

ELECTRIC VEHICLE CHARGING

UK Government Building
Regulations Part S



CUNDALL



Electric vehicle charging minimum EVC provisions



S1 - NEW RESIDENTIAL BUILDINGS

Minimum EVC provision should be either the number of associated parking spaces or the number of dwellings that the car park serves.

Electric vehicle charging infrastructure provision

If some associated parking spaces are not required to install electric vehicle charge points, then cable routes may need to be installed. If either the average connection cost is greater than £3,600 or the associated parking spaces are within a covered car park or if the number of associated parking spaces for the new residential building is more than 10 and more than the number of dwellings, then cable routes must be provided for all associated parking spaces which do not have access to an electric vehicle charge point.

S2 - RESIDENTIAL BUILDING UNDERGOING A MATERIAL CHANGE OF USE.

At least one of the associated parking spaces for the use of each dwelling must have access to an electric vehicle charge point unless it's a listed building, in a conservation area or a monument.

Electric vehicle charging infrastructure provision

If the building has one or more dwellings with associated parking situated in a covered car park, and if the number of associated parking spaces are situated in a position other than in a covered car park, then the cable routes for electric vehicle charge points must be installed for all the associated parking spaces.

Where the total number of parking spaces is less than the number of dwellings, then cable routes for electric vehicle charge points must be installed in all the associated parking spaces.



S3 - NEW RESIDENTIAL BUILDING UNDERGOING MAJOR RENOVATION

For a major renovation with more than 10 associated parking spaces, at least one associated parking space for the use of each dwelling must have access to an electric vehicle charge point.

Electric vehicle charging infrastructure provision

Where a residential building undergoing major renovation will have more than 10 associated parking spaces after its completion, the minimum number of EVC points needs to be installed and cable routes for electric vehicle charge points must be installed in all remaining associated parking spaces. However, if the cost of installing the required electric vehicle charge points and cable routes exceeds 7% of the total cost for the major renovation, then the building is exempt from this requirement.



S5 - BUILDINGS OTHER THAN RESIDENTIAL (MIXED USE) UNDERGOING MAJOR RENOVATION

Where a building undergoing major renovation, which is not a residential or mixed-use building, will have more than 10 parking spaces after the major renovation is completed, one of those parking spaces must have access to an electric vehicle charge point.

Electric vehicle charging infrastructure provision

Where a building undergoing major renovation, which is not a residential building or a mixed-use building, will have more than 10 parking spaces after the major renovation is completed, cable routes for electric vehicle charge points must be installed in a minimum of one fifth of the total number of all remaining associated parking.

S4 - NEW BUILDINGS OTHER THAN RESIDENTIAL OR MIXED-USE BUILDINGS

Where a new building which is not a residential or mixed-use building has more than 10 parking spaces, one of those parking spaces must have access to one electric vehicle charge point.

Electric vehicle charging infrastructure provision

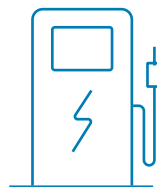
Where a new building which is not a residential building or mixed-use building has more than 10 parking spaces, cable routes for electric vehicle charge points must be installed in a minimum of one fifth of the total number of all remaining associated parking spaces.





S6 - NEW RESIDENTIAL BUILDING UNDERGOING MAJOR RENOVATION

Where the erection of a new mixed use building or a mixed use building is undergoing a major refurbishment the requirements of S1, S3 S4 and S5 apply for each of the areas respectively.



S6 - MINIMUM STANDARDS FOR ELECTRIC VEHICLE CHARGE POINTS

The Electric vehicle charge point must be capable of providing reasonable power output for each parking space. It must be run on a dedicated circuit and it must be compatible with all vehicles which may require access to it.