

## MULTIPLE OCCUPANCY BUILDING CAR CHARGING STRATEGY FOR FASSAROE SHD, BRAY, CO WICKLOW

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## TABLE OF CONTENTS

<b>1. OVERVIEW .....</b>	<b>3</b>
<b>2. CAR CHARGING STRATEGY:.....</b>	<b>3</b>
<b>3. FULLY INSTALLED CAR CHARGING POINTS: .....</b>	<b>6</b>
<b>4. PROVISION FOR FUTURE CAR CHARGING POINTS:.....</b>	<b>6</b>
<b>5. CAR CHARGING INFRASTRUCTURE LAYOUT:.....</b>	<b>7</b>
<b>6. MANAGEMENT OF CAR CHARGING SYSTEM:.....</b>	<b>8</b>

## 1. OVERVIEW

The purpose of this document is to detail the car charging power infrastructure and management strategy which will be installed in Fassaroe SHD, multioccupancy development. The aim of this strategy is to allow for the efficient installation of new and future car charging point within the residential development, 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:

On site there are two effective sources for powering the car charges to be installed now and in the future. The electricity will either come directly off the occupier's own meter or due to practicalities and logistics the charging station will be fed from a 3<sup>rd</sup> party meter and billed to the user.

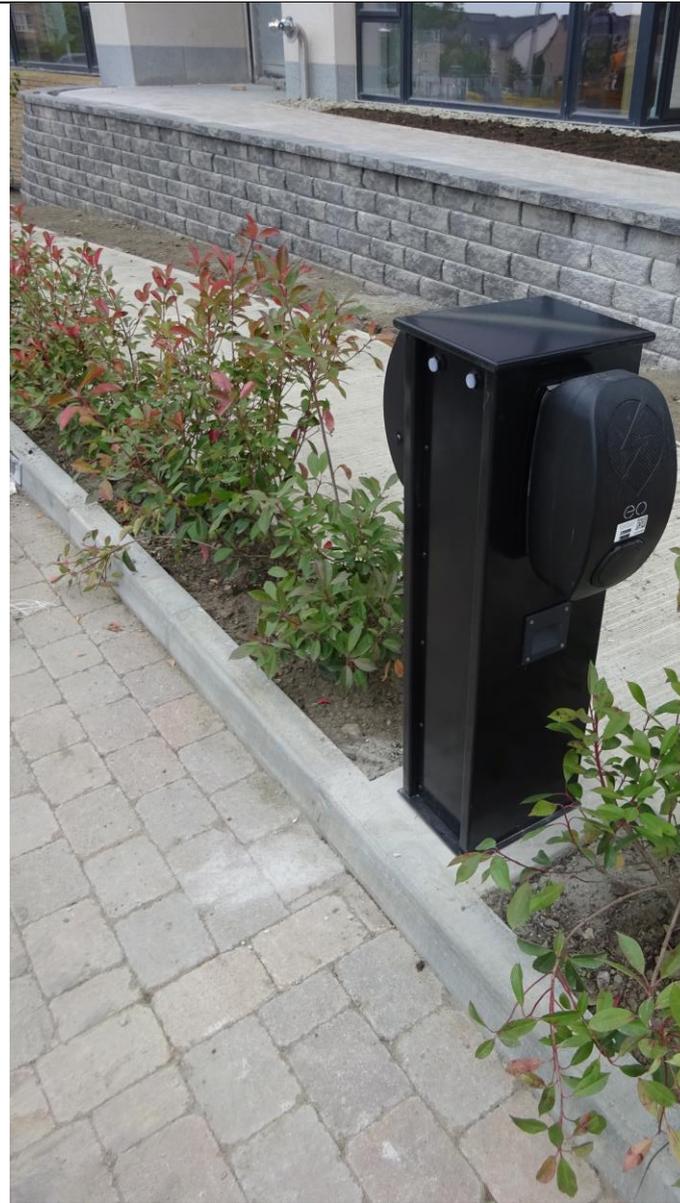
### **Houses with in curtilage parking**

This situation applies to the majority of the housing where the car parking space is adjacent to the unit and part of the title. Delivering the cable and ducting to allow a car charger to be fitted by the occupier will either be terminated on the external wall of the house or ducted to a future pillar mounting point at the edge of the parking bay.

The cable will be installed from the internal fuse board location and cabled out to the proposed charger location. Electrical power will be drawn of the occupier's own ESB meter and the costs captured in their overall billing. Currently the grant for an electric car charging point is tied to the MPRN of the application at their place of residence. With the proposed infrastructure by the developer no abortive works will be required to route power to the charger location.



Duct and cover plate for future charger



Twin head charger of communal system

### **Apartments and Houses served by Parking Bays**

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” 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 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. 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 such as “Randridge”.

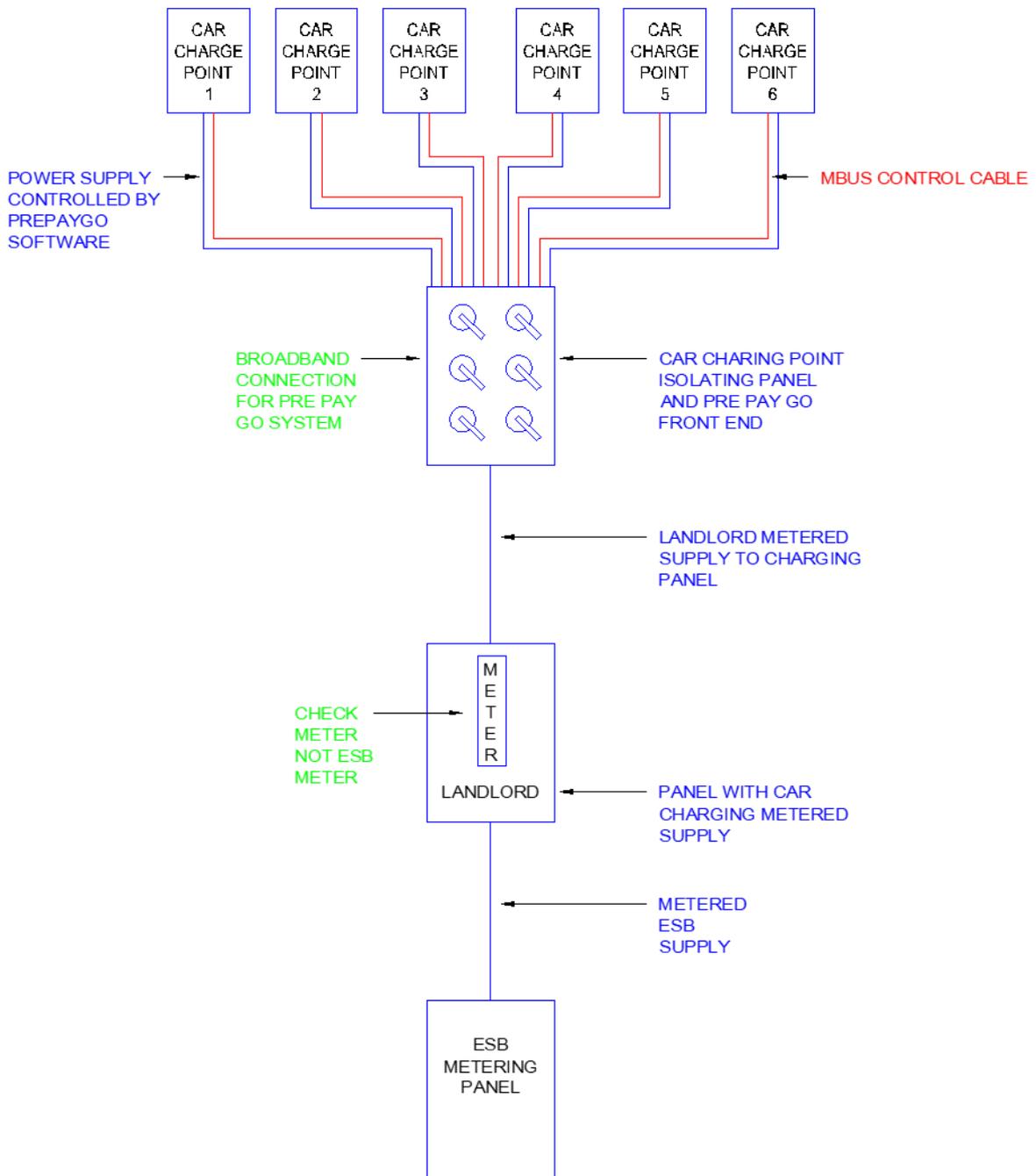
### **3. FULLY INSTALLED CAR CHARGING POINTS:**

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 such as “Randridge”. This type of setup will allow an 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 their 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 such as “Randridge” 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.