

10.9. Electric Vehicle Charging on Public Land Policy

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ATTACHMENTS	1. Draft Electric Vehicle Charging on Public Land Policy [10.9.1 - 7 pages]
CSP LINK	1. Our Living Environment 1.2 Environmentally sustainable community 2. Our Built Infrastructure 2.1 Infrastructure and assets meet diverse community needs 2.3 Prioritise sustainable and active transport

PURPOSE:

The purpose of this report is to present Council with the draft Electric Vehicle Charging on Public Land Policy for its consideration and endorsement prior to publicly exhibiting the document for community feedback.

EXECUTIVE SUMMARY:

- The draft Electric Vehicle Charging on Public Land Policy (the Policy) guides the establishment of publicly accessible electric vehicle charging infrastructure (EVCI) to encourage electric vehicle adoption in North Sydney, reduce emissions, meet climate targets, and improve local environmental outcomes.
- The draft Policy outlines the requirements for the establishment, operation, management, and removal of EVCI on public land within the North Sydney Local Government Area (LGA).
- The draft Policy prioritises equity, safety, transparency, sustainability, accessibility, public amenity, and infrastructure expansion to ensure fair and effective EVCI distribution.
- The draft Policy outlines the key site selection and design criteria guidelines that will ensure installations meet safety, accessibility, environmental, and community requirements.
- Charge Point Operators (CPOs) would be required to lodge an application to install EVCI on public land. All applications would be subject to community consultation and Council approval.
- Following approval from Council, CPOs are required to enter into a licence agreement and pay the applicable fees.

RECOMMENDATION:

- 1. THAT** Council endorse the draft Electric Vehicle Charging on Public Land Policy (Attachment 1 to this report) and place it on public exhibition for a period of 28 days.
- 2. THAT** a further report come back to Council following the engagement process as per Recommendation 1 above, outlining any submissions received.

Background

With the increasing adoption of electric vehicles (EV) in the community, there is a growing demand for publicly accessible electric vehicle charging infrastructure (EVCI). However, without a formal policy and process guiding the installation of EVCI on public land, Council risks being unprepared for approaches made by proponents of EVCI and making inconsistent decisions relating to infrastructure rollout.

By adopting a policy on EV charging on public land, Council can ensure a consistent and strategic approach to support the roll out of EVCI, promoting sustainability, preserving public amenity, and enhancing equity and accessibility for residents and visitors. While residents with private driveways can charge their vehicles at home, many North Sydney residents lack access to off-street charging options. A policy would address the gap by expanding EVCI on public land, ensuring that residents, workers, and visitors have equitable and reliable access to charging opportunities in the public domain.

Report

1. Strategic Alignment

1.1 NSW Government

The NSW Government has set an emissions target of net zero by 2050. The transition to electric vehicles is critical in achieving target and improving air quality, given that transportation is such a significant contributor to greenhouse gases.

In June 2021, the NSW Government launched the NSW Electric Vehicle Strategy which amongst other things, outlined its objective to accelerate the transition to electric vehicles (EVs) and achieve net-zero emissions by 2050.

1.2 NSROC

The Northern Organisation of Councils (NSROC) prepared a policy document regarding EV infrastructure in 2024 (Facilitating EV Charging Infrastructure: Council Policies and Controls). North Sydney Council staff assisted in its preparation. That policy supports NSROC member Councils achieve local policy objectives by creating a clear and consistent framework for facilitating the EV transition. It supports the comprehensive and cohesive rollout of EVCI throughout NSROC in a manner that is sustainable, equitable, inclusive, and innovative.

Principles and the site selection and design criteria guidelines of that NSROC policy have informed the NSC draft Policy.

1.3 North Sydney Council

The Policy plays a critical role in achieving strategic outcomes of the North Sydney Environment Strategy (NSES), specifically targeting the objective to reduce community greenhouse gas emissions by 65% by 2035, compared to the 2018 baseline of 973,984 tonnes

of CO₂e. By supporting the adoption of EVs and phasing out reliance on internal combustion engine (ICE) vehicles, the draft Policy seeks to facilitate a shift toward low-carbon transportation and the reduction of emissions from transport in the LGA.

2. Policy Purpose

The draft Electric Vehicle Charging on Public Land Policy forms Attachment 1 to this report.

The purpose of the draft Policy is to guide the establishment of publicly accessible electric vehicle charging infrastructure (EVCI) to encourage electric vehicle adoption in North Sydney, reduce emissions, meet climate targets, and improve local environmental outcomes.

The Policy aims to ensure consistency, equity, and transparency for all stakeholders and articulate Council's requirements for the installation of EVCI on public land.

3. Policy Objectives

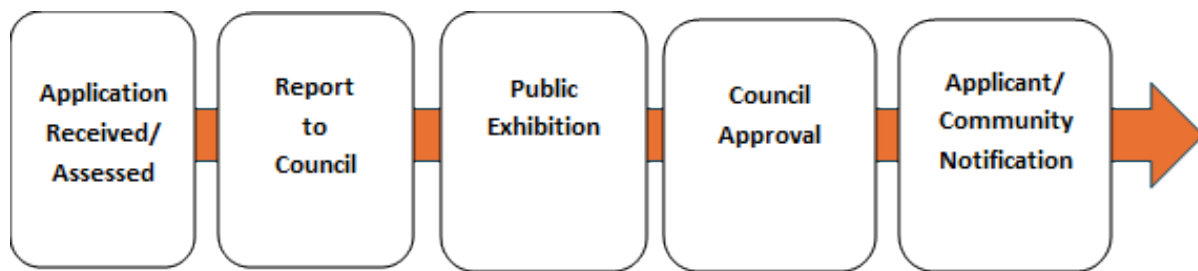
The objectives of the Policy are outlined in Table 1 below.

Equitable	Ensure the equitable distribution of EVCI to provide fair access for all groups, including lower resourced residents and those without private charging options.
Safe	Protect the community by ensuring EVCI meets safety standards and providing users with clear, accurate, and timely information on charging costs, availability, and usage.
Transparent	Ensure transparency by clearly defining roles, responsibilities, and requirements for the installation, operation, and maintenance of EVCI.
Sustainable	Support the transition to low emission transport and reduce community emissions in alignment with the North Sydney Environment Strategy.
Accessible	Ensure equitable and barrier-free access to EVCI for all community members, including people with disability, in line with accessibility standards.
Public Amenity	Preserve the visual and physical amenity of the public domain and minimise any adverse impacts on community spaces.
Infrastructure Expansion and Optimisation	Facilitate the growth and strategic placement of EVCI across the North Sydney LGA to meet increasing demand for electric vehicle charging. This includes using, where possible, existing infrastructure to install EV charging assets within the public domain to minimise further footprint.

Table 1. Objectives of the Electric Vehicle Charging on Public Land Policy

3. Application and Approval Process

The diagram below outlines the process envisaged to consider applications for EVCI facilitated by a new policy as proposed by this report.



Charge Point Operators (CPOs) looking to install EVCI in the North Sydney LGA will be required to lodge an application that identifies the proposed locations and addresses the Policy site selection and design criteria guidelines.

If all documentation has been provided and is in accordance with the Policy, proposed EVCI location/s will be placed on public exhibition for a minimum of 28 days.

Following community consultation, endorsed EVCI sites will be reported to Council for their approval. Approved applications will be required to enter into a licence agreement with Council that defines the terms of operation and the payment of fees.

The Policy states that Council has the authority to approve or decline an application at its own discretion.

4. Fees and Licensing

The Local Government Act 1993 (NSW) provides Councils with the authority to manage and regulate activities conducted on public land under their control. CPOs will be required to enter into a licensing agreement that defines the terms of their operation, such as the licence fee, maintenance responsibilities, and compliance with safety and environmental standards.

4.1 Licensing Agreements

Successful CPOs will be required to adhere to the specific terms and conditions set out in the licence agreement established with Council. The licence agreement will apply only to the locations submitted in the proposal, with any changes requiring further community consultation and approval.

Council reserves the right to terminate any licence agreement with an EVCI provider and demand the removal of the EVCI and related infrastructure if there is a breach of contract. The CPO is responsible for restoring the land to its original condition.

4.2 Fees and Charges

Table 2 on the next page outlines the FY25/26 fees and charges that will be applicable to the installation of EVCI following Council approval per annum. The draft fees have been benchmarked externally against other Councils and internally against Council's Car Share Scheme.

Item	NSC Fee (per annum)
Application fee for EV charging parking space/bay NB. cost per site; locations must be adjacent to be considered one site.	\$2,000
Installation of an EV charging parking space/bay (cost per parking space)	\$1,600
Removal of an EV charging parking space/bay (cost per parking space)	\$1,600
EV charging parking space/bay Annual Permit - Council carparks	AC: \$475 DC: \$3,000
EV charging parking space/bay Annual Permit - all other locations	AC: \$475 DC: \$3,000
EV Charging Station Installation Bond	An installation bond in the range of \$1,000-\$25,000 per station installed. To be determined in accordance with the EV Policy on determination of application.

Table 2. Electric Vehicle Fees and Charges

5. Community Engagement

It will be important to engage with the community on this draft policy initiative. This will be undertaken in accordance with Council's Community Engagement Protocol, including public exhibition of the draft Policy and CPO applications under the Policy.

The engagement process will include:

- a clear and plain English summary of the proposed Policy and its likely implications;
- consultation with Council's precinct committees;
- content on Council's Yoursay web site content;
- Social media outreach; and
- e-newsletter content.

Options

Council has the following options in relation to this matter:

1. Do nothing/take no action
2. Endorse the Draft Policy

These options are assessed in the table below.

Option	Finance/Resourcing	Risk/Opportunity	Consultation
1.	Missed opportunities for funding and investment by third parties. Staff time will not be required to assess applications for	Risk that not having a structured policy on EVCI will lead to ad hoc decision making and inconsistent approach to infrastructure rollout. Risk that no EVCI will be	No consultation required.

Option	Finance/Resourcing	Risk/Opportunity	Consultation
	EVCI installation, however, will still be required to respond to enquiries when they occur.	deployed in the public domain which may result in negative community feedback.	
2.	Enables Council to take advantage of available grant funding and partnerships. Will require staff time to assess and approve proposals. Opportunity to provide a revenue stream through fees and charges.	Establishes a transparent and strategic approach. Supports the North Sydney community in transition to electric vehicles. Supports Council's community emissions targets by encouraging the uptake of EV's.	Public exhibition of the Policy will be required. CPO applications under the Policy will be subject to community consultation.

Option 2, is recommended for the following reasons:

- Council can facilitate the installation of EVCI in the public domain at minimal or no cost.
- Adoption of a policy will ensure a transparent and strategic approach to infrastructure rollout.
- Community concerns will be addressed in the consultation period before approval is provided.
- To assist Council deliver the Strategic Outcomes as outlined in the Environment Strategy, notably actions 3.1, 3.4, and 3.8.

Consultation requirements

As discussed, community engagement will be undertaken in accordance with Council's Community Engagement Protocol, including public exhibition of the Draft Policy, and CPO applications under the Policy.

Financial/Resource Implications

There will be no cost to Council for infrastructure installation and in some cases a revenue stream will be created.

Implementation of the Policy will require a staff member from the Traffic and Transport team to assess and approve applications.

Legislation

State Environmental Planning Policy - Transport and Infrastructure (the SEPP) 2021 - Subdivision 3 Electric Vehicle Charging Units.

Local Government Act 1993 gives councils the authority to regulate charging infrastructure, parking, and road use within their jurisdictions. It also allows councils to support EV adoption through planning policies, incentives, and installation of public charging stations.

ELECTRIC VEHICLE CHARGING ON PUBLIC LAND POLICY

ADOPTION DATE:

REVIEW DATE:
2028/29

DOCUMENT TYPE:
Corporate Policy

VERSION:
1

POLICY OWNER:
Director of Planning and Environment

POLICY REFERENCE:
CORP_POL_ECM



1. PURPOSE

The purpose of this Policy is to guide the establishment of publicly accessible electric vehicle charging infrastructure (EVCI) to encourage electric vehicle adoption in North Sydney, reduce emissions, meet climate targets, and improve local environmental outcomes.

The Policy aims to ensure consistency, equity, and transparency for all stakeholders, and to articulate Council's requirements for the installation of EVCI on public land.

2. SCOPE

The Policy applies to all publicly accessible EVCI installed, or proposed to be installed, on public land, including Council car parks and private infrastructure in the public domain, by Charge Point Operators (CPO) or other organisations.

3. DEFINITIONS

Term	Definition
Charge Point Operator (CPOs)	A company or other entity responsible for the installation, operation, and maintenance of EVCI. CPOs ensure that EVCI are functional, accessible, and integrated into networks, enabling EV drivers to charge their vehicles safely and reliably.
Electric Vehicle (EV)	An 'All-Electric' or plug-in hybrid vehicle that takes electricity from a socket and relies entirely or in part on the electricity stored in an on-board battery for propulsion.
Electric Vehicle Charging Infrastructure (EVCI)	The network of hardware and systems that supply energy to recharge electric vehicles (EVs), including charging stations, connectors, and supporting equipment. It encompasses various types of chargers, such as slow, fast, and rapid chargers, which can be installed in public, private, or commercial locations to facilitate EV adoption and use.
Level 2 Charger	EVCI that uses a 240-volt power supply. Known as AC charging.
Level 3 Charger	EVCI that uses direct current (DC) at high voltage to rapidly charge electric vehicles. Known as DC fast charging.
Public Land	Kerbside space owned by Council and Council-owned car parks.

4. PRINCIPLES

This Policy is supported by the broad principles outlined below.

Equitable: Ensure the equitable distribution of EVCI to provide fair access for all groups, including lower resourced residents and those without private charging options.

Safe: Protect the community by ensuring EVCI meets safety standards and providing users with clear, accurate, and timely information on charging costs, availability, and usage.

Transparent: Ensure transparency by clearly defining roles, responsibilities, and requirements for the installation, operation, and maintenance of EVCI.

Sustainable: Support the transition to low-emission transport and reduce community emissions in alignment with the North Sydney Environment Strategy.

Accessible: Ensure equitable and barrier-free access to EVCI for all community members, including people with disability, in line with accessibility standards.

Public amenity: preserve the visual and physical amenity of the public domain and minimise any adverse impacts on community spaces.

Infrastructure Expansion and Optimisation: Facilitate the growth and strategic placement of EVCI across the North Sydney LGA to meet increasing demand for electric vehicle charging. This includes using, where possible, existing infrastructure to install EV charging assets within the public domain to minimise further footprint.

5. PROVISIONS

To guide the installation and operation of EVCI on public land, Council adopts the following provisions.

Site Selection and Design Criteria Requirements

Site Selection

- Sites must be located on Public Land.
- EVCI is permissible under the relevant legislation at the proposed location. CPOs are responsible for securing development consent and/or relevant consents and approval, where applicable.
- EVCI must not be installed where existing or planned active or public transport networks are planned, unless Council confirms the location will not interfere with future work. Consideration must be given to North Sydney Council's proposed bike network and any other public works that may be planned.
- Environmental constraints and characteristics must be considered. Proposals will not impact on heritage items, as identified in North Sydney Council's LEP 2013.
- Consideration is to be given to the North Sydney CBD Public Domain Strategy and North Sydney Development Control Plan (2013).
- Where possible, existing infrastructure is to be used to install / deploy EVCI to minimise footprint.
- Sites must consider the location of existing EVCI in the proposed area and action has been taken to reduce the concentration of EVCI.

- Sites should have suitable access to an existing electrical supply. Council will bear no cost or responsibility for the provision of, or upgrade to, electrical supply infrastructure to service proposed EVCI.
- The facility and its operation will not adversely impact upon the amenity of surrounding development or enjoyment of the public domain.
- Where possible, CPOs are to minimise the number of charging units by installing dual port chargers.
- Sites must be accessible both day and night across the week.
- Consideration has been given to Council's preferred place-based charging model:
 - Level 2 Chargers (7-22kW AC) for on-street kerbside/power poles (preference in high density areas).
 - Level 2 and 3 Chargers (25-400kW AC/DC) for destination locations such as shopping and village centres.
- All applications require final approval by Council. Council reserves the right to reject or approve any application at its absolute discretion in the circumstances of each individual case.

Sustainability

- EVCI must utilise 100% renewable energy or GreenPower.
- Materials used should be recyclable and meet minimum durability standards (IP55/IK10).

Safety, Risk and Compliance

- Sites must be well-lit and comply with AS/NZS 1158 standards. Integrated lighting on equipment is encouraged.
- Fire safety systems must be built-in and comply with national standards and EV fire safety guidelines.
- CPOs are responsible for checking and maintaining the EVCI. Applications must include a schedule for regular, preventative and reactive maintenance.
- CPOs are responsible for decommissioning and restoring land to its original condition. Applications must include a decommissioning plan including site restoration, disconnection, and component recycling.
- Parking areas must comply with relevant Australian Standards and be safe for all road users.
- CPO must have public liability insurance with coverage of minimum \$20 million. Liability of the EVCI is the responsibility of the provider and Council will not be held liable under any circumstances.
- Council does not support EVCI with integrated advertising.

Accessibility and Equity

- Disability parking with EVCI will be compliant with the *Disability Discrimination Act 1992*. This will include disability accessible parking bay requirements in accordance with AS/NZS 2890.6 Cl. 2.2.2 or AS/NZS 2890.6 Cl. 2.2.1, Cl.3.2 b) 11) as applicable.

- EVCI will not disrupt or negatively impact upon existing ease of access on public land for all users, around the site.
- EVCI will be installed with clear, unobstructed access pathways that meet the requirements of the *Disability Standards for Accessible Public Transport 2002* and AS/NZS 2890.6: Parking Facilities for People with Disabilities
- EVCI will comply with AS 1428.2: Design for Access and Mobility to ensure reach ranges and usability.
- EVCI must meet a minimum 98% uptime and provide transparent reporting on availability.
- EVCI payment systems must:
 - Allow for contactless card transactions.
 - Be accessible without mobile/internet connectivity.
 - Include options that are accessible for people with disabilities.
- Pricing must be clearly displayed in cents per kWh without requiring an app or signal.
- Customer support must be accessible and inclusive.
- Locations should support equitable access across the community, with preference for all EVCI to be dual port and have a minimum input power output of 7kW AC and 25kW DC.

Council Partnership and Data Management

- CPOs must provide Council with anonymised usage and performance data upon request, or as agreed to in the licence agreement, including:
 - Session frequency, duration, kWh served, and user patterns.
 - Maintenance and uptime records.
 - Income data (kept confidential).
- All data collected must comply with the *Privacy and Personal Information Protection Act 1998* and Council's Privacy Policy.
- Infrastructure should support interoperability through standards such as OCPP2.0.1 and ISO15118 and be vehicle-agnostic.
- CPOs are required to indicate current parking restrictions at the proposed location and advise if a change is required. Preference for dedicated parking bays to match surrounding parking limits, however, to be determined on a case-by-case basis.
- CPOs are responsible for the installation and cost of installing signage and line marking relating to the provision of EVCI as well as the ongoing maintenance for the duration of the occupancy agreement.
- CPOs are encouraged to work with car share providers that are active in the LGA to support the car share fleet transition to electric vehicles.

Licensing Requirements

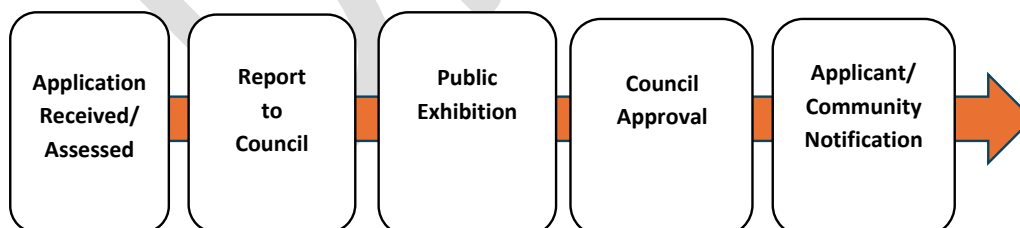
- All providers of EVCI on Public Land are required to enter into a licence agreement and are subject to the specific terms and conditions as agreed with Council.
- The acquittal process and terms of payment will be determined in the licence agreement.
- Fees and charges are payable for the installation of EVCI on Public Land and outlined in Council's Fees and Charges Policy.

- Council reserves the right to terminate a licence agreement and require the removal of EVCI and supporting infrastructure if a breach of the licence agreement occurs.

6. ROLES & RESPONSIBILITIES

Area	Responsibilities
North Sydney Council	<p>Council is responsible for ensuring that the installation and operation of EVCI align with its strategic goals, community needs, and regulatory obligations. This includes, but not limited to:</p> <ul style="list-style-type: none"> • Planning and assessment • Approvals and regulation • Legal and financial administration • Community engagement • Monitoring and operational compliance • Community education and awareness.
Charge Point Operator (CPO) & other stakeholders seeking to install EVCI.	<p>CPOs are responsible for the installation, operation, maintenance, and decommissioning of EVCI in accordance with State and Federal legislation and Council's requirements and agreements. This includes, but not limited to:</p> <ul style="list-style-type: none"> • Project planning and approvals • Commercial and legal arrangements • Maintenance and operational compliance • Decommissioning and site restoration.

7. APPLICATION AND APPROVAL PROCESS



8. RELATED PROCEDURES, POLICIES, GUIDELINES OR PLANS

North Sydney Community Strategic Plan 2025-2035

North Sydney Environment Strategy

North Sydney Delivery Program 2025-2029

Northern Sydney Region of Councils (NSROC): Facilitating EV Charing Infrastructure Council Policies and Controls

Electric Vehicle Charging on Public Land

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North Sydney Development Control Plan (2013)
 North Sydney Local Environmental Plan (2013)
 Integrated Transport Strategy (2025)
 North Sydney Bike Action Plan
 Privacy Management Plan
 Car Share Policy
 Encroachment Management Policy
 North Sydney CBD Public Domain Strategy
 North Sydney Electric Vehicle Charging on Public Land Application Form
 Electric Vehicle Charging on Public Land Nintex Process Maps

9. RELATED LEGISLATION, STANDARDS, MODELS OR CODES

Local Government Act 1993

State Environmental Planning Policy (Transport and Infrastructure) 2021

Privacy and Personal Information Protection Act 1998 (PPIP Act)

Disability Discrimination Act 1992

The Roads Act 1993

Road Rules Act 2014

AS/NZS 1158 standards

Version	Date Approved	Approved by	Resolution No.	Review Date
7	July 2025	Council		2028/29