

### ITEM 3

### POST EXHIBITION - ELECTRIC VEHICLE CHARGING INFRASTRUCTURE ON COUNCIL LAND POLICY

A draft revised Electric Vehicle Charging Infrastructure on Council Land Policy was exhibited from 1 February to 7 March 2023. The results of the exhibition are incorporated into a revised draft Policy and presented for adoption.

The Policy aims to support the increased uptake of electric vehicles (EVs) in the Wollongong local government area by increasing the availability of electric vehicle charging infrastructure (EVCI) on Council land. The Policy provides guidelines for the installation of EVCI on Council land where third-party providers cover the cost of installation, operation, maintenance and removal of the chargers.

#### RECOMMENDATION

The draft Electric Vehicle Charging Infrastructure on Council Land Policy be adopted as a Council Policy.

#### REPORT AUTHORISATIONS

Report of: Chris Stewart, Manager City Strategy

Authorised by: Linda Davis, Director Planning + Environment - Future City + Neighbourhoods

#### **ATTACHMENTS**

- 1 Draft Electric Vehicle Charging Infrastructure on Council Land Policy
- 2 Submissions in Reply Report Draft Electric Vehicle Infrastructure on Council Land Policy

#### **BACKGROUND**

Council adopted the Electric Vehicle Charging Stations on Public Land Policy in December 2020 as part of the delivery of Action T3 of the Climate Change Mitigation Plan 2020-2022 -

Develop and adopt an Electric Vehicle Charging Stations on Public Land Council Policy, addressing public access and range anxiety.

The adopted Policy facilitated the installation of EV fast chargers at Council's Stewart Street carpark by a third party in 2022.

A revised draft Electric Vehicle Charging Infrastructure on Council Land Policy was presented to Council 12 December 2022 and publicly exhibited from 1 February to 7 March 2023.

#### **PROPOSAL**

A detailed explanation of responses to the public exhibition is provided in the Submissions in Reply Report (Attachment 2).

The following edits have been made to the draft Policy in response to the community feedback -

- Ensuring EVCI does not negatively impact on active transport and pedestrian mobility.
- A clear statement around the obligations of EVCI providers to maintain and repair EVCI.
- Obligations of EVCI to be accessible for all EV models and be easy to use.
- Consideration of adequate shade and water in site selection.
- Consideration that adequate mobile phone reception exists at charging sites.
- Consideration of the visual impact of proposed EVCI in site selection and design.
- Minor edits to improve the language and readability of the Policy.

Strong feedback was received suggesting that EVCI should use 100% renewable energy for vehicle charging purposes. The draft Policy encourages the use of renewable energy as does most Government funded programs. It is not proposed to mandate the use of renewable energy sources, at this stage.

#### CONSULTATION AND COMMUNICATION

The draft Policy was placed on public exhibition from 1 February 2023 to 7 March 2023. A summary of the communication and engagement activities is provided in Table 1 below.

Table 1: Exhibition Methodology

Methods	Details		
Communication Methods			
The Advertiser	Details about the engagement were made available in Council's Community Update pages.		
Media release	A media release was distributed after Council supported the public exhibition of the Policy.		
Email An email was sent to external stakeholders informing them of the exhibition and how they provide feedback.			
Social Media Posts about the engagement were made on Facebook and Twitter.			
Engagement Methods			
Engagement HQ Website	An online feedback tool was used to capture participant's ideas and allowed community members to comment. The page also hosted background information and supporting documents.		

In summary, 701 people visited the exhibition page on Council's engagement website, with 323 clicks on links to further information including downloading the draft Policy. A total of 78 submissions were received through the online engagement portal with a further 9 detailed submissions being received directly to Council. Most submissions were supportive or did not clearly state support or opposition. Two (2) submissions were not supportive of the draft Policy.

#### PLANNING AND POLICY IMPACT

This report contributes to the delivery of Our Wollongong 2032 Goals; 1, 2 and 6. It specifically delivers on the following -

Community Strategic Plan 2032		Delivery Program 2022-2026		
Strategy		Service		
1	We value and protect our environment	1.3	Increase our resilience to natural disasters and a changing climate to protect life, property and the environment.	
		1.4	Work together to achieve net zero carbon emissions and reduce waste.	
2	We have an innovative and sustainable economy	2.5	Work with partners to facilitate sustainable and green industries.	
		2.7	Promote the Wollongong Local Government Area as an event, conference, and visitor destination.	
6	We have affordable and accessible transport	6.1	Plan for the delivery of multi-modal public transport together with sustainable transport modes such as the Gong Shittle, walking and cycling to meet the community's needs.	



Community Strategic Plan 2032		Delivery Program 2022-2026		
Strategy		Service		
6	We have affordable and accessible transport	6.3	Effective and integrated regional with a focus on road, bus, rail and freight movement (including the port of Port Kembla).	
		6.5	Advocate for strong transport links within the LGA and connections to Sydney, and the Southern Highlands to provide physical and economic opportunities.	

The Policy also supports Council's Climate Emergency Declaration and our work towards achieving our emissions reduction targets, as mentioned above, it specifically delivers on Action T3 of the Climate Change Mitigation Plan 2020-2022.

Any proposed installation of EVCI on private property will be subject to a separate assessment and determination process consistent with the relevant local and state planning instruments.

#### SUSTAINABILITY IMPLICATIONS

Transport emissions comprise the second highest source of emissions for the Wollongong community at 17%. The provision of EVCI on Council land will support the uptake of EVs and promote visitation to our city by addressing range anxiety concerns. A network of publicly accessible EVCI will also smooth out electricity demand through daytime charging of vehicles.

#### **RISK MANAGEMENT**

Tourists with EVs consider charging infrastructure in their travel planning. A lack of EVCI has the potential to impact negatively upon Wollongong's economy. To mitigate this risk, the installation of fast charging infrastructure is supported.

There are reputational risks related to over-investment or under-investment in EVCI. Community expectation is that Council will facilitate the transition to EV's but should not cause a significant loss of public car parking. These risks are mitigated by ensuring our approach is balanced and in line with other similar local government areas.

#### FINANCIAL IMPLICATIONS

There are no direct costs to Council arising from adoption of the updated Policy. The updated Policy does however include the potential to install Level 2 EVCl on Council land.

Level 2 chargers are generally a low cost to install and do not generate enough revenue for third party providers to install without government subsidy. Any proposal to install Level 2 chargers will be subject to future Delivery Program preparation and funding consideration.

#### CONCLUSION

The revised Policy incorporates amendments based upon feedback received from public submissions and key learnings since the initial Policy was adopted. It considers all levels of EVCI, not only fast or ultra-fast chargers as slower chargers are an important part of the EV transition. It seeks to minimise the cost to Council and the community for the installation and maintenance of EVCI.

The Policy supports Council's commitment to reducing transport emissions consistent with our adopted target of net zero emissions by 2050.





# ELECTRIC VEHICLE CHARGING INFRASTRUCTURE ON COUNCIL LAND COUNCIL POLICY

ADOPTED BY COUNCIL: [TO BE COMPLETED BY GOVERNANCE]

#### **PURPOSE**

The purpose of this Policy is to provide <u>guiding principles guidelines</u> for the establishment, operation, management and removal of Electric Vehicle Charging Infrastructure (EVCI) on Council Land in the Wollongong Local Government Area (LGA).

#### **POLICY INTENT**

The main objectives of this policy are to -

- 1 Provide <u>guidelines guiding principles</u> for the <u>provision</u>, establishment, operation, <u>and</u> management, maintenance and removal of EVCI on appropriate parcels of Council Land in the Wollongong LGA.
- 2 Clearly outline the roles and responsibilities of third partythird-party providers and Council in relation to the establishment, operation, management and removal of EVCI.
  - 3 Promote visitation to the region by encouraging the placement of EVCI at desirable tourist locations.
- 4 Support the uptake of -EVs which will aid the community in reducing transport-related emissions in the Wollongong LGA.
  - 5 Support residents to access publicly accessible EVCI as part of an integrated transport network.
  - 6 Address range anxiety by facilitating the development of a convenient and affordable publicly accessible charging network.
  - 7 Increase public awareness of EVs and EVCI.

#### **WOLLONGONG 2028 OBJECTIVES**

This Policy supports the delivery of the following Wollongong 2028 goals -

- 'Goal 1 We value and protect our environment'.
- 'Goal 2 We have an innovative and sustainable economy'.
- 'Goal 6 We have affordable and accessible transport'.

Specifically, it contributes to the following strategies and deliverables-

Goal	How will we get there?	
1 We value and protect our environment	1.3 Increase our resilience to natural disasters and a changing climate to protect life, property, and the environment	
	Work together to achieve net zero carbon emissions and reduce waste	



#### **COUNCIL POLICY**

Goal	How will we get there?
2 We have an innovative and sustainable economy	2.5 Work with partners to facilitate sustainable and green industries
	2.7 Promote the Wollongong Local Government Area as an event, conference and visitor destination
6 We have affordable and accessible transport	6.1 Plan for the delivery of multi-modal public transport together with sustainable transport modes such as the Gong Shuttle, walking and cycling to meet the community's needs
	6.3 Effective and integrated regional transport with a focus on road, bus, rail and freight movement (including the port of Port Kembla)
	6.5 Advocate for strong transport links within the LGA and connections to Sydney, and the Southern Highlands to provide physical and economic opportunities

Activities undertaken under the auspice of this Policy will be planned for and delivered in an environmentally sustainable and responsible manner, recognising we are in a state of climate emergency. This Policy contributes to goals and outcomes in the following sustainability-related plans and strategies:

Sustainable Wollongong 2030: A Climate Healthy City Strategy – A city whose Council shows leadership; A city that works together; and A low emissions city.

Climate Change Mitigation Plan 2020-2022 – Climate Change Leadership and Planning; Transport; and Working with Our Community.

This Policy also supports the achievement of the following Sustainable Development Goals –



#### **POLICY**

#### **EVCI Provider Selection**

Council aims to ensure the appropriate establishment of EVCI on Council Land, that this infrastructure will be installed and operated in a safe, well-managed and sustainable manner and will be an ongoing asset for the community. Council will coordinate/facilitate the installation and operation of EVCI on Council Land by a suitable provider through a public procurement process, to ensure a transparent and competitive approach.

Key aspects of the EVCI procurement process include -

- · Demonstrating experience, skills and resources in establishing, operating and managing EVCI.
- Nomination of sites from a list of pre-determined site/s provided by Council.



#### **COUNCIL POLICY**

- Developing a design layout of the overall EVCI site including details of parking, signage, safety, access, traffic management, type of charger/compatibility and requisiterequired power supply in accordance with the design requirements outlined in this Policy.
- Provision of a suitable management plan for operation, maintenance and removal of EVCI.

Successful providers will be required to enter into a lease/licence/agreement (unless other consent pathways are identified) with Council for the site.

#### Site Selection Criteria and Design Requirements

#### **Site Selection Criteria**

Council will facilitate the provision of publicly available EVCI by pre-selecting preferred sites for hosting EV charging by undertaking analysis against the site selection criteria outlined below.

The following criteria will be considered by Council when selecting location-(s) for EVCI -

- Council owned or managed land.
- Current and anticipated future land use of the site.
- Existing car parking availability (preferably off-street).
- Minimal impact on car parking availability for Internal Combustion Engine Vehicles (ICEVs).
- Close proximity to public transport and a range of amenities including but not limited to train stations, bus routes, bike paths, <u>shade, water drinking facilities</u>, toilets, seating, food outlets, tourist locations and other attractions.
- <u>Avoids negative impacts on Ttraffic and active transport implications i.e. hazard or obstruction to cycling or pedestrian infrastructure by providing a hazard or obstruction.</u>
- Accessibility during day and night and across the week.
- Compliance with AS/NZS 60079.10.1, Explosive gas atmospheres.
- Acceptable visual impact associated with installed infrastructure.

#### **Approval and Design Requirements**

It is the provider's responsibility to obtain any consents or approvals required for the installation of EVCI. Approval may fall within the exempt development provisions of the State of the Environment Planning Policy (Infrastructure) 2007 or require a Development Application (DA).

The following design requirements must be addressed when developing a design layout of the overall EVCI site:-

#### **Power**

EVCI must have suitable access to an existing electrical supply. Sites with sufficient supply to supply to support EVCI will be prioritised. Should a site require supply upgrades, it is the responsibility of the provider to organise and fund this process. Exceptions to this may be considered in discussion with Council and if Council is already looking to upgrade electrical supply at the site.

#### Safety

Dedicated EV parking bays shall comply with DCP Chapter E2: Crime Prevention through Environmental Design. The location of the charging stations must be easily seen by pedestrians and vehicles, with passive surveillance from adjacent\_nearby\_properties/premises and have adequate illuminationlighting. Parking signage must be in accordance with Australian Standard 1742 and provide information on the safe use of charging stations. EVCI must be managed and maintained by the provider throughout the operation of the facility to ensure continued good working order and ensure public safety—at all times.



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#### **Access**

The EV parking spaces should be of adequate size for the charging of EVs. The location of charging stations must be connected to the wider transport network i.e. nearby train stations, bus stops etc., should must not impede cycling or pedestrian infrastructure, and must allow for disability access compliant with the Disability Discrimination Act 1992. The EV parking spaces should be adequate for the charging of EVs. The dedicated EV parking bays are to only be used by EVs while charging; appropriate signage and labelling of dedicated EV parking bays must clearly identify this. Appropriate charging time restrictions will be discussed with Council and stipulated included in the lease/licence/agreement. Providers must ensure the regular maintenance of EVCI and repair any issues with EVCI in a timely manner, with minimal downtime of the infrastructure. Site selection will involve an assessment of EVCI must be in areas with mobile phone reception. and Council will utilise third party providers to manage payment for EVCI use. Providers must ensure that the community can easily access and use charging stations including access to any provider-specific apps, registration processes and/or payment methods.

#### Signage

There are several requirements for signage that must be addressed by providers to ensure that the community is aware of the location of EVCI and any restrictions associated with EVCI -

- Wayfinding signage to help EV drivers navigate to EVCI.
- Station signage which identifies the location of EVCI; highlights designated EV parking spots; and communicates restrictions regarding use such as time limits on parking/charging.

The location, amount, and wording of EV wayfinding signage may be subject to approval from Transport NSW.

#### Sustainability

The provision, establishment, operation, management, maintenance and removal of EV charging stations and supporting infrastructure must be in line with DCP Chapter A2: Ecologically Sustainable Development. To reduce the environmental impact of EVCI <u>and contribute to emissions reductions, on Council Land in the Wollongong LGA</u>, Council encourages the use of <u>100%</u> renewable energy or green power <u>to power EVCI</u>.

#### Types of Charging Stations and Connections

Council will consider a range of EVCI, consistent with the NSW Government's EV Strategy and its goal of 'building a world-class electric vehicle charging network', including –

- Level 2 chargers (AC 7-22kW) for commuter parking sites and car parks with <u>unlimited or 4-8 hour parking limits.</u>
- Level 3 chargers (DC 50-350kW) for destination high amenity locations and transit corridors with 2 hour or less parking limits.

Council requires a minimum of two chargers to be installed at any one location, as chargers will be in high demand. EVCI and parking spaces should cater for all types of EV charging connections used by vehicle manufacturers and the location of their charging points on all types of vehicles.

#### **Maintenance**

EVCI providers will be responsible for maintaining the function of EVCI to a high standard to ensure adequate availability of EV charging for users.

#### Leasing/Licencing Requirements

Providers are subject to the specific conditions and obligations outlined in the leasing/licencing agreement as agreed with Council. The nature of the lease/licence agreement will be determined on a case-by-case basis and will consider factors, including but not limited to the provider, proposed site and design,



#### **COUNCIL POLICY**

maintenance obligations, public safety and legal liability, insurance requirements and desired length of operation of EVCI. Discussion with Council will determine site-specific conditions which the provider will be subject to under the lease/licence agreement arrangement. Leasing/licencing of sites on Council Land must be in accordance with Council's Leases and Licences of Council Owned and Managed Land, Buildings and Public Roads Policy.

The acquittal process and terms of payment will be determined in lease/licence/agreement arrangements. The provider will be required to provide a security or bond to Council prior to the commencement of the lease/licence agreement and installation of EVCI. Any further upgrade or expansion of the EVCI will be subject to further consideration and consent from Council.

Council reserves the right to terminate a lease/licence agreement entered into-with a provider of EVCI and require the removal of EVCI and supporting infrastructure if a breach of the lease/licence agreement occurs. In these circumstances, the provider of EVCI would be required to make good the land. Providers are subject to the specific conditions and obligations outlined in the leasing/licencing agreement as agreed with Council.

#### Council's Role

Council will -

- Identify sites preferred for hosting EVCI.
- Manage the public engagement process related to site selection.
- Conduct a public procurement process to select suitable EVCI and providers.
- Provide input into the design plan for selected site(s) for EVCI on Council Land.
- Promote EVCI by making information freely available to the community via our website such as the location of charging stations in the Wollongong LGA.

#### Provider's Role

Providers will -

- Be required to enter into a lease/licence agreement with Council.
- Prepare and negotiate a design plan for selected site(s) in accordance with the design requirements set out above, including all operational and environmental controls.
- Be responsible for the installation (including appropriate power supply), operation, management, maintenance and removal associated with EVCI and all supporting infrastructure.
- Be responsible for and bear the cost for any upgrades required for the existing electrical supply infrastructure to have the capacity to cater for EVCI.
- Remain responsible for any upgrades in plug and connection hardware that may be required as EV technology develops.
- Provide access by arrangement, for educational or promotional activities in partnership with Council.
- Provide Council with access to data related to the operation of EVCI.

#### LEGISLATIVE REQUIREMENTS

The provider is required to comply with all relevant legislation and obtain all applicable approvals and consents. Consideration must be given to Council Policies that may apply to various aspects of the establishment, management, maintenance, operation and removal of EVCI on Council Land.



**COUNCIL POLICY** 

#### **REVIEW**

This Policy will be reviewed every two years from the date of each adoption of the policy, or more frequently as required.

#### REPORTING

Providers must fulfill any reporting requirements as outlined in the lease/licence agreement with Council.

#### **RELATED STRATEGIES, POLICIES AND PROCEDURES**

- Sustainable Wollongong 2030: A Climate Healthy City Strategy.
- Climate Change Mitigation Plan 2020-2022.
- Lease and Licenses of Council Owned and Managed Land, Buildings and Public Roads Policy.
- Sustainable Procurement Policy.

#### **DEFINITIONS**

Council - Refers to Wollongong City Council.

**Provider** – A company or organisation which provides/supplies EVCI.

Council land - For the purpose of this Policy, Council Land is defined as either -

- Council owned land that is classified as "operational" land or "community" land under the Local Government Act 1993: or
- Council managed Crown land where Council is appointed Crown Land Manager under the Crown Land Management Act 2016; or
- Council managed Crown land that has "devolved" to Council for management under s.48 of the *Local Government Act 1993* (this type of Crown land would be subject to a lease or licence with the Department of Planning and Environment Crown Lands, and this Council Policy); or
- Road reserve where Council is the roads authority under the Roads Act 1993.

#### **Destination Charging**

EVCI that is installed in locations frequented by tourists and visitors such as hotels, restaurants and points of interest.

#### Electric Vehicle (EV)

This describes a range of different vehicles that are powered by an electric motor with a battery on its own or accompanied by a fuel-powered internal combustion engine. This includes Plug-in Hybrid Electric Vehicles (PHEVs).

#### **EV Charging Infrastructure (EVCI)**

Infrastructure that supplies and supports the provision of electric energy to recharge EVs. This includes charging stations, signage, designated parking bays and all other supporting infrastructure.

#### **Internal Combustion Engine Vehicle (ICEV)**

A vehicle that is powered by an engine that burns petrol, oil, or other fuel with air inside the engine.



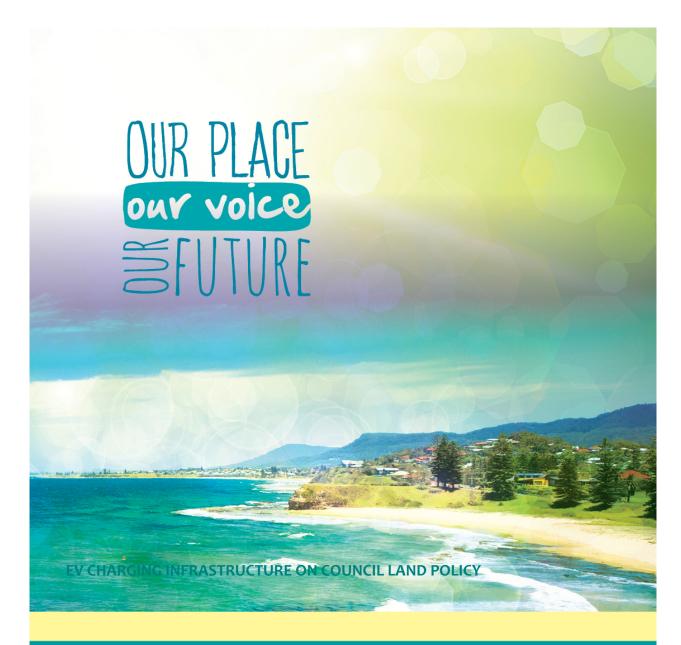
**COUNCIL POLICY** 

#### **Range Anxiety**

The fear that when driving an EV vehicle, it will run out of charge and the driver will be stranded due to the inability to recharge.

APPROVAL AND REVIEW			
Responsible Division City Strategy			
Date/s adopted	Executive Management Committee Council [updated by policy owner] [DD Mmmm YYYY]		
Date/s of previous adoptions	[Dates of previous adoptions]		
Date of next review December 2024			





Item 3 - Attachment 2 - Submissions in Reply Report - Draft Electric Vehicle

# Submissions in Reply Report

April 2023



Version: 10, Version Date: 27/04/2023



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Item 3 - Attachment 2 - Submissions in Reply Report - Draft Electric Vehicle

The information in this report is based on data collected from community members who chose to be involved in engagement activities and therefore should not be considered representative.

This report is intended to provide a high-level analysis of the most prominent themes and ideas as expressed by those who participated. While it's not possible to include all the detailed feedback we received, feedback that was relevant to the project has been provided to the project manager for review and consideration.



### **Executive Summary**

In Australia, there is currently a low uptake of Electric Vehicles (EVs) compared to other developed countries due to several factors such as high purchase costs, limited model choice and range anxiety caused by a lack of charging infrastructure. Future projections suggest that costs for EVs will reduce and there will be more options available, making them more accessible and therefore encouraging a greater uptake. An increase in the availability of charging stations/infrastructure will also support greater uptake of EVs through the alleviation of range anxiety, the fear that an EV driver will be left stranded without charge due to a lack of chargers.

Item 3 - Attachment 2 - Submissions in Reply Report - Draft Electric Vehicle

The original Electric Vehicle Charging Stations on Public Land Policy (Policy) was adopted back in December 2020 to address these issues, with the objectives of encouraging a greater uptake of EVs and supporting the reduction of emissions attributed to the transport sector in the Wollongong Local Government Area (LGA). The Policy sets out a range of principles to guide prospective providers and Council for the provision, installation, operation, management, maintenance, and removal of EV charging stations and supporting infrastructure on public land in the Wollongong LGA. The Policy was developed based on community and staff engagement undertaken in 2020.

The following changes were made to the policy prior to its public exhibition. These changes were presented to Council on 12 December 2022, with approval to then go on public exhibition. An overview of the changes are as follows -

- Title change: the term 'charging stations' replaced with 'charging infrastructure', align with the NSW Government's NSW Electric Vehicle Strategy.
- Title change: the term 'public land' replaced with 'Council land' and a definition of Council land included. This clarifies the Policy intent and applicable category of land.
- Additional Policy objectives added in to align with the NSW Government's NSW Electric Vehicle Strategy.
- Updated Objectives section to align with the recently adopted Our Wollongong 2032 Community Strategic.
- Inclusion of Sustainable Development Goals and alignment to Sustainable Wollongong 2030 Strategy and the Climate Change Mitigation Plan 2020-2022.
- 'Public Procurement Process' section renamed and reworded to provide clarity around 'EVCI Provider Selection' process and criteria.
- 'Site Selection Criteria and Design Requirements' section separated into two distinct subsections in recognition of their unique considerations.
- Site pre-selection process by Council outlined and relevant site selection criteria identified.
- Design requirements clarified and enhanced including signage requirements.
- Reference to the types of chargers preferred by Council updated to be consistent with the NSW Government's NSW Electric Vehicle Strategy.
- Council and Provider roles updated to reflect site pre-selection and access to operational data.
- 'Reporting' section updated to refer to lease / licence agreement.
- Inclusion of 'Related Strategies, Policies and Procedures' section.
- General tidying up of wording throughout the Policy.

Electric Vehicle Charging Infrastructure on Council Land Policy Public Exhibition - Engagement Report 3



A copy of the draft revised Policy and the Council Report on Electric Vehicle Charging Infrastructure were placed on Council's engagement webpage.

Response to the exhibition was as follows -

- 701 people visited the project page on Council's engagement website.
- 323 learnt more about the project online by downloading the draft Policy and Council report.
- 78 submissions were received via the online feedback form.
- 9 submissions were received directly by Council's engagement team.
- Of the 78 online submissions, 38 submissions stated they were supportive of the updated Policy, 32 were neither supportive or unsupportive, and 2 were unsupportive. Of the 78 submissions, 3 were blank, and 3 different submissions were submitted twice with the exact same text by the same person; these were not counted in the supportive/unsupportive statistics.
- Of the 9 submissions emailed directly to the Engagement team, 7 submissions stated they were supportive of the updated Policy, 2 were neither supportive or unsupportive, and 0 were unsupportive.
- Many submissions requested minor additions, amendments or put forward other potential considerations for the draft.
- There was a high level of support for the implementation of the Policy.

The top eleven themes discussed/issues raised by the community through the exhibition process were (in no particular order) -

- 1 Location/Council Land.
- 2 Safety.
- 3 Parking.
- 4 Amenities.
- 5 Maintenance/Repairs.
- 6 Power/Renewable Energy.
- 7 Type of Chargers/Plug Connections.
- 8 Ownership/Providers.
- 9 Costs.
- 10 Promotion/Incentives/Penalties.
- 11 Other.

The feedback received through the public exhibition process has been used to prepare an updated draft Policy.



### **Background**

It is essential that Council keeps up to date with alternative sustainable transport options to support the transition from high emission vehicles such as Internal Combustion Engines (ICEs) in order to reduce emissions from this sector. EVs and related infrastructure support climate change mitigation (emissions reduction) efforts, as well as provide health, social and other environmental benefits. In comparison to standard ICE vehicles, the emissions attributed to EVs are primarily from the production and distribution of the energy required to power the vehicle. EVs are generally more cost effective to operate and maintain, they provide greater energy security through a reduced reliance on non-renewable energy/fuels and also reduce air and noise pollution.

Item 3 - Attachment 2 - Submissions in Reply Report - Draft Electric Vehicle

In August 2019 Council declared a Climate Emergency, and following this in December 2019, adopted two science-derived Emission Reduction Targets of net zero by 2030 for Council operations and net zero by 2050 for the City of Wollongong. Council has also joined a number of programs to support our work in becoming a low emissions city. We became a signatory to the Global Covenant of Mayors for Climate and Energy (GCoM) in August 2017, which requires us to meet milestones in climate change mitigation and climate change adaptation. Council also joined the Cities Power Partnership (CPP) in January 2020 and resolved in March 2020 to commit to five pledges under the program. One of these pledges relates to the encouragement of sustainable transport use as follows:

"Encourage sustainable transport use such as public transport, walking and cycling through council transport planning and design"

The Policy also supports actions in Council's recently adopted Sustainable Wollongong 2030: A Climate Healthy City Strategy and the Climate Change Mitigation Plan 2020-2022 (CCMP). Both strategic documents include mention of electric vehicles, with the CCMP including two actions that relate to EVs in the wider community -

- T3: Develop and adopt an Electric Vehicle Charging Stations on Public Land Council Policy, addressing public access and range anxiety.
- T4: Pursue the installation of public EV charging stations at a number of accessible locations across the City. This will consider partnerships with the State Government, charging companies, car companies or other sponsors to establish electric vehicle charging stations.

At its meeting of 22 July 2019, Council was presented with a report on EVs and associated charging infrastructure and (in part) resolved that -

Council endorse the development of an Electric Vehicle (EV) Charging Stations on Public **Land Policy** 

At its meeting of 31 August 2020, Council was presented with a report on the draft EV Charging Stations on Public Land Policy and resolved that -

- 1 That the draft Electric Vehicle Charging Stations on Public Land Policy be placed on public exhibition for a minimum 28-day period.
- 2 Following public exhibition, a further report be provided to Council on the submissions received and make recommendations relating to adoption of the Policy.



#### Item 3 - Attachment 2 - Submissions in Reply Report - Draft Electric Vehicle Infrastructure on Council Land Policy

At its meeting of 12 December 2022, Council was presented with a report on the draft revised EV Charging Infrastructure on Council Land Policy and resolved unanimously that -

- 1 The draft revised Electric Vehicle Charging Infrastructure on Council Land Policy be placed on public exhibition for a minimum 28-day period.
- 2 Following the exhibition period, a further report be provided to Council outlining the submissions received and recommendations for any post exhibition amendments for adoption.

The increased availability of charging infrastructure in the Wollongong LGA will support the achievement of our net zero emissions by 2050 for the City of Wollongong emissions reduction target, adopted by Council as a part of our membership to the Global Covenant of Mayors program. Council is also a member of the Cities Power Partnership (CPP); under this program we have selected five pledges, with one of these relating to the encouragement of sustainable transport.

#### How will the comments be considered?

Council is grateful for the knowledgeable and passionate insights and information that the community has provided on the draft Policy through the online feedback form process. The feedback received through the submissions on the draft revised Policy has been carefully reviewed by Council staff and has helped to inform an updated Policy. Comments from the submissions have been summarised into key themes/issues, with Council's responses and proposed changes to the draft revised Policy detailed in this report. Proposed further updates to the draft revised Policy based upon the results of the public exhibition process are included in this report.

The updated draft revised Policy will be submitted to Council for consideration along with this Submissions in Reply report. Should it be adopted, implementation of the revised Policy will commence and be reported on through the Integrated Planning & Reporting framework.

### Methodology

The draft Policy was placed on public exhibition for a period of 29 days from 6 February 2023 to the 6 March 2023. Details on the communication and engagement activities undertaken are provided in Table 1 below.

**Table 1: Exhibition Methodologies** 

Methods	Details
Communication	Methods
The Advertiser	Details about the engagement were made available in Council's Community Update pages, See Appendix F.
Media release	A media release was distributed after Council supported the public exhibition of the Policy, see Appendix D.

Methods	<b>Details</b>
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Electric Vehicle Charging Infrastructure on Council Land Policy Public Exhibition - Engagement Report 6



Communication Methods				
Email	An email was sent to a number of external stakeholders informing them of the exhibition and how they can provide feedback (a list of these stakeholders is provided in Appendix G).			
Social Media	Posts about the engagement were made on Facebook and Twitter, see Appendix C.			
Engagement Mo	Engagement Methods			
Engagement HQ Website An online feedback tool was used to capture participants' ideas and allowed community members to comment. The page also hosted background information and supporting documents.				

Item 3 - Attachment 2 - Submissions in Reply Report - Draft Electric Vehicle

#### Results

This section provides details on the participation in engagement activities and the feedback received during the exhibition period. All identified stakeholders and the wider community were invited to provide feedback on the proposed draft revised Policy. Statistics relating to the response to the exhibition are provided in Tables 2 and 3.

Table 2: Summary of exhibition participation

Measure and Explanation	Usage
Aware – visited at least one page	542
<b>Informed</b> – number of people who clicked a link, e.g. to download a document, visited the key dates page, visited multiple project pages, and/or contributed to a tool	278
<b>Engaged</b> – total number of participants who submitted the Online Feedback Form or asked a question using the Q&A tool	74

Table 3: Informed visitor downloads and FAQ views

Туре	Engagement Tool / Document Name	Visitors	Downloads
Document	Draft Revised Policy – Electric Vehicle Charging Infrastructure on Council Land	180	206
Document	Council Report – Draft Revised Electric Vehicle Charging Infrastructure on Council Land Policy	107	117

There was a high level of support for the implementation of the Policy. Of the 78 online submissions, 38 submissions stated they were supportive of the updated Policy, 32 were neither supportive nor unsupportive, and 2 were unsupportive. Of the 78 submissions, 3 did not contain any text, and 3 were submitted twice with the exact same text by the same person; these were treated as a single submission in the supportive/unsupportive statistics.

Of the 9 submissions emailed directly to the Engagement team, 7 submissions stated they were supportive of the updated Policy, 2 were neither supportive nor unsupportive, and none were unsupportive.

#### **Online Feedback Form Results**

As indicated above, webpage visitors were provided the option of completing the Online Feedback Form to communicate their thoughts on the draft Policy, a copy of which is provided in Appendix A. The results of the online feedback form have been summarised into key themes/issues, as depicted in Table 4 below.

#### Q & A Tool Results

As indicated above, webpage visitors were also provided the option of asking a question using the Q&A tool. Two questions were asked which Council responded to, see Appendix B for more details.

#### Other Submissions

Several other submissions were received via direct email to the engagement team. The results of these submissions are depicted in Table 5 below.

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#### **Comments from Online Feedback Form Submissions**

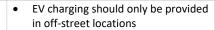
The comments from the 78 online feedback form submissions have been categorised into 11 different key themes/issues. A description of these themes/issues, key comments from the submissions and Council's response and proposed changes to the draft Policy are detailed in Table 4.

Table 4: Summary of comments from community submissions received via the online feedback form and Council's response and proposed changes

No.	Theme/Issue	No. of Submissions	Key Comments	Response	Proposed changes
1	Location/Council Land	21	<ul> <li>Any new infrastructure also needs to be located in areas that have good mobile reception so you can connect to the app.</li> <li>Using Council land for Level 2 chargers e.g. Thirroul beach carpark, near Thirroul library.</li> <li>Council's multi-story carpark.</li> <li>Several key public parking sites: Thirroul beach south car park, Thirroul community centre car park.</li> <li>Charging sites SHOULD NOT only be available at sites where Council charges to park.</li> <li>There are many sites that would be suitable in Wollongong for EV charging stations e.g. sporting fields have large car parks which sit empty for extended periods e.g. Dalton Park and Ray Robinson field in Towradgi. These two sites sit on bus routes, close to Towradgi Railway. Station, close to the beach and cycleways</li> </ul>	The aim is to have charging stations available across the LGA for all residents to access. It is preferred by Council that EV charging stations are located in off-street locations, nearby tourist destinations, amenities, food outlets, community-focused Council owned buildings, public transport etc. to allow for easy access, encourage the uptake of EVs and promote visitation to the region. The exact car parking spaces that will be dedicated for EV charging at any proposed site will be determined in discussion between providers and Council, taking into consideration traffic management, public safety, current parking demand and other uses of the area. The costs may vary for parking depending on the location/car park, with some paid and others not. By allowing for the installation of charging infrastructure on Council Land, this means that chargers are publicly available, and in the most appropriate locations for this type of infrastructure e.g. car parks. By locating stations on accessible public	<ul> <li>Inclusion of wording "EVCI must be in areas with mobile phone reception" in the Access section.</li> <li>Inclusion of wording "Acceptable visual impact associated with installed infrastructure" in Site Selection Criteria section.</li> <li>Change of word "should" to "must" in the current sentence "should not impede cycling of pedestrian infrastructure" in the Access section.</li> </ul>

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- Could the policy consider putting EV charging stations at places that aren't busy - putting stations in the Crown St mall parking when the parking stations are already at capacity is not effective
- The Policy seems based on a vision of 3 or 4 charging spots in designated locations...It may be that charging infrastructure will need to run down the wall of one complete level of Stewart St car park next year, and another level the year after that and so on.
- Presumably, these will be located around the region? Has any thought been given to where they ought to be installed? I expect that a provider would want some say about this.
- Why does Council need to provide charging stations on public land? They don't provide free power or fuel for any other people. Public land should be for all to enjoy not just a few...
- Council should provide easy and free access to electric charging stations at multiple points around the city and suburbs...
- The policy states that Council will "identify sites preferred for hosting

areas, this will make EVs more accessible to the wider community and give people confidence as to where they can charge. It is important that EV chargers are not tucked away in hard to find/access locations that are separated from the primary transport network i.e. road network. They need to be in proximity to main transport routes, easily accessible and visible, allowing EV users to find places to charge easily and for them be a beneficial asset to the community. This in turn will help to reduce range anxiety, a primary barrier for current and future EV users.

By locating charging infrastructure in existing off-street carparks, this will reduce any visual impact, and reduce any impacts on pedestrian and cyclist infrastructure.

Council is currently undertaking an assessment to pre-determine suitable sites for charging infrastructure in the LGA. The locations proposed by a number of submissions will be considered for future EV charging station sites. Community engagement will embedded in this process.

Council notes that adequate mobile reception may be needed for access to charging provider's apps and therefore will include this as a consideration in the policy, see proposed changes.

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EVCI" When will this occur? There should be community consultation about proposed sites
It would be nice to see priority given to the installation of charging stations on existing Council owned buildings or those that are community focused, for instance, working with surf clubs
They also need to be in accessible and SECURE locations. It is not good enough to place them out of the way in dark, isolated positions — they should be central within the community.
<ul> <li>Requires more comprehensive guidance on selecting locations including a) avoid clutter and visual impact on the street b) consider the needs and limited room especially in centres for pedestrians and bikes</li> </ul>
I also think the council needs to ensure chargers are available on the outskirts, not just in the central areaThere is currently a large gap between Sutherland and Wollongong (over 50km) where there are no public chargers. A charging station at Helensburgh would be perfect and ensure people can top up if running low heading south.



• Southern Gateway CentreThis facility is ideal as it has bays suitable for busses and, therefore, EVs towing boats or caravansThe Southern Gateway Centre allows visitors to use the tourist information centre, grab an ice cream, a snack or even have a meal.
• Install EV chargers in public spaces like council carparks and libraries to encourage longer local trips (when an EV owner needs to charge their car for 40 mins or so, they'll pop into the library or grab a coffee or meal from a local business)
<ul> <li>Charging stations should be near beaches or playing fields, charge your car whilst you take a dip or go for a walk.</li> </ul>
<ul> <li>A fast charger at Thirroul library carpark (with dedicated EV only parking spot) would be an ideal location. Thirroul is a key first stop for visitors coming down from Sydney for day trips and the car park has plenty of room and is close to many cafes so ideal for parking and charging.</li> </ul>
I live in the northern suburbs so would be happy to see them in the Northern suburbs as well as other areas. We will be purchasing an EV



2	Safety	4	soon and this would definitely help make the decision easier.  Please fast track expansion of EVCI, especially in the northern Illawarra where EV take up is the most rapid.  It is important that there are safe, accessible pedestrian routes and crossing points from where the chargers are located to nearby facilities, e.g. toilets, shaded seating/shelters and food outlets.  Please ensure the safety of the site.	The Policy includes safety requirements within the Site Selection Criteria and Design Requirements section. This section in the Policy addresses pedestrian safety, illumination, and surveillance of sites:  "The location of the charging stations must be easily seen by pedestrians and	Rewording of "Traffic and active transport implications i.e. cycling or pedestrian infrastructure by providing a hazard or obstruction." to "Avoids negative impacts on traffic
			EVCI is normally placed to the periphery of sites and almost invariably has sub-par to no lighting. This can lead personal safety concerns for vulnerable users, and issues with vandalism.  It is not good enough to place them out of the way in dark, isolated positions - they should be central within the community - easy to find, access, promote and safe to use.  The photo supplied is very close to the house behind the eV charging units. I would not like to be the owner of this house because of the risk of a Li battery fire which can be very fierce and quite devastating.	vehicles, with passive surveillance from adjacent properties/premises and have adequate illumination."  It further addresses pedestrian safety in other sections also: "Traffic and active transport implications i.e. cycling or pedestrian infrastructure by providing a hazard or obstruction."  and "The location of charging stationsshould not impede cycling or pedestrian infrastructure".  Safety risks are a component of the assessment of the suitability of a site. Due to the providers owning the charging stations, it is their responsibility to ensure the safety and good working order of the charging infrastructure.	and active transport i.e. hazard or obstruction to cycling or pedestrian infrastructure" in Site Selection Criteria section.
3	Parking	6	• Consideration also needs to be given to allowing enough space for the	The Policy has a provision in the Access section that ensures that EV parking	No proposed changes.

charging cable to stick out of one side of the vehicle, without it getting accidentally bumped by the vehicle in the next space.

- Not too sure about minimising the impact on parking for ICE vehicles as converting even 1-2% of existing ICE parking won't affect them much, while will tremendously boost charging capacity for the city.
- I also have concern that there will not be a large imposition on parking spots available for exclusive use of EV owners.
- whether longer term parking for charging is desirable vs short term/ high turnover locations around shops
- Most EVCI I have seen is nose-in (or conversely rear-in) which is not suitable for vehicles towing.
- There should be no net loss of existing parking spaces as a result of charging stations installed on public land. EVs are still too expensive to purchase for most people and there are not enough range of vehicle types available in Australia to replace existing ICE vehicle options especially utility vehicles. As such this policy only benefits the minority and the majority of rate payers, residents and visitors should not be

spaces will cater for the charging port locations on all types of EVs:

"EV parking spaces should cater for all types of EV charging connections used by vehicle manufacturers and the location of their charging points on all types of vehicles; this will require two existing car parking spaces per charging bay."

Where suitable, EVCI will be designed to accommodate EV charging with trailers.

It is important that while we transition from primarily ICEVs to EVs, we still have adequate parking and minimal impact on ICEVs where possible. A large proportion of vehicles are still ICEV.

In order to support the transition to EVs, parking spaces will need to be dedicated to EVs. Parking for EVs will be EV only; ICEVs will not be allowed to park in these spots. This is so EVs that need to charge are able to do so. Provisions will be in place so that EV-only parking spaces are easily identified by other vehicles and parking time limits are made clear. Charging time limits will be determined in discussion between providers and Council, with the objective that spaces are not occupied for extended periods of time:

"Appropriate charging time restrictions will be discussed with Council and stipulated in the lease/licence/agreement. Depending on the type of charger i.e. level 2 or level 3, the length of time for

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			disadvantaged as a result. A lot of public places such as public carparks in the CBD, near beaches and parks etc. are already at capacity at many times and the loss of spaces is unacceptable.	occupation of a parking space will vary and is also dependent on the specific parking location.	
4	Amenities	5	<ul> <li>Charging can take some time, so it's great when there are at least some toilets, water and shaded seating or sheltered picnic tables nearby. Food outlets and places of interest are nice to have, but not as vital.</li> <li>Consider shelter for fast charging locations, similar to shelter at current petrol stations over pumps.</li> <li>More chargers close to cafes and other amenities and shade nearby to charging stations would be appreciated.</li> <li>At present the use of a charger involves a period of between 20 minutes and 1 hour connected to the charger so the availability nearby of cafes or restaurants is very welcome, as recognised in the draft policy. However, the need for public transport nearby is less obvious as the EV owner should not be encouraged to travel far from the vehicle.</li> <li>The Council's objective is to have electric vehicle charging infrastructure (EVCI) located close to</li> </ul>	It is included in the Policy that providers must consider, amongst other factors, the following regarding amenities:  "Close proximity to public transport and a range of amenities including but not limited to train stations, bus routes, bike paths, toilets, seating, food outlets, tourist locations and other attractions."  Locating EV charging stations in areas nearby tourist locations, shops, eateries, amenities etc. will promote and encourage increased visitor numbers and local business interaction. Numerous areas of Council Land are near these types of amenities, such as car parks in the town centre, car parks at Council community facilities such as libraries etc.  Having shade and water drinking facilities at/nearby charging stations will provide respite for EV users from the weather and support Council's work to address climate change adaptation. See proposed changes in next column to include wording on this.  Locating chargers in proximity to public transport allows for them to be connected to the wider transport network. Where an EV charger is located in relation to the	Inclusion of the words     "shade" and "water     drinking facilities" in     the Site Selection     Criteria section.

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			public transport and a range of amenities including: train stations; bus routes; bike paths; toilets; seating; food outlets; tourist locations; and other attractions. I do not know where all council land is, but I would think that there is a limited overlap with the stated objective.	wider transport network will affect its accessibility, frequency of use, and connection with other modes of sustainable transport. It will promote an integrated transport network by encouraging drivers to use other modes of transport such as public and active transport as part of their commute, helping to reduce road congestion and improve the connection between different journey modes.	
5	Maintenance/Repairs	7	<ul> <li>This is especially problematic when any of the few non-Tesla charging points are out-of-order, which is also a common occurrenceConsider adding a requirement that providers must ensure their infrastructure is regularly maintained and repairs seen to in a timely manner, to ensure we don't have out-of-order facilities everywhere and an unknown timeframe for their repair.</li> <li>I'd suggest any license to use council land include explicit and enforceable service levels for charger availability. Broken chargers are a problem for the EV community.</li> <li>It is essential to ensure providers maintain the charging sites as offline chargers are a real problem at present.</li> <li>ensure providers are committed to maintaining the charging stations</li> </ul>	As the chargers are owned by third-party providers, as stated in the 'Provider's Role' section, they are responsible for the installation, operation, management, maintenance, and removal associated with EVCI and all supporting infrastructure. It is their responsibility to ensure that chargers are operating, regularly maintained, and repaired in a timely manner as required.  The Policy addresses the upkeep of charging infrastructure in various sections. A key aspect of the EVCI procurement process includes - "Provision of a suitable management plan for operation, maintenance and removal of EVCI."  The Policy states under the 'Safety' section that: "EVCI must be managed and maintained by the provider throughout the operation	• Inclusion of new Maintenance section with the wording: "EVCI providers will be responsible for maintaining the function of EVCI to a high standard to ensure adequate availability of EV charging for users."



		<ul> <li>and ensure quick response when they are not working.</li> <li>If council incentives are being used to help install chargers then please remember to also include maximum downtime metrics for the stalls. One of the biggest hot topics right now in the Aus EV community is the unreliable nature of infrastructure and the inordinate amount of time it takes for issues to be addressed.</li> <li>Clearer guidance around the process of what to do if a charger is not working.</li> <li>Also strengthen the requirements in the policy and the legal agreement about the requirement for providers to fix faulty chargers within a set timeframe (often the biggest issue is finding a working charger).</li> </ul>	of the facility to ensure continued good working order"  The Leasing/Licencing Requirements section also states:  "The nature of the lease/licence agreement will be determined on a case-by-case basis and will consider factors, including but not limited tomaintenance obligations"	
6	Power/Renewable 20 Energy	<ul> <li>The use of renewable energy for this infrastructure is imperative.</li> <li>Council must ensure that the supply of electricity to the site has the capacity to allow the number of chargers to be ungraded/increased over time.</li> <li>There are many sites that would be suitable in Wollongong for EV charging stations, e.g. Sporting fields have large car parks which sit empty for extended periods and usually have large roof areas which would</li> </ul>	Council will not own, operate, manage, or maintain EV charging stations, and therefore it is up to the provider to organise sufficient power supply and manage their use of this. The Policy states that it will be up to the provider to investigate and ensure the electricity supply is sufficient for use with EV chargers, and if not, it is the providers responsibility to organise upgrades - "a review of the available electrical infrastructure is required prior to installation to ensure that there is	Changes to the sentence "To reduce the environmental impact of EVCI and contribute to emissions reductions, Council encourages the use of 100% renewable energy or green power to power EVCI." in the Sustainability section.

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be ideal for solar panels to charge EV's

- In a few years, solar sponge charging will be unavoidable if you ever want to see coal phased out, as overnight at-home charging won't be solar. While plugging into a dead charger in the hope it'll come alive at 11amish, is weird and hard to explain, it'll become second nature soon enough. Everyone already knows that renewables are no good when the sun doesn't shine and the wind doesn't blow, and option 2 exploits that FUD for a better outcome for everyone.
- We support lots of solar and EV infrastructure to encourage EV use.
- I think the policy would benefit from including more focus on the opportunity to charge from solar during the day from council/business rooftops where workers cars are parked during the day.
- Is there a view to set up solar more sustainable power options for the EV charging stations?
- It would be nice to see priority given to the installation of charging stations on existing council owned buildings or those that are community focused. For instance,

sufficient existing capacity to cater for charging stations...If the existing electrical supply is found not to have sufficient capacity, it is the responsibility of the provider to organise any upgrades that may be required."

Fixed batteries in EVs chargers are not within the control of Council; this is controlled by EV providers.

Council has installed 327kW of solar across various Council facilities and buildings, and a further 219kW on the Administration Building car park. We also have a number of scheduled solar installations across our buildings in the Infrastructure Delivery Program 2022/23 to 2025/26 document which is available on our website. Some of our buildings currently don't have the structural capacity to hold the weight of a solar PV system, but as various roofs reach their need for replacement, we then assess the possibility of installing solar PV systems. We are keeping track of local power sharing possibilities, including local power generation from Council facilities.

Publicly accessible EV chargers require connection to substantial electrical power; although solar PV systems can be paired with chargers, at this stage it would not provide enough power for these indemand chargers, and therefore a grid connection is essential. EV charging stations are privately owned, and they are



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working with surf clubs that have required to pay for their own power from solar and are in close proximity to the grid. Therefore, Council cannot existing parking. commit public funds to these projects. Although this is the case, the Policy does Solar is needed on more council include a provision for renewable energy: buildings to support EV charger "To reduce the environmental impact of loads and ease the burden on the grid. EVCI on Council Land in the Wollongong LGA, Council encourages the use of Council should install more solar PV renewable energy or green power." on community buildings to support We have proposed that the wording of the charging. above sentence is strengthened, see I suggest all Council buildings (where proposed changes. sun shines) have solar installed to The shift to charging during the day is offset the charging stations & addressed by supporting the installation council costs. of level 2 charging, which is predominantly WCC need to promote/incentivise focused on commuter charging such as energy charging behaviour to shift to people charging their vehicles during the midday peaks, which will benefit the day while they are at work. energy grid as a whole and reduce The expansion of the Lucas Heights emissions. nuclear reactor is out of scope for this I live in a very shaded area the policy. western side of the train line in Austinmer and have been told it is a waste of time installing Solar panels. I am sure there are more people in my situation. Is there a possibility that my solar rebate and I am willing to pay extra could be used to power EVI's on remote buildings i.e. council owned buildings, shade shelters or any rooftop that could support solar cells That all children's playgrounds in the WCC LGA be provided with shade



protection via the provision of a solar panel array above the play equipment. These solar panel arrays be connected to an EV charging point/s in the parking area provided for families using the play equipment. Where it is feasible, batteries also be incorporated with the panel array to store generated solar power when EV not connected so that the stored solar power can be accessed outside of sunshine hours. Council should install more solar PV on public buildings to support charging • As a young engineer, I believe Lucas Height's nuclear reactor should be expanded to support efforts in providing greater electrical infrastructure in the Illawarra basin. I support Council investing in EVCI and feel that council should install more solar PV on community buildings to support charging. Council should install more solar PV on community buildings to support charging. WCC must assist with shifting electric usage loads to the middle of the day during peak solar generation and the policy should reflect this. WCC must invest and coordinate community-owned solar generation to support EV charging. It

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			is not enough to provide EVCI and power it with fossil fuels if WCC is serious about meeting its 'Sustainable Wollongong 2030' emission reductions goals.  Renewable energy source is important in conjunction with power supply.  The power for the charging stations needs to be from renewable sources. There are many government buildings which would be ideal for solar panels which could supply this renewable energy.		
7	Types of Chargers/Plug Connections	18	<ul> <li>It is important that this Council policy ensures we can prioritise Level 3 chargers over Level 2 chargers, as there is much less demand for level 2 chargers than Level 3. Level 2 chargers often remain empty while cars are queued up waiting to use a Level 3 charger.</li> <li>Don't rule out having Level 3 chargers at commuter parking sites and car parks with 4-8 hour parking limits. If these sites are also located in or near a shopping centre, that can make an ideal place to do a fast charge while you're on a road trip.</li> <li>Using Council land for Level 2 chargers (AC 7-22kW).</li> <li>Our area has high EV ownership relative to other regional urban</li> </ul>	<ul> <li>Level 2 chargers (AC 7-22kW) for commuter parking sites and car parks with unlimited or 4-8 hour parking limits.</li> <li>Level 3 chargers (DC 50-350kW) for high amenity locations and transit corridors with 2 hour or less parking limits</li> <li>Having a range of chargers with varying speeds across the LGA will cater for various EV users such as those who only want a quick top up and others who may need to park for longer periods of time for work, renters etc., and will also help to address range anxiety.</li> <li>The plug connection types that will be available will determined by the type of</li> </ul>	<ul> <li>Inclusion of words         "EVCI and parking         spaces should cater for         all types of EV charging         connections used by         vehicle manufacturers         and the location of         their charging points         on all types of vehicles"         in the Access section.</li> <li>Inclusion of wording         "Council requires a         minimum of two         chargers to be installed         at any one location, as         chargers will be in high         demand." in the Types         of Charging Stations         section.</li> </ul>

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Rewording of level 2



NSW. We need council to negotiate for all types of EV charging connections and level 3 charger with Tesla, Jolt, Chargefox etc, and where possible to ensure equitable access information to "Level 2 Endeavour Energy, as well as for all types of plug-in EVs. The Policy chargers (AC 7-22kW) enlisting the technical expertise of states in the Provider's Role that they are for commuter parking UNSW and UOW, to plan and install sites and car parks with banks of fast chargers in public unlimited or 4-8 hour "responsible for any upgrades in plug and parking areas. parking limits. Level 3 connection hardware that may be chargers (DC 50-EV Chargers with Type 2 plugs required as EV technology develops." 350kW) for high should be prioritized as they have It is also council's preference that a amenity locations and been the standard plug type for minimum of two chargers are installed at transit corridors with 2 Australia since 2018 and cater for any one location, as chargers will be in hour or less parking the overwhelming majority of high demand. limits." BEV/PHEV vehicles in the market. DC charging (which you call Level 3) can be a few bays here and there. You're spot on about how to deal with those, so I won't touch on that. But please consider that within a few years, every parking space in town should have a Level 2 charger, including all general parking bays. Sure, 95% of them would be wasted this year, but in a few years, that number will plummet. And it'll

regions and is a key tourist area of Council's preference that chargers cater

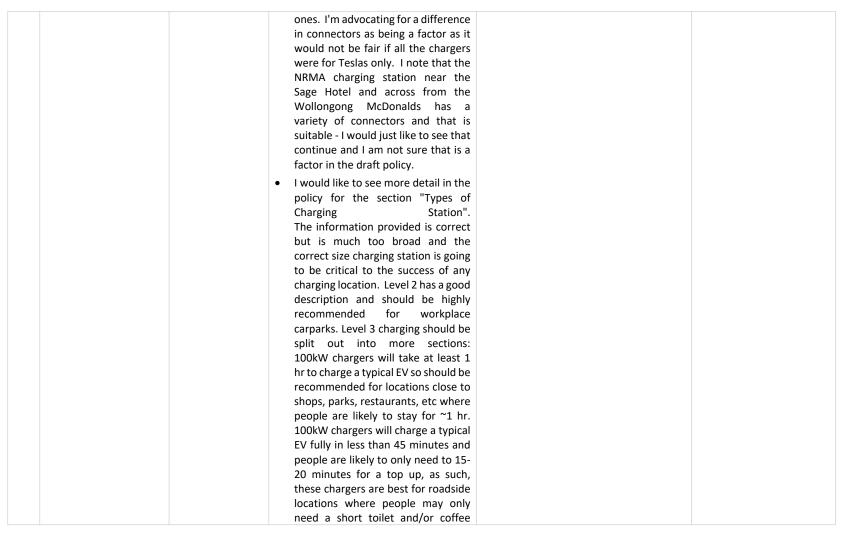
- plummet at much a faster rate sooner if you do this now.
- DC chargers cost a small fortune to install just a few stalls, whereas AC chargers are stupidly simple devices and cost a few hundred dollars each. A few thousand of them here and there will still be a modest investment. Also, having ubiquitous

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level 2 charging at and near workplaces will give subconscious permission to folks to buy an EV if they're a renter, or live in a flat, or a heritage area with no driveway, or have no allocated parking, or some other valid impediment to at-home charging. Consider it an equity thing, especially for renters. Slow charging at commuter/long term car parks is a great idea. Please only install superfast charging stations. · Two charging stalls at a site should be considered the minimum amount. There is no mention of any consideration of the types of "power points" for lack of a better word. For example - A Nissan Leaf has a different type of charge connector than a Tesla. This is separate from Level 2 and Level 3 charging infrastructure mentioned in the policy as that just relates to the type of charge (fast or slow). I believe most electric cars are life my Nissan Leaf, there are 2 connectors - 1 for slow charging and 1 for fast charging. The fast charging for the Leaf is a "CHAdeMO" for fast and "Type 2" for slow. According to "Plugshare" App - there are also CCS/SAE connectors and all the Tesla

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break. The issue with getting these locations wrong is where charging time does not match the intended stop time. E.g., a 350kW charger near a shopping mall means a person will either hold up a charger being used because they are still shopping while their car is finished charging, or conversely a 50kW charger on the side of a busy road will quickly have a waiting line due to being too slow. Both are equally frustrating issues with current charging infrastructure. In line with this, correct selection of charger size will greatly improve the overall experience; Seven 50kW chargers close to cafes/restaurants is much more useful than a single 350kW charger. Charging installations should involve multiple charging units if possible as the EV owner's experience is very frustrating when arriving to find a single unit already occupied, with perhaps an additional vehicle waiting for its turn! My only comment is that we should be looking at piloting as many different types of chargers as possible so we can collect data on what works best to support future phases. For example, starting with low cost / slower destination



			<ul> <li>chargers at commuter car parks, libraries and sporting fields would be a great way to get early traction and support EV owners.</li> <li>Council should look at AC charger options for commuters at carparks. These could be simple but multiple AC pole mounted options.</li> <li>A range of charging types (e.g. fast, slow chargers) in convenient and public places will assist in EV uptake.</li> <li>Charging should only be available for fully EV's NOT hybrids</li> </ul>		
8	Ownership/Providers	6	<ul> <li>It is important that this Council policy ensures we can prioritise providers other than Tesla. Tesla currently dominate the EV charging network; however these charging points can only be used by Tesla vehicles. There are many other types of EVs coming into the country now and there are nowhere near enough charging points for them all. As a non-Tesla driver, I'll often have to queue for the one available charger at many stations, while there is an abundance of Tesla points, some that sit unused.</li> <li>Chargefox were the most reliable and offer a discount to NRMA members. Evie stations are also reliable. I haven't used AmpCharge, BP Pulse or Jolt, so I'm not sure how</li> </ul>	Council aims to ensure that EVCI meets the needs of the greatest variety of EV users and will require interoperability amongst different brands of EVs.	• Inclusion of wording "Providers must ensure that the community can easily access and use charging stations including access to any provider-specific apps, registration processes and/or payment methods" in the Access section.



reliable they are. Another provider had a bunch of technical issues with their app which means you can't register an account with them, so I wasn't able to use their infrastructure. Before approving a provider, please ensure users can actually access their infrastructure by having apps and a registration process (including linking credit cards or other payment type) that work...If you don't have an RFID card for the charging point you want to use, you need to use the provider's mobile app to start and end the charge. Consider adding a requirement that providers must ensure users can actually access their infrastructure by having apps and a registration process (including linking credit cards or other payment types) that work. We need council to negotiate with Tesla, Jolt, Chargefox etc, and Endeavour Energy, as well as enlisting the technical expertise of UNSW and UOW, to plan and install banks of fast chargers in public parking areas... Council could also negotiate with Stocklands and all the major supermarkets on charger provision. Chargers should also be open for all vehicle brands instead of being

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			locked to one particular brand to allow greater choice for all road users.  I support the principles behind contracting a third-party provider to install and operate EV charging stations.  council ownership of some EV chargers throughout the LGA would be better than commercial only options  WCC-owned EVCI is an equity priority and will improve access for apartment dwellers, renters, and low-income households Public ownership of assets should be prioritised.		
9	Costs	8	<ul> <li>These could offer a free charge for 15mins, then a pay as you go system like that available in other council areas via Jolt. This could be converted to fully pay as demand increases.</li> <li>Council should have some control over the pricing at the charging site particularly given it is Ratepayer owned land.</li> <li>Option 1: Paid Level 2 charging. Have two payment options: One rate for off peak or rate limited power (that'll cut in and out based on real time state of the power grid - sometimes called the solar sponge tariff). Get</li> </ul>	Costs for charging is the responsibility of providers, council cannot dictate how much providers charge as the providers bear the cost of the electricity usage of the stations and generally the cost of the charging station itself. However, Council is responsible for the cost of parking, and this will depend on the existing parking costs and the type of charging.  Council has a preference that a range of chargers, i.e. both AC and DC, are installed to accommodate a range of EV users.  Council will investigate lease arrangements to minimise costs to the community of EVCI installation and maintenance. The Policy is clearly	No proposed changes.



the power company to chip in, as shaving surplus power is important to them. Another rate for the full 7-22kW peak power, no matter what. Charge full price for that option. This option might cost a tad to set up, but it'd appear more equitable to the casual observer. Option 2: Free Level 2 charging on solar sponge mode only. Get the power company to chip in, as shaving surplus power is important to them. Tell users to plug in and expect power to kick in around noon, when the sun is at its highest. This option would be stupidly cheap and simple to set up and run. install just a few stalls, whereas AC

orientated towards minimising costs associated with EVCI, however, there may be situations where Council may need to strategically invest in supporting EV charging. These investments will be subject to the requirements of our Infrastructure Delivery Program.

The option to add an individual's charging station usage to their home electricity usage is not currently a possibility for Wollongong, however, Council will continue to review all emerging models of payment to support the EV transition.

- DC chargers cost a small fortune to chargers are stupidly simple devices and cost a few hundred dollars each. A few thousand of them here and there will still be a modest investment.
- Council should provide easy and free access to electric charging stations at multiple points around the city and suburbs to encourage people to opt into more sustainable vehicle options.
- Happy to see this go ahead as long as the non-EV owning populace are not subsidising it.

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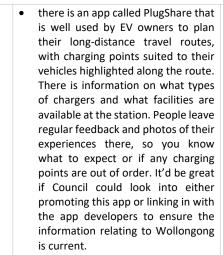
 What is apparently missing is the payment for each EV charge. Given that the cost of the charging infrastructure appears to be at WCC's expense surely the actual cost of battery charge must be recovered. This cost recovery is most cost effectively managed with a card credit payment. Obviously this is determined at the end point of the EV charge process. As this is at a point of time when the energy charge has already been provided, a majority of users will likely pay for this service, however percentage of users will elect to skip payment which leads to an enforcement requiem. Can I suggest either a number plate option or an E tag option. At the end of the day, this energy is real and tangible and has a real world Not every Wollongong resident can afford EV. An EV owner is getting a reduced cost per kilometre cost and cannot expect free publicly funded energy, so a fee for energy is ESSENTIAL. • This policy should be cost neutral to Council, the costs borne by Council should be recovered via fees to the third-party operators who are



			making profits from the infrastructure being installed.  Council could negotiate a system where the user could have the amount of charge they use added to their home electricity usage, giving them the chance to make the most of their panels. This could help start the ball rolling on being part of a PV scheme somewhere and getting the benefit when you can't have your own panels e.g. renters, flat dwellers, shaded houses (which we need to keep). Surely it would only take a smart meter and an algorithm. The provider could just charge a flat fee for charger use, perhaps combined with a parking fee. The council could exert its influence in this area.		
10	Promotion/Incentives/P enalties	5	• To prevent vehicles from sitting in the EV charging spaces long after they've finished charging, it would be good if providers gave incentives to drivers who move their cars out of the space as soon as they're done. I know at least one provider charges a fee for overstaying, which is sometimes effective at getting people to move on in a timely way. I'm not sure if there are other providers who use incentives or penalties to prevent this situation.	Generally, EV charging parks are subject to the parking restrictions, i.e. time limits, at the car park they are located in. Therefore, like any other parking spot, if an EV has overstayed the allowed parking time, they will potentially receive a parking fine.  Dedicated EV charging parking spaces are required to have visual prompts to highlight that these spaces are only for EVs that are charging, such as 'EV Charging Only' painted on the bitumen of the park and signage, as required by the Policy: "The dedicated EV parking bays are to only be used by EVs while charging;	No proposed changes.

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- Consider fines for ICEV parking in charging spots. Should be "no stopping" level given the risk to EV drivers who may be stranded if chargers are blocked (known as "ICEd").
- Council should promote the wider benefits of EV ownership to the community (which include, less air pollution, less noise, more petrol dollars saved and returned to the community, lowering LGA emissions)
- Council should provide an APP with all available information on EV charging sites and an ability to book a time at that site.

appropriate signage and labelling of dedicated EV parking bays must clearly identify this."

In NSW, any ICEV that is found parking in a dedicated EV charging spot, or an EV that occupies the charging spot but is not connected to the charging infrastructure, can be fined for doing so. The NSW Government amended the Road Rules 2014 to include:

#### 203B Stopping in a parking area for electricpowered vehicles

(1) A driver of a vehicle that is not an electricpowered vehicle must not stop in a parking area for electric-powered vehicles.

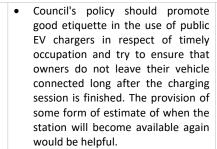
Maximum penalty—20 penalty units.

- (2) A parking area for **electric**powered vehicles is a length or area of a road-
  - (a) to which a permissive parking an electricsign displaying powered vehicle symbol applies, or
  - (b) to which an electric-powered vehicle parking sign applies, or
  - (c) indicated by a road marking that consists of, or includes, an electricpowered vehicle symbol.
- (3) An electric-powered vehicle means а vehicle that—
  - (a) is powered by 1 or more electric motors or traction motors, regardless of whether the vehicle is also powered by another form of propulsion, and

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(b) can be recharged from an external source of electricity.

#### 203C Stopping in a parking area for the charging of electric-powered vehicles

- (1) A driver must not stop in a parking area for the charging of electric-powered vehicles unless-
  - (a) the driver's vehicle is an electricpowered vehicle, and
  - (b) the **electric-powered** vehicle is plugged in to an external source of electricity.

Maximum penalty—20 penalty units.

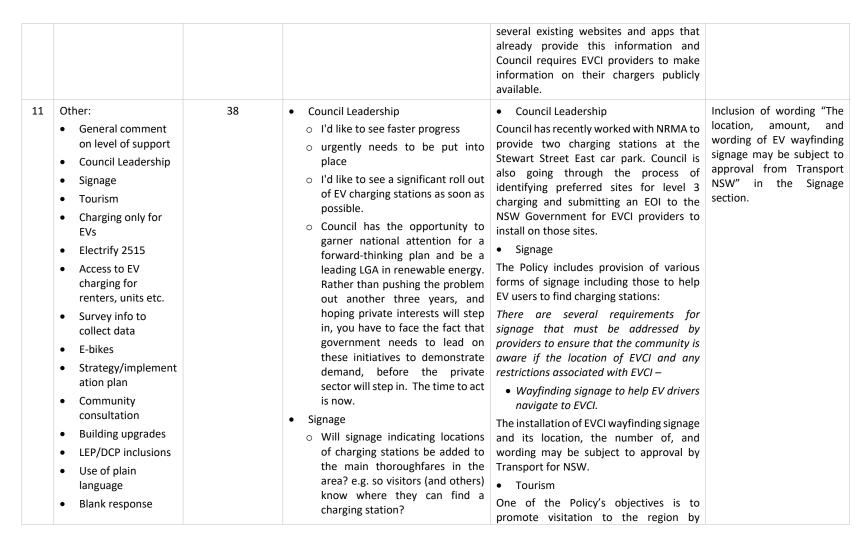
- (2) A parking area for the charging of an electric-powered vehicle is a length or area of a road-
  - (a) to which a permissive parking sign displaying an electricpowered vehicle symbol and the words "while charging" applies, or
  - (b) to which an electric-powered vehicle charging parking sign applies, or
  - (c) indicated by a road marking that consists of, or includes, an electricpowered vehicle symbol and the words "while charging".

Council is looking at how we can share information on the location of EVs in the LGA and promote the benefits of EVs. Our website will be the primary host for this information, along with periodic updates in our Sustainable Wollongong newsletter. At this point in time, Council does not have the resources to set up a Council-owned app for EV charging stations. There are

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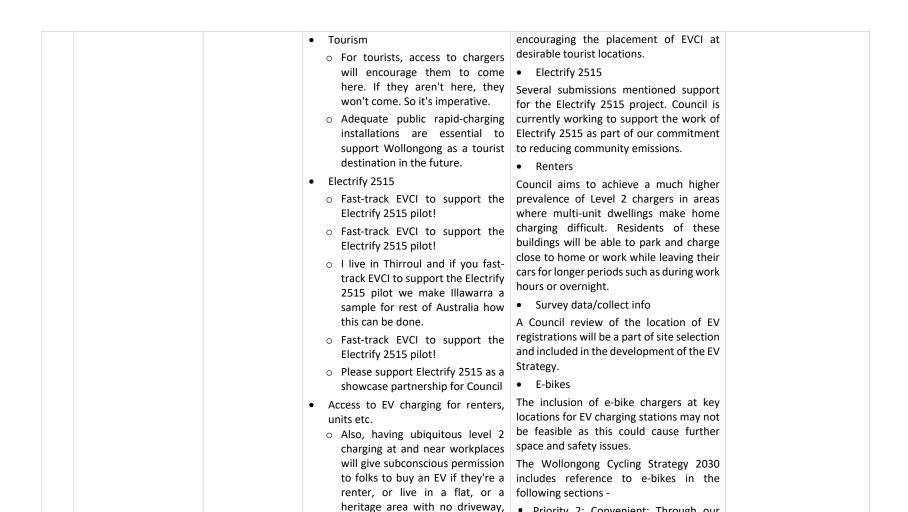




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or have no allocated parking, or

some other valid impediment to

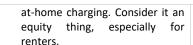
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Priority 2: Convenient: Through our

education programs, we will teach our





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- o system where the user could have the amount of charge they use added to their home electricity usage, giving them the chance to make the most of their panels. This could help start the ball rolling on being part of a PV scheme somewhere and getting the benefit when you can't have your own panels e.g. renters, flat dwellers, shaded houses (which we need to keep).
- WCC-owned EVCI is an equity priority and will improve access for apartment dwellers, renters, and low-income households.
- Survey info to collect data
  - o Has any survey or other information-gathering been conducted to see where the highest density of EV might be? I expect that their future locations may be of interest to those considering the purchase of an EV, but also, as noted in the report, at locations of high traffic and close to other transport infrastructure.
- E-bikes

about current and community upcoming technologies such as e-bikes and how they can aid in moving around obstacles such as hills, reducing fatigue for riders and offer a more sustainable. alternative form of transport, particularly for short trips.

Priority 5: Innovation: Recent advancements in electronic bicycle technologies, commonly known as ebikes, have reduced the cost of entry and the distances e-bikes can travel between charges. E-bikes enable riders to sustain their speed for an extended period of time, climb hills with ease and arrive to work, school, and shops sweat-free potentially reducing the demand for shower and change facilities.

Action: 5.2 Support innovative technology solutions in the cycling industry, such as smart phone apps, e-bikes, and bike share schemes.

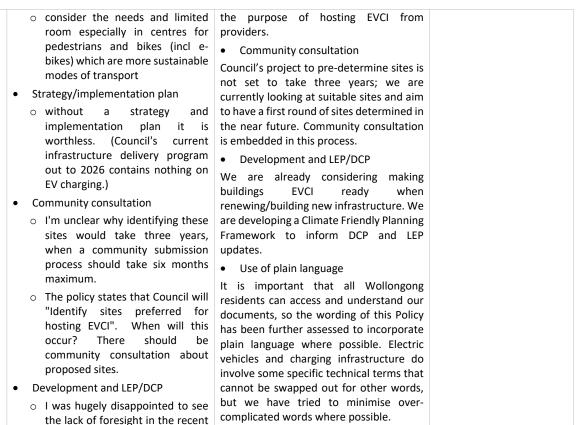
• Strategy/implementation plan

Council is currently developing an Electric Vehicle Strategy to provide practical guidance on how we will implement the EVCI policy and other actions in transitioning to an EV-friendly city. EVCI is not included in our Infrastructure Delivery Program as council is not responsible for the installation, operation, management, or maintenance of this infrastructure. This Policy focuses on making land available for

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contained no words.

Several responses were received that

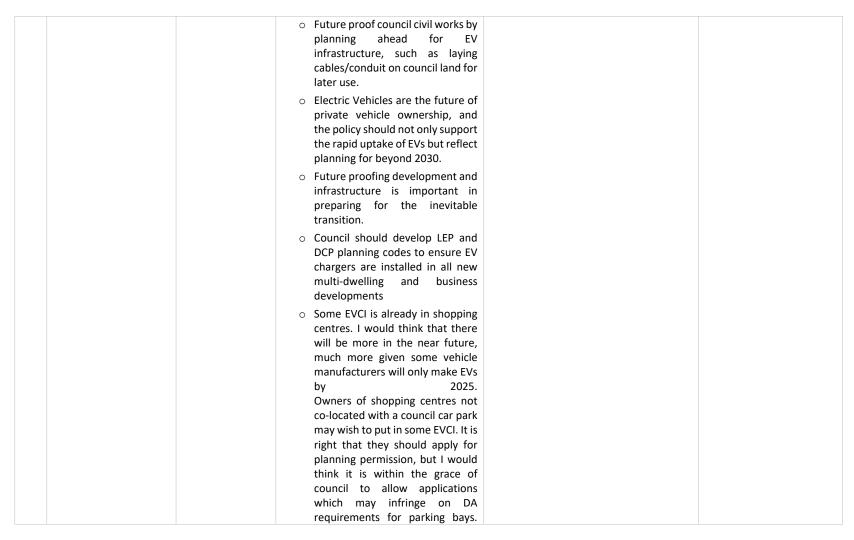
upgrades to Helensburgh town

centre and the lack of

consideration of EV charging infrastructure. This should be amongst the highest priorities for

the council







Such concessions would not be necessary on a new development.  Use of plain language  There are a lot of words written here for something that short and succinct. Plain language should be used!
Blank response

### Other Submissions Received (not using the Online Feedback Form)

Nine other submissions were received via direct email to the Engagement team. Submission comments were assessed using the same themes as above.

Table 5: Summary of comments from community submissions received via email and Council's response and proposed changes

No	. Theme/Issue	No. of Submissions	Key Comments	Response	Proposed changes
1	Location/Council Land	2	Partnering with similar business types e.g. Existing petrol station chain, auto- mechanic garage, Auto suppliers accessible from carparks (Kmart), train/bus depots (where pickups)	access to appropriate Council public land; private land such as petrol	<ul> <li>Inclusion of wording "Site selection will involve an assessment of mobile</li> </ul>

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No.	Theme/Issue	No. of Submissions	Key Comments	Response	Proposed changes
			frequent). Public land or private land (in the case of partnerships).  Areas that have a high concentration of apartments, other strata properties and high-density areas should have nearby EVCI to improve access.  Include sites that are highly visible and frequented destinations.  Include sites that link to tourism (eg. Symbio, large hotels, beaches etc) to support increase visitors as a destination and support local economy  Increase active and public transport options, which integrate with electric vehicle plans (eg. move local bus fleet to EV, provide EV chargers at transport hubs etc) to provide a holistic approach to liveable communities.	outside of Council's influence and is out of scope for this policy. The installation of EVCI nearby public transport such as train stations and bus routes are criteria listed in the policy for consideration when selecting a location, as well as tourist locations -  "Close proximity to public transport and a range of amenities including but not limited to train stations, bus routes, bike paths, toilets, seating, food outlets, tourist locations and other attractions".  The establishment of EVCI in locations where higher density development is common will support EV users that live in multiunit dwellings to transition to EVs.  The general increase in active and public transport modes, and the transition of Wollongong's bus fleet, are out of the scope of this policy.	reception" in the Access section.  Inclusion of wording "Acceptable visual impact associated with installed infrastructure" in Site Selection Criteria section.  Change of word "should" to "must" in the current sentence "should not impede cycling of pedestrian infrastructure" in the Access section.
2	Safety	1	<ul> <li>Providing security for cars being charged overnight where required.</li> <li>EG. Electronic access or monitored security vision.</li> </ul>	The policy has a requirement that: "Dedicated EV parking bays shall comply with DCP Chapter E2: Crime Prevention through Environmental Design. The location of the charging stations must be easily seen by pedestrians and vehicles, with passive surveillance from adjacent	Rewording of "Traffic and active transport implications i.e. cycling or pedestrian infrastructure by providing a hazard or obstruction." to "Avoids negative impacts on traffic and active



No.	Theme/Issue	No. of Submissions	Key Comments	Response	Proposed changes
				properties/premises and have adequate illumination.  Security arrangements will be reviewed as part of the design of EVCI. It is likely that security will not be increased as part of EVCI installation, however, sites with high levels of security will be prioritised for EVCI installation. Council is not currently considering installing electronic access specifically for EVCI as EVCI will be located on publicly accessible car parks also available for the wider community's use.	transport i.e. hazard or obstruction to cycling or pedestrian infrastructure" in Site Selection Criteria section.
3	Parking	2	<ul> <li>Fast Charge ports to be vacated as soon as car charged. • Slow charger bays may be occupied to the end of required parking period. A mixture of level 1 and level 2 chargers may be optimal. (Some modelling required)</li> <li>Making charge points cheap and abundant will minimise the need to reserve specific spaces for EVs. Reserved EV parking should be limited to a small number of fast chargers.</li> </ul>	It is important that while we transition from primarily ICEVs to EVs, we still have adequate parking and minimal impact on ICEVs where possible. A large proportion of vehicles are still ICEV.  In order to support the transition to EVs, parking spaces will need to be dedicated to EVs. Parking for EVs will be EV only; ICEVs will not be allowed to park in these spots. This is so EVs that need to charge are able to do so. Provisions will be in place so that EVonly parking spaces are easily identified by other vehicles and parking time limits are made clear. Charging time limits will be	No proposed changes.

No.	Theme/Issue	No. of Submissions	Key Comments	Response	Proposed changes
				determined in discussion between providers and Council, with the objective that spaces are not occupied for extended periods of time:	
				"Appropriate charging time restrictions will be discussed with Council and stipulated in the lease/licence/agreement.	
				Depending on the type of charger i.e. level 2 or level 3, the length of time for occupation of a parking space will vary and is also dependent on the specific parking location.	
4	Amenities	1	All public shade structures should be required to have solar installed and level 1, weatherproof charging infrastructure.	The feasibility of solar systems on various buildings and facilities varies based upon the structural integrity of the structure to hold the weight of solar.  Having shade at/nearby charging stations will provide EV users respite from the weather, and support Council's work to address climate change adaptation. See proposed changes in next column to include	Inclusion of the words "shade" and "water drinking facilities" in the Site Selection Criteria section.
5	Maintenance/Repairs	0	NA	wording on this.	
6	Power/Renewable	4	<ul> <li>You also should be putting in more</li> </ul>	Council has installed 327kW of solar	Changes to the sentence
	Energy		large-scale solar arrays that connect with your EVCI on council properties.	across various Council facilities and buildings, and a further 219kW on	"To reduce the environmental impact of

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No.	Theme/Issue	No. of Submissions	Key Comments	Response	Proposed changes
			<ul> <li>Can you update your policy to indicate this is a priority?</li> <li>Council should install more solar PV on community buildings to support charging.</li> <li>Power should be green and locally produced where possible.</li> <li>EVs should be utilised to flatten the "Duck Curve" for local power generation.</li> <li>EV charging systems are to be actively managed to charge customer vehicles when excess PV generated power is available. (Middle of the day).</li> <li>EVs utilise Vehicle-to-Home wherever possible to supplement own peak power usage OR V2G to stabilise the grid. These EVs need to carry high charge by 4:00pm daily.</li> <li>EVs and V2H and V2G will be a rapidly expanding phenomenon. Installations should be prepared so that the number of charging points can be upgraded without having to constantly upgrade supporting infrastructure. EG a public long duration car park should have expandable capacity from day one to support 4,8,16,32,64 charging points in successive years.</li> </ul>	the Administration Building car park. We also have a number of scheduled solar installations across our buildings in the Infrastructure Delivery Program 2022/23 to 2025/26 document which is available on our website. Some of our buildings currently don't have the structural capacity to hold the weight of a solar PV system, but as various roofs reach their need for replacement, we then assess the possibility of installing solar PV systems. We are keeping track of local power sharing possibilities, including local power generation from Council facilities.  Publicly accessible EV chargers require connection to substantial electrical power; although solar PV systems can be paired with chargers, at this stage it would not provide enough power for these in-demand chargers, and therefore a grid connection is essential. EV charging stations are privately owned, and they are required to pay for their own power from the grid. Therefore, Council cannot commit public funds to these projects. Although this is the case, the Policy does include a provision for renewable energy -	EVCI and contribute to emissions reductions, Council encourages the use of 100% renewable energy or green power to power EVCI." in the Sustainability section.

V	
vollongong city of innovation	

No.	Theme/Issue	No. of Submissions	Key Comments	Response	Proposed changes
			<ul> <li>The policy and installations should be designed to facilitate flattening the solar charging curve and peak demand through by utilising the storage capacity of EV batteries.</li> </ul>	"To reduce the environmental impact of EVCI on Council Land in the Wollongong LGA, Council encourages the use of renewable energy or green power."	
			<ul> <li>By facilitating solar sponge and V2G activity, the reduction of the LGA emissions will be significantly higher.</li> </ul>	We have proposed that the wording of the above sentence is strengthened, see proposed	
			<ul> <li>Insert: A strongly worded clause defining the intent to balance the local electrical network by providing a solar sponge during periods of high PV production and facilitating V2G services to residents by ensuring EVs that are used for workplace transport are near fully charged by 4:00pm. 4(a) Support the charging of local EVs to be a "Solar Sponge" for excess power allowing for increased PV installation and facilitating V2G supply of local green power in peak times.</li> <li>Provide primary infrastructure that can be upgraded in the future when</li> </ul>	changes.  The shift to charging during the day will be addressed by supporting the installation of EVCI at commuter car parks where EVs will largely be charging during daylight business hours. As such, people will be charging their vehicles during the day while they are at work. An increase in the provision of EVCI in areas where people park and charge during the day will support Vehicle to Grid (V2G) and Vehicle to Home (V2H) energy transfers.  Council will consider future EVCI	
			demand increases. Eg install feed lines that can provide higher capacity underground.	demand as part of its Infrastructure Delivery Program.	
			<ul> <li>While sites close to electrical capacity should be prioritised for cost effectiveness and especially for level 3 chargers, expanding electrical capacity in potential sites is also necessary and</li> </ul>		

No.	Theme/Issue	No. of Submissions	Key Comments	Response	Proposed changes
			the policy should reflect this (in a range of WCC car parks, off-road parking etc). Highly visible and accessible chargers will actively encourage greater EV uptake. • Selecting sites that also complement potential solar generation should be a high priority. For instance, installing solar carpark rooftops (this will also reduce the heat island effect), installing large solar arrays on community buildings (libraries, surf clubs etc) as well as the adjacent EVCI.  Include the active facilitation of shifting EV charging load management to daytime solar peaks.  WCC to realign their internal CAPEX and OPEX balance sheets and get solar onto all WCC buildings as soon as possible to ensure people are using renewable local power where possible.		
7	Type of Chargers/Plug Connections	3	<ul> <li>We need a combination of fast chargers and also slow/AC chargers - can you add a whole bunch of these in places like commuter carparks, libraries, swimming pools etc?</li> <li>Charging should be available to ALL car types.</li> <li>We believe the best outcome is a small number of relatively expensive Level 3</li> </ul>	It is preferred by Council that EV charging stations are located in off- street locations, nearby tourist destinations, amenities, food outlets, community-focused Council owned buildings, public transport etc. to allow for easy access, encourage the uptake of EVs and promote visitation to the region.	<ul> <li>Inclusion of words "EVCI and parking spaces should cater for all types of EV charging connections used by vehicle manufacturers and the location of their charging points on all</li> </ul>

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that chargers cater for all types of EV charging connections where possible to ensure equitable access for all types of plug-in EVs. The Policy states in the Provider's Role that they are:



No.	Theme/Issue	No. of Submissions	Key Comments	Response	Proposed changes
				"responsible for any upgrades in plug and connection hardware that may be required as EV technology develops."  It is also council's preference that a minimum of two chargers are installed at any one location, as chargers will be in high demand.	
8	Ownership/Providers	2	<ul> <li>Why can't WCC own and operate the infrastructure themselves? Why do you want to privatise it?</li> <li>Prioritising the public ownership of EVCI. Whilst private ownership of some EVCI may make sense, eg DC rapid chargers, WCC should own and manage other aspects including Level 1 &amp; Level 2 AC chargers to provide free/low cost charging to improve equitable access to EVs.</li> </ul>	The current policy reflects Council's current reliance on third-party providers to provide the charging infrastructure as they have the specific knowledge and expertise to install, operate, manage, and maintain this technology. It may be the case that Council chooses to invest in a range of Level 1 and Level 2 EVCI if this is a strategic priority in achieving community emissions reductions. Work has already begun considering the feasibility of this approach in addition to the third-party lease approach that is the focus of the policy.	Inclusion of wording "Providers must ensure that the community can easily access and use charging stations including access to any provider-specific apps, registration processes and/or payment methods" in the Access section.
9	Costs	1	<ul> <li>Lobby for EV's to be less cost prohibitive for the W'gong socioeconomic/blue collar area residents</li> </ul>	The cost of EVs is out of the scope of this Policy.	
10	Promotion/Incentives/ Penalties	2	Promote usage of EV's	Council is looking at how we can share information on the location of EVs in the LGA and promote the	

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No.	Theme/Issue	No. of Submissions	Key Comments	Response	Proposed changes
			<ul> <li>1 There appears to be no penalty for staying longer than necessary at the recharging site. 2. There is no prohibition on using the site as a parking site and no penalty for such use.</li> <li>WCC need to promote/incentivise energy charging behaviour to shift to midday peaks, which will benefit the energy grid as a whole and reduce emissions.</li> </ul>	benefits of EVs. Our website will be the primary host for this information, along with periodic updates in our Sustainable Wollongong newsletter.  The shift to charging during the day is addressed by supporting the installation of level 2 charging, which is predominantly focused on commuter charging such as people charging their vehicles during the day while they are at work.	
11	Other	5	<ul> <li>A good initiative from our council!. I feel that we will require more vehicle charging stations in the Illawarra in the near future. Thank you for the opportunity to respond.</li> <li>I have read your draft policy on EVCI and wholeheartedly approve of its direction and conviction. Visitors will come if the EVCI is simple to find, quick and efficient. I am aware that Canberra has charging stations but their position and ease of use is limited. People charge in Bombala and Goulburn before travelling to Canberra because the EVCI in those regional towns is so well planned. WCC has a real opportunity to be the leading city for EV infrastructure in the SE of NSW. I hope this is the case.</li> </ul>	<ul> <li>Council leadership</li> <li>Council has recently worked with NRMA to provide two charging stations at the Stewart Street East car park. Council is also going through the process of identifying preferred sites for level 3 charging and submitting an EOI to the NSW Government for EVCI providers to install on those sites.</li> <li>Tourism</li> <li>One of the Policy's objectives is to promote visitation to the region by encouraging the placement of EVCI at desirable tourist locations.</li> <li>Electrify 2515</li> <li>Several submissions mentioned support for the Electrify 2515</li> </ul>	Inclusion of wording "The location, amount, and wording of EV wayfinding signage may be subject to approval from Transport NSW" in the Signage section.

No. Theme/Issue	No. of Submissions	Key Comments	Response	Proposed changes
		At its meeting on 1st March the Forum resolved that Council be advised of its support this proposal.  Update the DCP to mandate provision of EVCI in new, expanded, and renovated class 2 buildings with communal parking areas (or at least mandating the provision of electrical infrastructure for future charger installation).  Integrate EVCI into WCC's new climate Mitigation Plan which will help meet emissions reduction targets faster.  Include planning for the long-term inevitable and significant change to EV use. The policy should not just reflect Phase 1 of initial deployment of EVCI but reflect the future transformation of the light vehicle industry to save on future costs.  Plan for technological developments now such as Vehicle to Grid charging infrastructure and communications enabled infrastructure that will support load control. This is the future and it is prudent to plan for technological developments now.	project. Council is currently working with Electrify 2515 as part of our commitment to reducing community emissions.  • Strategy/implementation plan Council is currently developing an Electric Vehicle Strategy to provide practical guidance on how we will implement the EVCI policy and other actions in transitioning to an EV-friendly city. EVCI is not included in our Infrastructure Delivery Program as council is not responsible for the installation, operation, management, or maintenance of this infrastructure. This Policy focuses on making land available for the purpose of hosting EVCI from providers. EVCI transition will be included in the next Climate Change Mitigation Plan 2023-2027.  • Community consultation Council's project to pre-determine sites is not set to take three years; we are currently looking at suitable sites and aim to have a first round of sites determined in the near future. Community consultation is embedded in this process.  • Development and LEP/DCP	



No.	Theme/Issue	No. of Submissions	Key Comments	Response	Proposed changes
			<ul> <li>to EVs and how they will contribute to creating liveable communities.</li> <li>WCC to partner with Electrify 2515 and Rewiring Australia to run a fast-tracked pilot trial of level 2 chargers at WCC sites with adjacent installed solar arrays (eg. at Thirroul Community Centre), testing the success prior to a large scale rollout</li> <li>Consider supporting EV car sharing service.</li> </ul>	We are already considering making buildings EVCI ready when renewing/building new infrastructure. We are developing a Climate Friendly Planning Framework to inform DCP and LEP updates.  An EV car sharing service is out of the scope of this Policy.	



### Summary of proposed changes to draft policy

As identified above, the inclusion of various wording changes is proposed in response to the feedback from public exhibition. These changes are detailed in Table 6 below. Underlined text indicates the new/updated wording.

Table 6: Proposed wording change to draft policy

#### **Original section wording New section wording Site Selection Criteria Site Selection Criteria** Council will facilitate the provision of publicly Council will facilitate the provision of publicly available EVCI by pre-selecting preferred sites available EVCI by pre-selecting preferred sites for hosting for hosting EV charging by undertaking analysis against the site selection criteria EV charging by undertaking analysis against the outlined below. site selection criteria outlined below. The following criteria will be considered by The following criteria will be considered by Council when selecting location(s) for EVCI -Council when selecting location (s) for EVCI -Council owned or managed land. Council owned or managed land. Current and anticipated future land use of Current and anticipated future land use of the site. the site Existing availability parking Existing car parking availability (preferably car (preferably off-street). off-street) Minimal impact on car parking availability Minimal impact on car parking availability for Internal Combustion Engine Vehicles (ICEV). for Internal Combustion Engine Vehicles (ICEVs). Close proximity to public transport and a range of amenities including but not limited • Close proximity to public transport and a range of amenities including but not to train stations, bus routes, bike paths, toilets, seating, food outlets, tourist limited to train stations, bus routes, bike locations and other attractions paths, shade, water drinking facilities, toilets, seating, food outlets, tourist Traffic and active transport implications i.e. locations and other attractions. cycling or pedestrian infrastructure by providing a hazard or obstruction. Avoids negative impacts on traffic and active transport i.e. hazard or obstruction Accessibility during day and night and across to cycling or pedestrian infrastructure. the week Accessibility during day and night and Compliance with AS/NZS 60079.10.1, across the week. Explosive gas atmospheres. Compliance with AS/NZS 60079.10.1, Explosive gas atmospheres. Acceptable visual impact associated with installed infrastructure. Access **Access** The location of charging stations must be The EV parking spaces should be of adequate connected to the wider transport network i.e. size for the charging of EVs. The location of nearby train stations, bus stops etc., should not charging stations must be connected to the impede cycling or pedestrian infrastructure, and wider transport network i.e. nearby train must allow for disability access compliant with stations, bus stops etc., must not impede

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#### **Original section wording**

### the Disability Discrimination Act 1992. The EV parking spaces should be adequate for the charging of EVs. The dedicated EV parking bays are to only be used by EVs while charging; appropriate signage and labelling of dedicated EV parking bays must clearly identify this. Appropriate charging time restrictions will be discussed with Council and stipulated in the lease/licence/agreement. Council will utilise third party providers to manage payment for

### **New section wording**

cycling or pedestrian infrastructure, and must allow for disability access compliant with the Disability Discrimination Act 1992. The dedicated EV parking bays are to only be used by EVs while charging; appropriate signage and labelling of dedicated EV parking bays must clearly identify this. Appropriate charging time restrictions will be discussed with Council and included in lease/licence/agreement. EVCI must be in areas with mobile phone reception. Council will utilise third party providers to manage payment for EVCI use. Providers must ensure that the community can easily access and use charging stations including access to any provider-specific apps, registration processes and/or payment methods.

#### Signage

EVCI use.

There are several requirements for signage that must be addressed by providers to ensure that the community is aware of the location of EVCI and any restrictions associated with EVCI -

- Wayfinding signage to help EV drivers navigate to EVCI.
- Station signage which identifies the location of EVCI; highlights designated EV parking spots; and communicates restrictions regarding use such as time limits on parking/charging.

#### Signage

There are several requirements for signage that must be addressed by providers to ensure that the community is aware of the location of EVCI and any restrictions associated with EVCI -

- Wayfinding signage to help EV drivers navigate to EVCI.
- Station signage which identifies the location of EVCI; highlights designated EV spots; and communicates parking restrictions regarding use such as time limits on parking/charging.

The location, amount, and wording of EV wayfinding signage may be subject to approval from Transport NSW.

### Sustainability

provision, establishment, operation, management, maintenance and removal of EV charging stations and supporting infrastructure must be in line with DCP Chapter A2: Ecologically Sustainable Development. To reduce the environmental impact of EVCI on Council Land in the Wollongong LGA, Council encourages the use of renewable energy or green power.

#### Sustainability

The provision, establishment, operation, management, maintenance and removal of charging stations and supporting infrastructure must be in line with DCP Chapter A2: Ecologically Sustainable Development. To reduce the environmental impact of EVCI and contribute to emissions reductions, Council encourages the use of 100% renewable energy or green power to power EVCI." in the Sustainability section.



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Original section wording	New section wording		
Types of Charging Station	Types of Charging Stations and Connections		
Council will consider a range of EVCI, consistent with the NSW Government's EV Strategy and its goal of 'building a world-class electric vehicle charging network', including -  • Level 2 chargers (AC 7-22kW) for commuter parking sites and car parks with 4-8 hour parking limits.  • Level 3 chargers (DC 50-350kW) for destination locations and transit corridors with 2 hour or less parking limits.	Council will consider a range of EVCI, consistent with the NSW Government's EV Strategy and its goal of 'building a world-class electric vehicle charging network', including –  • Level 2 chargers (AC 7-22kW) for commuter parking sites and car parks with <u>unlimited or</u> 4-8 hour parking limits.  • Level 3 chargers (DC 50-350kW) for <u>high amenity locations</u> and transit corridors with 2 hour or less parking limits.  Council requires a minimum of two chargers to be installed at any one location, as chargers will be in high demand. EVCI and parking spaces should cater for all types of EV charging connections used by vehicle manufacturers and the location of their charging points on all types of vehicles.		
Maintenance – New section	EVCI providers will be responsible for maintaining the function of EVCI to a high standard to ensure adequate availability of EV charging for users.		
Council's Role	Council's Role		
Council will -	Council will -		
Identify sites preferred for hosting EVCI.	Identify sites preferred for hosting EVCI.		
• Conduct a public procurement process to select suitable EVCI and providers.	• Manage the public engagement process related to site selection.		
<ul> <li>Provide input into the design plan for selected site(s) for EVCI on Council Land.</li> </ul>	• Conduct a public procurement process to select suitable EVCI and providers.		
<ul> <li>Promote EVCI by making information freely available to the community via our website such as the location of charging stations in the Wollongong LGA.</li> </ul>	<ul> <li>Provide input into the design plan for selected site(s) for EVCI on Council Land.</li> <li>Promote EVCI by making information freely available to the community via our website such as the location of charging stations in the Wollongong LGA.</li> </ul>		
Minor edits	• Removal of definition of 'Destination Charging — EVCI that is installed in locations frequented by tourists and visitors such as hotels, restaurants and points of interest" as it is not directly expressed anywhere in the policy and doesn't align with the NSW Government's use of the term destination charging.		



Original section wording	New section wording
	<ul> <li>General wording changes/removal to support the use of more plain language for improved accessibility for readers.</li> </ul>
	<ul> <li>Minor grammatical and punctuation changes.</li> </ul>

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### Recommendation

An updated draft Electric Vehicle Charging Infrastructure on Council Land Policy (Policy) has been prepared based on the outcomes of the public exhibition process. The updated draft Policy now includes several proposed changes across a number of key areas such as site selection criteria, access, sustainability and types of chargers and connections, as outlined in this report.

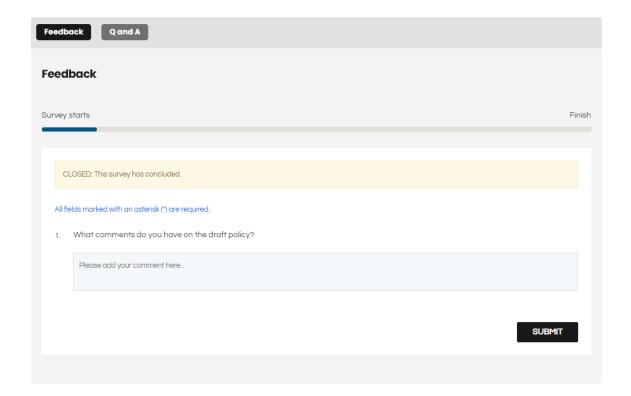
The Policy will continue to support an increase in the availability of EV charging stations in the Wollongong LGA and will encourage a greater community uptake of EVs. This in turn will support Council's Climate Emergency Declaration and the achievement of the adopted emissions reduction target of net zero emissions by 2050 for the City of Wollongong.

It is recommended that Council adopt the updated draft revised Policy.

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# **Appendix A: Online Feedback Form**





# Item 3 - Attachment 2 - Submissions in Reply Report - Draft Electric Vehicle Infrastructure on Council Land Policy

### Appendix B: Q and A Tool Results

#### 

Why is council installing more solar PV on community buildings to support cheaper charging

Alfy asked, about 1 month ago

Hi Alfv

Thanks for getting in touch and apologies for the delayed response.

We've assumed you had a typo in your question and meant to ask "why isn't council installing more solar on community buildings to support cheaper charging?".

Council has installed 327kW of solar across various Council facilities and buildings, and a further 219kW on the Administration Building car park. We also have a number of scheduled solar installations across our buildings in the Infrastructure Delivery Program 2022/23 to 2025/26 document which is available on our website: A2-Infrastructure-Delivery-Program-2022-2023-to-2025-2026.pdf (nsw.gov.gu).

Some of our buildings currently don't have the structural capacity to hold the weight of a solar PV system., but as various roofs reach their need for replacement we then assess the possibility of installing solar PV systems.

Publicly-accessible EV chargers require connection to substantial electrical power; although solar PV systems can be paired with chargers, at this stage it would not provide enough power for these in-demand chargers, and therefore a grid connection is essential. EV charging stations are privately owned and they are required to pay for their own power from the arid. Therefore, Council cannot commit public funds to these projects.

We hope this has answered your question, and thanks again for getting in touch

Kind regards, The Project Team

### 

What is the reasoning for "The location of charging stations must be connected to the wider transport network" (Ref: Section on Access, paragraph 1)? I cant see why a link to public transport is important. Surely someone drives up in their EV, plugs in, waits (or gets a coffee while waiting) and drive away again once done. The EV charging station plays the same roles as current petrol stations.. and they are not necessarily linked to the wider transport network. By "wider transport network", do you also mean the road network?

DeniseA asked,

2 months ago

Connection to the wider transport network is an important aspect of selecting suitable locations, in line with the NSW Governments Electric Vehicle Strategy Action 2: 'Building a world-class electric vehicle charging network'.

Where an EV charger is located in relation to the wider transport network will affect its accessibility, frequency of use, and connection with other modes of sustainable transport. It will promote an integrated transport network by encouraging drivers to use other modes of transport such as public and active transport as part of their commute, helping to reduce road congestion and improve the connection between different journey modes.

It is important that EV chargers are not tucked away in hard to find/access locations that are separated from the primary transport network i.e. road network. They need to be in proximity to main transport routes, easily accessible and visible, allowing EV users to find places to charge easily and for them be a beneficial asset to the community. This in turn will help to reduce range anxiety, a primary barrier for current and future EV users.



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### **Appendix C: Social Media Posts**

#### **Facebook**



Did you know that Wollongong is the city with the highest electric vehicle (EV) uptake outside Sydney? According to Transport for NSW, Wollongong's EV uptake has been incredible. We're proud of our position leading the charge in

The first EV chargers have been installed in Council's Stewart Street car park, allowing increased public access to charging infrastructure.

We have reviewed our policy on electric vehicle charging stations on public land. The policy sets out Council's requirements and expectation for providers of charging stations. We want to ensure that charging stations area well managed and are a good resource for the community. We want to hear your feedback on our draft policy.

Tell us your thoughts by 6 March. https://our.wollongong.nsw.gov.au/electricvehicle... See less

### **Twitter**





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### **Appendix D: Council Media Release**

https://www.wollongong.nsw.gov.au/my-community/news-and-alerts/news/news/2022/december-2022/powering-up-our-ev-charging-policy

### Powering up our EV charging Policy

Wednesday 21 December 2022



We're committed to reducing greenhouse gas emissions in our Local Government Area.

While Council is working to improve the emissions generated by our buildings, facilities and landfill, we've an important role to play in facilitating others to reduce their own impacts.

One way we're doing this is by facilitating the availability of Electric Vehicle Charging Infrastructure (EVCI) across the city. And while Council doesn't offer the infrastructure itself as one of our services, it's our policy that sets out the principles that guide Council and third-party providers for the establishment, operation, management and removal of EVCI's in the city.

"Policies are important as they set out in a clear and transparent way how Council works, how we facilitate EVCI's in our city and how third-party providers are expected to set up and operate these stations," Wollongong City Lord Mayor Councillor Gordon Bradbery AM said.

"Our existing Electric Vehicle Charging Stations on Public Land Policy was adopted in December 2020 and is due for review.

"This review allows us to ensure it's relevant, aligns to current organisation and broader community input into a document that'll guide Council decisions moving

Council, at its meeting on Monday 12 December, supported the public exhibition of the draft policy in 2023 so that our community could have the opportunity to provide

The proposed amendments to the draft policy include

- Changing the title to replace "charging stations" with "charging infrastructure" to align the document with the NSW Government's NSW Electric Vehicle Strategy.
- Changing the use of "public land" to "Council land" and adding in a definition
- Include Sustainable Development Goals and alignment to Sustainable Wollongong 2030 Strategy and the Climate Change Mitigation Plan 2020-
- Outline of Council site pre-selection process and relevant site selection
- Reference to types of chargers preferred by Council updated to be consistent with the NSW Government's NSW Electric Vehicle Strategy.

Details of the upcoming community engagement will be provided through  $\underline{\text{Council's}}$ website, social media channels and e-newsletter in 2023.

See: Sign up to e-news

# **Appendix E: Media Coverage**

Media promotions related to the exhibition of the draft Policy, through various forums, as outlined in Table 7.

Table 7: Media promotion links

Media Forum	Link
Illawarra Flame	https://www.theillawarraflame.com.au/news/powering-up-our-ev- charging-policy https://www.theillawarraflame.com.au/news/wollongong-welcomes-new- super-fast-ev-charger



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# **Appendix F: The Advertiser Community Update**



# WOLLONGONG CITY COUNCIL



### Funding to bring people together

If you want to do something good in the community, Wollongong City Council wants to support you!

We have a range of funding grants available to support community events, heritage projects, bands and choirs, NAIDOC Week celebrations and other cultural activities in the region. These programs are accepting applications until Friday 31 March 2023.

Band and choir grants

This program supports not-for-profit bands and choirs that are based in Wollongong and perform locally at public events.

This program supports a broad range of activities that enliven our city, build our cultural industry, and encourage people to get involved

Community event grants

This program aims to encourage a wider range of events in our city, particularly those that bring social and economic benefits to the local area.

Heritage grants

This program encourages conservation projects in heritage places and helps to conserve items that have local cultural significance.

Small cultural grants

NAIDOC Week grants

This program aims to get as many people as possible involved in NAIDOC Week (2-9 July 2023) and celebrate the history, culture and achievements of the local Aboriginal and Torres Strait Islander communities.

For full details on these opportunities and more as they open throughout the year, visit the Apply for a Grant page on Council's website.

#### MEETINGS

Council Meeting (Broadcast Live) Monday 20 March 2023, 6pm

41 Burnelli Street, Wollongong We weborne community members to Council meetings and seats in the Council Chambers' public gallery are available from 5-45pm. From time-to-time well alles those in the public gallery to wait outside so an item can be considered in Closed Council. At this time, we also passe our leve webcest, which is available on Council's website for people unable to join in person.

By attending the meeting, you consent to the possibility that you mage and voice may be broadcast to the public via webcast. coups are vote may be broadcast to the public via webcas. Community members can apply to address Council by subman a Public Access Forum application by 12 soon Friday 17 May 2023. The Council website of the public available on Council's website or by calling (02) 4227.7111. The Business Paper is available from Council's website a w prior to the meeting.

### →GET INVOLVED

hbourhood Forums are community groups that meet thly to help solve local issues. Face-to-face meetings have arted for some Neighbourhood Forums.

thers are meeting online only or have suspended meetings till further notice. Please contact the Convenor for more formation about a group, or emailtonline meetings. statis are on Council's website wollongong.naw.gov.au/ sighbourhood-forums.

### → PUBLIC EXHIBITION

Electric Vehicle Charging Infrastructure Policy

Visit our.wollongong.new.gov.au to view the draft policy and share your feedback by Monday 6 March 2023.

### → DEVELOPMENT **PROPOSALS**

cant: Wombarra Vista Pty Ltd

p Dev. Fourteen (14) for subdivision and access works Modification teration to tree removal and retention in Conditions 6 and 7, tending notification and remediation 30, changes to building envelope restriction and remediation is. Re-notified due to additional information.

Departures: No Closing Date: 31 March 2023

Closing Date: 31 March 2023

Departures: No Closing Date: S1 March 2023

Hamilton Street, Dapto DA-2023/129 Lot 101 DP 1296570 No.25

Visit us: 41 Burelli Street, Wollongong Find us online: www.wollongong.nsw.gov.au Write to us: council@wollongong.nsw.gov.au or Locked Bag 8821, Wollongong DC NSW 2500 Talk to us: Customer Service (02) 4227 7111. For after-hours emergencies call 1300 557 980







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# Appendix G: List of external stakeholders emailed regarding the exhibition

- Jet Charge
- Electric Vehicle Council
- EVIE
- EVSE
- Electrify 2515
- Chargefox

#### Email

#### Good afternoon,

Wollongong City Council has revised the Electric Vehicle Charging Stations on Public Land Policy and has produced a draft updated Policy which is currently out on public exhibition. The draft revised Policy is now called the 'Electric Vehicle Charging Infrastructure on Council Land Policy'.

The Policy sets out guidelines for the establishment, operation, management, maintenance, and removal of EV charging stations on Council Land. Installing charging stations on public land will provide increased public access to charging infrastructure, encouraging the uptake of electric vehicles.

The policy seeks to ensure that stations are safe, well-managed, accessible, sustainable and an efficient asset for the community. It sets out Council's requirements and expectations for potential providers of charging stations.

To read the draft revised policy, and provide any feedback, please visit <a href="https://our.wollongong.nsw.gov.au/electric-vehicle-charging-infrastructure-policy">https://our.wollongong.nsw.gov.au/electric-vehicle-charging-infrastructure-policy</a>

We invite your feedback on the policy up until Monday 6 March 2023.

Kind regards