

Electric Motor Vehicle Charging Policy

1 Purpose

The UK Government is committed to reaching net zero carbon emissions by 2050 and has pledged to phase out the sale of new petrol and diesel cars by 2035. The adoption of electric motor vehicles (EVs) has been driven by this government policy and advancements in technology. As a result, MTVH has created this policy to define the organisations approach towards the installation and management of EV infrastructure installed on land owned or managed by MTVH.

2 Scope

This policy sets out our approach to:

- Installing EV infrastructure within new build and existing homes and estates
- The replacement of EV infrastructure within existing homes and estates.

The policy applies to:

- Customers who live in accommodation owned or managed by us.
- Customers we deliver community-based services.
- Customers we may encounter in our work.
- Consultants, contractors, and suppliers.

3 Our Approach

Definitions

The below table shows the definitions of terms used throughout this document.

Term	Definition
Active Provision	In short, an electrified socket or connector at the point of use. Definitively, an EV charge point designed to BS EN 61851 with a minimum power rating output of 7kW, fitted with a universal socket, connected to the local electricity distribution network.
Associated Parking Space	Any parking space that is available within the site boundary of the building, for the use by the residents, users, or visitors to, a dwelling / home within the building.
Cable Route	A safe, unobstructed route of trunking or duct work from the power supply source to the envisaged electric vehicle charge point location, for electrical cabling to be installed.

Term	Definition
Uncovered Communal Car Park	A parking area that is open to the elements and shared among multiple residents, users, or visitors.
Electric Motor Vehicle (EV)	Motor vehicles powered by electric motors, including electric cars, electric vans and electric motorcycles. This excludes bicycles, scooters, trikes and mobility scooters or carriages.
Passive Provision	The installation of infrastructure (the provision of power cable to connect to the local electricity distribution network, trunk / duct work, and cabling to parking spaces) to allow the future installation of a socket.
Site Boundary	The boundary of the land and / or buildings belonging to and under the control of the building owner.
Covered Communal Car Park	A parking area that is sheltered by a roof or structure either above or below ground and is shared among multiple residents, users, or visitors.
Demised Parking Space	A space that has been defined within a lease or agreement for a specific dwelling.

Our Customers

Our customers are all the people who live in, work in or visit the local communities that are owned or managed by MTVH and people acting on behalf of people within these areas.

Our Colleagues

Our colleagues are people who undertake work on or behalf of the organisation. We will provide clear and practical guidance for colleagues to follow.

Third Party Organisations

We have several third-party contract arrangements with landlords, support providers, contractors, and suppliers. Our contract specifications will require our partners to comply with this policy and accompanying procedures and for this to be reflected in their own policies and procedures, where relevant.

4 Electric Vehicle Regulation Overview

MTVH will adhere to Approved Document S of the Building Regulations and 'The London Plan', these regulations determine MTVH's response when considering EV installations. See **Electric Vehicle Building Regulations and Legislation** for further information.

5 Responsibilities for installing EV infrastructure within new build homes

The following table explains what MTVH may consider for EV infrastructure within new build homes and estates.

Infrastructure	Responsibilities
Private Driveways	<p>MTVH will install an active provision to all new build homes which have a private driveway or designated parking space. The infrastructure will be wired back to the consumer unit of the individual residents' property supply and the maintenance, servicing or replacement of the EV charging point and relevant infrastructure within a Shared Ownership property with a private driveway will be the responsibility of the resident or Shared Owner.</p> <p>MTVH will be responsible for the maintenance, servicing or replacement of the EV charging point within any rental property that has a private driveway and received building control plans approval after 15th June 2022, where MTVH have provided the charging point. Where only a passive supply exists (cabling to a nominated position whereby, the desired charge point can be connected as part of the original build), the resident would be required to apply for permission to add their own charging point,</p>
Covered communal car parks	<p>MTVH will install a minimum of cable routes (passive supply) to covered communal car parks. We will individually review the installation of active and passive charging provisions within covered communal car parks in new build homes on a case-by-case basis.</p> <p>As any new changes are made to the interim guidance provided by building regulations, MTVH will review and reconsider our position in line with this.</p>
Uncovered communal car parks (MTVH Managed)	<p>MTVH will install a mixture of active and passive provisions to all associated parking spaces within an uncovered communal car park that the organisation is responsible for in line with the requirements detailed within Approved Document S of the Building Regulations.</p> <p>It is the preference of MTVH to ensure that associated parking spaces within uncovered communal car parks are unallocated and will serve residents on a 'first come first served' basis.</p> <p>MTVH will partner with a supplier that provides charging solutions (open source) for electric motor vehicles as a method of providing an active provision of EV charging to uncovered communal car parks. MTVH will ensure that the contractor/developer undertaking the construction works installs the relevant EV charging point and infrastructure. The supplier will be responsible for managing the electrical supply to EV infrastructure, billing users for the charging an EV and any associated maintenance relating to the operation of a charging point. In the eventuality that there is a cost related to the</p>

Infrastructure	Responsibilities
	<p>ongoing maintenance and repair of such infrastructure, this will be recovered within service charges as appropriate.</p> <p>The supplier will work with MTVH to set a tariff rate for the unit cost per kilowatts per hour (kWh). The rate is to cover the standing charge of an electric meter and the cost per unit generated by the electric meter. Each EV charging point will be wired to a stand-alone electrical meter that will be installed within the site boundary of a building and solely dedicated to EV charging.</p> <p>During the construction phase, the Development Team will be responsible for setting up the account for the installation of the supplier's infrastructure. The Property Compliance & Technical Services Team will be responsible for the management of the third-party contractor whilst an asset is being maintained by the organisation.</p>
Uncovered communal car parks (Third Party Managed)	<p>There may be situations where MTVH purchases individual plot leases within a block / building that is owned or managed by a third party. In these circumstances MTVH will not be responsible for the management of communal areas or any car parks within the site boundary.</p> <p>Development Managers will be responsible for obtaining information relating to the management of EV charging points as well as issuing the information to relevant teams / directorates within the organisation. The supply, billing and maintenance may fall out of MTVH's area of responsibility and will be advised on a case-by-case scenario.</p>

6 Installing EV infrastructure within existing homes

The following table explains what MTVH may consider for EV infrastructure within existing homes and estates.

Infrastructure	Responsibilities
Private Driveways	<p>MTVH will install EV infrastructure within existing homes in line with the requirements of Approved Document S of the Building Regulations when undertaking major renovations to a building. This needs to be specified as part of the renovation works.</p> <p>Residents with a private driveway within the site boundary of their property can request to install a dedicated EV charging point to their home at their own cost (including maintenance) after receiving the relevant permissions from the Property Directorate. Note that this will also require approval from Housing Management and/or Home Ownership.</p>

Infrastructure	Responsibilities
	<p>To obtain permission, the resident must confirm the following information:</p> <ul style="list-style-type: none"> • The proposed location of the EV charging point. • Details of the competent and qualified tradesperson installing the EV charging point and related infrastructure. • Confirmation that the equipment and associated cables does not affect any communal walkway, public walkway or access to a building. • Whether planning permission is required from the Local Planning Authority. <p>If MTVH grant permission to a resident to install an EV charging point and related infrastructure to a private driveway. The resident will be responsible for:</p> <ul style="list-style-type: none"> • Providing and Electrical Installation Certificate (EIC) to MTVH. • Paying for the installation, maintenance and servicing of the EV charging point and related infrastructure. • Payment of any necessary fees to Local Planning Authorities or Statutory Authorities. Removal of the EV charging point and any related infrastructure following the termination of their tenancy agreement. • Making good any damage that is caused when removing the EV charging point and any related infrastructure. • Paying for any damage to the property caused by the installation and for the removal of the EV charging point and any related infrastructure at the end of their tenancy term.
Covered communal car parks	<p>Due to the associated fire risks of charging an EV within a covered communal car park, MTVH will not actively retrofit EV charging points or related infrastructure to associated parking spaces within covered communal car parks constructed before 15th June 2022. Customers will be advised that any requests will be denied for either MTVH, or the resident to install EV charging facilities within covered communal car parks.</p>
Uncovered communal car parks- MTVH	<p>MTVH will install EV infrastructure within existing homes in line with the requirements of Approved Document S of the Building Regulations when undertaking major renovations to a building. MTVH can approve the installation of EV infrastructure within existing car parking spaces where we are the freeholder.</p> <p>Residents with access to an uncovered communal car park can request to install an active provision on the understanding that there</p>

Infrastructure	Responsibilities
	<p>this is a parking space that has been allocated to them solely and the installation be at their own cost. In this instance, the EV charging point and any infrastructure will be installed by an approved MTVH supplier who will be responsible for managing the electrical supply to EV infrastructure and billing the resident for the charging of their EV on a pay as you go basis.</p> <p>No EV charging points will be permitted to draw from the landlord supply to MTVH buildings to avoid a service charge challenge. Supply cable routes must be approved, and restrictions may apply. Power must be fed from the residents own supply and the location of the resident or leaseholders' home and their incoming supply may not provide a suitable route if not adjacent to the allocated parking space.</p> <p>The Customer Services Team will review the approval of use of the car parking space for EV charging. Residents will need to be consulted via the Section 20 process as the cost to maintain the EV charging point will be added to the service charge of the building and split between residents who have access to associated parking spaces within the site boundary.</p> <p>The associated parking space with the specified EV charging point will not be assigned to a resident and can be utilised by any resident or visitor on a 'first come first served' basis.</p> <p>To request permission, the resident must confirm the following information:</p> <ul style="list-style-type: none"> • The proposed location of the EV charging point. • Confirmation that the equipment and associated cables does not affect any communal walkway, public walkway or access to a building. • Confirm the anticipated cable supply route. • Whether planning permission is required from the Local Planning Authority. • Whether this is an application for an EV charging point to be used for a car where the driver or owner has a registered disability that affects mobility. <p>MTVH will ask the approved or nominated MTVH EV supplier to undertake an initial survey of the associated parking space to establish if an EV charging point can be installed.</p> <p>If MTVH grant permission to a resident to install an EV charging point and related infrastructure to an associated parking space within an uncovered communal car park, The resident undertaking the request will be responsible for:</p> <ul style="list-style-type: none"> • Paying for the installation and related infrastructure,

Infrastructure	Responsibilities
	<ul style="list-style-type: none"> • Paying for the energy use, maintenance, repair and future replacements • Payment of any necessary fees to Local Planning Authorities or Statutory Authorities.

Where an application for an EV charger has been made for on or behalf of a resident with a disability, MTVH will consider it as a reasonable adjustment under the Equality Act 2010. If a customer requires a disabled parking space and EV charging for their electric vehicle due to a disability, MTVH will engage in an interactive process to assess the request and explore potential solution. This does not automatically confirm that this will or can be approved but does confirm that we will give it due consideration, explore alternatives and assess these with grounds of what may be reasonable and practicable.

7 Replacing EV infrastructure within existing homes

MTVH will be fully responsible for replacing EV charging points and infrastructure installed within properties constructed since 15th June 2022 or properties where major renovation works have been undertaken.

Costs relating to the replacement will be covered within Property budgets for post June 2022 or Regeneration for major renovations, but MTVH may bear the cost of removing the EV charging equipment on a case-by-case basis.

MTVH is not responsible for the replacement of EV charging points and infrastructure installed within properties constructed before 15th June 2022 as Approved Document S of the Building Regulations was not enforceable before this date. These will have the option to be removed or a new agreement with an EV provider found, subject to cost dispensation to residents.

8 Maintaining EV Infrastructure in existing homes

Understanding the exceptions above, maintenance will be the responsibility of the entity that collects the income from the charging point. If it is unclear which entity is responsible for maintenance or collecting the income, the charging point will be decommissioned until a maintenance contract exists with an EV charging provider.

Residents who have had approval from MTVH for an EV installation, at their cost, within an existing home, maintain responsibility for maintenance, repairs and replacement of their EV Infrastructure. At the end of their tenancy, the resident is responsible for the removal of the EV Infrastructure and appropriate making good of the property. EV Infrastructure is not to be 'gifted' from one tenancy to another.

9 Background legislation

The Building Regulations 2010 Approved Document S. (Further details can be found on the government website).

10 Our commitment to Equality, Diversity, and Inclusion

In implementing this policy MTVH will not discriminate against any colleague, customer, or stakeholder on the grounds of their sex, sexual orientation, gender reassignment status, ethnic origin, age, religious belief, disability, marital status, and pregnancy/maternity.

An Equality Impact Assessment has been completed for this Policy and is retained by the Policy Team.

11 Key Policy Information

Policy Owner	Director of Property - Compliance & Technical Services
Author	Head of Mechanical & Electrical
Approved by	Director of Property - Compliance & Technical Services
Effective from	September 2025
Approach to review	This Policy & associated Procedures will be reviewed as required by the owner for changes in legislation, regulation, and operational need. Any amendments will be appropriately consulted on and signed off before being clearly communicated to customers and colleagues. Next expected review is 5 years from the 'Effective date' of this document.
This is a controlled document maintained and accessible via MTVH's intranet, The Hub. When viewed outside of the intranet, this document should be checked against the master copy held by MTVH to verify that it is the current version, or it shall be considered uncontrolled.	



Electric Vehicle Building Regulations and Legislation

The below information should be read alongside the **Electric Motor Vehicle Charging Policy**.

Electric Vehicle Regulation Overview

Approved Document S of the Building Regulations

MTVH will adhere to this regulation. The regulation states all new build homes with associated parking spaces as well as all buildings undergoing major renovations will require the installation of EV charging infrastructure during the construction process.

Approved Document S of the Building Regulations came into effect on 15th June 2022 and covers all construction works undertaken within England. However, does not apply to construction sites where a building control submission was submitted before 14th June 2022 and construction works commenced before 14th June 2023. These regulations determine MTVH's response when considering EV installations.

The regulations state:

- The number of charge points must be equal to or greater than the number of dwellings / homes provided within the site boundary.
- Where there are fewer parking spaces than the number of dwellings / homes, all spaces must have an EV charging point installed.
- Where there are more parking spaces than there are dwellings / homes, spaces without an EV charging point installed must have a cable route installed this is for future proofing.

Approved Document S of the Building Regulations also details that the installation of EV charging points and associated infrastructure is not required if the average connection cost for an active provision exceeds £3,600 per installation. In this instance, a minimum provision of cable routes to each associated parking space is to be installed.

EV infrastructure requirements for existing homes as outlined in Approved Document S of the Building Regulations is subject to a series of exemptions. Installation is only required if the existing building is undergoing major renovation works where the following apply:

- The major renovation involves building works being undertaken to a car park within the site boundary, the electrical infrastructure of a car park, or the electrical infrastructure of the building where a car park is located within a building.
- The building will have more than 10 associated parking spaces upon completion of the building work.



Further information regarding Approved Document S can be found on the government website [gov.co.uk](https://www.gov.co.uk).

The London Plan

MTVH adhere to 'The London Plan' when constructing new homes within Greater London.

The plan details a blueprint for development and sustainable growth across London covering a range of aspects including requirements for EV charging infrastructure.

The London Plan states:

- All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles.
- At least 20% of spaces must provide an active provision.
- The remaining spaces must provide a passive provision.

Further information can be found on the [London.gov](https://www.london.gov) website.