met
No private, exclusive off-street parking such as a driveway, garage or residents' car park	Met on your answers
Adequate on-street parking outside or near your home	Met on your answers
A permanent cross-pavement solution installed with the charge point. Cable covers and mats do not count	Channel requested (document 2)
Written consent from the highway authority for the channel	[date received]. You must have this before applying
A declaration that you will get planning permission if it is required	See document 4
An eligible electric vehicle: you are its registered keeper, lease it, have it as a company car or have ordered it	Kia e-Niro. Check it is on the list of OZEV-approved vehicles
No chargepoint grant already claimed for this home, including the old Homecharge scheme	Met on your answers

The charge point is not installed yet, and is not being fitted because of a legal requirement	[confirm]
You are not moving or planning to move	[confirm]
An OZEV-approved installer and an eligible charge point model	[installer's name]

How the application runs

1. Get a quote from an OZEV-approved installer.
2. Get the highway authority's consent for the channel.
3. Apply online through the government's Find a grant service, on the page for the EV chargepoint grant for households with on-street parking. You upload the highway authority's consent.
4. Wait for confirmation that you are eligible. The charge point must not be installed before it arrives. Your installer is told at the same time.
5. The installer fits the charge point, takes the grant off your bill and claims it from the government with photographs of the installation.

Evidence to have ready

- Proof you live at the property and own or rent it.
- Proof of the vehicle: the V5C, lease, company car letter or order confirmation. You show this to the installer.
- The highway authority's written consent.
- The installer's itemised quote.

Grant rules from the government's Find a grant pages and its guidance on changes from 1 April 2026, when the maximum rose from £350 to £500. Check the live page before applying.

DOCUMENT 6 OF 8

If the council says no

Some councils have no scheme yet, some are running trials in a few streets, and some refuse. A refusal of an individual request is not always the end: ask for the reason in writing and for the policy behind it.

1. Reply to a refusal, or to no scheme

Dear Milton Keynes City Council,

Thank you for your reply about a cross-pavement charging channel at 27 Canal Street, Milton Keynes, MK12 5ZZ. [You have told me you do not permit these channels / you have no scheme at present / you have refused my request].

Please would you tell me in writing:

- the policy or decision this is based on, and when it was last reviewed;
- the specific reason my site is unsuitable, if the refusal is about the site rather than a general policy;
- whether you intend to adopt a policy on cross-pavement solutions, and when;
- whether you have applied for, or received, funding from the government's EV Pavement Channels Grant for local authorities;
- what you advise residents without off-street parking to do, and whether I can be added to a waiting list.

The Department for Transport's guidance, updated on 4 November 2026, sets out how councils can permit these channels safely and gives working examples from Milton Keynes, Oxfordshire, Nottinghamshire and Brent. Since 21 October 2026 a channel installed with a highway authority's authorisation is permitted development in England. I would be grateful if my request could be considered against that guidance.

Yours faithfully,

Alex Morgan

If the reply is still no, your ward councillor and the council's cabinet member for transport are the people who set this policy. A short email to each, attaching your request and the reply, is the next step.

2. Request for a public charger on your street

Dear Milton Keynes City Council,

I live at 27 Canal Street, Milton Keynes, MK12 5ZZ and have no off-street parking. I drive an electric vehicle and cannot charge at home. Please would you consider installing a public charge point on [street name], or tell me where the nearest one planned under your local electric vehicle infrastructure strategy will be.

[Number] of my neighbours are in the same position, and I am happy to gather their support if that helps your assessment. Please tell me how residents can register demand, and what the timetable is.

Yours faithfully,

Alex Morgan

3. Request to your employer

Dear [manager or facilities lead],

I drive an electric vehicle and cannot charge at home because I have no off-street parking. Would the business consider installing charge points for staff?

The government's Workplace Charging Scheme pays up to £500 per socket towards buying and installing charge points, for up to 40 sockets across an organisation's sites, and is open until 31 March 2027. The business applies, not the employee. I would be glad to help find out how many colleagues would use it.

Yours sincerely,

Alex Morgan

Our free table of public chargers by council area is at https://www.localevinstallers.co.uk/tools/public-ev-chargers-by-council/.

DOCUMENT 7 OF 8

Brief for your installer

Send this with a request for a quote. It tells the installer what the grant and the council need, so the quote covers it.

The job

Property	27 Canal Street, Milton Keynes, MK12 5ZZ
Parking	On-street, with a council cable channel across the footway
Charge point position	Front wall of the property, which adjoins the pavement
Vehicle	Kia e-Niro
Supply	[single-phase] with a main fuse of [rating]

Please confirm in your quote

- **You are OZEV-approved** and the charge point is on the government's list of eligible residential models. The grant needs both.
- **The unit meets the planning limits**: no more than 0.2 cubic metres with its casing, mounted no higher than 1.6 metres, projecting no more than 0.2 metres from the wall and leaving at least 1.5 metres of footway.
- **Tethered or untethered.** The cable must be lifted out of the channel after every charge, so say which you recommend and how the cable is stored.
- **Cable length** from the charge point, through the channel, to the car's charge port in the positions I am likely to park. Councils set a maximum so that spare cable is not left on the footway.
- **Earthing.** How the installation meets BS 7671, including the distance from the charging car to separately earthed street furniture such as a lamp post, and whether you need to check the earthing arrangement with the network operator.
- **The supply.** Whether the main fuse and the load of the house allow a 7 kW charge point, and whether you will apply to the network operator or notify it afterwards.
- **Certificates.** The electrical installation certificate and building regulations notification, which the council may ask to see before the channel is used.
- **The grant.** That you will deduct it from the bill and claim it yourselves, and what you need from me to do so.
- **Timing.** That nothing will be installed until the grant is confirmed, and how you will coordinate with the council's channel contractor.

Some channel suppliers also install the charge point. Ask the council whether its scheme includes one before getting separate quotes.

DOCUMENT 8 OF 8

The council's agreement, and using the channel

A council that says yes will ask you to sign an agreement or licence. Government guidance lists what a good one covers. Use this to read yours before signing.

What to look for

Who owns the channel	The council, the supplier or you. Under a council-owned model you pay a one-off fee or a subscription to use it.
Who maintains it	Day-to-day clearing of leaves and grit is normally yours. Cracks, levels and repairs should sit with whoever owns it. Check what you would be charged.
Fees	[survey fee], [installation cost], [annual or renewal fee]. Ask what happens if you stop paying: one council's terms allow it to remove the channel.
Insurance	Whether you must hold public liability insurance for your cable and charge point, and for how much. Ask your home insurer whether your policy already covers it.
Liability	Normally the owner is liable for the channel itself and you are liable for the cable, the charge point and misuse.
Term	How long the permission lasts and how it is renewed.
Moving home	You must tell the council. A new resident needs their own agreement.
Utility works	You may have to stop charging while the footway is opened for other works.

Rules you will be agreeing to

- The channel gives no right to the parking space. No cones, signs or markings.
- The cable is in the channel only while charging, and any cover is closed afterwards.
- The cable must not cross the road, and there may be a maximum length.
- The charge point and your wiring must have a valid electrical certificate.
- Damage to the channel is reported to the council promptly.

Day to day

- Park so the charge port is as close to the channel as possible, to keep the cable out of the gutter and off the footway.
- Press the cable fully into the channel along its whole length before starting a charge.
- Use your tariff's off-peak hours. A smart charger schedules this for you.
- If someone else has parked outside, wait. Running the cable further along the pavement breaks the agreement and the planning condition.

Points drawn from the government's guidance on agreements for cross-pavement solutions and its Milton Keynes and Oxfordshire examples. Your council's own terms are what bind you.