

# ELECTRIC VEHICLE CHARGING ON PUBLIC LAND POLICY

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**Director of Planning and Environment**

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## 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.<br>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.<br>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*

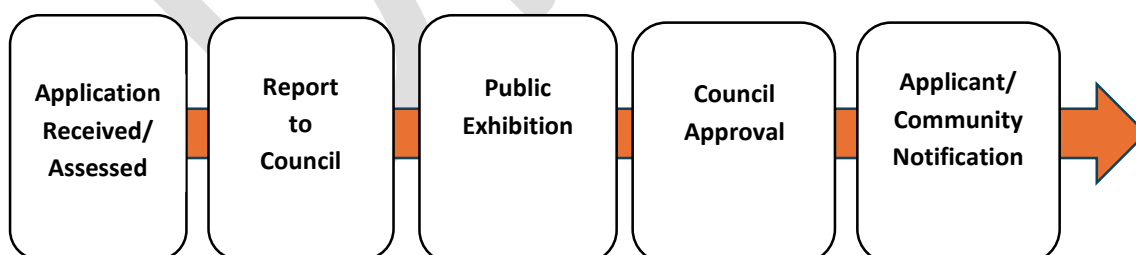
- All providers of EVCI on Public Land are required to enter into a licence agreement and are subject to the specific terms and conditions as agreed with Council.
- The acquittal process and terms of payment will be determined in the licence agreement.
- Fees and charges are payable for the installation 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"> <li>• Planning and assessment</li> <li>• Approvals and regulation</li> <li>• Legal and financial administration</li> <li>• Community engagement</li> <li>• Monitoring and operational compliance</li> <li>• Community education and awareness.</li> </ul> |
| 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"> <li>• Project planning and approvals</li> <li>• Commercial and legal arrangements</li> <li>• Maintenance and operational compliance</li> <li>• Decommissioning and site restoration.</li> </ul>                             |

## 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

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

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