



Ku-ring-gai Council

Policy for Electric Vehicle Charging Infrastructure on Public Land

Version Number 1

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Controlled Document Information

Authorisation Details

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Related Legislation:	The Roads act 1993 Local Government Act 1993 Crown Land Management Act 2016 Disability Discrimination Act 1992 NSW Disability Inclusion Act 2014 NSW State Environmental Planning Policy (Transport and Infrastructure) 2021
Related Policies (Council & Internal)	Ku-ring-gai Local Environmental Plan NSW State Environment Planning Policy (Infrastructure) 2007 Design Guidelines for Public Use Electric Vehicle Chargers (Internal) Towards Zero Emissions - 2030 Action Plan
Related Documents - Procedures, Guidelines, Forms, WHS Modules/PCD's, Risk Assessments, Work Method Statements, etc	
Other References	

Version History

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1	17 May 2023	TBC	Program Leader – Energy Management and Net Zero Strategy	First version public exhibition 28 June 2022 and adopted by Council 16 May 2023, resolution number 63.

Policy

Purpose and Objectives

The purpose of this document is to provide conditions for the provision, installation, management, maintenance, and removal of Electric Vehicle (EV) charging infrastructure on public land in the Ku-ring-gai Council Local Government Area (LGA). This is to allow for consistency in approach and execution and ensure that providers are aware of Council's requirements and expectations. The Policy outlines 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 supports the planning pathways for electric vehicle chargers in the NSW State Environmental Planning Policy (Transport and Infrastructure) 2021. Should any conflict exist between the conditions of this Policy and the Transport and Infrastructure SEPP, the provisions of the Transport and Infrastructure SEPP prevail.

Context

As outlined in its *Climate Change Policy* and *Towards Zero Emissions – 2030 Action Plan*, Council has adopted a target of supporting the local community to reach Net Zero emissions by 2040, or earlier. The Plan identifies zero emissions transport as a key component for Ku-ring-gai to achieve Net Zero, requiring increasing uptake of electric vehicles (EVs) over time. The Plan notes the provision of public EV chargers as a supporting action for this objective.

EVs are expected to become more established in the Australian market in the coming decades, with EVs predicted to be similar in terms of upfront costs as early as 2024. Research shows that the main barriers currently stalling greater uptake of EVs in Australia are the high cost of the vehicles, inadequate incentives, inadequate policy supports and the lack of public charging infrastructure away from home (this leads to 'range anxiety'). A suitable network of EV charging infrastructure will be required across the Australia to support the use of EVs now and in the future.

EV charging locations may also increase visitation to our local town centres and retail hubs improving the Ku-ring-gai LGA's economic development and tourism opportunities.

The NSW Government also has a number of initiatives aimed to facilitate the up-take of EVs in NSW including:

- [NSW Electric Vehicle Strategy](#);
- [Future Transport 2056 – NSW Electric and Hybrid Vehicle Plan](#);
- [State Infrastructure Strategy 2018-2038](#).

Additionally, the NSW Transport and Infrastructure SEPP 2021 supports multiple planning pathways for electric vehicle chargers.

Principles

This Policy will:

- Support the delivery of EV charging infrastructure on public land that integrates effectively with the transport network and local environment
- Consider all electric transport charging infrastructure
- Ensure fair and consistent selection of providers that support current EVs and all charging types where possible
- Increase the availability of EV charging infrastructure to support growth in the uptake of EVs, locally and nationally
- Provide direction for providers of EV infrastructure in the allocation of suitable locations on public land and Council requirements.
- Be reviewed and endorsed by Council yearly to ensure relevant industry standards and regulations are addressed.

Scope

This document applies to all publicly accessible Electric Vehicle Charging Infrastructure installed on Public land, whether installed by Council or Third-Party Private operators.

Responsibilities

The overall responsibility for maintenance and implementation of this Policy sits with the Manager Environment and Sustainability.

Design Considerations

Site Selection

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

- a) The land is 'public land' or 'public road', as defined in the Local Government Act 1993 and Roads Act 1993 respectively.
- b) 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.
- c) Electric Vehicle charging stations are permissible under the relevant legislation at the proposed location. This includes, but is not limited to:
 - Ku-ring-gai Local Environmental Plan 2015
 - State Environmental Planning Policy (Transport and Infrastructure) 2021
 - The Roads Act 1993
 - Local Government Act 1993
 - Crown Land Management Act 2016

- Disability Discrimination Act 1992
- NSW Disability Inclusion Act 2014

Note: the provider is responsible for securing development consent or approval, where applicable from Ku-ring-gai Council.

- d) Environmental constraints, characteristics and amenity have been considered
- e) The electricity supply infrastructure capacity of the existing 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 an EV charging site, unless by prior agreement.
- f) The land has reasonable connection to the wider road network.
- g) The facility and its operation will not adversely impact upon the amenity of surrounding development or access to and enjoyment of the public domain.
- h) The facility is safe with adequate lighting, and pedestrian, vehicle and bicycle access available at all times of the day and night.
- i) The facility is compliant with the relevant Australian Standards and Regulations for workplace health and safety. Charging station hardware must be located a safe distance away from hazards (eg. dangerous goods and fuels).
- j) Consultation with the local community and relevant stakeholders is satisfactorily undertaken in conjunction with site selection.

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 charging bays shall be clearly marked with the words 'EV Charging Only', or similar, painted on the ground. Note: Non-compliance with this provision may be considered in areas where it is inappropriate, provided sufficient alternative identification can be provided to the satisfaction of Council or where the infrastructure is provided in a manner that allows for more widespread charging including the use of 'Smart Poles' or other similar infrastructure.
- Appropriate signage must be installed to indicate the parking spaces are allocated for EV charging only. Signage shall be provided in accordance with Transport for NSW R5-1-1Xn and R5-40-Xn series signs relating to electric vehicles (as appropriate).
- Adequate lighting must be provided for the safety and security of drivers, passengers, vehicles and associated infrastructure. Lighting must be sufficient to easily read associated signs, instructions, controls on vehicles / EV infrastructure and identify all possible EV charging inlet locations and visibility of charging cable.
- Parking spaces shall be located to ensure safe sight distances for pedestrians, vehicles, and bicycles are provided.
- The use of advertising by any provider is to be disclosed to Council in the initial application process and disclosed as part of the community engagement process. Separate planning approvals may be required for the presence of advertising. Advertising must comply with the relevant standards. Advertising that contains tobacco, nicotine, alcohol and gambling will be prohibited on any EV charging infrastructure.

Note: That liability of on-street charging infrastructure is the responsibility of the provider and Council will not be held liable under any circumstances.

Parking Configuration

The following must be considered at a minimum:

- All aspects of EV charging bays are to be designed and constructed in accordance with the current Australian Standards for car park access and design (AS2890.1 / AS2890.5) and where site constraints permit, consider the mobility requirements of AS2890.5/AS2890.6.
- All new EV carparking spaces / charging bay pavements shall be constructed to Council's specifications including sealing, kerb and guttering, kerb ramps, signage and line marking.
- 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.

Parking Conditions

- Parking conditions will be determined on site level basis at the time of implementation and be guided by relevant Australian Road Rules.
- User fees may be applied and will be determined on a site level basis throughout implementation of each EV charging station.

Charging Technology

Council's objective is to facilitate the provision of EV charging infrastructure in an efficient, inclusive and accessible manner.

The installation of EV charging on Public Land in the Ku-ring-gai LGA shall be consistent with the State Government Policy *Future Transport 2056 – NSW Electric and Hybrid Vehicle Plan* and at a minimum include:

- Consistent standards for charging connections based on European CCS2 and CHAdeMo for DC fast chargers, and Type 2 for AC charging.
- Preference for connected and smart chargers, to allow the most efficient energy use for both consumers and network operators.
- Public access and open payment options platforms (credit/debit cards).
- Preference for all EV charging infrastructure to have a minimum input power capacity of 25kW.
- The charging cable shall have the capacity to reach all points of the carparking space, to cater for EVs with front, rear or side charging points where possible and in accordance with current industry practices and guidelines. Cables should not be a hazard for pedestrians or other vehicles at any given time.
- Council will preference systems that include payment options that include flexibility, anonymity, and subscription free payment options

The provider may be required to upgrade existing EV charging infrastructure to meet the industry standards and requirements. Council will bear no cost or responsibility for this upgrade.

Note: Provision may be altered where future EV charging infrastructure supersedes that which is written in this Policy, if an alternative is demonstrated to be suitable, to the satisfaction of Council.

Environmental

Council will preference EV charging infrastructures that uses renewable energy for the source such as accredited GreenPower, solar panels/battery storage, etc., where practical.

Leasing Arrangements

- Provision of EV charging stations on public land will be subject to licensing / leasing arrangements, or similar, with Council and where appropriate, the relevant Minister as it relates to Crown Land.
- License and/or lease terms shall be in accordance with Council's Property Lease and License Policy, and where appropriate, those terms and conditions required by the relevant Minister as it relates Crown Land.
- Council reserves the right to require appropriate remuneration for use of Public Land for the purposes of EV charging stations. This may be in the form of a lease / license fee, apportionment of user fees, or other. This is to be determined on a case-by-case basis as part of any license / lease (or other) agreement and will be aligned to Council's schedule of fees and rates.
- A maintenance schedule including regular inspections shall be implemented by the Provider. All maintenance and works are to be carried out in a timely manner to avoid delays to service. Information on the maintenance response times is to be provided to Council to demonstrate compliance. Further requirements will be specified as part of any license / lease agreement.
- 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.
- Entering into a lease or license agreement with Council to utilise public land for installation and operation of an EV charging station in no way guarantees development consent or approval. All risk, public safety and legal liability issues will be specified via any condition of any development consent and where applicable, the license / lease agreement. Costs associated with the negotiation and finalisation of any lease or license agreement will be at the cost of the Provider.
- Non-compliance with the Policy may lead to 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 cost and responsibility of the provider. The specific terms are to be determined as part of any license / lease agreement.

Definitions

Term / Abbreviation	Definition
EV	Electric Vehicle
LGA	Ku-ring-gai Council Local Government Area