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**POLICY TITLE:** **ELECTRIC VEHICLE (EV) CHARGING STATIONS ON PUBLIC LAND POLICY**

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**FOLDER NUMBER:** F2007/00307  
**POLICY OWNER / DIVISION:** Office of the General Manager

**POLICY OWNER / BRANCH:** Strategy and Place  
**FUNCTION:** Strategy

**RELEVANT LEGISLATION:**

**POLICY ADOPTION/AMENDMENT DATE:** 11 May 2022      **REPORT NUMBER:** CS4/22

**REVIEW YEAR:** 2024

**AMENDMENT HISTORY:** GM7/20

**RELATED POLICIES:** POL00223 Land – Lease-Licence by Council  
Draft Integrated Land Use Transport Strategy (ILUTS)

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**POLICY PURPOSE / OBJECTIVES:**

The purpose of this Policy is to provide criteria for the provision, installation, management, maintenance and removal of Electric Vehicle (EV) charging stations on public land in the Hornsby Shire 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**

A goal of the Community Strategic Plan is 'A net zero community'. Hornsby Shire Council adopted a Net Zero by 2050 target in 2019 and is committed to reducing its corporate carbon emissions and assisting our community to reduce theirs.

Our residents rely heavily on vehicle travel. According to 2019/20 data, over 78% of our community travel by car either as a driver or passenger. The installation of EV charging facilities will provide the required infrastructure to transition to alternative vehicles and reducing our community carbon

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emissions. It will also support Hornsby residents who don't have access to off-street parking for home charging.

EV charging locations may also increase visitation to our local town centres and retail hubs improving the Shire's economic development and tourism opportunities.

EVs are expected to become more established in the Australian market in the coming decades. Research shows that the main barriers currently stalling greater uptake of EVs in Australia are the high cost of the vehicles, inadequate incentives, inadequate supporting policy and the lack of public charging infrastructure away from home (this leads to 'range anxiety'). A suitable network of EV charging infrastructure will be required across Australia to support the use of EVs now and in the future. Hornsby Shire is uniquely placed to service this network due to its location at the end of the M1 motorway.

The NSW Government and Federal Government also have a number of initiatives aimed to facilitate the up-take of EVs in NSW including:

- *NSW Government Electric Vehicle Strategy*
- *Future Transport 2056 – NSW Electric and Hybrid Vehicle Plan*
- *State Infrastructure Strategy 2018-2038*
- *NSW Government Rebate for Electric Vehicle Purchases*
- *Federal Government Future Fuels Fund.*

#### **POLICY STATEMENT:**

#### **Fair and Equitable Selection of Charging Station Types and Providers**

The provision of EV charging stations on public land must be fair and equitable. This includes:

- Providing universal charging facilities, or reasonable provision made for the adaptation of the infrastructure to support all types of EVs;
- Undertaking an assessment of the public benefit of any proposal made to Council by an external provider; or
- Ensuring no exclusive use of EV charging infrastructure for a particular vehicle, group of users or any other exclusionary particulars.

Council may also undertake an Expression of Interest (EOI) to engage providers for the installation of electric vehicle charging stations on Council land.

#### **Site Selection Criteria**

A site may be considered suitable for an EV charging station where the proposal demonstrates to Council's satisfaction that:

- The land is public land. *Public Land* as defined in the *Local Government Act 1993* means any land (including a public reserve) vested in or under the control of the council, but does not include:
  - A public road\*

- Land to which the *Crown Lands Management Act 2016* applies\*
- A common
- A regional park under the *National Parks and Wildlife Act 1974*

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

- The land classification has been considered; 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.
- EV charging stations are permissible under the relevant legislation at the proposed location (e.g., Hornsby Local Environment Plan 2013, State Environmental 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 Hornsby Shire Council on a case by case basis.
- Environmental constraints and characteristics have been considered.
- The electricity supply infrastructure capacity of the existing electrical supply network is suitable (or can be reasonably upgraded). 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.
- The land is located within reasonable walking distance (generally within 500m) of a town or village centre or strategic tourism location.
- The land has a 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 and vehicular access available at all times of the day and night.
- The facility is compliant with relevant Australian Standards and Regulations for occupational 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, including Hornsby Council, is satisfactorily undertaken in conjunction with site selection.
- 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.

## EV Charging Station Design Considerations

### *Visibility and Identification*

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:

- Integration with a mobile application that is visible on both an Apple and Android smart device
- All EV parking bays shall be clearly labelled with the words 'EV Charging Only' (or the like) 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
- Appropriate pole signage must be installed to indicate the parking spaces are allocated for EV charging only. Pole signage shall be provided in accordance with *Transport Roads and Maritime Service* Sign No. r5-41-5 or equivalent. Should an EV not be charging, or another car parked here, the driver could incur a fine (Disobey No Parking Sign)
- Adequate lighting is to be provided for the safety and security of EV drivers / passengers, vehicles and 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. A lighting audit is required prior to the installation of any charging bay
- Parking spaces shall be located to ensure that safe sight distances for pedestrians and vehicles are met
- 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. Advertising is also to be undertaken in accordance with the Outdoor Media Association Code of Ethics. Separate Planning approvals may be required for the presence of advertising.

### **Parking Configuration**

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 and current industry best practice
- All EV carparking spaces / charging bay pavements shall be constructed to Council's specifications including sealing, kerb and guttering, pram ramps, signage and line marking, where upgrades are required by Council
- Preference is given to the provision of EV charging infrastructure at a minimum of two related (e.g., adjoining / adjacent) carparking spaces in any given location
- 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).
- Where appropriate, the location of EV charging stations should not be in premium, high demand parking spaces that would encourage non-EVs to occupy the charging bay.

## **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 Hornsby Shire are to provide fast charging capabilities.

The installation of EV charging on Public Land in the Hornsby Shire 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 25kw.
- 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.

Note: Provision may be altered where future EV charging infrastructure supersedes that which is written in this Policy, if an alternative is demonstrated to be suitable, to the satisfaction of Council.

## **Leasing Arrangements**

Any provision of EV charging stations on public land will be subject to licensing / leasing arrangements with Council. Licence and/or lease terms shall be in accordance with Council's Land – Lease/Licence by Council Policy. Entering into a lease or licence agreement with Council to utilise public land for installation and operation of an EV charging station in no way guarantees development consent or approval. All risk, public safety and legal liability issues will be specified via any lease agreements.

## **Terms of Lease/License**

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 Policy Land – Lease/Licence by Council. Council reserves the right to require appropriate remuneration for use of Public Land for the purposes of EV charging stations. This may be in the form of a lease / licence fee, apportionment of user fees, or other. This is to be determined on a case-by-case basis as part of any licence / lease (or other) arrangement.

## **Public /Private Partnership**

Council may consider entering into a Public/Private Partnership with relevant providers to deliver EV charging stations on Public Land. This will be subject to negotiation on a case-by-case basis.

## **Installation, maintenance and removal**

The installation, maintenance and removal costs associated with the installation and operation of any given EV charging station is the responsibility of the provider, unless by prior agreement with Council. This includes ancillary infrastructure such as car parking spaces, signage, line marking, pavement marking, lighting and the like, and the future reinstatement of the site if required/proposed.

Prior to the commencement of any works, a security bond will be required to be paid to Council. This bond will be held by Council for the duration of any lease or licence agreement. Any costs incurred by Council in excess of the bond amount will be borne by the applicant/EV charging station operator. The detail will be specified within the lease or licence 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.

Non-compliance with this Policy 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 licence / lease arrangement, or similar.

## **Application of ESD Principles**

Many EV users aim to reduce their carbon emissions from driving. As such, preference is for the use of renewable energy for the EV charging station energy source (e.g., accredited GreenPower, solar panels/storage battery etc).