

Land use	EV charging infrastructure (minimum level of provision) ¹
motel	Level 1 – to each bay assigned for motel guest use; and Level 2 – 2% of bays where communal parking (including associated bar/restaurant/hospitality areas) is available with a minimum of one bay
office²	Encouraged
park home park	Level 1 – one per site
recreation – private where >1,500m ² floorspace *	Level 2 – 2% of bays with a minimum of one bay
restaurant/cafe	Encouraged
road house	Level 2/3 – two bays
serviced apartment	Level 1 – one per dwelling
service station	Encouraged
shop² where >1,500m ² floorspace *	Level 2 – one bay per 10,000m ² , with a minimum of 2 bays i.e 5,001-10,000m ² = 2 EV bays 10,001-20,000m ² = 2 EV bays 20,001-30,000m ² = 3 EV bays... ...100,001-110,000m ² = 11 EV bays
tourist development	Level 1 – to 50% of bays assigned for guest use
residential <i>single house</i> <i>grouped dwelling</i> <i>multiple dwelling</i> <i>single bedroom dwelling</i> <i>aged and dependents dwelling</i>	Level 1 – to each parking bay assigned to a dwelling

Table 1: Recommended EV Charging Infrastructure requirements by land use

¹ Minimum level of provision

The level of provision in Table 1 should be credited towards the general car parking requirement for the relevant land use/development and should only apply where a general car parking requirement applies.

² Multi-storey developments

Where the new development or redevelopment/expansion is an 'office', 'shop*' or 'car park' land use, or mixed-use development, and the development is multi-storey, it is recommended that provisions in J9 of the National Construction Code be considered.

* Minimum threshold

The threshold at which EV charging infrastructure is deemed 'preferred'. For any proposal beneath the floor space threshold, EV charging infrastructure is encouraged.