

Northern Beaches Council Electric Vehicle Charging Infrastructure Plan

Draft



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Purpose

To provide conditions for the provision, installation, management, maintenance and removal of Electric Vehicle (EV) charging infrastructure on a selection of Council owned or controlled land in the Northern Beaches Local Government Area (LGA).

This Plan relates to charging infrastructure that is:

- Intended for use by the public
- Intended for charging electric vehicle and other transport modes, such as bicycles, Taxis, and new freight and public transport solutions.

Principles

This Plan 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 a fair and equitable selection of providers that supports current EVs and charging types
- Ensure a council managed community engagement approach to seek support on future EV charging site locations and charging infrastructure
- 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.

Plan Scope

The Plan applies to all publicly accessible Electric Vehicle Charging Infrastructure installed on public land, whether installed by Council or Third-Party Private operators. It provides the overriding direction for the provision of Public Electric Vehicle Charging Infrastructure across the Northern Beaches for Residents, Businesses and Visitors.

Plan Application

Council installed and managed infrastructure

- i) Provision of Service
 - Council will install Publicly Accessible Electric Vehicle Charging infrastructure in locations of its choosing based on demand and strategic decision criteria, inclusive of community feedback.
 - Council reserves the right to charge all users equally across the sector, based on the service provided.
 - All data collected as part of the service will be stored securely locally in line with Council's Information Management criteria.
 - Council will provide universal charging systems that are not assigned to any particular vehicle manufacturer, that are designed to provide top up charging and will be time restricted to ensure equitable access. This may be achieved through hardware, software, legislation options and varied between time of day, location, and technology used.
- ii) Cost Recovery – Fees and Charges
 - Whilst Council will fund the infrastructure from capital sources, the operational cost will be recovered from the customer.
 - Usage charges will be set by decision of Council in the annual fees and charges, based on the electricity cost projection for the corresponding period.
 - Council's fees and charges will be based on actual cost and not based on a comparison with other providers operating on the Northern Beaches.
- iii) Council will supply a variety of charging solutions across the area
 - Level 2 charging infrastructure (7kw AC) will be installed in several long-term carpark locations to provide charging options for those owners with limited parking availability and/or commuters. Time limit between 2 and 6 hours.
 - Level 2 charging infrastructure (11- 22kw AC) will be installed in short term carpark locations and suitable destination location (some models are currently not able to utilise these chargers to their full capacity). Time limit between 30 minutes and 2 hours
 - Level 3 charging infrastructure (25kw DC) will be installed at high demand destinations and close to regional transport corridors to allow for short duration rapid top-up charge (PHEV and some older models cannot use DC Charging). May be limited to less than 30 minutes.

Third party provider electric vehicle infrastructure management

i) Eligibility of provider

- Any provider wishing to deliver EV infrastructure within the Northern Beaches LGA must express their interest to council
- Where necessary, the eligibility of a provider will be determined through an Expression of Interest (EOI) process that is open to the market and will be evaluated by Council based on the Schedules detailed in the EOI
- Council will determine proposed locations for EV infrastructure.

ii) Obligation of provider

- It is the provider's responsibility to abide by the relevant legislation and technical requirements in order to operate with the Northern Beaches LGA.
- It is the provider's responsibility to financially commit to cost of the EV infrastructure and to ensure that the site is operational at all times
- It is the provider's responsibility to ensure that the site is safe and accessible for all users at all times
- The provider must enter into a data sharing arrangement with Northern Beaches Council to provide real time access to usage and membership information
- Council has the right to remove any EV infrastructure at any time and for any reason if it is found not to be in the best interest of the community. All costs will be the responsibility of the infrastructure provider.

iii) Lease arrangement

- Any provision of EV charging stations on public land will be subject to licensing/leasing arrangements, or similar, between the

provider and Council. Licence and/or lease terms shall be in accordance with Council's related Policies.

- Subject to obtaining the required planning approval/s, entering into a lease or licence agreement with Council to utilise public land for installation and operation of an Electric Vehicle charging station in no way guarantees development consent or approval.
- Council reserves the right to require appropriate remuneration for use of Public Land for the apportionment of user fees or through a fee structure, or other. This is to be determined on a case-by-case basis as part of any licence/lease (or other) arrangement and in accordance with Council's annual Fees and Charges.
- Council may consider a Public/Private Partnership with relevant providers to deliver Electric Vehicle charging stations on Public Land. This will be subject to negotiation on a case-by-case basis.

iv) Security deposit and/or bond

- It will be a requirement of the provider to pay, prior to the commencement of any works, a security deposit and/or bond of no less than \$5,000 AUD per site.
- Council will hold the deposit and/or bond for the duration of any lease or licence agreement. Any costs incurred by Council in excess of the deposit and/or bond amount will be borne by the applicant/Electric Vehicle charging station operator.
- Information relating to the deposit and/or bond will be identified within the lease or licence agreement.
- Council reserves the right to amend the security bond/deposit payment at any time.

Site Selection

Council will initially consider locations that are in strategic and tourism destinations for EV charging infrastructure. This will include strategic centres such as Mona Vale, Brookvale/Dee Why, Frenchs Forest and Manly, some sporting grounds, as well as tourist areas such as Palm Beach.

Council will consider a site based on the following factors:

- There must be existing and/or potential demand for EV charging.
- That any site considered for the provision of EV charging infrastructure is desirable location for the user to stop, spend time in the area or use local amenities.
- A safe location for access to the proposed charging infrastructure.
- Access to a suitable power supply.

Council will also consider sites that are located at key entry points to the Northern Beaches LGA or located near the main road corridors.

The ongoing implementation of this plan will be scaled up as the ownership and usage of Electric Vehicles increases across the area, to allow a convenient charging network to be used by residents, visitors and businesses, especially in areas where there is a high demand for charging infrastructure.

A third party owned publicly accessible Electric Vehicle Charging site may be considered suitable for an EV charging infrastructure where the proposal demonstrates to Council's satisfaction that:

- The land is public land, as defined in this Plan
- Considers land classification. 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* and the relevant Plan of Management for that land
- Electric Vehicle charging stations are permissible under the relevant legislation at the proposed location (e.g. Pittwater Local Environment Plan, 2014, Warringah Local Environment Plan, 2000, Warringah Local Environment Plan, 2011, Manly Local Environment Plan, 2013, State Environment 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 the relevant planning authority or a case by case basis
- Environmental constraints, characteristics and amenity have been considered
- There is a demand and future growth in the proposed location specific to the charging type
- The electricity supply infrastructure capacity of the existing electrical supply network is suitable (or can be reasonably upgraded). Note: Council will not contribute to the cost or be responsible for the provision, or upgrade to, electrical supply infrastructure to service a proposed EV charging site, unless by prior agreement

- The land is located within a reasonable walking distance (generally within 400m) of a town or village centre or a strategic tourism location
- The land has reasonable connection to the wider road network
- The facility and its operation will not adversely impact upon the amenity of surrounding development or the public domain
- The facility is safe with adequate lighting, and pedestrian, vehicle and bicycle access available at all times of day and night
- The facility is compliant with relevant Australian standards and road design guidelines
- The facility is compliant with relevant Australian standards and regulations for workplace 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.

Design Considerations - Visibility and Identification

The provider (whether Council or Third Parties) is responsible to ensure that 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:

- Wayfinding signage (white on blue) will be required to allow users to locate the EV charging station from the main road network, similar to the wayfinding signs for car parking (note: wayfinding signage shall be consistent with the relevant standards and guidelines)
- All Electric Vehicle charging bays shall be clearly marked with the words 'EV Charging Only' 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. Liability of on-street charging infrastructure is the responsibility of the provider and Council will not be held liable under any circumstances
- Appropriate pole signage is to be installed to indicate the parking spaces are allocated for EV charging only. Pole signage shall be provided in accordance with *TfNSW Sign* No. r5-41-5 or equivalent
- Adequate lighting must be provided for the safety and security of drivers, passengers, vehicles and associated infrastructure. Lighting must be sufficient to easily read related signs, instructions, controls on vehicles, controls on EV infrastructure and to identify and provide visibility of all EV charging inlet locations
- Selected 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 relevant standards. Advertising that contains tobacco, nicotine, alcohol and gambling will be prohibited from any EV charging infrastructure and site in the Northern Beaches LGA.

- The proposal must consider renewable electricity that may include onsite solar, green power or a Renewable Power Purchase Agreement.

The following must be considered at a minimum:

- All aspects of EV charging bays are to be designed and constructed in accordance with relevant Australian Standards
- All EV car parking spaces/charging by pavements shall be constructed to Council's specifications including sealing, kerb and guttering, pram ramps, signage and line marking
- Preference is given to the provision of EV charging infrastructure that can service two vehicles in adjacent car parking spaces at a minimum of two related (e.g. adjoin/adjacent) car parking spaces in any given location
- Off-street car parking will permit both front to kerb and rear to kerb parking, where possible. Vehicles must park in accordance with relevant legislation determined by NSW State Government
- Dedicated areas for parking of bicycles when charging at designated areas
- All EV charging bays are to be compliant with the Disability Discrimination Act 1992 which includes compliance with current standards for access (AS2890.5/AS2890.6).

Electric Vehicle 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 on the Northern Beaches shall be consistent with the NSW State Government *Future Transport 2056 – NSW Electric and Hybrid Vehicle Plan* and at a minimum shall 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 power capacity of 22kW AC or 50kW DC
- Public access and open payment options platforms (credit/debit cards).

In areas where there is high demand for on-street parking Council will consider the availability of public slow chargers to service residents with limited access to off-street parking.

The charging cable shall have the capacity to reach all points of the vehicle when charging in an on street or off-street car parking space to cater for EV's with front, rear or side charging points.

Cables should not be a hazard for pedestrians or other vehicles at any given time.

Note: Amendments may be considered for future EV charging infrastructure that supersedes the content included in this Plan or if a suitable alternative is demonstrated to the satisfaction of Council.

References and Related Documents

- Move – Northern Beaches Transport Strategy 2038
- Protect. Create. Live Northern Beaches Environmental Strategy
- NSW State Government Future Transport 2056 – NSW Electric and Hybrid Vehicle Plan
- NSW Department of Planning Industry and Environment Net Zero Plan. Stage 1 2020 - 2030
- Pittwater Local Environment Plan 2014
- Warringah Local Environment Plan 2000
- Warringah Local Environment Plan 2011
- Manly Local Environment Plan 2013
- Local Government Act 1993
- Crown Land Management Act 2016
- Roads Act 1993
- Disability Discrimination Act 1992
- State Environment Planning Policy (Infrastructure) 2007
- AS2890.5 - Parking facilities Part 5: On-street parking
- AS2890.6 - Parking facilities Part 6: Off-street parking for people with disabilities.

Definitions

Ancillary infrastructure means any and all physical items that relate to the EV charging infrastructure, whether at the site of the EV charging infrastructure, or elsewhere.

CCS2 means a Combined Charging System Type 2 EV charging connector with both AC and DC option, allowing both DC fast charge and Level 2 AC charge.

CHAdeMO means 'CHArge de Move' and is a DC charging standard for EVs.

Council means Northern Beaches Council

DDA Compliant means compliance with the *Disability Discrimination Act 1992*

Ecologically sustainable development (ESD) principles means as defined by Australia Government, Department of Agriculture, Water and the Environment.

Public land is as defined in the Local Government Act, 1993, means any land (including a public reserve vested in or under the control of Council, but does not include:

- a) A public road*, or
- b) Land to which the *Crown Lands Management Act 2016* applies*, or
- c) A common, or
- d) A regional park under the *National Parks and Wildlife Act, 1974*.

*For the purpose of this Plan, a public road and Crown reserve may also be considered suitable for an EV charging station.

Strategic tourism location means:

- a) a place of recognised tourism significance, including a natural place or built form place; or
- b) a tourist visitor centre, or the like; or
- c) a place zoned for tourism purposes under Pittwater Local Environment Plan, Warringah Local Environment Plan, 2010, Warringah Local Environment Plan, Manly Local Environment Plan, or the relevant planning instrument applying to that land.

Type 2 socket means EV charging connectors designed to specification IEC 62196 (commonly referred to as Mennekes).

Responsible Officer

Executive Manager, Transport and Civil Infrastructure

Review Date

This plan is to be reviewed annually from date of implementation.

Revision History

Revision	Date	Change	TRIM#
1			
2			
3			



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