

# **Draft Eurobodalla Electric Vehicle Charging Infrastructure Strategy**

## Intention Statement

To provide the Eurobodalla with a charging infrastructure strategy that supports our entire community in the transition to electric vehicles.

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## Purpose

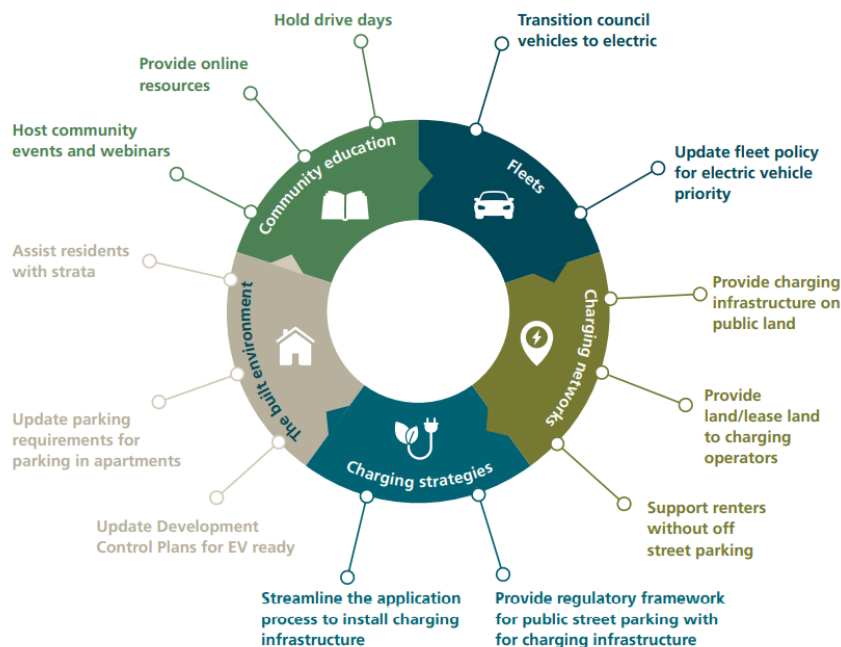
The purpose of the Eurobodalla Electric Vehicle Charging Infrastructure Strategy (Strategy) is to define the role Council will play in supporting the facilitation and growth of publicly available Electric Vehicle charging infrastructure (EVCI) in the Eurobodalla local government area (Eurobodalla) in alignment with NSW and Australian Government policies and strategies. This Strategy demonstrates Eurobodalla Shire Council's (Council's) commitment to sustainability and clearly defines actions Council are taking to support Electric Vehicle (EV) uptake in the local community and to strengthen the local visitor economy.

## Introduction

Transport is the second largest source of greenhouse gas emissions across both NSW and the Eurobodalla. Supporting a reduction in transport emissions with a transition to both renewable energy and uptake of electric vehicles is critical for meeting NSW and Council emissions reduction targets and eventual NSW net zero plan. These targets are a 50% reduction from 2005 baseline for NSW and 80% from 2005-06 baseline for Council by 2030.

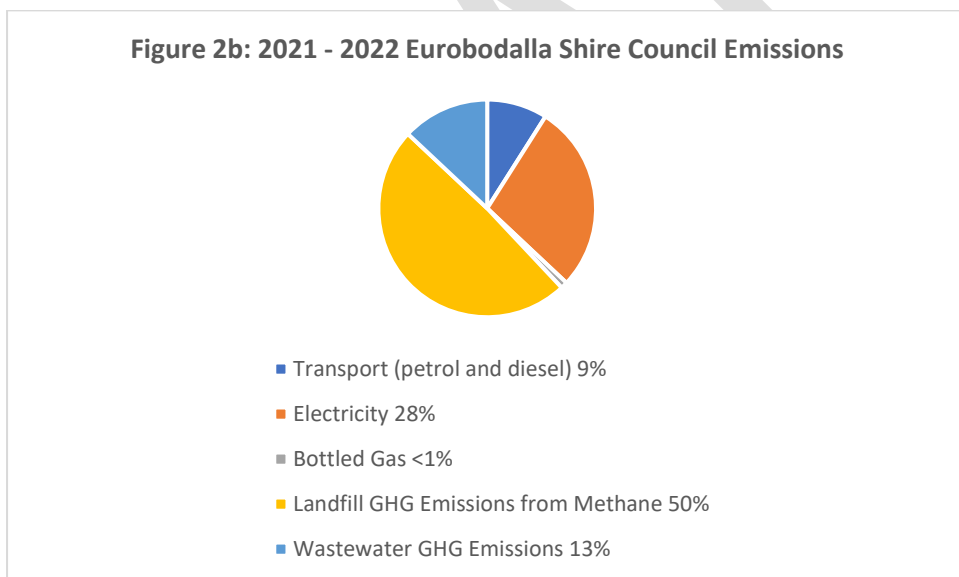
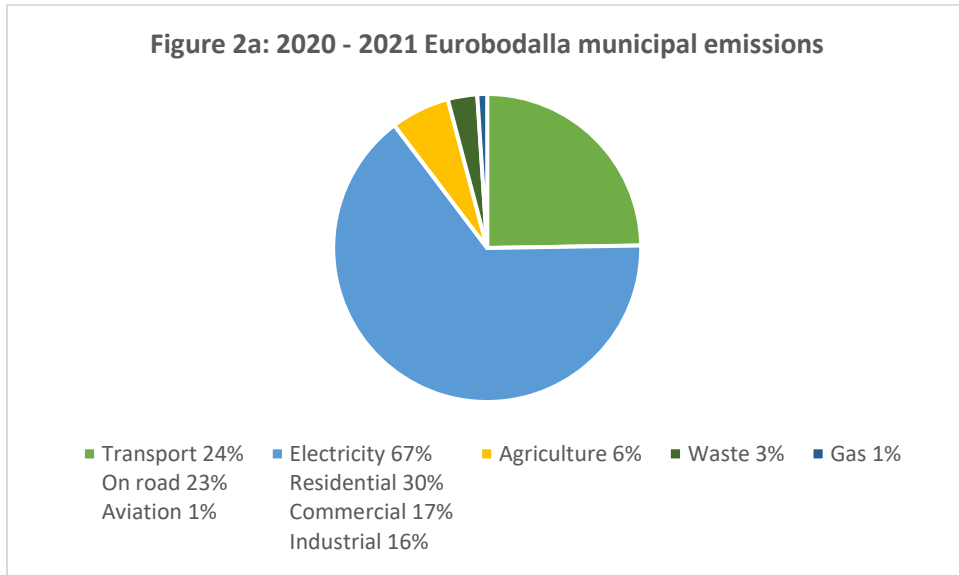
Many of the broader policy settings to encourage uptake of EVs are the responsibility of Australian and NSW Governments. The NSW Government adopted an EV Strategy in 2021 aiming to drive sales of EVs to more than 50% of new car sales by 2030-31, and introduced measures to help roll out electric vehicle charging infrastructure across the State to help facilitate this transition. Council does, however, have an important role to play, as illustrated in Figure 1.

Figure 1: Opportunities for Local Government to support EV transition



Source: Electric Vehicle Council, State of EVs 2021

This Strategy concentrates on supporting the Eurobodalla with EVCI to help reduce municipal emissions in relation to transport, which currently sits around 23% (see figure 2a). Transport is the second lowest contributor to emissions from Council operations, but at around 10% (see figure 2b) still needs to be addressed. A separate Council Electric Fleet Strategy is currently being developed.



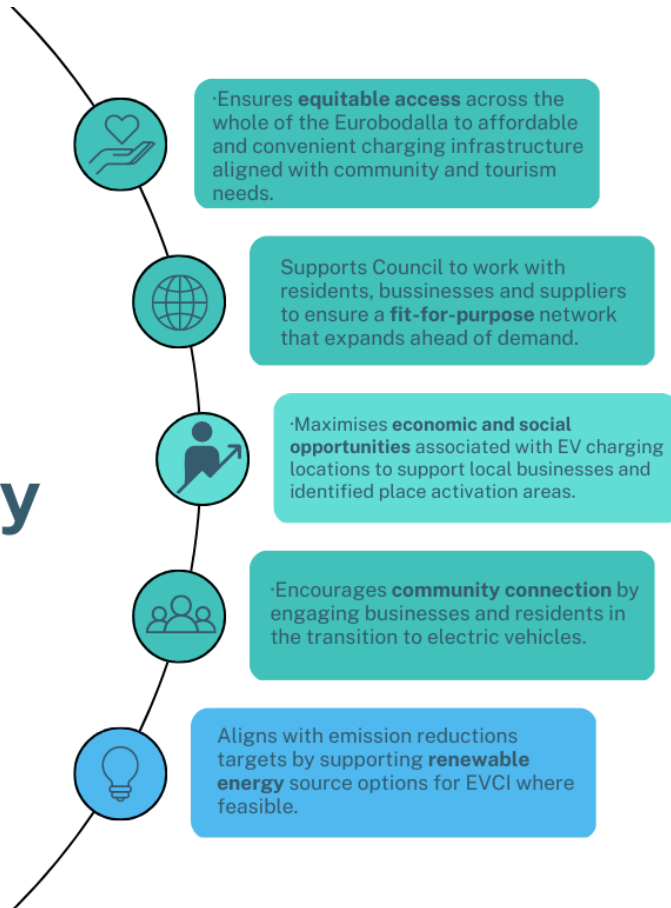
The Eurobodalla is heavily car dependent for transport. This may change in the future, however in the short term, there will be an increasing demand for EVCI as residents and visitors from nearby cities, especially Canberra, transition their vehicles to EVs.

Economically our region is heavily dependent on tourism income (it is estimated that 40% of the money spent in the Eurobodalla comes from tourists visiting the area). Those tourists are largely travelling to the area by car. A large percentage of tourists visiting the Eurobodalla are from Canberra. The ACT already has the highest uptake of EVs in the country and is forecasting significant growth of EVs. It is estimated that the ACT will have 25,000 to 42,000 registered electric vehicles by 2030.

There is currently an opportunity to leverage EV charging locations in line with NSW Government directives to encourage patronage of local businesses, services, and amenities, as well as enhance place activation.

### Principles guiding the use of this Strategy

# EVCI Strategy



### Strategic outcomes

To support the transition to electric vehicles in the Eurobodalla, Council will focus on two strategic outcomes. These are:

1. Establish guidelines for Council involvement across all currently available levels of EVCI.
2. Identify suitable types of locations for EVCI on Council-managed lands, according to a predefined set of criteria.

This Strategy incorporates goals from a range of NSW Government and Council strategies and plans and Table 1, below, shows how it interacts with them.

Table 1: Alignment of this Strategy with NSW Government and Council strategies and plans

Strategy	Summary	Relevance to this Strategy						
Eurobodalla Shire Council (ESC) Climate Action Plan	The Climate Action Plan 2022-2032 is the current iteration to progress the Eurobodalla’s response to mitigating climate change and adapting to its impacts. It sets out some longer-term ambitions for reducing greenhouse gas (GHG) emissions and adapting to the impacts of climate change.	<p>Integrated transport primary objective: Encourage and prepare for zero emission vehicles within the Council fleet and in the wider community, and provide accessibility and connectivity options.</p> <p>Council strategies:</p> <ul style="list-style-type: none"> <li>• Develop an Electric Vehicle (EV) Strategy, including charging infrastructure requirements, operational changes and transition plan.</li> <li>• Implement the EV Strategy: transition to an EV fleet and implement charging infrastructure and changes needed in work practices.</li> <li>• Advocate to NSW and Australian Governments for further support for EVs, including financial incentives to lower upfront costs, provisions of charging infrastructure and mechanisms for charging in homes, and to help connect the Eurobodalla community with new opportunities that do emerge.</li> </ul>						
NSW Electric Vehicle Strategy	The EV Strategy is the NSW Government’s plan to accelerate the State’s vehicle fleet of future. The Strategy is expected to increase EV sales to 52% by 2030-31 and the NSW Government’s objectives are to achieve that goal and see the vast majority of new car sales being EVs by 2035.	<p>This strategy supports or works in conjunction with actions from the NSW Electric Vehicle Strategy:</p> <ul style="list-style-type: none"> <li>• Helping drivers buy an electric vehicle.</li> <li>• Building a world-class electric vehicle charging network.</li> <li>• Making it easy to drive an electric vehicle.</li> </ul>						
NSW Fast Charging Masterplan	The NSW Electric Vehicle Fast Charging Infrastructure Masterplan is an initiative by the NSW Department of Planning and Environment (DPE) developed to guide the development of future electric vehicle fast charging infrastructure in NSW through the identification of optimal zones for fast charging infrastructure.	<p>Recommended number of fast charging plugs per location according to NSW Fast Charging Masterplan:</p> <p>Batemans Bay</p> <table border="0"> <tr> <td>Number of plugs in 2023</td> <td>1-5</td> </tr> <tr> <td>Number of plugs in 2027</td> <td>11-14</td> </tr> <tr> <td>Number of plugs in 2031</td> <td>&gt;20</td> </tr> </table>	Number of plugs in 2023	1-5	Number of plugs in 2027	11-14	Number of plugs in 2031	>20
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Strategy	Summary	Relevance to this Strategy
		Narooma Number of plugs 1-5
ESC Community Strategic Plan (CSP)	The CSP identifies the community's main priorities and aspirations for the future and to plan strategies for achieving these goals.	<ul style="list-style-type: none"> <li>• Provide integrated and active transport networks to enable a connected and accessible Eurobodalla.</li> <li>• Proactive, responsive, and strategic leadership.</li> </ul>
ESC Delivery Program and Operational Plan	The Delivery Program translates our community's aspirations detailed in the Community Strategic Plan, into activities. The operational plan further breaks down the activities into more specific annual actions.	<ul style="list-style-type: none"> <li>• Plan for a safe, efficient, and integrated transport network that meets current and future needs.</li> <li>• Work with key stakeholders to develop and implement place activation for towns and villages.</li> <li>• Build and renew carparks.</li> <li>• Explore opportunities to improve accessibility of shire carparks.</li> <li>• Invite community members to participate in decision-making by providing a broad range of engagement opportunities.</li> <li>• Manage land under Council control.</li> </ul>

## Overview of Electric Vehicles and EVCI

This Strategy refers to both Battery EVs (BEV) and Plug-in Hybrid EVs (PHEV) for the purpose of charging infrastructure. The internal combustion engine of non-electric vehicles produces tank-to-wheel emissions in addition to well-to-wheel emissions. Electric vehicles produce significantly fewer emissions than internal combustion engine vehicles on average - even when charged directly off the electricity grid. If you power electric vehicles using renewable energy, they produce zero. Battery EVs do not have tank-to-wheel emissions, though they do include embodied emissions from the way they were made and distributed.

The different types of EVCI currently available to the Eurobodalla are shown below in Table 2. Given the different applications of different types of EVCI, Council action will differ depending on which charging level is being addressed.

Table 2: Electric vehicle charging types

Charging type	Power	Range added per hour	Typical recharge time	Location suitability	Considerations
Ultra-fast charging (public)	350kw	1000+km range/hr	10-15 mins	Motorways and highways.	High load on electricity network. Extra space required to support electrical equipment.

Charging type	Power	Range added per hour	Typical recharge time	Location suitability	Considerations
Fast-charging Level 3 and 4 (public)	50 – 120kw	250 – 500km range/hr	20-60 mins	Proximity to CBD and other key areas for activation.	Medium load on network. Existing parking load.
Destination Level 2 fast Three-phase (public)	11-22kw	50 – 130km range/hr	30mins- 2hrs	Shopping centres, clubs. Accommodation providers. Fleet charging.	Low load on existing network. Proximity to existing electrical installations.
Destination Level 2 slow single phase (residential or public)	7kw	30 45kw range/hr	2-5 hours	Accommodation providers. Airbnbs.	Low load on existing network. Proximity to existing electrical installations.
Level 1 single phase (residential)	2.4 – 3.7kw	10 – 20kw range/hr	5-16hrs	Residential properties	Low load on existing network. Proximity to existing electrical installations.

## Council's Climate Action Plan (CAP) and EVCI

Council is already committed to a number of actions as part of its CAP that relate to this Strategy. EVCI considerations already being addressed by the CAP and as such, not being addressed in this Strategy, are listed below.

Ensuring that adequate provisioning for EVCI is included:

- in a review of the DCP, particularly in relation to apartment and multi-purpose residential units
- in the ESD Code of Practice for Council developments
- as a consideration in part of the planning process for all future Council carpark upgrades, renewals, and new construction, including Council staff and visitor parking.

Council will continue to lower energy usage where feasible through renewable energy sources such as solar and battery provisioning, including at EVCI sites.

Council will continue to advocate to the Australian and NSW Governments for funding, support, and clear transition pathways for EVs.

In addition, the CAP has a strong focus on community engagement and education. As part of this focus, Council will be working with local businesses and residents on a range of EV related initiatives, as well as providing clear and current information to guide businesses



and residents through the transition to EVs. Council will also consult with businesses and residents as appropriate on location related matters relating to EVCI.

### **Strategic outcome 1: Establish role Council will play across all currently available levels of EVCI**

#### Actions

- Action 1.0: Work with stakeholders as appropriate to support external suppliers to install EVCI network on Council-managed lands in major centres and identified locations in towns and villages, following attached guidelines for EVCI on Council-managed public land. These may include Council carparks, libraries, swimming pools, visitor centres, sporting and recreational facilities, tourist destinations, community halls.
- Action 1.1: Annually review targets in the NSW Government Fast Charging Masterplan to ensure they adequately support the local network.
- Action 1.2: Investigate options to install e-bike chargers in town centres and/or work with local cycling groups as appropriate to install along major cycling routes.
- Action 1.3: Promote government grants for destination and EV chargers to local businesses and provide support as appropriate. Promote other EV initiatives to residents and businesses.
- Action 1.4: Explore options for installation for kerbside EVCI (or other solutions as they become available), especially in residential areas and smaller settlements (to provide charging options for renters and visitors).

### **Strategic outcome 2: Identify and prioritise suitable locations for EVCI according to a predefined set of criteria**

#### Actions

- Action 2.0: Follow attached guidelines for site suitability criteria, addressing such considerations as safety, accessibility, proximity to major routes, businesses and local amenities, place activation and tourism opportunities, planning considerations, electrical infrastructure access, flood risk and other environmental constraints.
- Action 2.1: Consider Council fleet transition in planning for EVCI and prioritise EVCI at key Council sites.
- Action 2.2: Seek feedback from stakeholders once locations are chosen for EVCI and consider as appropriate during project planning.
- Action 2.3: Consider parking regulations and restrictions, accessibility, targets, and any other issues associated with EVCI and report to NSW Government where appropriate.

## Guidelines

### Guidelines for EVCI on Council-managed lands

#### Council's role

Council will:

- Provide input into the development of site selection and designs for EVCI on Council-managed lands.
- Review and assess suitable applications for EVCI on Council-managed lands as required.
- Preference the facilitation of renewable energy for the EV charging station energy source (eg, accredited GreenPower, solar panels/storage battery etc.).
- Preference connected and smart chargers to allow the most efficient energy use for both consumers and network operators.
- Preference proposals that minimise loss of car parking spaces or align with masterplan traffic guidelines and/or preference construction of new carparking spaces over adaption of existing where feasible in the short term.
- Ensure that car parking time limits are relative to surrounding car spaces (for example, a one-hour EV space in a 30-minute area might be acceptable, but a three-hour one would not).

In addition, Council will ensure that:

- Community engagement is carried out in regard to the location, where appropriate.
- EVCI on Council-managed lands is open to all car types (ie, not restricted to one make of EV).
- Quality, fit-for-purpose EVCI is chosen for installation.
- Council's Procurement Policy is followed in a fair and equitable selection of suppliers.
- Wherever possible, EVCI can cater to other transport modes in the future, for example, e-bicycles, motorbikes and new freight and public transport options.
- Projects that result in coordinated network of widely accessible public EV chargers in the Eurobodalla that encourage market competition and provide fair and equitable charging rates for the broader community will be prioritised.

#### Supplier's role

Eligible suppliers will enter into a lease or licence agreement with Council ensuring that they:

- Adhere to the site selection criteria and design requirements set out by Council, including all operational and environmental controls, in Council's approved agreement format.
- In all cases, a fee equivalent to the Crown minimum fee will be payable, currently around \$500 per year. This applies while the service is free to the end user. If users incur a fee, then commercial lease rates will apply.
- Guarantee a minimum of days per year of fully functioning availability for each unit of EVCI (330 recommended).

- Reimburse Council for costs incurred in the case of damage requiring urgent repair due to safety issues, etc.,
- Clearly display contact details for fault reporting onsite and online. Ensure reported faults are responded to and repaired within predetermined periods (response by three days and repair within 14 days recommended) unless there are extenuating circumstances.
- Provide access to Council to EVCI if required for educational or promotional purposes.
- Provide full transparency on tasks, responsibilities and any fees or charges that will be the responsibility of Council (including whole of life infrastructure and associated costs), including Council staff time.
- Provide unrestricted public use of the EVCI at average market rates (to be specified in the initial proposal, inclusive of any scaling or known rises or changes once installed).

In addition, the supplier remains responsible for:

- Compliance with all relevant legislation and obtaining all applicable approvals and consents.
- Work and/or costs of any initial or ongoing upgrades required to the existing electrical supply.
- Any upgrades in plug and connection hardware that may be required as EV technology develops.
- The installation (including appropriate power supply), operation, management, maintenance, and removal associated with the EVCI and all associated infrastructure, including ancillary infrastructure such as carparking spaces, signage, line marking, pavement marking, lighting and the like, and the future reinstatement of the site if required/proposed.
- Ensuring that all materials removed from an EVCI site are disposed of according to best practice sustainable waste management, with a focus on reuse and recycling at the time of disposal.
- Any reporting or compliance certificates required for ongoing safe operation of the EVCI.
- Adhering to best industry standards of services relating to reliability, work health and safety regulations and procedures, traffic and transport, signage, customer service, etc.

If the supplier fails to maintain the charger and ensure it is in proper working order (for the majority of the time), Council reserves the right to rescind the lease/licence agreement.

## Design considerations

The EVCI and all associated infrastructure (including signage, parking bays, and charging infrastructure) must be highly visible and accessible for all motorists to find, with special consideration of the following:

- Signage will be required to direct users to the EV charging station from the main road network, similar to wayfinding signs for carparking. Signage to align with relevant industry standards, best practice installations and applicable guidelines and technical directions from both local and NSW Governments and their agencies and kept to a minimum to avoid unnecessary visual pollution.
- Appropriate pole signage must be installed to show that parking spaces are allocated for 'electric vehicle parking only while charging' or similar as approved prior by Council. Pole signage to be provided in accordance with relevant technical directions from Transport for NSW and other relevant authorities.
- All EV dedicated parking bays to be clearly labelled with the words 'Electric Vehicle Parking Only While Charging' or similar as a minimum, painted on the ground (or similar, according to best industry practice and other successful case studies in operation at the time of each proposed installation), and approved by Council prior to installation. An exemption to this provision may be considered in areas where it is inappropriate or not possible, provided that a satisfactory alternative can be provided to Council allowing for more widespread charging (including the use of 'smart poles' or other similar infrastructure).
- Lighting to be provided for the safety and security of EV drivers, passengers, and safe use of 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 and proper management, and must not obstruct traffic sightlines or pedestrian mobility or footpath access.
- The promotion of tobacco, alcohol, gambling, and related industries is not permitted on any advertising associated with and/or displayed on the EVCI. EV charging providers are required to provide a comprehensive and exhaustive list of permissible advertising content to Council in the initial proposal. Any advertising must be in accordance with the Outdoor Media Association Code of Ethics. Separate planning approvals may be required for the presence of advertising, which may not be permitted in residential zones and other land-uses according to relevant planning controls.
- All wiring is to be undergrounded before the proposed property boundary. For EVCI requiring independent electrical connections, new private poles and additional overhead wiring within parks/road reserve should be avoided wherever possible. Providers are required to provide detailed concept designs and works for Council approval for the installation of the proposed EVCI in accordance with requirements for development applications involving works on public domain. These requirements will include footprint and setbacks, mounting systems proposed for the chargers, trench works and alignment (if required), relocation of assets on public land (if applicable), and proposed electrical connections with existing power supply or details on proposed electrical upgrades.

## Parking configuration

The following must be considered at a minimum:

- Where possible, ensure that the charging cable has 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.
- All aspects of EV charging bays are to be designed and constructed in accordance with relevant Australian Standards and current industry best practice.
- All EV parking spaces / charging bay pavements to be constructed to Council's specifications including sealing, kerb and guttering, pram ramps, signage, and line marking.
- Preference given to the provision of inclusive EVCI that can cater for different transport modes and user needs, and that can serve two or more adjoining / adjacent parking spaces with mounting systems requiring minimum floor or wall space, observing the constraints of each location and the benefits for community.
- If proposed EVCI mean that dedicated parking bays within a Council-owned carpark requires a new car park layout, the providers may be required to fund the new design and line marking.

Non-compliance with these guidelines may lead to the termination of any agreement between the supplier and Council. This may result in the forced removal of EV charging and ancillary infrastructure at the cost and responsibility of the supplier. The specific terms of non-compliance are to be determined as part of any licence/lease arrangement.

Permission granted by Council for the provision of a charging station on Council-managed land will not preclude Council from allowing other providers, including Council, to offer EVCI on nearby land or through the use of 'smart poles' or similar infrastructure.

## Review

The Strategy and guidelines will be reviewed as required acknowledging that changes in technologies, funding and legislation may impact the EVCI Strategy.

## Guidelines for site location criteria for EVCI on Council-managed lands

Council is regularly required to identify suitable locations for EVCI for both fast and destination charging. There are a number of criteria that need to be prioritised during this process. These include, but are not limited to, the criteria listed below.

### Safety and accessibility

The location is widely accessible, day and night, 365 days a year. The location is safe and has adequate lighting, pedestrian and vehicle access available at all times of the day and night. It is compliant with relevant Australian Standards and regulations for occupational health and safety. EVCI must be located a safe distance away from hazards such as dangerous goods and fuels.

### Proximity to major routes

The land is located within 500m of a major route for fast and ultra-fast chargers.

### Proximity to businesses, tourist attractions and local amenities

The land is located within reasonable walking distance (generally within 500m) of a town, village centre or shopping location or strategic tourism location, including public park, visitor centre, creative arts or sporting facility, Library.

The land is located within reasonable walking distance (generally within 500m) of an appropriate area identified by Council for place activation.

### Electrical infrastructure access

The electricity supply infrastructure capacity of the existing electrical supply network is suitable (or can be reasonably upgraded), with no interference to Council-owned and managed switchboards and electrical connections. 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.

### Environmental risk and constraints

The land is not flood prone, nor in a location with high bushfire risk. No tree or shrubbery removal is required to make the site suitable for EVCI. Environmental constraints and characteristics of the location must be considered, including but not limited to air, visual or noise pollution caused by installation of EVCI at that location.

### Planning considerations

EVCI are permissible under the relevant legislation at the proposed location (for example, *Eurobodalla Local Environment Plan 2012*, *State Environmental Planning Policy (Transport and Infrastructure) 2021*, the *Roads Act 1993* and others. The supplier is responsible for securing development consent or approval, where applicable, from Eurobodalla Shire Council on a case-by-case basis.

The land classification has been assessed as suitable by Council planning staff. Operational land will be 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.

Local amenity and streetscape and will not be adversely affected by EVCI and associated infrastructure, including but not limited to air, visual or noise pollution.