

## **ELECTRIC VEHICLE CHARGING ON PUBLIC LAND POLICY**

### **1. PURPOSE**

- 1.1 The purpose of this Policy is to provide criteria for the provision, installation, management, maintenance, and removal of EV charging stations on public land in the Tamworth Regional Council Local Government Area (LGA). 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.

This policy does not apply to the provision of EV charging stations on private land. Council does not preference provision of EV charging stations on public land over private land.

#### **Context**

Council has adopted an Electric Vehicle Strategy. The purposes of this policy is to help implement relevant parts if this strategy.

### **2. COMMENCEMENT OF THE POLICY**

- 2.1 This Policy will commence from May 2024.

### **3. APPLICATION OF THE POLICY**

- 3.1 This Policy applies where it is considered that provision of EV charging infrastructure on public land is in the public interest.

### **4. SITE SELECTION CRITERIA**

- 4.1 The site selection criteria are as follows:

- existing public carparking spaces only within established carparks;
- the electricity supply infrastructure capacity of the existing electrical supply network is suitable or can be reasonably upgraded at no cost to Council;
- the land is located within reasonable walking distance of public amenities and shops (CBD, as well as north, south, east, west Tamworth centres), village centres, tourism location; or suitable highway locations where ultra-fast charging is used;
- the land has a reasonable connection to the wider road network;
- the land is not constrained by flooding, relevant environmental factors or future development(s) identified in Council's various strategic plans;
- the facility will not adversely impact upon the amenity of the surrounding development or the public domain;
- the facility is open for vehicular and pedestrian access at all times day and night;
- the facility is compliant with relevant Australian standards and road design guidelines; and
- appropriate risk assessment of the site is completed by the service provider, with the outcome showing charging station software is located a safe distance away from hazards
- Council has limit of 12 EV charging points in public carparks in the Tamworth CBD

- 4.2 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 through the use of 'Smart Poles' or similar infrastructure, with or without charging fees to end users.

### **5. EV CHARGING DESIGN REQUIREMENTS**

#### **5.1 Visibility and Identification**

- the Facility and all ancillary infrastructure shall be visible and accessible for users to find;

- all EV parking bays shall be labelled 'EV Charging Only' (or similar) painted on the sealed surface;
- integration of a mobile app accessible via apple and android smart devices;
- appropriate signage to mark that the charging bays are for EV charging only, if an EV car parked and not charging or a non-EV/Plug in Hybrid car is parked in a charging bay, the driver can incur a fine;
- adequate lighting available in the carpark to read associated signs, see all charging equipment and charging inlet on vehicles, as well as all instructions on the charging infrastructure; and
- 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. Any advertising that may be approved is to be undertaken in accordance with the Outdoor Media Association Code of Ethics. Separate Planning approvals may be required for advertising.

## **5.2 Parking Configuration**

- all aspects of EV charging bays are to be designed in accordance with the relevant Australian standards and current industry best practice;
- all EV parking bay pavements shall be constructed to council specifications, including sealing, kerb and guttering, pram ramps, signage and line marking, as required by council;
- preference to be given to providers that include charging bays that are compliant with the Disability discrimination act 1992 which includes compliance with current standards for access (AS2890.5/2890.6); and
- preference will be given to the provision of EV charging infrastructure at a minimum, of two related (e.g., adjoining/ adjacent) carparking spaces in any given location

The loss of existing parking spaces shall be minimised where practicably possible

## **5.3 Charging Technology**

Council's objective is to facilitate the provision of EV charging infrastructure in an efficient, inclusive and accessible manner. All EV charging stations on public land in the Council area are to provide fast charging capabilities.

The installation of EV charging on public land shall be consistent with the state government policy Future Transport 2056 - NSW ELECTRIC AND HYBRID VEHICLE PLAN and current industry practices 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;
- preference for all EV charging infrastructure to have a minimum input power capacity of 50kw; and
- where possible 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. Cables should not be a hazard for pedestrians or other vehicles at any given time.

## **5.4 Energy Source**

Preference will be given to charging stations that use renewable energy to supply the charging station, through onsite solar and battery backup, green power or a renewable power purchase agreement.

## 6. LEASING ARRANGEMENTS

### 6.1 Terms of Lease/ License

- any provision of EV charging stations on public land will be subject to licensing / leasing arrangements drafted by the provider, or similar, and agreed between the provider and Council;
- This lease agreement will be for a term of 5 years, with an option to extend by a further 5 years at Council's discretion, with an option to agree to the extension at the beginning of the contract where there is a large upfront cost to the provider for the upgrade of a transformer, substation or similar;
- creating EV charging locations on public land results in loss of existing parking infrastructure. Compensation in the form of a once off upfront fee per carpark will be required;
- the upfront fee for CBD public carparking spaces will be 50% of the rate detailed in *Council Fees and Charges – Tamworth Regional Council | Planning, Building and Development | Development Contributions | Tamworth Regional Section 94 (Direct) Contributions Plans 2013 | CBD Car Parking* as amended from time to time;
- The upfront fee only applies for the installation at a new location, additional parking bays including for disability access or at the commencement of the policy;
- in addition, a charge will be levied on an annual basis per carparking bay for all carpark spaces taken out of service for the purpose of EV charging provision or associated access. This charge will be as detailed in Council's Fee and Charges and updated from time to time. The amount of the annual fee is dependent on whether the chargers are located in the CBD or outside the CBD and will be included in Council's Annual Fees and Charges;
- Energy used by the EV charging station is at no cost to Council; and
- Provider must have current insurances in accordance with Council's insurance requirements.

### 6.2 Installation, maintenance, and removal

- the installation, maintenance and removal associated with the operation of any approved EV charging station is the responsibility and cost of the provider. This includes installation of ancillary infrastructure such as car parking spaces, signage, line marking, pavement marking, and the like, and the future reinstatement of the site;
- the provision of lighting is the responsibility of the provider, the lighting design must be agreed with Council prior to installation and removal;
- under the lease agreement the provider shall implement a maintenance schedule which includes regular inspections. All maintenance and works shall be carried out in a timely manner to avoid delays to service, with a requirement for providers offering 24/7 customer service based in Australia to be confirmed in the application submission;
- third party providers should produce and maintain relevant insurances and all other hazards relating to the facility should be considered by them and managed appropriately. Non-compliance with this provision 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 arrangement, or similar;

- any damage created by the providers during installation, maintenance and removal of their equipment at the charging site and the surrounding area will be rectified at the expense of the providers; and
- In some instances, the installation of an EV charging station will fall within the exempt development provisions of the NSW State Environmental Planning Policy (Transport and Infrastructure) 2021. However, a Development Application (DA) may still be required depending on the proposed location. It is the provider's responsibility to obtain any required consents or approvals, including an environmental assessment under Part 5 of the EP & A Act where required before carrying out the activity.

**POLICY VERSION AND REVISION INFORMATION**

Policy Authorised by: Paul Bennett Title: General Manager	Original issue: 28-05-2024
Policy Maintained by: Bruce Logan Director Water and Waste	Current Version 1