

## **MULTIPLE OCCUPANCY BUILDING CAR CHARGING STRATEGY FOR WHITEHAVEN SHD NORTHWOOD AVENUE, SANTRY, DUBLIN 9**

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**Prepared By:** Thomas Mc Cormack.  
**Email:** [thomas@mcelligott.ie](mailto:thomas@mcelligott.ie)  
**Tel:** 01 4243014  
**Website:** [www.mcelligott.ie](http://www.mcelligott.ie)

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## 1. OVERVIEW

The purpose of this document is to detail the car charging power infrastructure and management strategy which is proposed for the proposed residential development consisting of 288 no. units and a childcare facility together with car and bicycle parking at basement and surface levels, open spaces, play areas, associated servicing arrangements and all site works. The aim of this strategy is to allow for the efficient installation of new and future car charging point within Whitehaven, while avoiding large capital and lifetime running costs for the car charging end users, and residents of the same development not availing of the car charging services. The proposal can be summarised as follows:

- Car charging strategy.
- Fully installed car charging point.
- Provision for future car charging points.
- Car charging infrastructure layout.
- Management of car charging system.

## 2. CAR CHARGING STRATEGY:

Currently providing EV charging solutions to individual apartment dwellers with basement or surface parking areas is difficult, as the car parking space is not in immediate proximity to the apartments metered supply. For this reason the EV charging point needs to be powered from an alternative source other than the individual apartments metered supply. An individual apartment dweller may also not hold two separate electricity supply accounts, this is due to the fact the ESB will only issue one MPRN per address. The only alternative viable option is to supply the EV charging point from the landlord supply for the building. In order to differentiate which costs are then associated with car charging, a check meter is fitted to the supply from the landlords distribution panel.

Due to the fact the EV charging points are not tied to any apartment meters, an interface system such as Randridge (or other provider) will need to be implemented in order to manage usage and payment for use of any given charging point.

The proposed strategy will be that each EV customer wishing to avail of the on site car charging points will need to register with Randridge. Once the customer has an active account, they will be able to avail of any of the charge points open to the public by simply using an app on their phone to enable the charge point to activate.

The developer will provide functioning car charging points at the outset to the quantity required by a planning authority, at a combination of allocated and non-allocated (visitor and disabled parking) spaces. While a percentage of the spaces will have chargers fitted all of the parking will be cabled and terminated with an isolator to allow future chargers to be fitted. Thereafter, where a resident wishes to install a charge point at their designated parking space, they can apply to the SEAI for the grant, this can be passed to the management company, who will then install the infrastructure required to complete the installation and setup of the EV charging

point for the customer. Usage of this type of EV charging point will also be managed through a system by Randridge.



Typical functioning E car charging point.

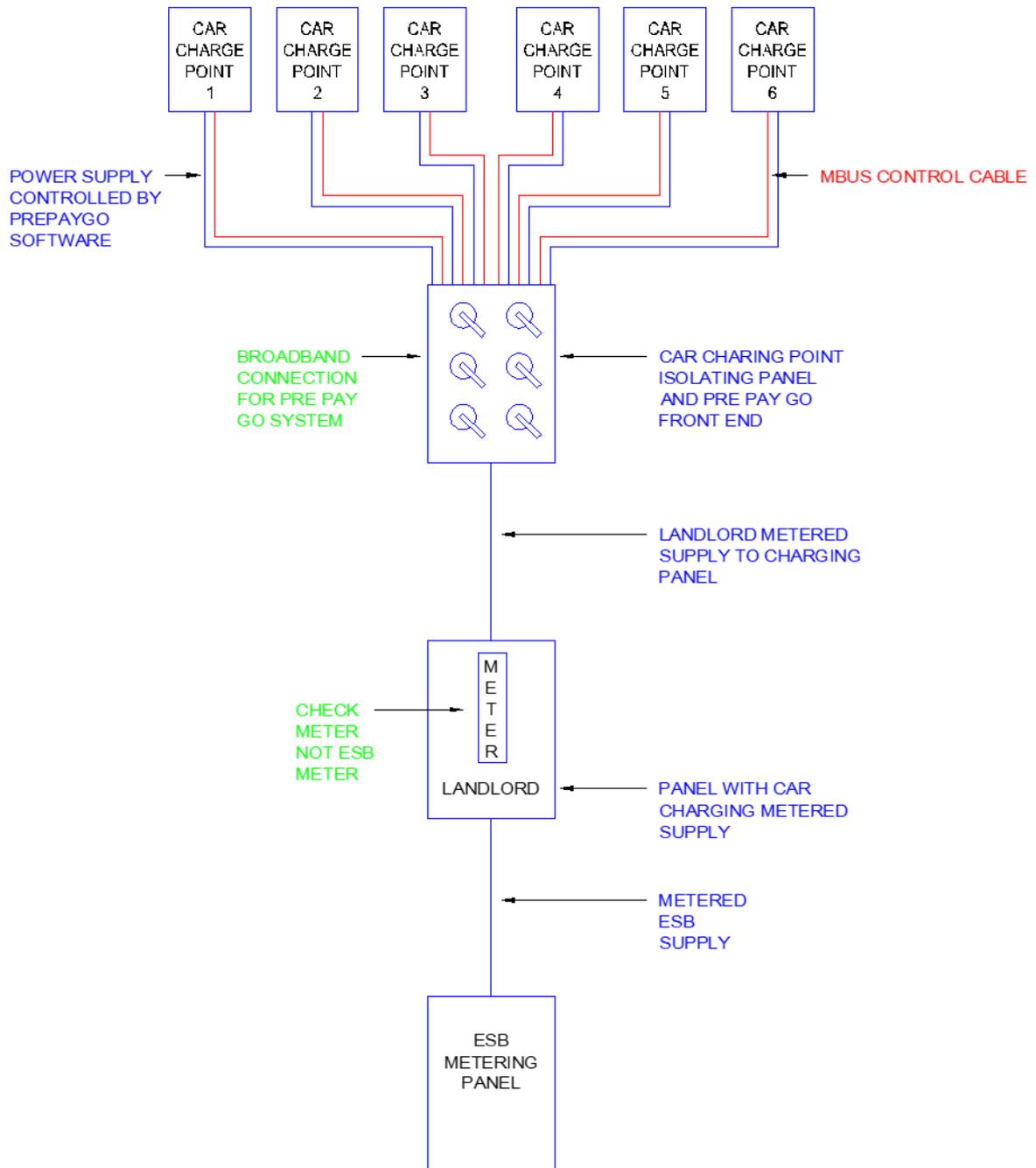
### **3. FULLY INSTALLED CAR CHARGING POINTS:**

All fully installed car charging points supplied and installed by the developer as part of their planning requirements, will already be setup on the management system similar to “Randridge”. This type of setup will allow and EV owner who is registered with the management company the ability to avail of the car charging points open to the public around the residential development. A number of car charging points will also be allocated to specific apartments from the outset.

### **4. PROVISION FOR FUTURE CAR CHARGING POINTS:**

On completion of the residential development, the developer will make provision for car charging points to be added as requested within the residential development. Once a resident decides they wish to have a car charging point installed at their car parking space, they will firstly need to apply for there SEAI grant. The grant will then be passed onto the management company who will then carry out the final installation works to install the charging point. If the apartment already has a charging point fitted, the new tenant simply needs to register with the management company and use the app to start availing of the charging point.

## 5. CAR CHARGING INFRASTRUCTURE LAYOUT:



## **6. MANAGEMENT OF CAR CHARGING SYSTEM:**

The Management company will solely be responsible for accounting for all EV car charging power consumed. The software system by Randridge (or others) will be the management software which will enable payments to be made for all car charging customers. The software management company will need to pay the management company for all power consumed, the value of money will be accounted for through the software system, and the landlord check meter system. Accounting for the power consumed in this way will ensure that residents who are not availing of the car charging points will not be penalised in their services charge.