



OWL Building Control Solutions Ltd
Unit 9, New Mills
Post Office Road
Inkpen
Hungerford
RG17 9PU
Tel: 01488 669124

OWL Technical Guidance Note – Upcoming changes to Part S

1. Introduction:

Significant changes are taking place to the Building Regulations 2010 (as amended). This guidance note describes the specific details associated with the new regulation Approved Document Part S (Infrastructure for Charging Electric Vehicles).

Subsequent Guidance Notes will cover the changes to Part F Volume 2 (Volume 1 & 2), Part L (Volume 1 & 2) & the new Regulation O.

2. Transitional Arrangements:

The application of the updated Building Regulations will depend upon the date of the submission of the Initial Notice, and the date of the commencement of works. Details are described within Table 1 below.

Table 1:

Commencement of Works	Submission of Initial Notice	
	Prior to 15th June 2022	From 15th June 2022
Prior to 15th June 2023	Not applicable	Part S Applicable
From 15th June 2023	Part S Applicable	Part S Applicable

Further information regarding the transitional arrangements can be found in Building (Amendment) Regulations 2021: circular 01/2021.

A key difference with Part S (in comparison to other changes to the Building Regulations), is that this requirement is applied 'site-wide'. For example; for a 10 unit site, only commencement need take place on the first unit (prior to June 2023) to ensure that the 'current' standards are applied.

3. Commencement of Works:

To ensure complete clarity with the application of these transitional arrangements, the definition of 'commencement' is key.

The following actions would (generally) be considered to mark the commencement of work:

- *excavation for strip or trench foundations or for pad footings*
- *digging out and preparation of ground for raft foundations*
- *vibrofloatation (stone columns) piling, boring for piles or pile driving*
- *drainage work specific to the building(s) concerned.*

Further information regarding the designation of commencement can be found in BCA Policy Note 1.

4. Introduction:

The introduction of Part S is designed to accommodate the target of the end of petrol and diesel car sales by 2030. The removal of 'traditionally' fuelled cars will inevitably increase the number of electrical vehicles, and therefore the need for additional charging points.

5. Scope:

Part S is applicable to: New residential buildings including Dwellings & Flats, new non-residential buildings, buildings formed by a material change of use, and buildings undergoing a major renovation.

Note - mixed use buildings which fall within these criteria will also be effected.

6. New Residential Buildings:

6a. Requirements

The intention is for each dwelling with associated parking to have at least 1 EV charging point.

If the number of spaces is fewer or equal to the number of dwellings, ALL spaces must have EV charging points.

If the number of spaces is more than the number of dwellings, the number of EV charging points should EQUAL the number of dwellings. In this case EV charging cable routes should be provided to all associated parking spaces.

6b. £3600 CAP

Provisions for charging points is limited to what is possible to install at an average cost of £3600.00 per charging point.

IF the £3600 cap reduces the number of installations, cable routing should be provided to all spaces that would otherwise required a charging point as an alternative.

At least 2 formal quotes should be issued to a BCB (e.g. OWL BCS) to justify that the cost exceeds the prescribed cap.

7. Major Renovations:

7a. Scope

Applicable for residential buildings with more than 10 associated car parking spaces after the renovation, and those renovations that involves work on a car park or buildings containing a car park.

7b. Requirements

In this instance; one EV charging point is required for each dwelling that has access to a parking space & cable routes are required to all additional parking spaces.

Note – this requirement is subject to EV charging points being accommodated within the incoming electrical supply to the building. If limited; the EV charging points should be provided up to the limit of the incoming supply.

7c. 7% CAP

The requirement only applies when the cost of installation does not exceed 7% of the total cost of renovation works.

8. Non-Residential Buildings

8a. New Non-residential buildings

For new non-residential buildings where there will be more than 10 parking spaces, 1 of the car park spaces must have access to an EV charging point & cable routes must be installed to 1/5th of the remaining parking spaces.

8b. Major Renovations to non-residential buildings

The same requirements (see 8a above) are applicable to major renovations to non-residential buildings where there will be more than 10 parking spaces.

However, this only is applicable if the works include renovation to a car park or a building containing a car park & the cost of the installation is less than 7% of the total cost of the renovation.

9. Mixed-use buildings

The general principle is that the relevant requirements of residential and non-residential buildings will apply to those elements of the mixed use buildings.

10. Standards for EV charging points:

Any new electrical charging point must be:

1. Rated for a minimum nominal output of 7kW
2. On a dedicated circuit
3. An untethered charging point
4. Designed and installed in compliance with relevant British Standards (e.g. BS EN 61851).

11. Conclusion:

The upcoming introduction of Part S is significant. All relevant stakeholders should be aware of the increased / changed role requirements to Building Control Bodies (e.g. OWL BCS).

Early consultation with an OWL BCS Surveyor is essential to ensure Building Regulation requirements are met.

The requirements to achieve Building Regulations compliance remain (as always) with the owner / developer. However, OWL BCS is committed to promoting education & support regarding these upcoming changes.

12. References:

Approved Document S 2022

13. Disclaimer:

The information within this guidance document is not a replacement for the Approved Documents or consultation with Building Control Surveyors. Nor does it provide a methodology / specification to 'follow' to achieve compliance.

The aim of this document is to ensure early consultation with competent professionals to promote Part S of the Building Regulations 2010 as amended.

Signed:



John Palmer – Technical Manager
OWL Building Control Solutions Limited

Signed:



Brian Gerhardt – Managing Director
OWL Building Control Solutions Limited