propertymark

Scottish Building Regulations: Proposed Changes to Energy Standards and Associated Topics incl. Ventilation, Overheating and Electric Vehicle Charging
Consultation Response from Propertymark
November 2021

Background

Propertymark is the UK's leading professional body for estate and letting agents, inventory providers, commercial agents, auctioneers and valuers, comprising nearly 18,000 members. We are member-led with a Board which is made up of practicing agents and we work closely with our members to set professional standards through regulation, accredited and recognised qualifications, an industry-leading training programme and mandatory Continuing Professional Development.

Section 1: Energy – New Buildings

Question 1: Do you support the extension of standard 6.1 to introduce an energy target in addition to the current emissions target? If yes, do you have a view on the metric applied – primary or delivered energy?

1. Propertymark agrees with the principle of introducing an energy target in addition to the emissions target for new buildings. We support such a proposal on the basis that new buildings will be required to use only 'zero direct emissions' heat sources from 2024 and thus the emissions target currently used is likely to become less useful as a metric of energy efficiency. We believe the measure of a building's energy demand to be a useful tool for prospective property owners and feel that the use of primary energy as a metric for assessment provides the truest calculation of energy requirements of a building.

Question 2: What level of uplift to the 2015 standard for new dwellings do you consider should be introduced as an outcome of this review? 'Improved' standard (32% emissions reduction) or 'Advanced' standard (57% emissions reduction)?

2. We would support a phased introduction of uplift, with new dwellings built to an improved standard from 2022 and to an advanced standard from a determined date thereafter, perhaps from 2025. Our key concern is that the standard imposed is likely to have cost implications for developers, which will inevitably be passed on to purchasers of new property. To avoid exacerbating affordability issues and to enable developers to adjust to the new Regulations, we feel that a phased implementation is the most appropriate approach to reduce emissions without perpetuating unintended consequences.

Question 3: What level of uplift to the 2015 standard for new non-domestic buildings do you consider should be introduced as an outcome of this review? 'Medium' standard (16% emissions reduction) or 'High' standard (25% emissions reduction)?

3. As indicated in our response to Question 2, we feel a phased implementation to increasing standards is necessary to avoid escalating costs and to enable developers to shift practices to accommodate the new requirements. As such, we would suggest that an uplift to a medium

standard in 2022 would be appropriate, followed by implementation of a high standard from 2025 would be a practicable way forward.

Section 6: Electric Vehicle Charging Infrastructure

Question 51: What are your views on our policy goal to enable the installation of electric vehicle (EV) charge points and ducting infrastructure (to facilitate the future installation of EV charge points) for parking spaces in new residential and non-residential buildings' parking?

4. We support the policy goal enabling the installation of electric vehicle (EV) charge points and ducting infrastructure for parking spaces in new residential and non-residential buildings' parking. With the sale of new petrol and diesel vehicles prohibited from 2030, and at-home charging the most economic option, there is a need to facilitate the uptake of EVs if Net Zero is to be reached by 2045 and we feel that the proposed amendments to Building Regulations will aid in this objective.

5. We would urge the Scottish Government to ensure that sufficient information on ducting and charge points is included within the Property Questionnaire of the Home Report, particularly where the cost exemption applies, to ensure that prospective owners are aware of potential costs of future installation, use and maintenance. We also note the funding schemes available for charge point installation and would encourage the Scottish Government to continue to make such schemes accessible to ensure that prospective owners of new homes where provision is limited to ducting, as well as those seeking to undertake a self-build are not discouraged from purchasing a property or undertaking a development project.

Question 52: What are your views on the following preferred options?

Building Type	**Scottish Government preferred options**
New residential buildings	All dwellings with a parking space to have at least one EV charge point socket with minimum 7kW output power rating. Exemption to requirement to install EV charge point if additional cost of electricity grid connection exceeds £2,000. If exemption applies, ducting infrastructure to be installed in each car parking space.
Residential buildings undergoing major renovation	For buildings with more than 10 car parking spaces, ducting to be installed in each residential car parking space to support the future installation of an EV charge point. EV charge point sockets to be installed, with minimum 7kW output power rating, in as many residential car parking spaces as the electrical capacity of the building post-renovation allows.

Building Type	Scottish Government preferred options
	Exemption applies if the cost of installing recharging and ducting infrastructure exceeds 7% of total major renovation cost.
New non-residential buildings	For buildings with more than 10 non-residential car parking spaces, 1 in every 2 non-residential parking spaces to have ducting installed and 1 in every 10 non-residential parking spaces to provide an EV charge point socket with minimum 7kW output power rating.
Non-residential buildings undergoing major renovation	For buildings with more than 10 non-residential car parking spaces, 1 in every 2 non-residential parking spaces to have ducting installed and 1 in every 10 non-residential parking spaces to provide an EV charge point socket with minimum 7kW output power rating. Exemption applies if the cost of installing recharging and ducting infrastructure exceeds 7% of total major renovation cost.
Existing non-residential buildings	By 1 January 2025, for buildings with more than 20 non-residential car parking spaces, 1 in every 2 non-residential parking space to have ducting installed and 1 in every 10 non-residential parking spaces to provide an EV charge point socket with minimum 7kW output power rating.

6. Propertymark agrees that the preferred options outlined are appropriate but would suggest two amendments to improve the practicalities and outcomes of the policy. Firstly, we propose that a graded approach to the exemption on charge point installation for new development should be considered. This would acknowledge development size, such that a new scheme of fewer than 20 homes with associated parking might be subject to a £1,000 cap, a scheme of 21-50 homes would have a £2,500 cap and a scheme of more than 50 homes might have a £5,000 cap. This would help to mitigate any viability concerns for small developments, including self-build, whilst ensuring that large scale developers were only exempt from installing charge points in the most cost-prohibitive circumstances.

7. Secondly, we would suggest that the cap might apply to expenditure rather than installation cost to take into account access to funding. That is to say, if the installation cost of a charge point on a self-build project has been calculated at £2,500, but £500 of grant funding is available to the self-builder, the exemption would not apply as the builder would be liable for just £2,000 of expenditure. This would ensure that those engaged in self-building are not exempt if part-funding of the upfront costs is available, irrespective of the cost cap.

Question 53: Do you agree with the Scottish Government's preferred options for the exemptions as set out below?

Exemption	Scottish Government preferred options
Buildings owned and occupied by SMEs.	No intention to apply.
Building permit applications or equivalent applications have been submitted by 10 March 2021.	Not applicable as date of exemption has passed.
If ducting infrastructure required would rely on micro-isolated systems and if this would lead to substantial problems for local energy system operation and endangering grid stability.	No intention to apply.
Cost of recharging and ducting infrastructure exceeds 7% of total major renovation cost.	Apply to both residential and non-residential buildings undergoing major renovations.
A public building is already covered by comparable requirements according to transposition 2014/94/EU.	No intention to apply.

8. We agree with the proposed exemptions and would suggest that consideration be given as to whether buildings owned and occupied by charitable organisations should also be exempt from the requirements.

Question 54: What are your views on how our preferred option relating to existing non-residential buildings with car parks with more than 20 spaces could be properly monitored and enforced, given that the Building (Scotland) Regulations will not apply?

9. Propertymark would suggest that, rather than focus on enforcement, which would invariably be costly and impractical, appropriate incentives should be established which would encourage owners and occupiers of non-residential buildings to install charge points. Consideration could be given as to whether non-domestic rates relief could be applied where charge points have been installed in accordance with the Regulations. We feel incentives will be crucial in ensuring that the requirements are adhered to.

Question 55: What are your views on the proposed provision for charge points for accessible parking spaces? Do you have examples of current best practice for the provision of charge points for accessible parking spaces?

10. We agree with the proposals for charge point provision for accessible parking spaces.

Question 56: We welcome any other comments you may wish to make on EV charging provision (e.g. the minimum standard of EV charge point or safety within the built environment).

11. We have no further comments.