



**LEGISLATIVE ASSEMBLY**  
**FOR THE AUSTRALIAN CAPITAL TERRITORY**

---

STANDING COMMITTEE ON PLANNING, TRANSPORT, AND CITY SERVICES  
Ms Jo Clay MLA (Chair), Ms Suzanne Orr MLA (Deputy Chair),  
Mr Mark Parton MLA

## Submission Cover Sheet

Inquiry into electric vehicle (EV) Adoption in the ACT

**Submission Number: 42**

**Date Authorised for Publication: 8 September 2022**

**From:** [Robert McConchie](#)  
**To:** [LA Committee - PTCS](#)  
**Subject:** Submission to the Committee of Inquiry into EV Adoption in the ACT  
**Date:** Sunday, 21 August 2022 10:43:43 AM  
**Attachments:** [image0.jpeg](#)

---

**Caution:** This email originated from outside of the ACT Government. Do not click links or open attachments unless you recognise the sender and know the content is safe.

[Learn why this is important](#)

## **Submission to the Committee of Inquiry into EV Adoption in the ACT**

### **About Us**

We write on behalf of the Owners Corporation of Parc, [REDACTED], a mixed use strata development located adjacent to the Jamison Centre, Macquarie ACT 2614

The complex was completed in 2019. It is now fully occupied.

Our complex comprises 74 residential units, 10 commercial units and 23 villas. There are 159 car spaces under the 2 residential buildings and each of the 24 villas has a two car garage. So there is the potential for a maximum of 207 vehicles to be garaged on site.

Any sustainability infrastructure such as solar panels and EV charging facilities will need to be retrofitted. Every car space is allocated, with no area available for shared fast EV charging stations.

### **The Submission**

#### **Synopsis**

This submission argues that the uptake of electric vehicle ownership by residents of strata title properties will be constrained compared to those living in detached or semi detached dwellings. We focus here on the need for readily accessible and affordable charging infrastructure. To encourage electric vehicle adoption in these settings will require a range of support interventions from the ACT government.

#### **Strata Title Living**

We are aware that up to 75% of new housing in the next 5 years is projected to be strata title. Combined with those already living in developments such as Parc, this represents a significant number of people. We don't know the actual number, but the ACT government demographers should be able to provide an estimate.

#### **Uptake of Electric Vehicles**

Residents of strata buildings are likely to want to participate in the uptake of EV's at the same rate as other residents in Canberra. With the phasing out of internal combustion engine vehicles, the uptake is likely to accelerate in the next few years. The problem for residents in large strata developments is that they will face constraints not faced by people in small developments or in semi or fully detached housing. Until these barriers are overcome, uptake in this residential sector will lag behind others.

#### **New vs Older Strata Buildings**

We recognise that future new strata buildings are likely to be fitted with EV charging infrastructure, from either being mandated by government legislation or simply from developers recognising the appeal of such infrastructure to buyers. Older buildings however will have to be retro-fitted, and this will provide challenges for Owners

Corporations. Retro fitting is likely to be expensive, and beyond the financial capacity of many OC's.

### **Barriers to Adoption in large strata developments**

Residents include both renters and owners. Although limited interstate reports have shown that the provision of individual charging stations increases the value of apartments, it is very unclear if owners of rental properties will be prepared to invest in this infrastructure. Resident owners will surely have divergent views. Parc has a significant older cohort who are likely considering retirement or assisted living options in the future, so are unlikely to want to support spending on an EV or chargers, at their time of life. Younger, working owners however may have different views.

For background, OC's are currently facing increased financial pressures and fees are rising. For example Parc was forced to introduce a Special Levy in 2021 to cover a large hike in our insurance premium. Rising maintenance costs are also impacting OC fees. In this environment it is doubtful that OC's would support any large increase in expenditure that is unlikely to benefit a majority of owners in the short term.

The answer may be to stage this development as interest in EV's grow, but planning this approach requires expertise beyond that of OC's and Strata Managers.

### **Convenience and Price**

We recognise that commercial EV fast charging stations will increase in number as people shift across to EVs. One could forecast that the future availability will be similar to that of current fuel pumps. Notwithstanding this, people will remain attracted to the convenience of powering up from home. Why wait in line when you can simply park, plug in and be fully charged for the next day? People will also be attracted to avoiding the extra on costs of purchasing power from private providers who must cover infrastructure and maintain profit margins,

In a strata development such as Parc, where there is no space for any communal fast charging stations, the best solution is for vehicles to be charged in their own designated parking spaces. For working people, this will be usually overnight. When strata residents have confidence that the conditions of convenience and domestic pricing can be met, the uptake of EV's from this sector will surely be on a par with regular detached dwellings.

### **Planning**

EV charging for Strata buildings like Parc needs to be properly planned, rather than implemented in an ad hoc reactive way. The most effective approach to date seems to be for OC's to provide the backbone, or grid, and individual owners provide the connection to the backbone. Clearly the grid will have to support the range of chargers available for the different makes and models of EV's. As the EV network grows in a particular building, pressure will be placed on the existing electrical infrastructure. Buildings need to be professionally assessed as to their capacity to support this growth. We understand that implementation can be staged, but upgrading of the electrical infrastructure may be a necessary advance pre-requisite. Decisions need to be made on the source of the power, metering, software acquisition and so on. OC's and Strata Managers are unlikely to possess the expertise to make these decisions without assistance. This expertise will need to be purchased.

### **Government Incentives**

Government incentives could play a significant role in the successful uptake of EV charging in the ACT, especially in buildings where retro-fitting is required. Such incentives could include:

- financial assistance with the design and planning of the required infrastructure.
- assessment of the capacity of the current building infrastructure and need, if any, for upgrading.

- financial assistance with any required upgrade
- financial assistance with the installation of the EV charging 'backbone' itself.
- advice and seminars for EC's and OC's

**Our Offer to the ACT Government**

We are happy to meet further with the Committee. Parc [REDACTED] would also be prepared to participate as a trial site for any potential ACT Government incentive project for the retro-fit of EV charging facilities.

We thank you for the opportunity to participate in this Inquiry.

Submitted by

Paul Street OAM  
Chair, Parc [REDACTED] Executive Committee

[REDACTED]

Rob McConchie PSM  
Sustainability Contact  
Parc [REDACTED] Executive Committee

[REDACTED]



Sent from my iPhone