

Kew Riverside Policy for EV Charging

Background

We welcome the introduction of EVCs as a contribution towards reducing our carbon footprint. We also recognise that EVCs are increasingly attractive to many current and future owners.

House owners whether freehold or leasehold will need to apply for permission to install EV chargers to the outside of their property.

However, for apartments the lease does not make specific provision for EVCs but there are covenants that must be adhered to concerning alterations to the fabric of the buildings and the estate. The lease also empowers the management company to provide “any other service or facility that it believes is reasonable to provide”. We believe that most leaseholders would consider EVC infrastructure a reasonable new facility, especially given Government policy and wider climate change concerns.

There is a growing interest in EVs which is translating into a small but growing demand for EVCs at Kew Riverside. This has increased recently due to the extension of the ULEZ. Demand is currently tempered by a “wait and see approach” amongst many residents, but at some stage there is likely to be a tipping point.

Shared use facility

Some new-build residential developments have installed EVCs to all car parking spaces as part of the original design. Most legacy sites, including commercial and residential developments, have not retrofitted EVCs to all parking spaces, because the economics are unattractive. However, this may eventually be required, depending on future technology.

A further consideration is the physical layout and infrastructure of Kew Riverside which are more challenging than most. In particular, the mix of undercroft and non-gated surface car parking spaces. This is exacerbated by the somewhat illogical allocation of some parking spaces.

The Board has considered a shared use facility for Leaseholders but the lack of available space in the 3 underground car parks and the associated, disproportionately high costs do not currently make this a viable project. The option to install a shared use facility will continue to be reviewed on an annual basis.

Individual EVC's

We understand that some leaseholders wish to install their own individual EVC, connected to their domestic supply and at their own cost. This is feasible for some people, depending on where their car park space is in relation to their electricity supply. All individual EVCs must be approved by the management company before going ahead. Non-approved installations will be considered a breach of lease. No-one will be permitted to connect an EVC to any landlord supply.

The management company is willing to approve individual EVCs, but in order to grant approval, the Board requires assurance that any proposed installation does not risk the safety and integrity of the development or breach the covenants of the lease.

Specifically, the following will be required:

1. A detailed description of the proposed installation with supporting specifications and drawings including, but not limited to, the routing of any electrical cables.
2. Written assurance that an acceptable Electrical-Installation Condition Report (EICR) from an NICEIC approved electrical engineer will be provided after the installation has taken place.
3. Written assurance that any fire-stopping within the riser cupboards or electrical intake stores will be repaired or replaced, and re-certified by the original fire-stopping installer.
4. A letter indemnifying the management company against any costs resulting from a successful challenge or complaint about the EVC from any other leaseholder or third party.

When evaluating installation requests, the Board will pay particular attention to the Schedules in the Lease, specifically the Covenants Enforceable by the Lessor and Manager and those dealing with alterations. One practical application of these covenants is that leaseholders are not permitted to attach any cables or conduits to the outside of the buildings.

The Board will also consider whether the additional electrical demand associated with the proposed EVC is likely to overload the existing supply, disrupt the supply of electricity to other apartments or create an unacceptable risk to critical building services. This may require the Board to consult with our infrastructure provider UK Power Networks (UKPN). Consultations with UKPN can be lengthy and resulting supply issues could take several months to resolve.

The Board has been looking into using a single approved local supplier for EVC installation which could be the same supplier as for Kew Riverside Park. Details are available at www.skyelectrical.co.uk. As the firestopping will soon be fully reinstated it may be that once this work is completed Sky Electrical will become a dedicated supplier i.e the only supplier permitted to install an EV charger on Kew Riverside. POD are also currently investigating a dedicated fire stopping contractor which owners are free to contact once an agreed rate has been agreed.

Other information and resources are available from POD.

Anyone wishing to apply for a concession to install an individual EVC, should write in the first instance to POD at kewriverside@podmanagement.co.uk