



# **ELECTRIC VEHICLE (EV) CHARGING INFRASTRUCTURE ON PUBLIC LAND**

**Policy 32/2021-2024**

**DATE:**

- Ordinary Council Meeting 6 February 2024

POLICY NO:	32/2021-2024
LEGISLATIVE REQUIREMENTS	Local Government Act
RESPONSIBILITY:	Development & Compliance
OBJECTIVE:	The policy outlines the principles for establishing EV charging infrastructure at the right location within the Hills Shire Local Government Area (LGA).
REVIEW	Within the first 12 months of each term of Council or as required. This policy will be reviewed as necessary. It will be updated to reflect changes in technology, market trends, and the overall growth of the EV charging technology.

## Contents

Purpose of policy: .....	4
Objectives: .....	4
Principles:.....	4
Scope:.....	4
Design Considerations:.....	5
Site selection criteria:.....	5
Visibility and Identification: .....	5
Parking configuration: .....	6
Charging technology: .....	6
Leasing/Licencing arrangements: .....	7
Installation, maintenance, and removal: .....	7
Renewable Energy Integration:.....	<b>Error! Bookmark not defined.</b>

## Purpose of policy:

The purpose of this policy is to provide criteria for the provision, installation, management, maintenance, and removal of Electric Vehicle (EV) charging infrastructure on the public land in The Hills Shire Local Government Area (LGA). This is to allow consistency in approach and execution and ensure that providers are aware of the Council's requirements and expectations. The guidelines outline the principles for planning EV charging infrastructure on public land and to support the selection of the correct type of infrastructure at the right location.

The policy also helps to promote the adoption of electric vehicles which supports sustainable transportation.

## Objectives:

This policy aims to address key objectives related to the development and utilisation of charging infrastructure for electric vehicles including:

- ❖ To support access to EV charging for residents and visitors which may encourage the adoption of electric vehicles by making charging infrastructure more accessible and convenient.
- ❖ To attract private investment in the development, installation and operation of EV charging stations offering a reasonable financial return to business with a share of this return being offered to Council to offset the use of infrastructure on public land.
- ❖ To ensure the ongoing maintenance of EV charging infrastructure through the implementation of regular maintenance and timely repairs.
- ❖ Allow for advertisement of local events, marketing initiatives, campaigns and education.

## Principles:

- ❖ Support a coordinated deployment of public electric vehicle charging stations across The Hills, including Council's approach to facilitating charging providers installing public charging infrastructure on Council land.
- ❖ Outline Council's role in delivering and facilitating this network while acknowledging, supporting, and not competing with the public sector.
- ❖ Outline Council's position on providing or facilitating EV charging access to those without off-street parking, which will initially prioritise a successful public fast charging network.
- ❖ Increase the availability of EV charging infrastructure to support growth in the uptake of EVs, locally and nationally.
- ❖ Implement a system for continuous monitoring and evaluation of the charging infrastructure networks' performance. Use data analytics to optimise the placement and utilization of charging stations.

## Scope:

This document applies to all publicly accessible Electric Vehicle Charging Infrastructure installed on public land, either by Council or Third-Party Private Charger operators. It provides the overriding direction for the establishment of Public Electric Vehicle Charging Infrastructure across The Hills for Residents, Businesses and Visitors.

## Design Considerations:

### Site selection criteria:

A site may be considered suitable for an EV charging station where the proposal demonstrates to Council's satisfaction that:

- ❖ The land is public land. Public Land as defined in the Local Government Act 1993 means any land (including a public reserve) vested in or under the control of the council.
- ❖ The land classification has been considered; land classified as operational land is preferred, however community land may be considered suitable where the proposal is in accordance with the Local Government Act 1993, Crown Land Management Act 2016, applicable land category core objectives and is expressly authorised in the relevant Plan of Management for that land.
- ❖ EV charging stations are permissible under the relevant legislation at the proposed location (e.g., The Hills Shire Local Environment Plan, State Environmental Planning Policy (Infrastructure) 2007, the Roads Act 1993 and the like). Note: the provider is responsible for securing development consent or approval, where applicable, from Council on a case-by-case basis.
- ❖ Environmental constraints and characteristics have been identified.
- ❖ The electricity supply infrastructure capacity of the existing electrical supply network is suitable (or can be reasonably upgraded). Note: Council will bear no cost or responsibility for the provision of, or upgrade to, electrical supply infrastructure to service a proposed EV charging site. It is the responsibility of the provider to organise any upgrades that may be required.
- ❖ The facility and its operation will not adversely affect the amenity of surrounding development or the public domain area.
- ❖ The facility is safe with adequate lighting, and pedestrian and vehicular access available at all times of the day and night.
- ❖ The facility is compliant with relevant Australian Standards and Regulations for occupational health and safety. Charging station hardware must be located a safe distance away from hazards (e.g., dangerous goods and fuels).
- ❖ Consultation with the local community and relevant stakeholders is satisfactorily undertaken in conjunction with site selection.
- ❖ Permission granted by Council for the provision of a charging station on Council land will not preclude Council from allowing other providers including Council to offer charging facilities on nearby land or using 'Multi-purpose Poles' or similar infrastructure.
- ❖ Any designated EV spaces on a public road will require endorsement from the Local Traffic Committee and subsequent approval from Council.
- ❖ There will be no more than 10 EV charging stations on public land within the Hills Local Government Area.

### Visibility and Identification:

The facility and all ancillary infrastructure (including signage, parking bays and charging infrastructure) shall be easily visible and accessible for users to find, with consideration of the following:

- ❖ All EV car parking spaces / charging bays are to incorporate 'No Parking Electric Vehicles Excepted Only While Charging' (Refer TfNSW signs for details) signage unless otherwise

directed by Council. An additional plate to restrict the maximum duration of stay to 2 hours or to be consistent with adjacent restrictions if they are less than 2 hours.

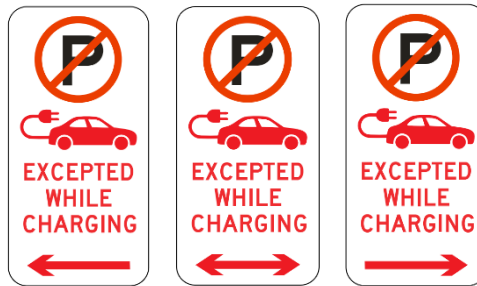


Figure A: An example of signage to be installed on EV charging bays (Source: TfNSW)

- ❖ All EV parking bays shall be clearly labelled with the words 'EV Charging Only' (or the like) painted on the ground.
- ❖ Adequate lighting is to be provided for the safety and security of EV drivers / passengers, vehicles and infrastructure. Lighting should be sufficient to easily read associated signs, instructions, controls on vehicles / EV infrastructure, identify all possible EV charging inlet locations and for charging cable visibility. A lighting audit is required prior to the installation of any charging bay. This is to be at the expense of the provider.
- ❖ Parking spaces should be located to ensure safe sight distances for pedestrians, vehicles, and bicycles.
- ❖ Promotion of tobacco, alcohol and gambling and related industries is not permitted on any advertising infrastructure related to the EV charging station. The use of such advertising by any provider is to be disclosed to Council in the initial application process. Advertising is also to be undertaken in accordance with the Outdoor Media Association Code of Ethics. Separate Planning approvals may be required for the presence of advertising.

Note: On street charging infrastructure will be the responsibility of the provider solely and Council will not be liable.

## Parking configuration:

The following must be considered at a minimum:

- ❖ All aspects of EV charging bays must be designed and constructed in accordance with Australian Standards and current industry best practice.
- ❖ All EV carparking spaces / charging bay pavements shall be constructed to Council's specifications including sealing, kerb and guttering, pram ramps, signage, and line marking, where upgrades are required by Council.
- ❖ Preference is given to the provision of EV charging infrastructure at a minimum of two related (e.g., adjoining / adjacent) carparking spaces in any given location.
- ❖ All EV charging bays must comply with the Disability Discrimination Act 1992, which includes compliance with current standards for access (AS2890.5/AS2890.6).
- ❖ Ensure that high demand parking spaces are avoided, where appropriate.

## Charging technology:

- ❖ Charging connections must comply with the requirements for Combined Charging System (CCS2) and Charge de move (CHAdEMO) for DC fast chargers and Type 2 (Mennekes) for AC chargers to enable all types of EVs to access.

- ❖ EV charging infrastructure would preferably have a minimum input of 25kW to allow for a reasonable charge time.
- ❖ Implement solutions for real-time monitoring, maintenance, and communication with users. This can include mobile apps, website interfaces, and digital displays at charging stations.
- ❖ Council will only accept the installation of chargers in accordance with the NSW government's EV charging standards and guidelines.
- ❖ Where feasible, the charging cable will have the capacity to reach all points of the carparking area, to accommodate EVs with front, rear or side charging points. Cables should not be hazardous for pedestrians or other vehicles at any time.
- ❖ Public access and open payment options platforms widely used in Australia.
- ❖ Ensure that infrastructure adheres to existing regulations and is adaptable to the changes in technology and the EV market.
- ❖ Establish safety and security measures for both users and charging station equipment.

Note: Council will not be responsible for the cost of upgrading the existing EV charging infrastructure due to technological changes or industry standards/policies.

### Leasing/Licencing arrangements:

- ❖ The establishment of EV charging stations on any public land will be subject to licensing and leasing agreements with Council.
- ❖ Lease/Licence shall be governed by Council's Lease/Licence policy.
- ❖ Obtaining a lease or licence agreement with Council to utilise public land for the installation and operation of an EV charging station does not guarantee development consent or approval.
- ❖ All risks, public safety, and legal liability issues will be outlined through any lease agreements.
- ❖ Council reserves the right to request appropriate remuneration for the use of Public Land for the purposes of EV charging stations.
- ❖ Costs associated with the negotiation and finalisation of any lease or licence agreement will be incurred by the Provider.
- ❖ Non-compliance with the Policy may result in the termination of any agreement between the provider and Council and may result in the forced removal of EV charging and ancillary infrastructure, at the expense and responsibility of the provider.
- ❖ Council may consider entering a Public/Private Partnership with relevant providers to deliver EV charging stations on Public Land. This will be subject to negotiation on a case-by-case basis.
- ❖ Information on the levels of use of the car spaces and charging are to be provided to Council every 6 months to assist Council in determining the demand for such parking spaces.

### Installation, maintenance, and removal:

- ❖ The provider is responsible for the installation, maintenance and removal costs associated with the installation and operation of any given EV charging station, unless by prior agreement with Council.
- ❖ The provider is responsible to make good all areas (back to pre-existing condition) including the safe termination of electricity, removal of all infrastructure and repair of pavement after removal of any EV charging station. All costs need to be borne by the provider.
- ❖ The Provider will implement a maintenance schedule that includes regular inspections. All maintenance and repairs must be completed in a timely manner to avoid delays to service.
- ❖ Non-compliance with this Policy may result in the termination of any agreement between the provider and Council and may result in the forced removal of EV charging and ancillary infrastructure, at the expense and responsibility of the provider. The specific terms must be determined as part of any licence / lease arrangement, or similar.