

## NFDA DfT Consultation Response: EV charge points in buildings

DfT has recently [published](#) the outcome of its consultation on EV Charge points in Residential and Non-residential Buildings. The response defines the government proposals to mandate electric vehicle (EV) charging infrastructure in new homes, new non-residential buildings and, in some cases, when buildings are renovated.

You can read the full document [here](#), but please see below for a summary of key points.

### Key points:

- The Government has decided to introduce new measures requiring:
  - Every new home, including those created from a change of use, with associated parking within the site boundary to have an electric vehicle charge point;
  - Residential buildings undergoing major renovation, which will have more than 10 parking spaces within the site boundary after the renovation is complete, to have at least one electric vehicle charge point for each dwelling with associated parking within the site boundary and cable routes in all spaces without charge points;
  - All new non-residential buildings, with more than 10 parking spaces within the site boundary of the building, to have a minimum of one charge point and in addition to this, cable routes for one in five of the total number of spaces;
  - All non-residential buildings, undergoing a major renovation, which will have more than 10 parking spaces within the site boundary after the renovation is complete, to have a minimum of one charge point and in addition to this, cable routes for one in five spaces.
  - The Government **will not** introduce the proposed requirement for one charge point in all existing non-residential properties with more than 20 parking spaces. They believe a more tailored approach is needed for existing non-residential properties and therefore will work to introduce an **alternative policy**.

A detailed listing of the final policy positions relating to non-residential buildings is shown in the table below:

Building Type	Final Policy Positions	Unless
New non-residential building  (E.g. a newly built cinema complex with parking)	<ul style="list-style-type: none"> <li>• Minimum of one charge point; and</li> <li>• Cable routes for one in five of the total number of spaces.</li> </ul>	<ul style="list-style-type: none"> <li>• Building will not have more than 10 parking spaces within the site boundary of the building</li> </ul>
Non-Residential buildings undergoing major renovation  (e.g. a commercial shopping centre undergoing largescale renovation of over 25% of the building's surface area, including parking areas)	<ul style="list-style-type: none"> <li>• Minimum of one charge point; and</li> <li>• Cable routes for one in five of the total number of spaces.</li> </ul>	<ul style="list-style-type: none"> <li>• Building will not have more than 10 parking spaces within the site boundary after the renovation is complete</li> <li>• Infrastructure costs exceeds 7 % of the total cost of the major renovation of the building</li> </ul> <p>In which case not all requirements will apply.</p>
Charge point requirements under regulations	<ul style="list-style-type: none"> <li>• Minimum power rating of 7kW</li> <li>• Minimum of Mode 3 or equivalent</li> <li>• Type 2 plug (where applicable)</li> <li>• Untethered (where applicable).</li> </ul>	