

Recommended SSROC development control plan – Electric Vehicle Charging Equipment

The provision of electric vehicle charging equipment in building developments encourages and supports the electrification of vehicles.

According to the National Construction Code (NCC), parking spaces in all Class 2, 3, 5, 6, 7b, 8, and 9 buildings (apartments, commercial premises, shops etc) must be provided with electrical distribution boards dedicated to EV charging.

These controls do not duplicate these requirements, but instead build on to them by:

- Requiring electric vehicle charging equipment to be installed in a number of non-private parking spaces.
- Requiring electrical infrastructure (namely cable trays or similar electrical conduit) to be installed in carparks so that electric vehicle charging equipment can be more-easily installed in private parking spaces as demand for electric vehicle charging increases.

Private car spaces are defined as any car parking space that is on the title of a dwelling. Non-private car spaces exclude the private car spaces and include all other car spaces (for example provided for visitors, contracted car share companies and service vehicles).

These controls require all building developments, with the exception of Class 1 (single residential dwellings, dual occupancies), Class 4 and Class 7(a) buildings, to be designed and constructed in accordance with the provisions of this section.

Objectives

- (1) Provide supporting electrical infrastructure to facilitate residents, occupants, contracted car share companies and visitors of buildings to charge their electric vehicles.
- (2) Provide the electrical infrastructure required to facilitate increased future usage of electric vehicle charging equipment in allocated parking spaces.

Provisions

- (1) Where a development has non-private parking spaces, a number of non-private parking spaces shall have electric vehicle charging equipment installed.
 - (a) The minimum number of non-private parking spaces for which electric vehicle charging equipment shall be installed will be the lesser of:
 - 10% of the total number of all parking spaces in the development, or
 - the total number of non-private parking spaces.

Numbers are rounded up, if 0.5 or more to the nearest whole number.

Provision (1)(a) is a method of determining the number of non-private parking spaces for which electric vehicle charging equipment is installed only. This provision does not relate to private parking space.

(b) Each parking space for which electric vehicle charging equipment is required shall be supplied by electric vehicle charging equipment with a minimum rated power output of 7kW (32A single phase).

(c) Electric vehicle charging equipment installed may include a combination of electric vehicle chargers of different power levels, at the discretion of the developer, subject to the minimum power level noted above.

(d) Electric vehicle charging equipment shall be compliant with Australian Standards, marked with Regulatory Compliance Mark (RCM) markings, and shall be equipped with OCPP 1.6J (or higher) communications capability.

- (2) In accordance with EV Distribution Board requirements of NCC, identify the wiring enclosure system to allow each car space to install an electric vehicle charger point.

This system should allow future installation of cabling to electric vehicle charger points and allow internet access using one of the following:

(a) Cable tray of a size designed and calculated to be sufficient shall be installed from the EV Distribution Board to within 5m of all parking bays allocated for in the EV Distribution Board on that storey.

(b) An alternative to a cable tray may be provided, if it demonstrates the same or better than the requirements of provisions 2(a) above.

- (3) Electric vehicle charging equipment installed shall include a billing mechanism for residents and visitors using the electric vehicle charging equipment. The developer defines for the owners corporation the means by which sub-billing or cost allocation may be achieved by the incoming owners corporation when they take over operation of the site. These means shall not constitute vendor lock-in – i.e. there must be a clear pathway for the owners corporation to make alternative billing arrangements without a punitive exit clause from a service provider.
- (4) Demonstrate capability of tracking interval data of building electrical consumer mains. Note: This could be as simple as a smart meter.
- (5) All works will be undertaken by appropriately licenced persons and in keeping with relevant standards and regulations including Section J9D4 'Facilities for electric vehicle charging equipment' in NCC 2022 Volume One - Building Code of Australia that contains details for provision and design of distribution boards to support electric vehicle charging in car parks.
- (6) A statement prepared by a suitably qualified person must be provided which specifies that the proposal will be able to meet the electric vehicle requirements of this Development Control Plan and the National Construction Code.