



Ordinary Meeting of Council

12 April 2023

**UNDER SEPARATE COVER
ATTACHMENTS**

ITEMS 9.1 AND 9.2

**QUEANBEYAN-PALERANG REGIONAL COUNCIL
ORDINARY MEETING OF COUNCIL**

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Planning Proposal

Googong Housekeeping Amendment



Amendment to Queanbeyan-Palerang Regional Local Environmental Plan 2022

Prepared for Googong Township Pty Ltd (GTPL)

Submitted to Queanbeyan-Palerang Regional Council

14 March 2023

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1. Introduction

This Planning Proposal has been prepared by Eight Mile Planning on behalf of Googong Township Pty Ltd (GTPL) to support minor changes to the *Queanbeyan-Palerang Regional Local Environmental Plan 2022* (QPRLEP). The report has been prepared in accordance with the requirements of Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and having regard to the *Local Environmental Plan Making Guidelines* (LEP Guidelines) prepared by the Department of Planning, Industry and Environment (DPE).

This Planning Proposal follows a Scoping Proposal prepared by WSP and considered by Queanbeyan-Palerang Regional Council (QPRC) on 14 September 2022.

Following the consideration of the Scoping Proposal, the Queanbeyan-Palerang Regional Local Environmental Plan 2012 (QPRLEP) was published. The new planning instrument, which came into force on 14 November 2022 included a number of mapping amendments that had initially been included in the Scoping Proposal. These amendments included:

- » the rezoning of 12 parcels of land that had been dedicated to Council for public purposes from R1 General Residential to RE1 Public Recreation.
- » rationalisation of the zone boundaries along the southern extent of Googong Road, rezoning land from R1 General Residential to Special Purpose.
- » Rationalisation of zone boundaries associated with the water treatment plant, dog park and R5 Large Lot Residential zoned land.
- » Rationalisation of zone boundaries between the R1 General Residential and R5 Large Lot Residential zones along the extent of the PTWL Conservation fence line.
- » Small adjustments to rectify misalignment between R1 General Residential and RE1 Public Recreation zones around the Googong Common.

The Planning Proposal that has now been prepared only includes those parcels that were not incorporated into the QPRLEP Mapping amendments in November and include:

- » Amend density controls in respect of land fronting Old Cooma Road and the southern boundary of the urban release area.
- » Amend the zone (and corresponding lot size map) between Lots 11 and 12 DP 1266001.
- » Rezone from R1 General Residential to RE1 Public Recreation, those parcels that have been dedicated to QPRC and not already rezoned in the QPRLEP.
- » Amend the Minimum Lot Size (MLS) Map to align with the zone map in so far as all RE1 zoned land has no MLS.

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- » Amend Schedule 5 Environmental Heritage controls applying to the land, noting Council's recent agreement to relocate the Googong Shearing Shed.

The changes have been referred to as a 'Housekeeping' LEP amendment. Having regard to the LEP Guidelines the proposal would be characterised as a 'Basic' Planning Proposal, in so far as it is generally an administrative amendment with minimal environmental impact.

1.1 Site

Googong Township development is a 25-year project located in Southern NSW, 8 km from Queanbeyan and 15 km from Canberra. It consists of five neighbourhoods, with Neighbourhood (NH) 1 delivered in two parts as NH1A and NH1B.

The development of NH1A, NH1B and northern part of NH2 (also known as Googong North and Googong Central) have been almost completed with minor works still going on. The remainder of NH2 site is being constructed in stages.

A Development Application (DA) was lodged with QPRC for the development of NH3, NH4 and NH5 in September 2021 and was recently approved on 21 September 2022.

Googong was zoned for urban development in 2009 and the planning controls have recently been consolidated into the QPRLEP which commenced operation on 14 November 2022.

1.2 Consultation with QPRC

WSP prepared a Scoping Proposal for the Housekeeping LEP amendment following consultation with Council. The Scoping Proposal was considered by the Full Council on 24 August 2022 (Item No. 9.3) and deferred to allow the Councillors to participate in a Workshop (Resolution No 329/22). The Workshop was held on 31 August 2022.

The Scoping Proposal was reported back to Council for consideration on 14 September 2022. Council agreed to progress the submitted Scoping Proposal for housekeeping amendments to the Queanbeyan LEP 2012 (Subsequently Queanbeyan-Palerang Regional LEP 2022) in respect of the Googong Urban Release Area.

1.3 Site Context

The Googong Township when completed will provide around 6,600 dwellings which will accommodate a population of over 18,000 people. The township will deliver schools, community facilities, open space areas and employment opportunities to support the future community in Googong.

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The majority of proposed amendments under the Planning Proposal relate to lots that have been created as public recreation and dedicated to QPRC as follows. affect the following lots.

576 in DP1223479, 29 Connolly Street – R1 to RE1

Lot 163 in DP1218165, 76 Aprasia St – R1 to RE1

Lot 375 in DP1221669, 17 Leon St – R1 to RE1

Lots 460 and 461 in DP1226692, 38 and 6 Montgomery Ave – R1 to RE1

Lots 1601 , Hazlett St (Googong Common) – R1 to RE1

Lots 994 in DP 1283369, 231 Glenrock Dr (Googong Common) – R1 the RE1

Lot 1259 in DP 1283369, 231 Glenrock Dr (Googong Common) – R1 to RE1

Lot 900 in DP1242930, 66 Weatherstone Circuit, R1 to RE1

Lot 799 in DP1234249, 54 Weatherstone Circuit -R1 to RE1

Lot 565 in DP 1263952, 35 McFarlane St, R1 to RE1

Lot 524 DP1263951, 35 Mary St – R1 to RE1

Lot 272 in DP1185463, 10 Beltana St – R1 to RE1

Lot 454 in DP1259565, 31 Erskine Loop – R1 to RE1

Lot 312 in DP1259563, 23 Lizzie St – R1 to RE1

Where land has been rezoned from residential to recreation, the Lot Size and Height of Buildings Maps have also been amended.

In addition to rezoning land from urban to open space, the Planning Proposal include the following Lots:

Lot 11-12 in DP1266001, 29 Connolly Street – R1 to R5, R5 to R1

Part Lots 10 and 42 in DP754881, Old Cooma Rd- Adjustment of MLS boundary between MLS 330 sqm and 600 sqm

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2. Strategic Planning Context

2.1 South East and Tablelands Regional Plan

The South East and Tablelands Regional Plan 2036 provides a 20 year blueprint for the future of the region. The vision for the region will be delivered through 4 goals to create:

Goal 1 A connected and prosperous economy

Goal 2 A diverse environment interconnected by biodiversity corridors

Goal 3 Healthy and connected communities

Goal 4 Environmentally sustainable housing choices

These goals are proposed to be met through various directions under the South East and Tablelands Regional Plan. The relevant directions are outlined in the following table.

Direction	Comment
Direction 22 Build socially inclusive, safe and healthy communities	<p>The direction refers to the design and location of neighbourhoods in that neighbourhoods and centres will be environmentally sustainable, socially inclusive, easy to access, healthy and safe.</p> <p>The Planning Proposal support to continued delivery of the neighbourhood through consistency and alignment with the Masterplan.</p>
Direction 25 Focus housing growth in locations that maximise infrastructure and services	<p>Googong Township was rezoned to allow for the delivery of a planning community including supporting infrastructure.</p> <p>The Planning Proposal will continue to allow for the most efficient delivery of housing by ensuring that the statutory planning controls are aligned with the Googong Development Control Plan and DA approvals.</p>

The Regional Plan is currently under review. The Planning Proposal is considered to be consistent with the *Draft South East and Tablelands Regional Plan 2041*.

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2.2 Local Strategic Planning Statement

Towards 2040, the QPRC Local Strategic Planning Statement (LSPS) works alongside the Community Strategic Plan to set out the community's long-term vision and aspirations for all QPRC's planning activities.

The LSPS is the strategic land-use planning roadmap for the future and provides the framework for Queanbeyan-Palerang's land-use needs over the next 20 years. It sets out the long-term vision and aspirations for the community and is Council's key strategic land-use planning document. The LSPS articulates the long term planning priorities and how these will be achieved.

The LSPS identifies Googong as an urban release area with growth expected to continue over the next 10-15 years as Googong continues to develop.

The Googong Development Control Plan (GDCP) has adopted a masterplan for the development of Googong township. This masterplan consists of five neighbourhoods, with Neighbourhood 1 in two parts as NH1A and NH1B, commercial centres, major open spaces areas and roads. Both the masterplan and GDCP have been/will be regularly reviewed as development of Googong progresses.

The Planning Proposal is consistent with the objectives of the masterplan, as the proposed changes aligns QPRLEP 2022 maps with the approved Structure Plan for Googong and satisfy Council instructions in relation to the correct zoning of Council owned reserves.

2.3 Community Strategic Plan

The Queanbeyan-Palerang Community Strategic Plan (CSP) sets out Council's vision and priorities for the LGA. The CSP has a broader focus than the LSPS as it addresses long term social, environmental and economic goals for the community that have been developed following extensive community consultation and engagement.

The proposal is consistent with the Community Strategic Plan.

2.4 Googong Masterplan

The Googong Masterplan, embedded in GDCP, provides overarching structures for the development of Googong. Refer **Figure 2.1** below.

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Figure 2.1 Googong Masterplan



Source: GTPL, 2022

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3. Existing planning controls

The QPRLEP sets out the legislative framework for land use and development in the Queanbeyan-Palerang Regional LGA through the application of land use zones and development controls.

This Planning Proposal seeks to amend the zone, minimum lot size and the additional permitted uses maps. The maximum building height and FSR controls that currently apply to the relevant land will also be modified to align with the zone and additional permitted uses maps way of a mapping amendment to the QPRLEP.

The Planning Proposal will also amend Schedule 5 as it relates to Item I282.

The land use zones, and planning controls are outlined below. The proposed mapping amendments are provided in **Section 5, Part 4**.

4. Overview of amendments

An overview of all the proposed changes on annotated QPRLEP 2022 maps is provided below. Draft Mapping Amendments are provided in **Appendix A**. Note that final maps will need to be prepared using the Department of Planning and Environment Technical Guideline for mapping ahead of the exhibition of the Planning Proposal.

The changes are discussed below.

4.1 Boundary adjustments on Minimum Lot Size

The current Minimum Lot Size (LSZ) control map under QPRLEP shows a strip of land, approximately 100 m wide, along the southern boundary of NH4 and southern and western boundaries of NH3 of Googong with a minimum lot size requirement of 600 m², as shown in Table 4.1 below.

The proposal considers the MLS in the context of both the potential for further development to the south of the existing zoned land and the character which will be set by the first row of housing. To date, Googong has evolved in line with the provisions of the QPRLEP guided by the Masterplan and GDCP. The adjustment to the MLS on the southern boundary of NH4 and western boundary of NH3 will facilitate the growth of the township in a manner consistent with the character that has been established to date.

Queanbeyan's Residential and Economic Strategy 2015-2031 identifies the land to the south of Googong as an area for 'future investigation' for possible residential development. With the possibility of developing this area of land for residential purposes, similar to Googong, the provision of a 100m wide transitional interface is no longer necessary, or logical in this context.

In order to rationalise this potential development outcome, and one that may be incongruent with the intent of the 600 m² minimum lot size requirement, it is proposed to reduce the width of the 600 m² minimum lot size zone from approximately 100m to smaller widths ranging between (approximately) 42m and 70m along the southern boundary and between (approximately) 43m to 51m along the western boundary of Googong. In effect, this would mean that only the residential lots immediately adjacent to the RU2 Zoned land and Old Cooma Road would be required to be greater than 600 m².

It is also proposed to make minor realignments to the minimum lot size boundaries on the LSZ map for the southern eastern and northern boundary of NH5, to reflect the boundary of NH345 as approved by QPRC in September 2022 and following the title boundaries between Lot 11-12 in DP1266001, 29 Connolly Street

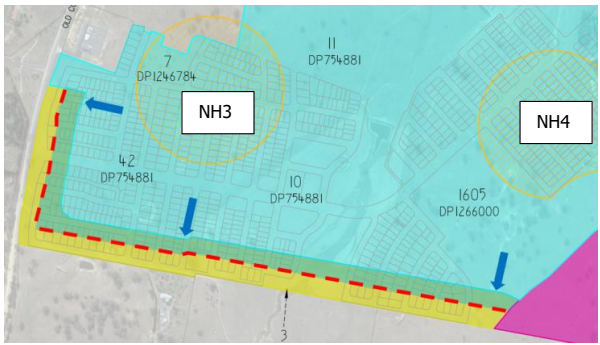
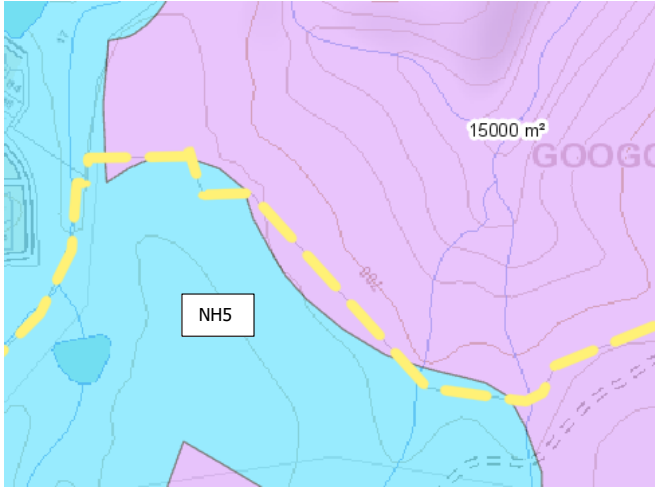
The above changes will better reflect the development that has been undertaken on the ground and will rationalise the applicable lot size controls to this area. The proposed boundary adjustments will better align the boundaries of minimum lot size requirements with different

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land use zoning areas for more efficient assessment of future development applications in Googong.

The proposed changes are considered minor and allow for the creation of appropriately sized lots that are consistent with the approved structure plan in these locations.

Table 4.1 Minimum Lot Size Map Adjustments

Proposed adjustments	Legend
<p>#1</p>  <p>Note: Distances referenced here are measured from the GIS files used for the preparation of the amended LEP maps submitted with this application.</p>	<p>Extend LSZ area D (330sqm) to the south and west, to reduce the width of area M (600sqm) from around 100m to:</p> <p>Approximately 42m – 70m along the southern site boundary, and</p> <p>Approximately 43m – 51m along the western site boundary, as shown with the dashed red line.</p>
<p>#2</p> 	<p>Amend MLS to follow lot boundaries (yellow dash) between Lots 10 and 12 DP1266001</p> <p>Note: corresponding correction to Zone Map</p> <p>Aligns with approvals of DA for NH235</p>

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In addition to the MLS adjustment shown above, the MLS on land that has been rezoned from R1 to RE1 has been amended in so far as there is no MLS on RE1 land (refer **Section 5, Part 4 Maps**).

4.2 Minor amendments - R1 and RE1 Zones

The publication of QPRLEP saw most of the open space lots that had been registered and dedicated to QPRC rezoned from R1 to RE1 by QPRC as a matter of course. This proposal only relates to those parcels that were either overlooked or had not yet been dedicated at the time that the QPRLEP Mapping was undertaken by QPRC. The remaining changes are explained below.

The boundary of the Googong Common, as shown on the current QPRLEP map, is based on the approved Structure Plans for Googong, previous DAs and the Googong Common Study. The Googong Common Study was commissioned by GTPL in 2014 to establish a project wide Water Sensitive Urban Design (WSUD) and Landscape Strategy for the Montgomery Creek corridor. The Googong Common Study included a detail survey of Montgomery Creek Bank as well as detailed flood studies including Q2, Q5 and Q100 modelling, and confirmation/formal identification of an appropriate riparian corridor (2nd order watercourse type) in consultation with the NRAR (then Office of Water) and in accordance with their guidelines for riparian corridors.

The boundary of Googong Common as currently shown is not consistent with the RE1 Zoned land, which comprises a thin strip of land that runs along the centre of Googong Common, generally following the flow path of Montgomery Creek.

To ensure consistency, it is proposed to adjust sections of the RE1/R1 Zone boundary on Land Use Zoning (**LZN**) Map, to align with the Googong Common boundary and to be consistent with that land that has been dedicated to QPRC (refer #1 in table below). The proposed changes are considered relatively minor and will not result in any impact on the overall recreational area (by type or scale) that have been/will be provided for Googong. The extension to the Googong Common to the east will be rezoned following the creation of the land title and once the land has been dedicated to QPRC.

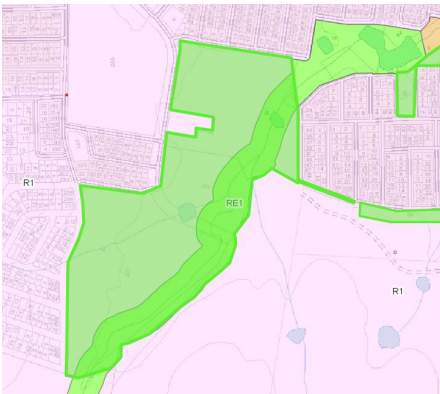

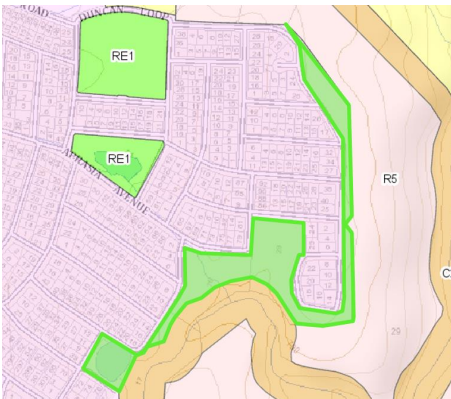
The above changes will better reflect the development that has been undertaken on the ground, including a better alignment between the lot boundaries and different land use zoning areas for more efficient assessment of future development applications in Googong, and easier long term land management within logical and well-defined boundaries. The proposed changes will also result in better consistency with the approved structure plan in these locations.

The proposed changes to the RE1 boundary are minor and justified. They relate to land that has been created for a public purpose and aligns with the land that has been dedicated to QPRC. Note that some of the changes around the Googong Common have already been included in the QPRLEP.

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The proposed boundary adjustments are addressed in further detail in **Table 4.2**

Table 4.2 Land Use Zoning Map Adjustments

Proposed adjustments		Legend
#1		<p>Rezone land associated with Googong Common that has been dedicated to QPRC.</p> <p>Note: Future adjustments will be undertaken as land title are registered and land dedicated to QPRC.</p>
#2		<p>Rezoning R1 to RE1 not included in QPRLEP.</p>
#3		<p>Rezoning R1 to RE1 not included in QPRLEP.</p>

Note: Refer Draft Mapping **Appendix A**.

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4.3 Boundary adjustments for R5 and R1 Zoned land

Minor adjustments to the interfaces between R1 and R5 Zoned land are proposed in locations along the northern boundary of NH5.

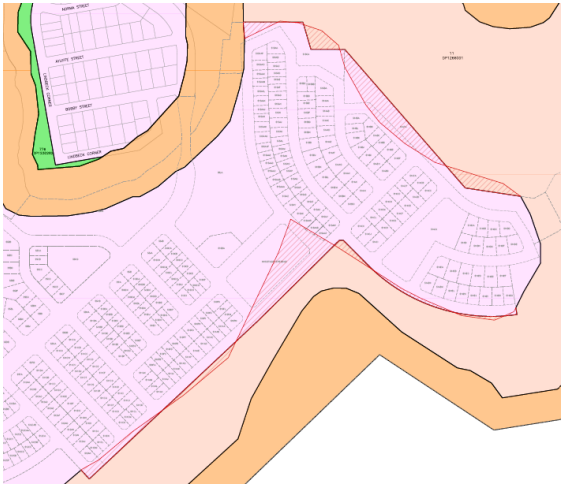
The proposed boundary adjustment and the subsequent changes to the areas of land zoned R5 and R1 will not result in a significant, if any, change to the potential yield and/or the development types that can be delivered in any of the areas affected by this proposal. Further, it follows the amendment to the MLS noted in **Table 4.1**.

The proposed boundary adjustments will result in true reflection between Land Use Zoning and Minimum Lot Size Maps for these areas, as both maps follow an almost identical patterns in separating different control areas. The amended LEP maps will reflect the development that has been already undertaken on the ground and not already adjusted in the QPRLEP mapping published in November.

Additionally, the proposed amendments to the control maps align with GDCP and the approved NH345 Structure Plan. Thus, they will streamline the assessment process for future DAs in Googong and will facilitate the delivery of better development concepts for future applications.

The proposed boundary adjustment is addressed in **Table 4.3**.

Table 4.3 Land Use Zoning Map Adjustments R5 and R1

Proposed adjsutments	Legend
<div> <div>#1</div>  </div>	<div> Amend to reflect R1 zone applicable to NH5 and land to the north R5 between Lots 10 and 12 DP1266001. </div> <div> Note: The red hatch indicates the current zone boundary proposed to be amended to reflect the lot layout. </div>

Note: Refer Draft Mapping **Appendix A**.

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4.4 Relocation of Additional Development Areas on Googong Map

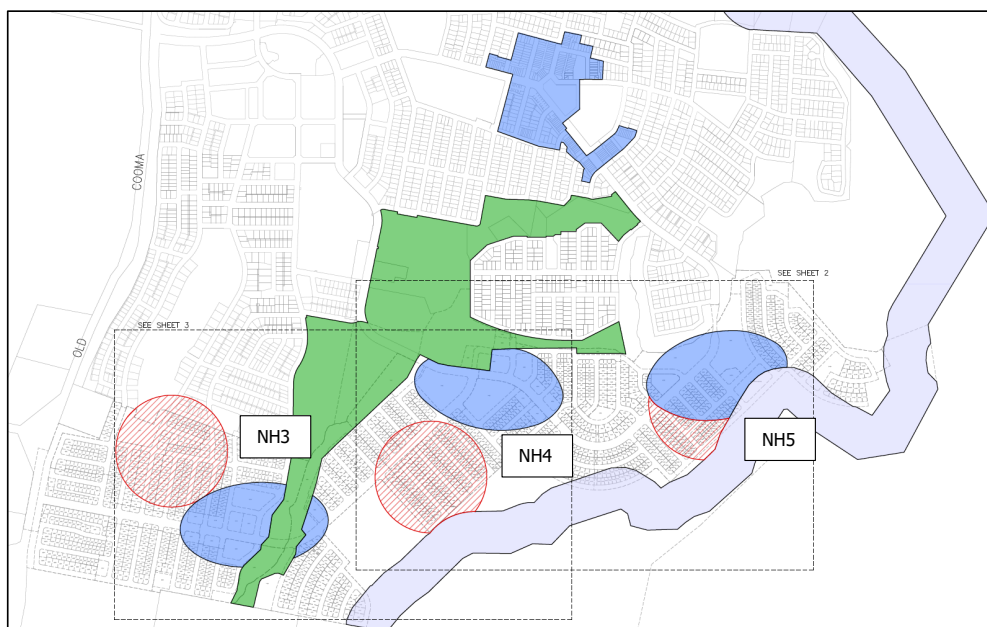
QPRC has recently endorsed an amendment to GDCP to include the approved Structure Plan for Neighbourhoods 3, 4 and 5 and amendments to the Googong Masterplan in order to be consistent with the endorsed Structure Plan.

The QPRLEP also include Additional Permitted Uses Map and provision associated with the Neighbourhood centres of NH345 as currently shown on the Googong Map, marked with hatched red circles on **Figure 4.1** (below) for reference, reflect the location of the Neighbourhood centres in accordance with the previously endorsed Masterplan. GTPL wishes to relocate these areas on the map to maintain consistency with the amendments to the Googong Masterplan and the endorsed Structure Plan.

In order to bring QPRLEP in line with the approved Structure Plan for NH345 it is proposed to amend the shape and location of the APU, also referred to as Neighbourhood Centres, to blue ellipses as shown on **Figure 4.1**. These ellipses are no greater in area than the 200m radius circles in the current LEP and have generally been aligned with their long axis along the alignment of the sub-arterial roads to focus higher density development close to these public transport routes.

The APU ellipses are truncated to ensure they do not overlap with the Googong Common nor the Googong Foreshores Buffer.

Figure 4.1 Changes to APU (red hatch existing, blue proposed)



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To maintain consistency between the QPRLEP maps, it would be appropriate to amend the Floor Space Ratio (FSR_001E) and Height of Buildings (HOB_001E) maps to be consistent with the proposed amended locations for the APU. The hatched blue circles on the following screenshots of amended FSR_007 and HOB_007 maps, **Figures 4.2 and 4.3** below, show the APU as currently shown on QPRLEP maps. The pink ellipses on FSR_001E map and the yellow ellipses on HOB_001E map show the proposed new location for the APU in accordance with the revised/amended Googong Masterplan.

Figure 4.2 Proposed APU Map Amendments



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Figure 4.3 Proposed HOB Map Amendments



4.5 Removal of local heritage item I282

The current Heritage map (HER_001E) shows a local item, shearing shed complex (I282), in Googong (see **Figure 4.4**). As resolved by QPRC in the ordinary Council meeting held on 13 July 2022, this local item is to be removed from QPRLEP Schedule 5. Thus, the Heritage map requires updating to remove this item from sheet 001E.

QPRC agreed in the ordinary Council meeting on 13 July 2022, to the revised design for the relocation and redevelopment of the Googong shearing shed and the consequent delisting of the shearing shed complex as a local heritage item. As such this proposal seeks to align the QPRLEP with the QPRC decision and remove the heritage item from the current Heritage map.

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5. The Planning Proposal

The Planning Proposal has been prepared in accordance with Section 3.33(2) of the EP&A Act which outlines the required contents of a Planning Proposal. Accordingly, this Planning Proposal includes:

- » A description of the Site and the surrounding locality (refer Section 1)
- » A statement of the objectives or intended outcomes of the proposed instrument (refer Section 5 Part 1)
- » An explanation of the provisions that are to be included in the proposed instrument (refer Section 5 Part 2)
- » The justification for those objectives, outcomes and provisions and the process for their implementation, including whether the proposed instrument will give effect to the local strategic planning statement of the council of the area and will comply with relevant directions under section 9.1 of the EP&A Act (refer Section 5 Part 3)
- » Maps to be adopted by the proposed instrument (refer Section 5 Part 4)
- » Details of the community consultation that is to be undertaken before consideration is given to the making of the proposed instrument (refer Section 5 Part 5)
- » Details on the proposed project timeframe for the completion of the Planning Proposal (refer Section 5 Part 6).

The Planning Proposal has also been prepared in accordance with the Department's *Local Environmental Plan Making Guideline* (As revised: September 2022).

Part 1 - Objectives and intended outcomes

The primary purpose of this PP is to amend the QPRLEP to make minor amendments to the planning control to align with the Masterplan, GDCP and approvals on the site.

The intended outcomes are to:

- » amend density controls in respect of land fronting Old Cooma Road and the southern boundary of the urban release area
- » ensure the controls are consistent with the on ground situation(s) as well as Council's expectations for future development of the land, and

amend Schedule 5 Environmental Heritage controls applying to the land, noting Council's recent agreement to relocate the Googong Shearing Shed.

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Part 2 - Explanation of provisions

The proposal seeks to achieve the intended outcomes outlined in Part 1 of this report by proposing amendments to the QPRLEP as follows:

- » Mapping Amendments to Maps sheets
 - Additional Permitted Uses Map – Sheet APU_001E
 - Floor Space Ratio Map – Sheet FSR_001E
 - Heritage Map – Sheet HER_001E
 - Height of Buildings Map – Sheet HOB_001E
 - Lot Size Map – Sheet_001E
 - Land Zoning Map – Sheet_001E
- » Removal of Heritage I282 from Schedule 5 and Map Sheet HER_001E
- »

Part 3 - Justification

Part 3 of the Planning Proposal provides the justification of the proposal within the relevant strategic planning context. In accordance with the guidelines the level of justification is to be proportionate to the impact of the proposal and the stage of the of the LEP amendment process. At this initial stage the issues relevant to the proposal must be identified to provide sufficient confidence to DPIE the amendment has merit.

Section A – Need for the planning proposal

Q1. Is the planning proposal a result of any strategic study or report?

Yes. The Planning Proposal is consistent with the goals and priorities outlined in the following strategic plans and reports that have been prepared and endorsed by Council:

- » Local Strategic Planning Statement – Towards 2040
- » Queanbeyan-Palerang Community Strategic Plan - 2042
- » Googong Development Control Plan

The proposal is also consistent with the Development Application approvals for Googong.

The above listed plans are addressed in further detail at Section 2.

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Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

Yes. A planning proposal seeking to amend QPRLEP is considered the best means of achieving the objectives and intended outcomes set out in Part 1 of this Planning Proposal and the most effective way of providing certainty for Council, the local community and GTPL for the delivery of the Googong Masterplan.

Section B – Relationships to Strategic planning framework

Q3. Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?

Yes. The proposal is consistent with the South East and Tablelands Regional Plan 2036 and the recently exhibited Draft South East and Tablelands Regional Plan 2041. Refer Section 2.

Q4. Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?

As noted above, the Planning Proposal will give effect to the LSPS Towards 2040, QPRC Community Plan and the Googong Masterplan.

Q5. Is the planning proposal consistent with applicable State Environmental Planning Policies?

Yes. The Planning Proposal is consistent with the relevant State Environmental Planning Policies as follows:

State Environmental Planning Policy (Resilience and Hazards) 2021

Chapter 4 Remediation of Land (formerly SEPP 55)

(1) The object of this Chapter is to provide for a Statewide planning approach to the remediation of contaminated land.

(2) In particular, this Chapter aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment—

(a) by specifying when consent is required, and when it is not required, for a remediation work, and

(b) by specifying certain considerations that are **relevant in rezoning land** and in determining development applications in general and development applications for consent to carry out a remediation work in particular, and

(c) by requiring that a remediation work meet certain standards and notification requirements.

Comment: The proposal does not interfere with the previous site suitability work undertaken for the delivery of Googong Township. The rezoning does not trigger further assessment under Chapter 4.

The other State Environmental Planning Policies have been considered and found not to be applicable to the proposal.

EIGHT MILE PLANNING

Q6. Is the planning proposal consistent with applicable Ministerial Directions?

The Ministerial Directions under section 9.1 of the EP&A Act requires planning proposals to be consistent with the terms of the relevant direction. The relevant directions are considered below.

Directions	Aim of Direction	Consistency and Implications
1 — Employment and Resources		
1.1 Business and Industrial Zones	Encourage employment growth in suitable locations, protect employment land in business and industrial zones, and support the viability of identified strategic centres.	Planning Proposal not affected by this direction.
1.2 Rural Zones	The objective of this direction is to protect the agricultural production value of rural land.	Planning Proposal not affected by this direction.
1.3 Mining, Petroleum Production and Extractive Industries	The objective of this direction is to ensure that the future extraction of State or regionally significant reserves coal, other minerals, petroleum and extractive materials is not compromised by inappropriate development.	Consistent
1.5 Rural Lands	The objective of this direction is to protect the agricultural production value of rural land and facilitate the economic development of rural lands for rural related purposes.	Planning Proposal not affected by this direction.
2 — Environment and Heritage		
2.6 Remediation of Contaminated Land	The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by planning proposal authorities.	Consistent
3 — Housing, Infrastructure and Urban Development		
3.3 Home Occupations	The objective of this direction is to encourage the carrying out of low impact small businesses in dwelling houses.	Consistent
5 — Regional Planning		
<i>No directions in this section apply to this Planning Proposal.</i>		
6 — Local Plan Making		
<i>No directions in this section apply to this Planning Proposal.</i>		
7 — Metropolitan Planning		
<i>No directions in this section apply to this Planning Proposal.</i>		

EIGHT MILE PLANNING

Q7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities or their habitats will be adversely affected as a result of the proposal?

No. The site is not identified as an area of significant biodiversity.

Q8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

No. As the Planning Proposal is rationalising the boundaries and making only administrative and minor amendments. Other environmental effects are unlikely to result.

Q9. Has the planning proposal adequately addressed any social and economic effects?

The proposal does not trigger specific social and economic effects. It is noted that resolving the anomalies between boundaries and planning controls in the manner proposed will provide a clearer planning pathway for future development.

Q10. Is there adequate public infrastructure for the planning proposal?

Yes. The proposal does not impact the delivery of or demand for infrastructure.

Q11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway determination?

The views of State and Commonwealth Public Authorities will not be known until after the Gateway Determination. This section of the planning proposal is completed following consultation with those public authorities identified in the Gateway Determination.

Part 4 - Maps

The proposal will amend the following Map Sheets:

Planning Control	Description
Land Zoning Map – Sheet_001E	Amend the relevant zones; R1, R5 and RE1 as they relate to the alignment of the new boundaries
Mapping	
Lot Size Map – Sheet_001E	Apply the MLS that corresponds to the relevant zone.
Additional Permitted Uses Map – Sheet APU_001E	Amend the Map to align with the DA Approvals and Masterplan .

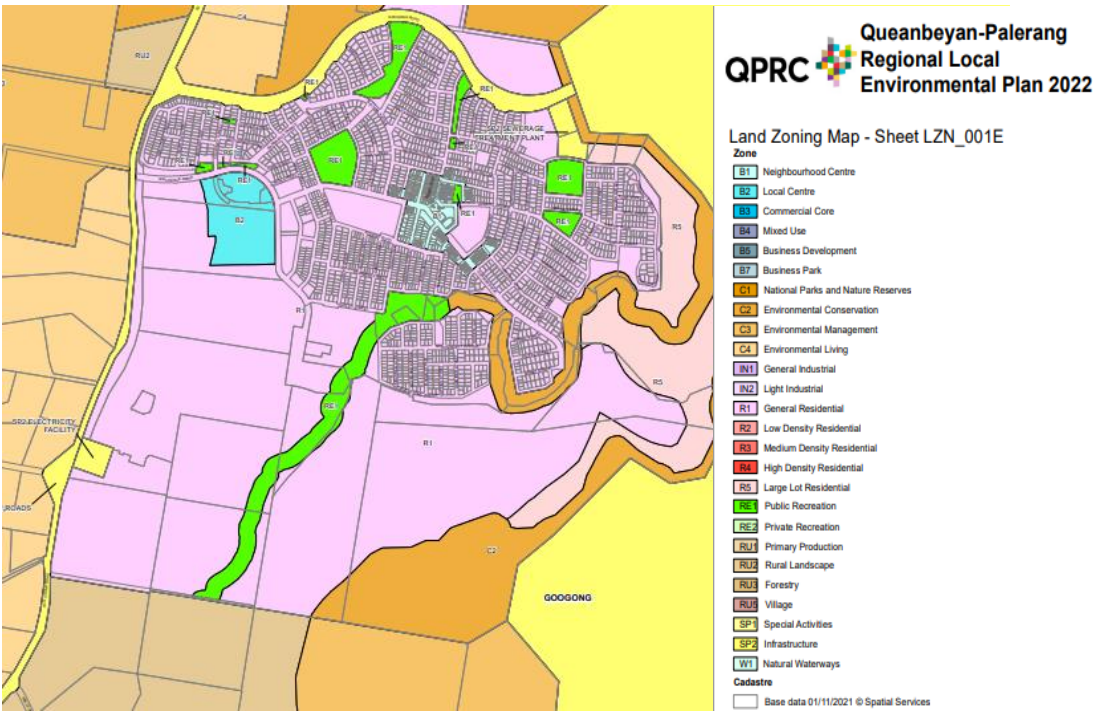
EIGHT MILE PLANNING

Planning Control	Description
Height of Buildings Map – Sheet HOB_001E	Amend the HOB Map to align with the additional permissible uses map.
Floor Space Ratio Map – Sheet FSR_001E	Amend the FSR Map to align with the additional permissible uses map.
Heritage Map – Sheet HER_001E	Remove I282

Existing and proposed QPRLEP Maps are shown in the **Figures 5.1 – 5.12** below.

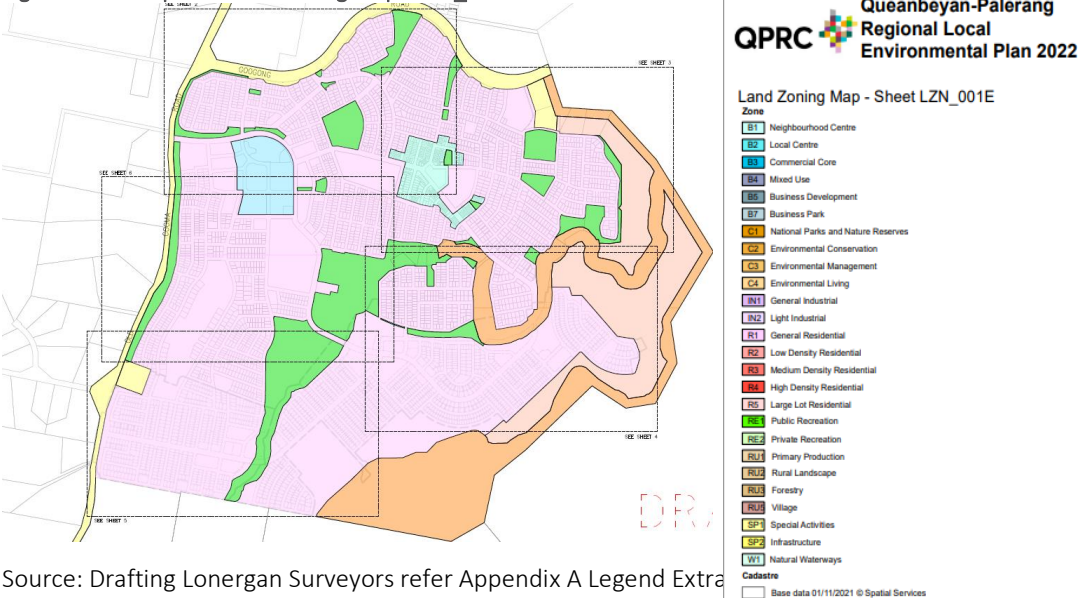
EIGHT MILE PLANNING

Figure 5.1 Existing Land Zoning Map - LZN_001E



Source: Extract LZN_001E

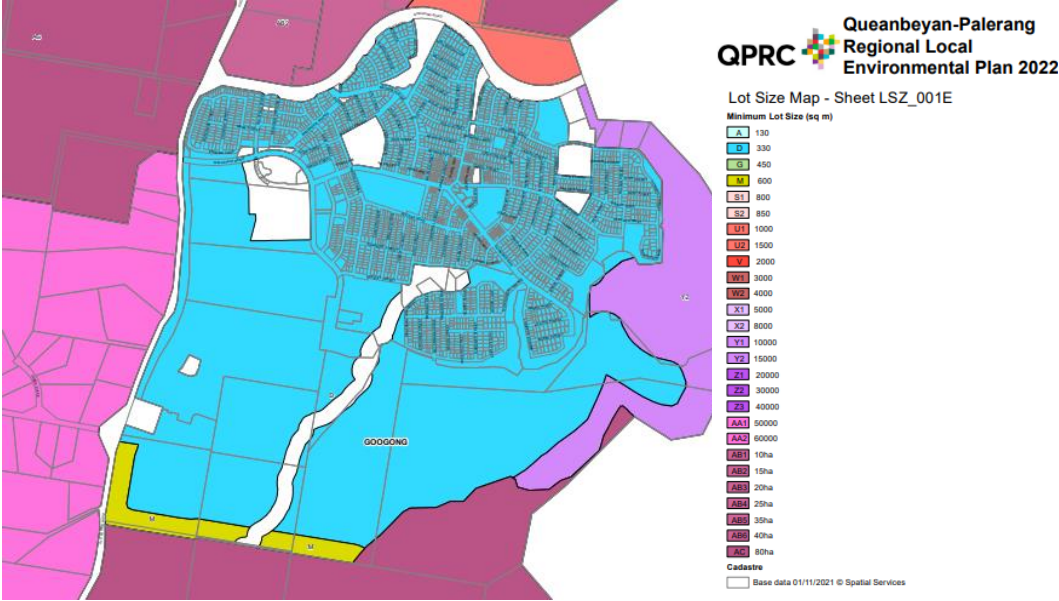
Figure 5.2 Proposed Land Zoning Map - LZN_001E



Source: Drafting Lonergan Surveyors refer Appendix A Legend Extra

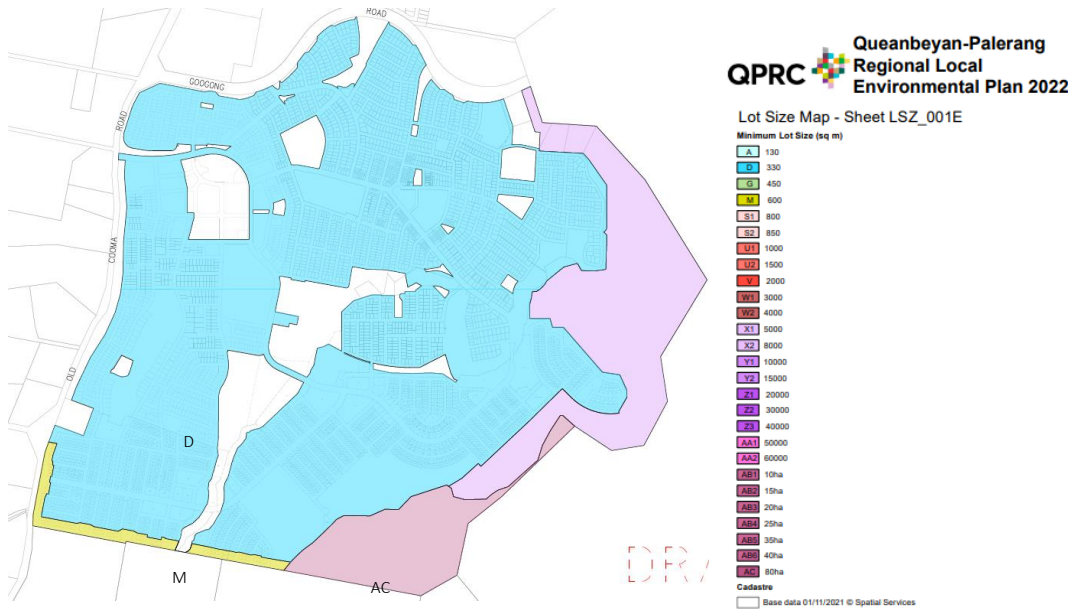
EIGHT MILE PLANNING

Figure 5.3 Existing Minimum Lot Size Map –LSZ_001E



Source: Extract LSZ_001E

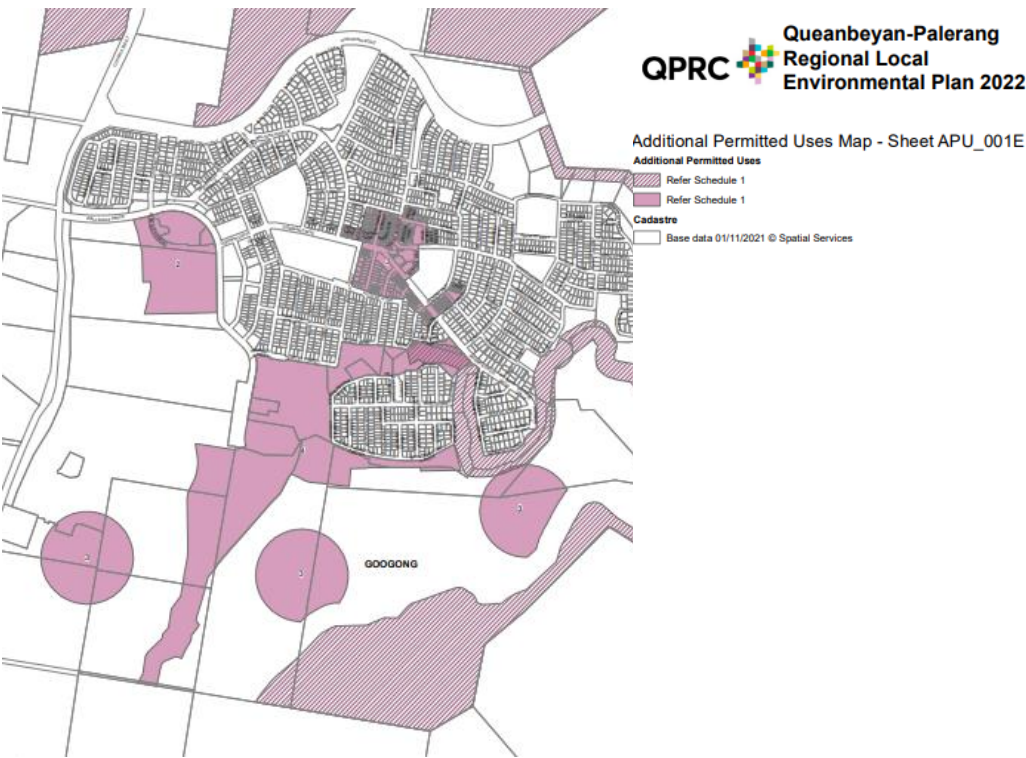
Figure 5.4 Existing Minimum Lot Size Map - LSZ_001E



Source: Drafting Lonergan Surveyors refer Appendix B Legend Extract LSZ_001E

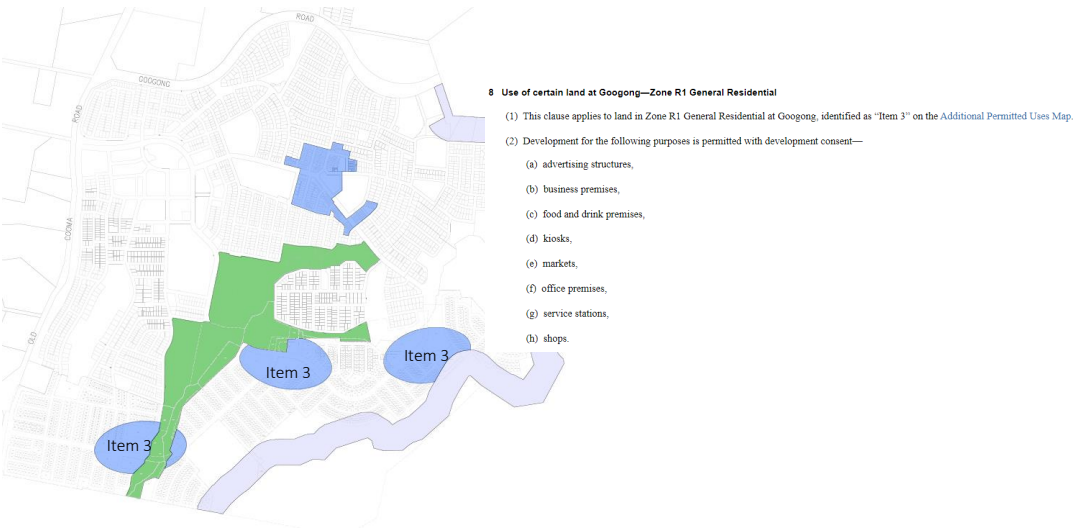
EIGHT MILE PLANNING

Figure 5.5 Existing Additional Permitted Use Map - APU_001E



Source: Extract APU_001E

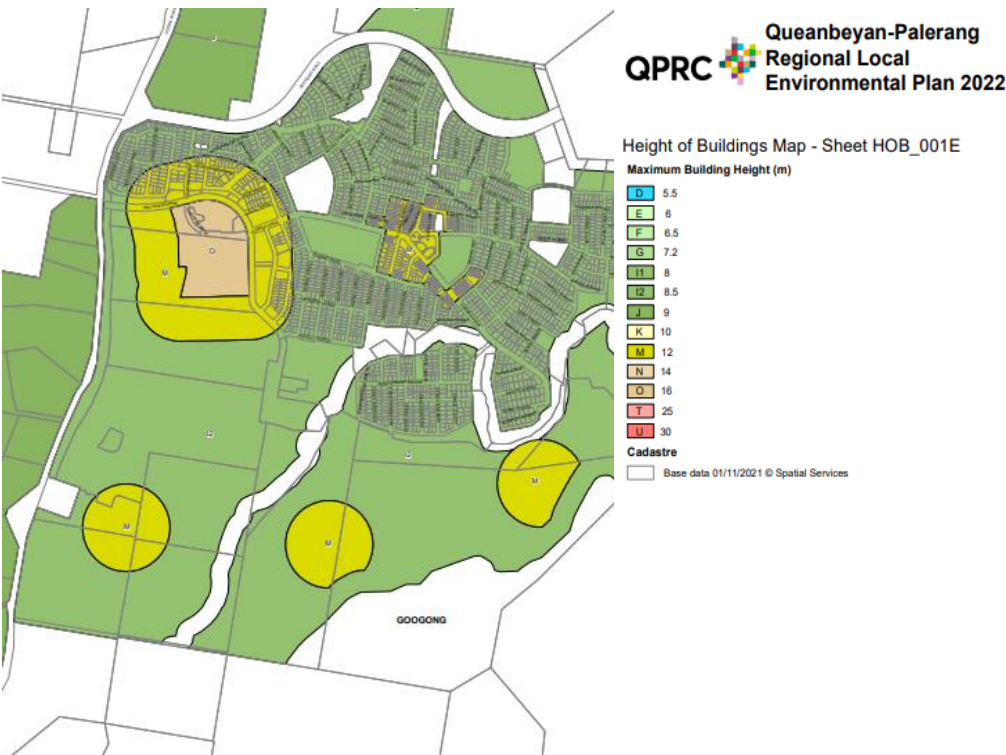
Figure 5.6 Proposed Additional Permitted Use Map - APU_001E



Source: Drafting Lonergan Surveyors refer Appendix B, Extract Schedule 1.

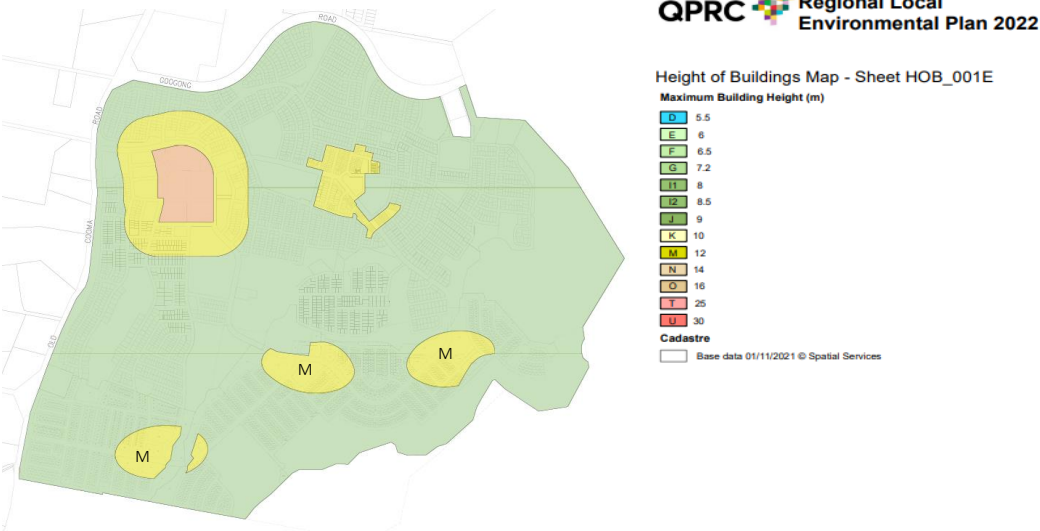
EIGHT MILE PLANNING

Figure 5.7 Existing Height of Buildings Map - HOB_001E



Source: Extract HOB_001E

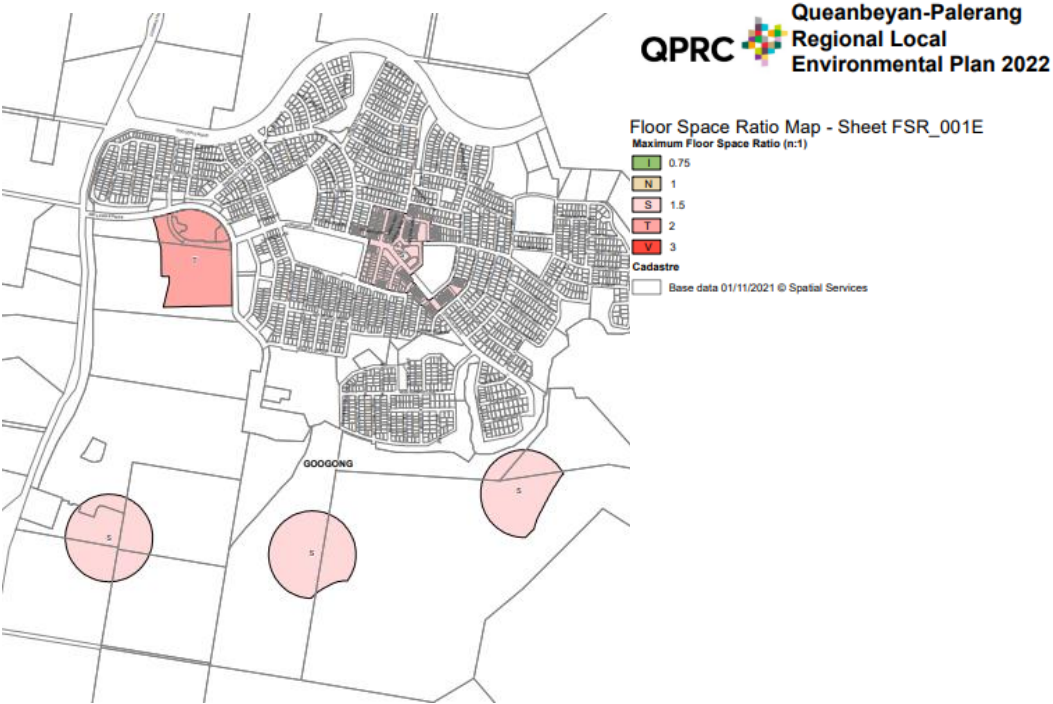
Figure 5.8 Proposed Height of Buildings Map - HOB_001E



Source: Drafting Lonergan Surveyors refer Appendix B Legend Extract HOB_001E

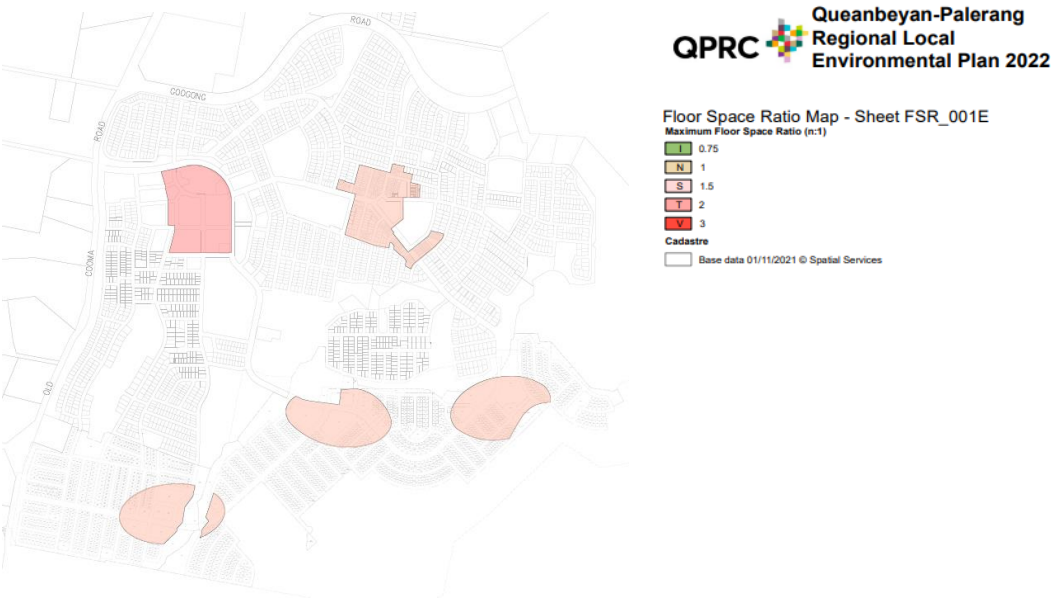
EIGHT MILE PLANNING

Figure 5.9 Existing Floor Space Ratio- FSR_001E



Source: Extract FSR_001E

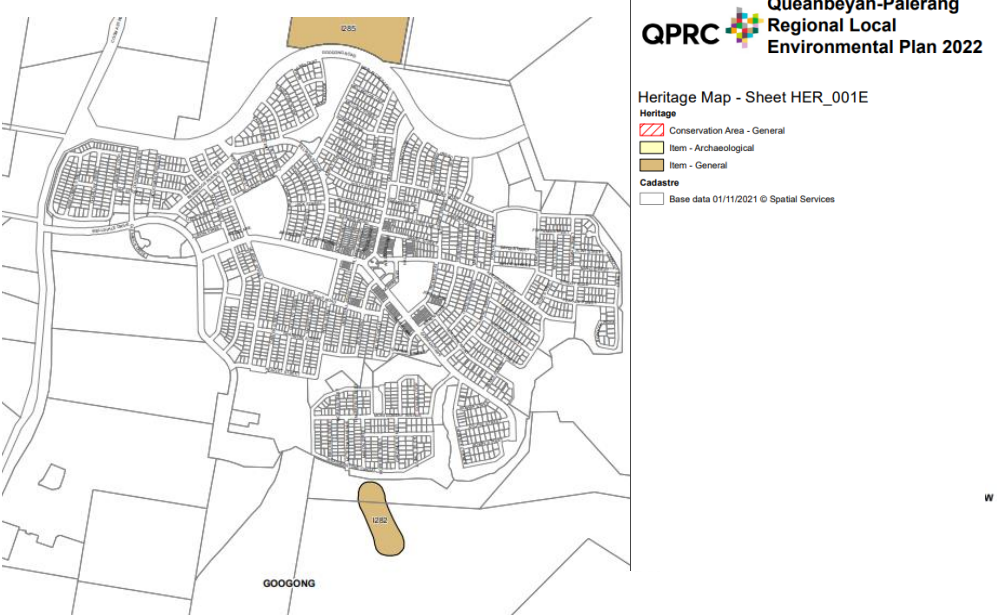
Figure 5.10 Proposed Floor Space Ratio- FSR_001E



Source: Drafting Lonergan Surveyors refer Appendix B Legend Extract HOB_001E

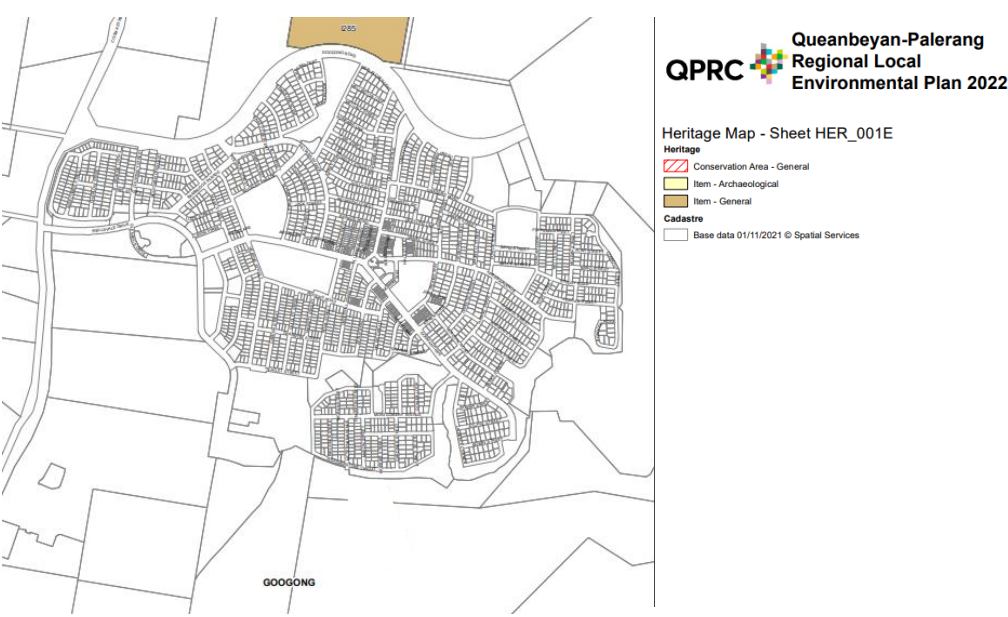
EIGHT MILE PLANNING

Figure 5.11 Existing Heritage Map - HER_001E



Source: Extract HER_001E

Figure 5.12 Proposed Heritage Map- HER_001E



EIGHT MILE PLANNING

Part 5 - Consultation

The Scoping Proposal provided a framework for discussion with QPRC. The Scoping Proposal is the pre-lodgement stage of the LEP making process.

The purpose of the pre lodgement stage is to:

- » Provide early feedback to proponents and councils in particular about the strategic insight specific merits of a proposal.
- » understand the expectations for what justification in key supporting studies are required to support a planning proposal.
- » facilitate early consultation with authorities and government agencies to understand and resolve agency issues earlier in the process which is expected to facilitate a quicker consultation during exhibition
- » identify infrastructure needs and determine what form of infrastructure funding may be needed to support the proposal.
- » resolve planning issues up front to enable a streamlined LEP making process.

The Workshop with QPRC in August 2022 satisfied the pre-lodgement phase of the process in that it resolved the direction of and support for the Housekeeping Amendment. Given the minor nature of the amendments, consultation with government agencies was not considered necessary ahead of the preparation of a full Planning Proposal.

Division 3.4 of the EP&A Act requires the relevant planning authority to consult with relevant agencies and the community in accordance with the Gateway Determination. The Gateway Determination will specify the community consultation requirements that must be undertaken on the planning proposal. The Gateway Determination will:

- » Outline the timeframe for exhibition.
- » Identify relevant state or Commonwealth authorities to be consulted.
- » Determine whether a public hearing is to be held into the matter by the IPC or other specified person or body.

It is expected that the planning proposal will be publicly exhibited for 28 days. The Planning Proposal is unlikely to require further concurrence with agencies.

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6. Conclusion

A number of the amendments anticipated in the Scoping Proposal have already been made by QPRC in the course of the publication of the QPRLEP in November 2022. The PP now considers only that land that has been dedicated to QPRC as public recreation and minor adjustments to zone and lot size boundaries to align with the approved layout under the structure plan. The PP demonstrates the strategic merit of the proposal as summarised in the table below.

Council should support the proposal and recommend that it proceed to Gateway.

Criteria	Assessment
Strategic merit test criteria	
Consistent with the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the site, including any draft regional, district or corridor/precinct plans released for public comment; or	Consistent. The PP is consistent with the Regional Plan
Consistent with a relevant local strategy that has been endorsed by the Department; or	Consistent. The PP is consistent with the CSP and LSPS
Responding to a change in circumstances, such as the investment in new infrastructure or changing demographic trends that have not been recognized by existing planning controls.	Not applicable.
Site-specific merit test criteria	
The natural environment (including known significant environmental values, resources or hazards)	Consistent. The site is free of any significant vegetation. The rezoning will have limited impact on the natural environment.
The existing uses, approved uses and likely future uses of land in the vicinity of the land subject to a proposal	Consistent The amendment will not implicate the land use tables for the relevant zones.
The services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision	Consistent. The proposal will add strain on the proposed infrastructure or capacity.

Appendix

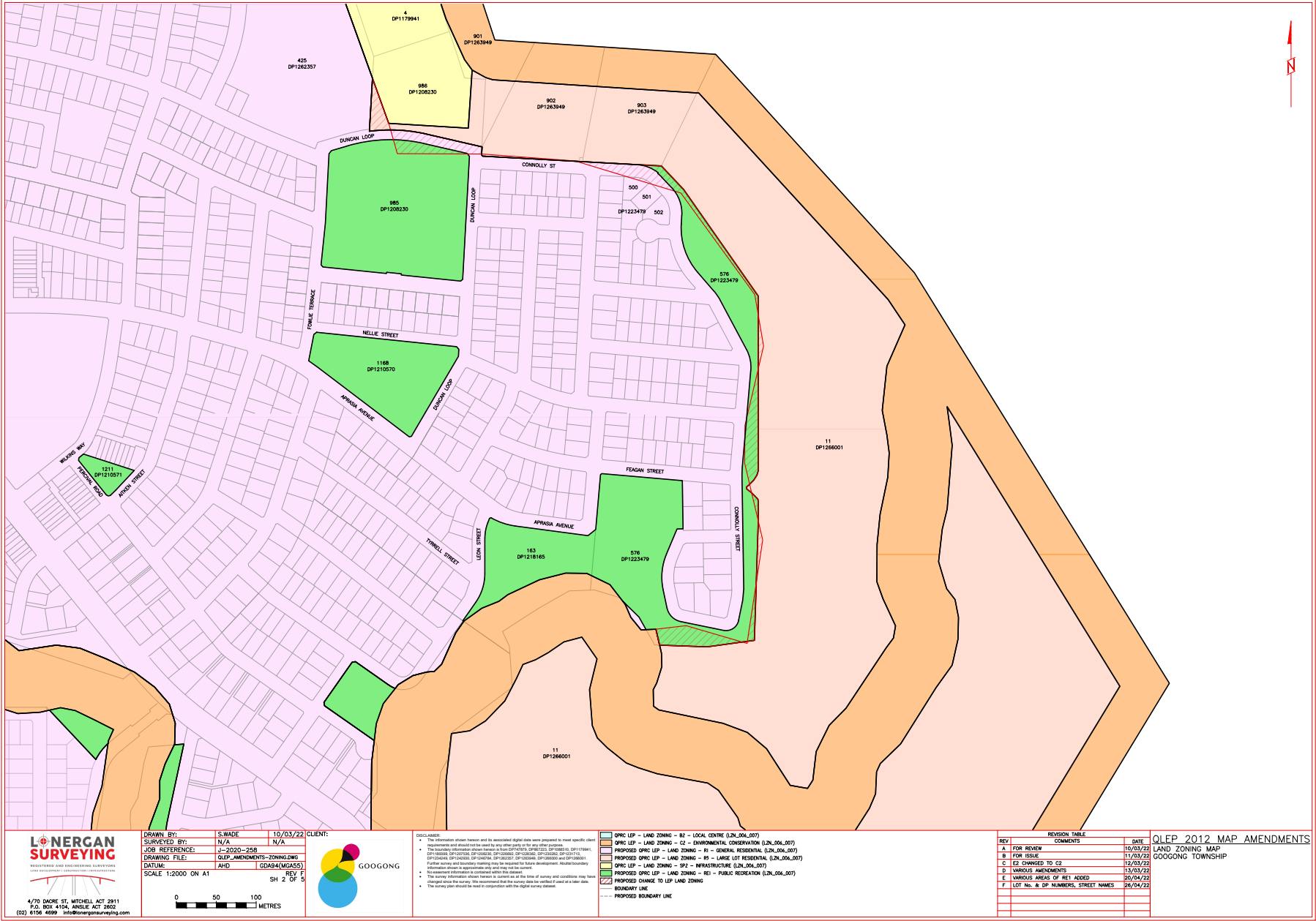
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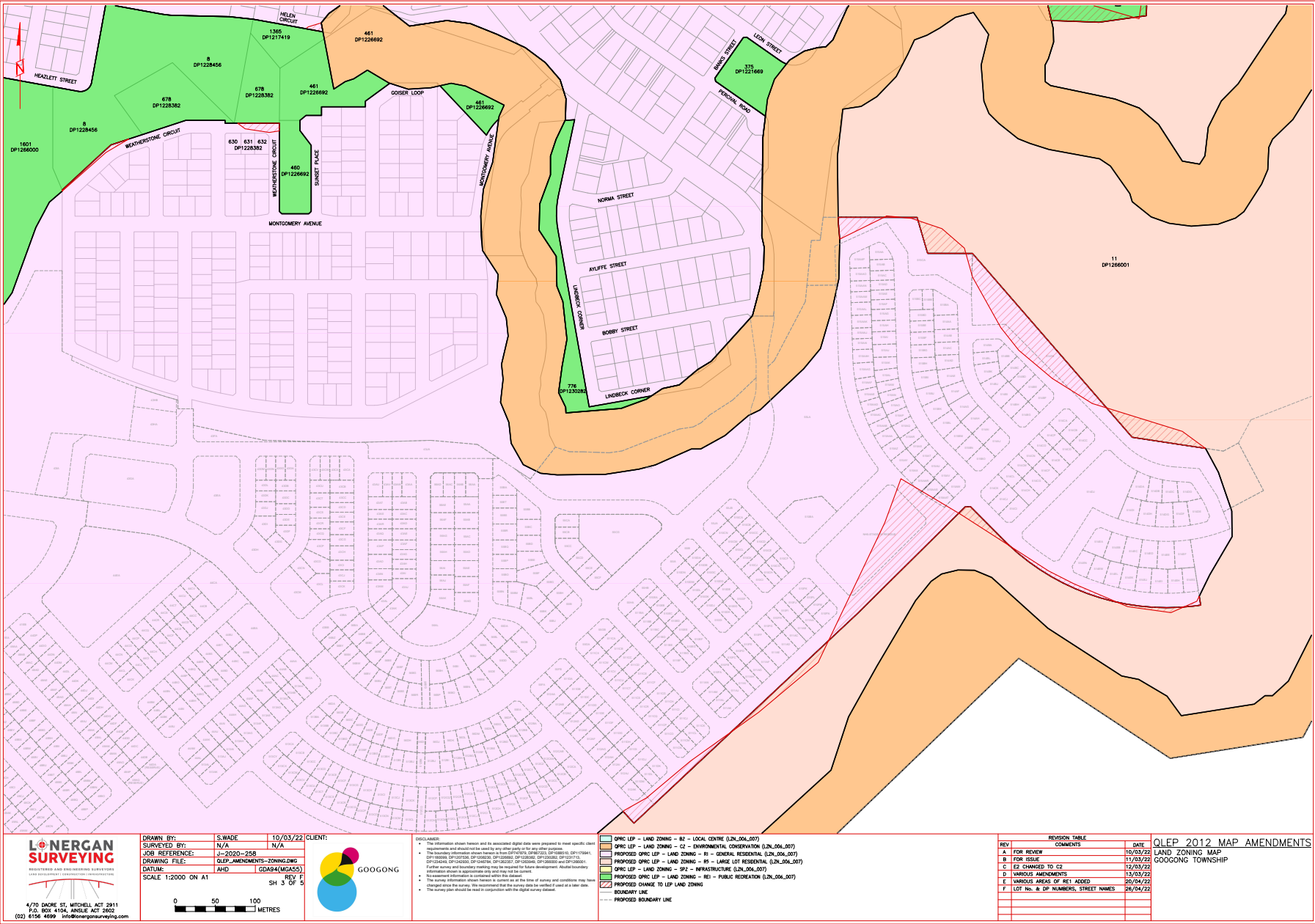
Appendix A – Proposed Mapping

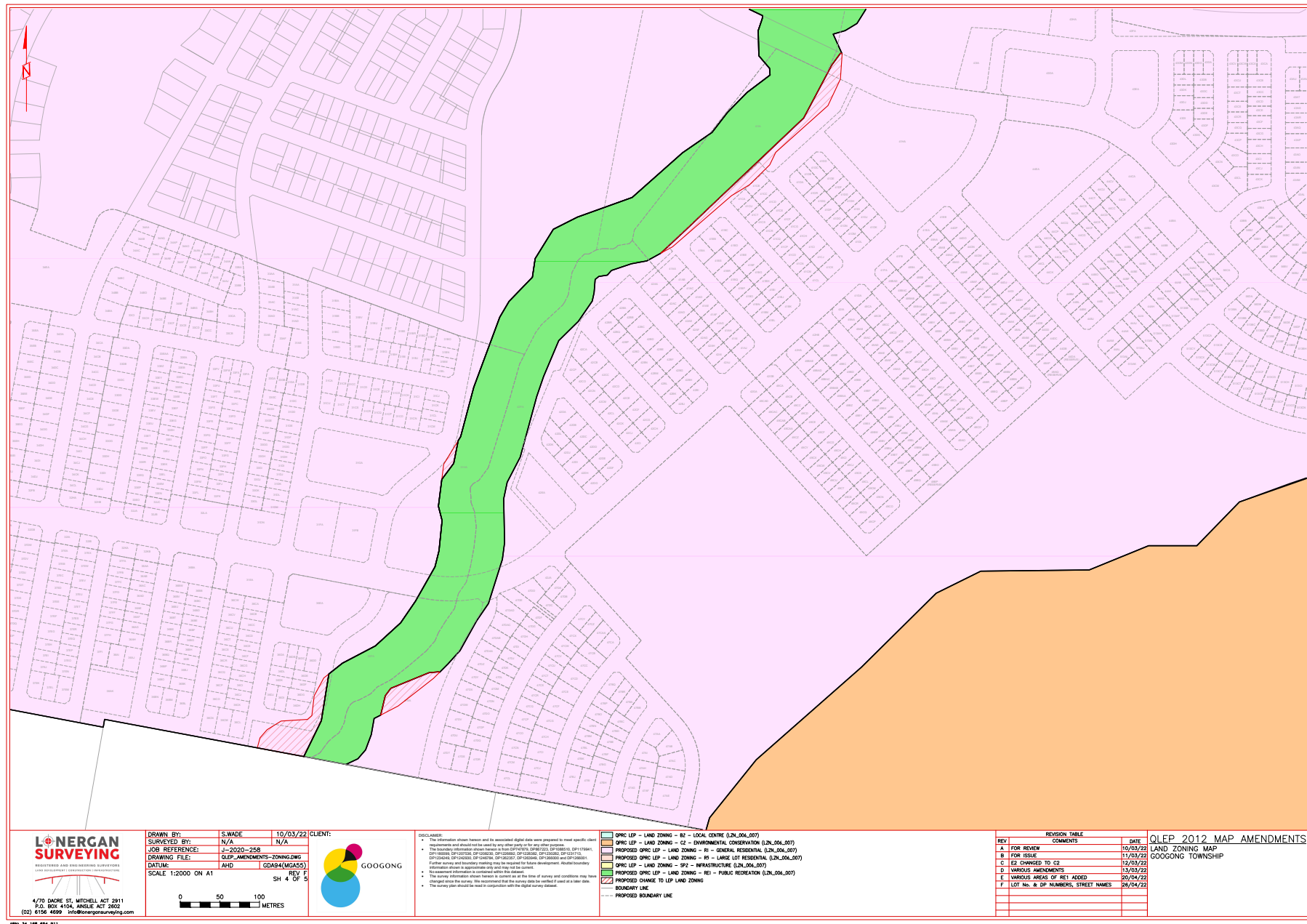
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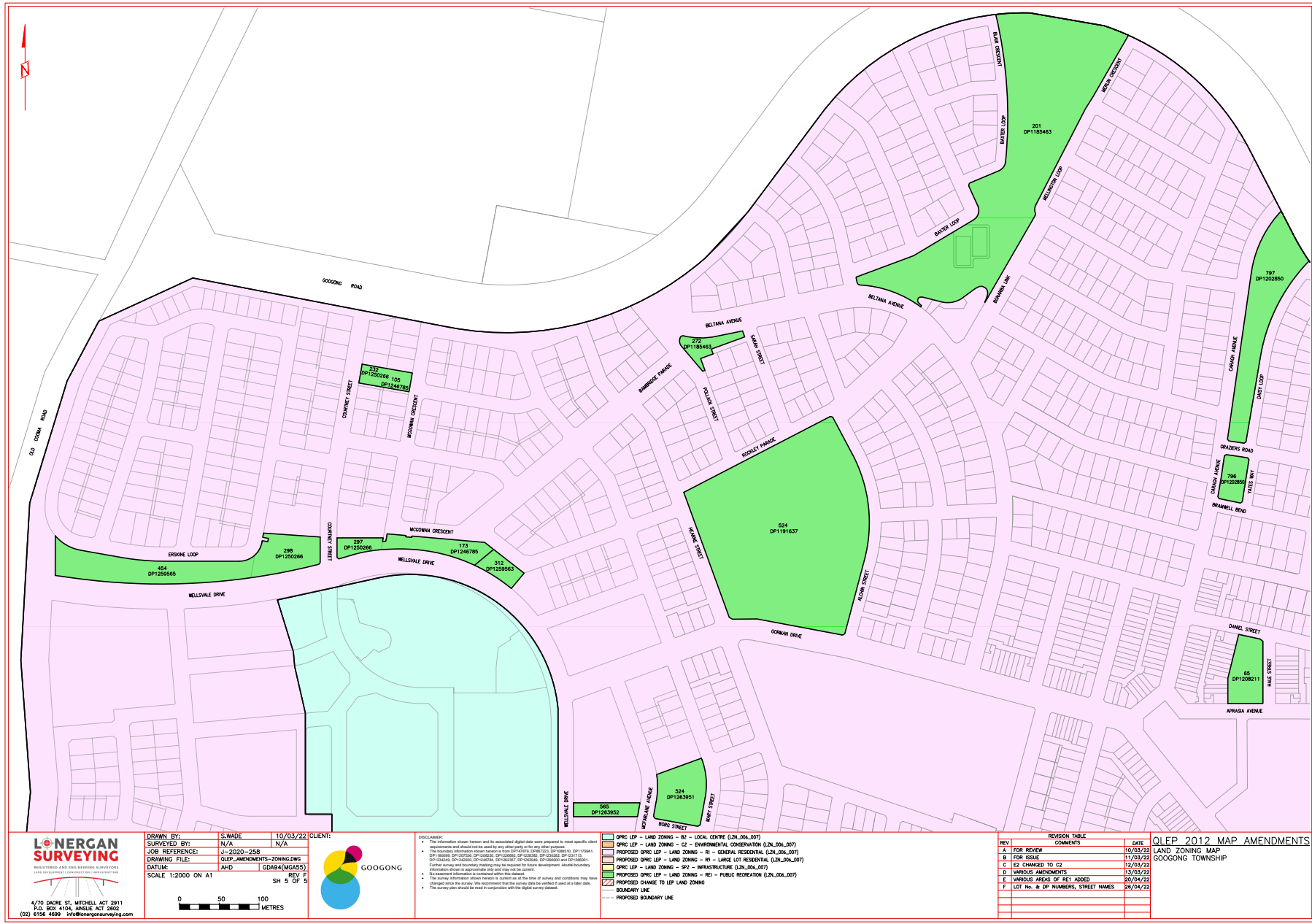


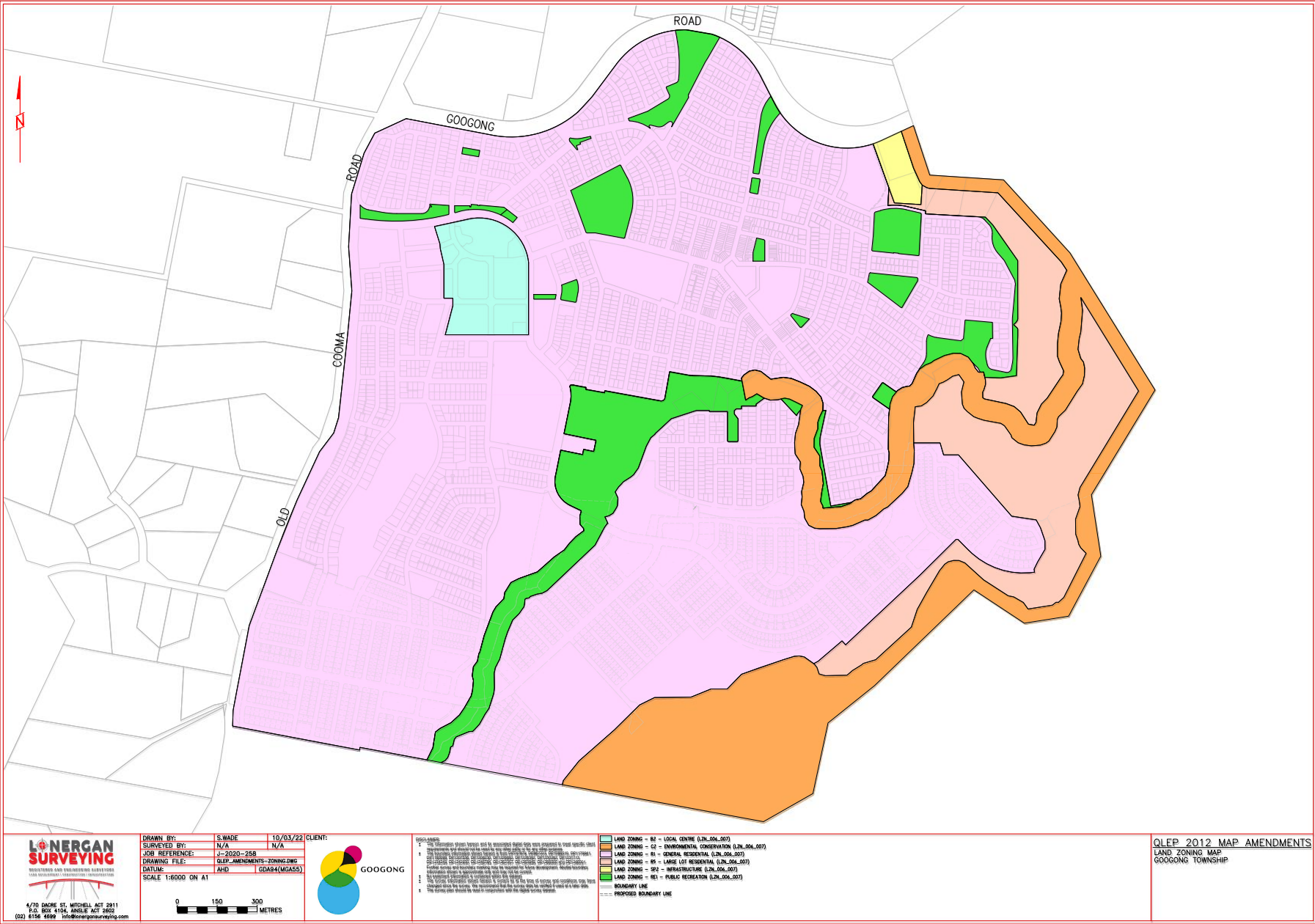
9.1 Planning Proposal - Housekeeping Amendments to the Queanbeyan-Palerang Regional Local Environmental Plan 2022
Attachment 2 - Mapping changes over existing QPRLEP 2022 Maps (Continued)

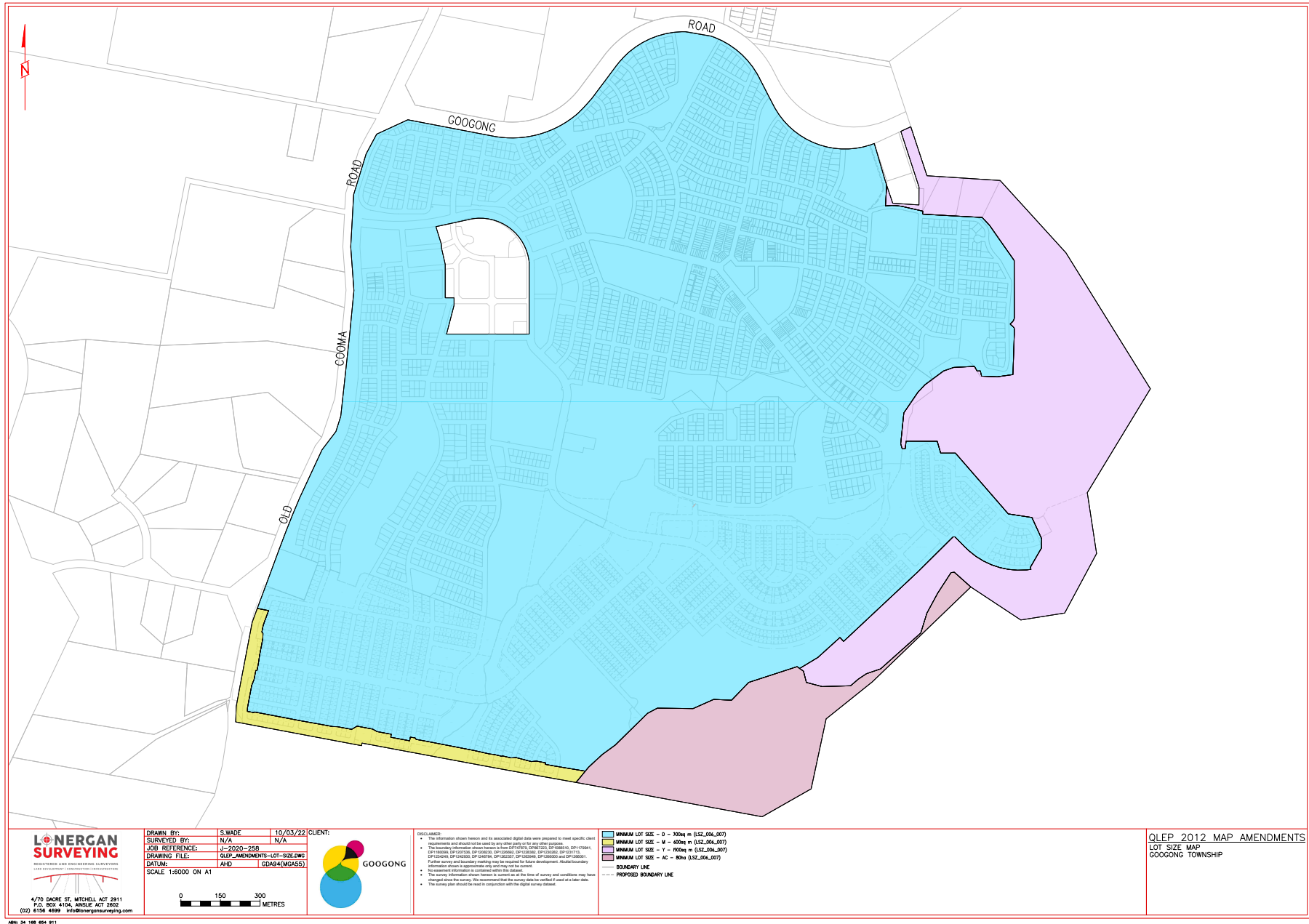


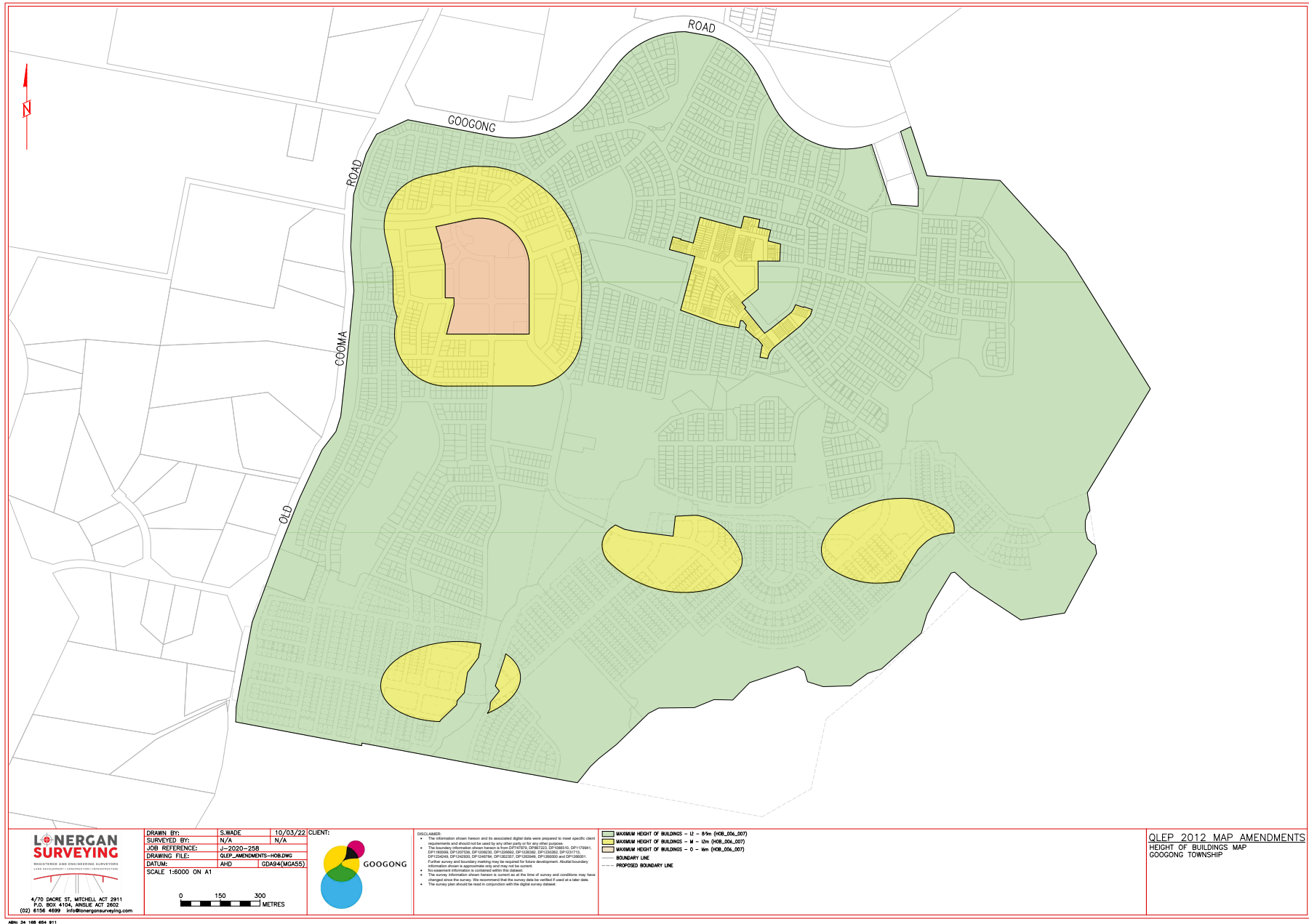


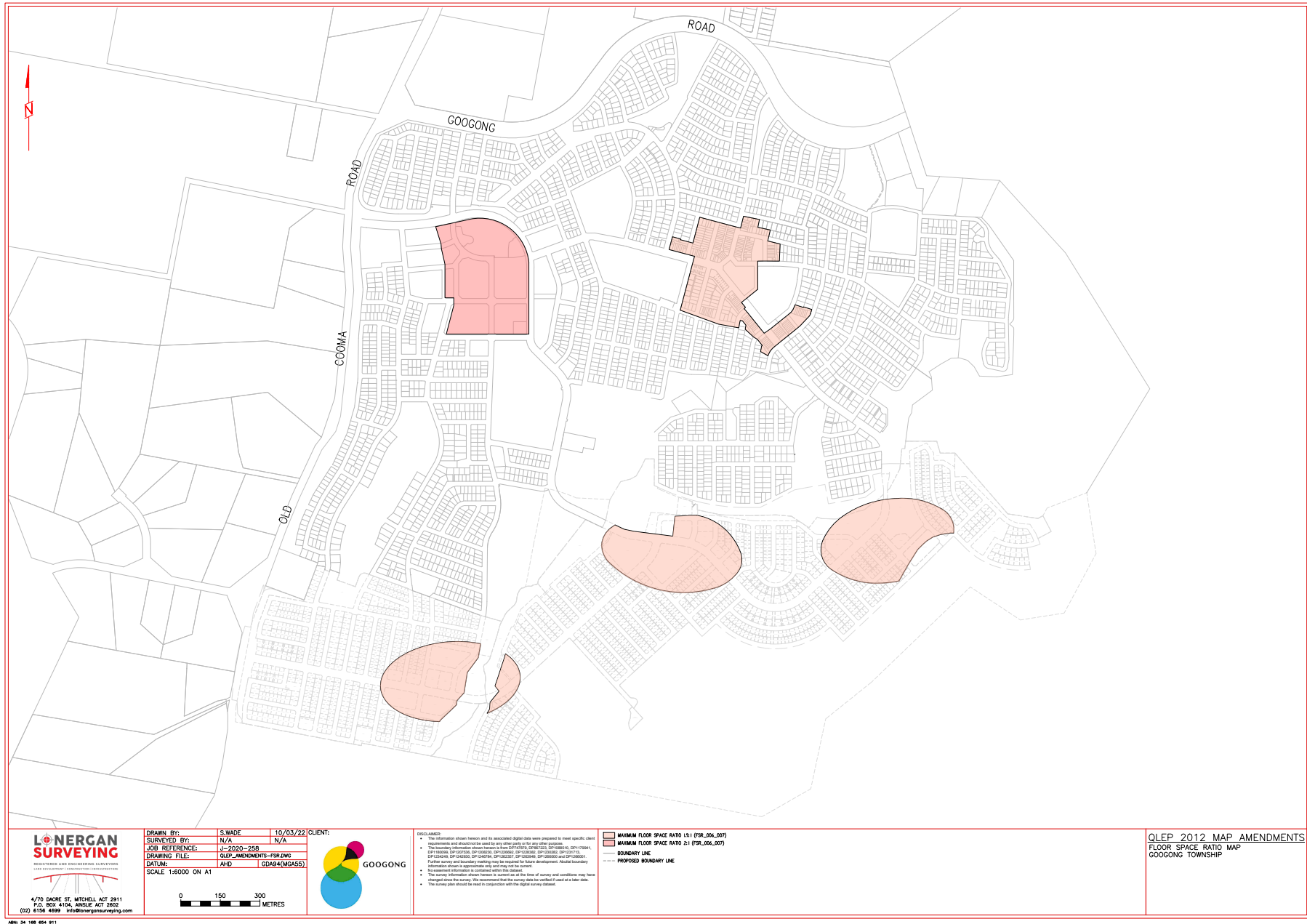


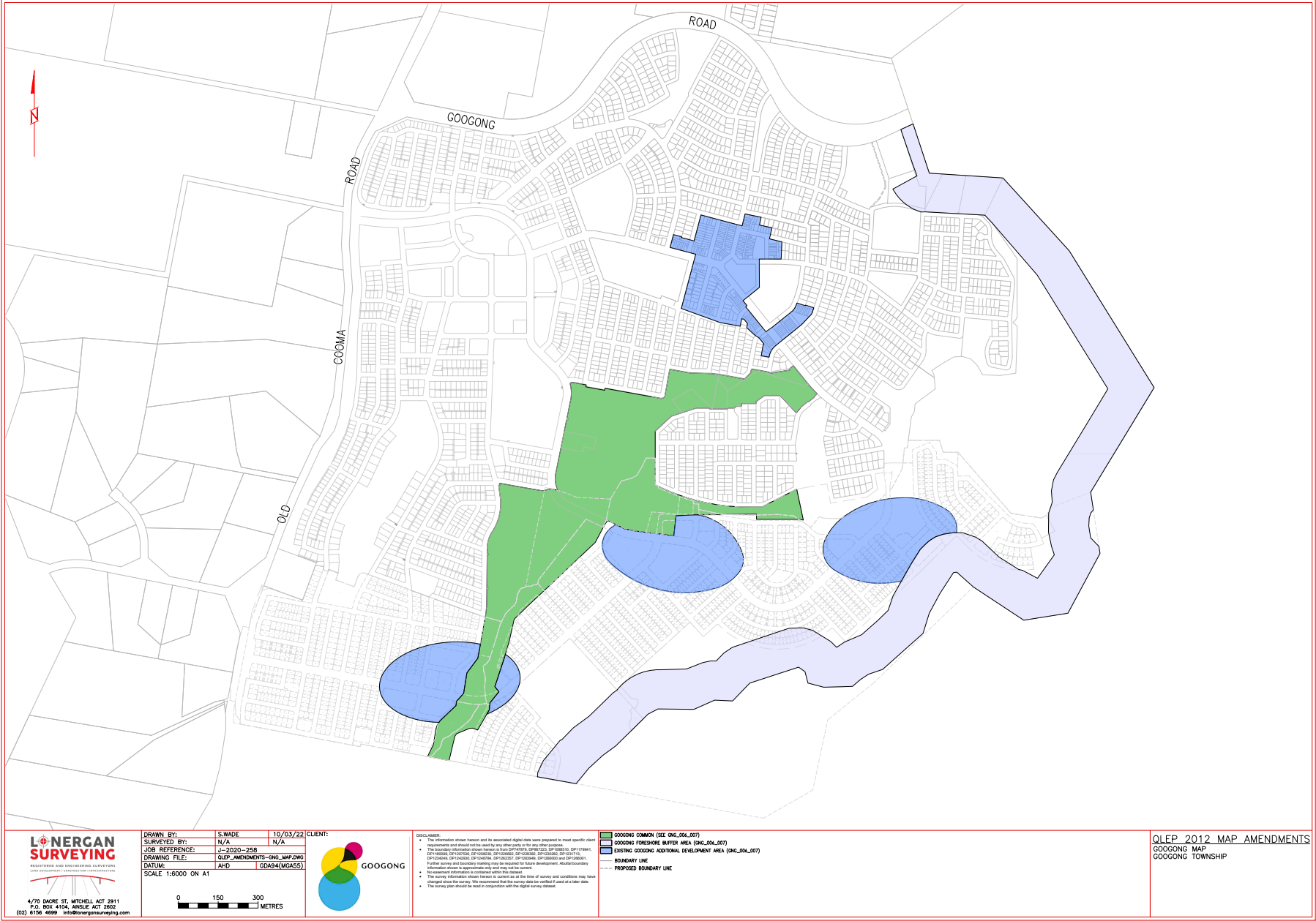


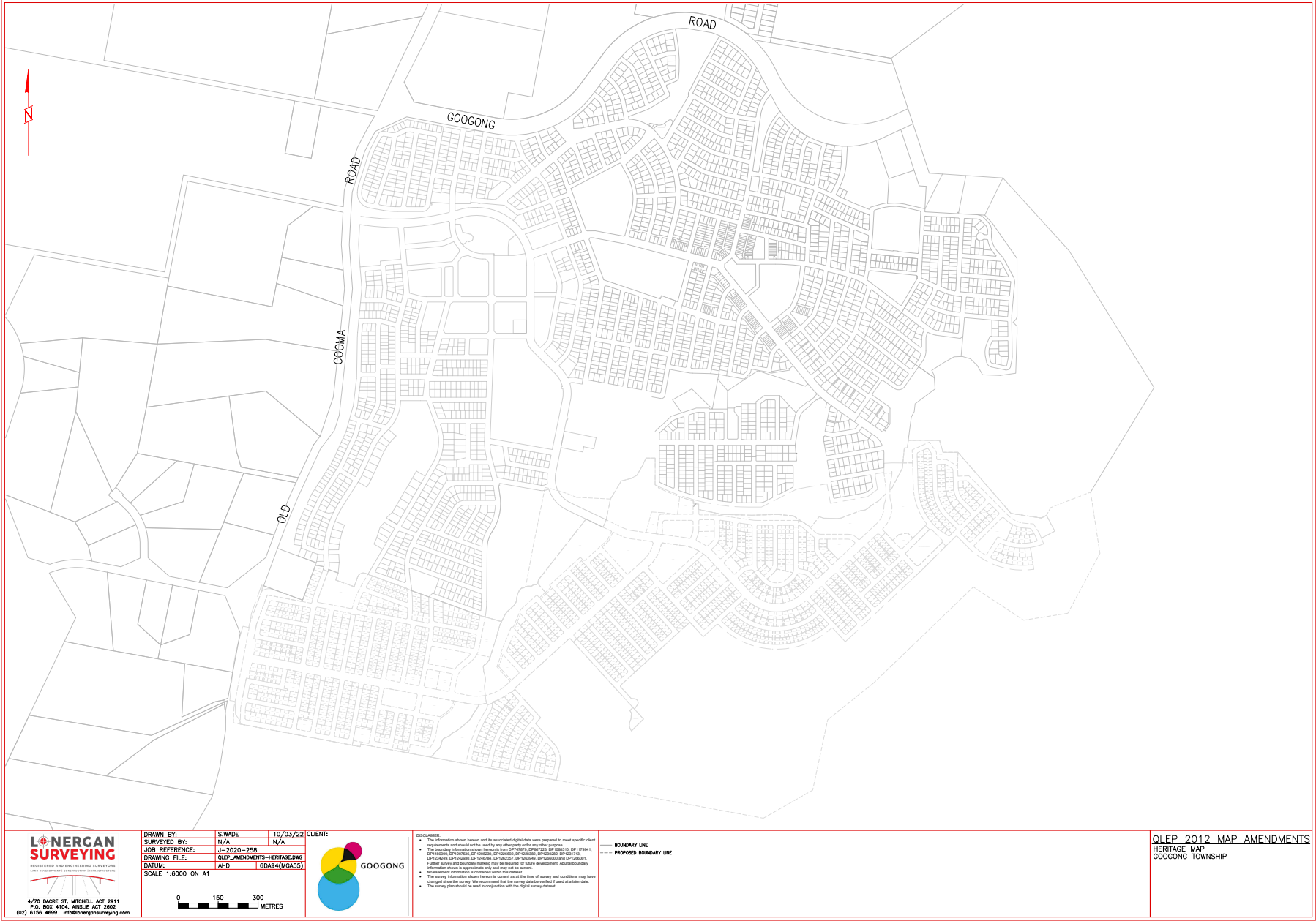












Summary and Analysis of Submissions Made Following Public Exhibition

QPRC Public Electric Vehicle Charging Infrastructure Policy and QPRC Public Electric Vehicle Charging Plan 2030

Public Exhibition Feedback	Response - QPRC	Action
This is not something that the council should be paying to install. This product will continue to evolve rapidly and the technology will change so fast that it will create a liability for the council. There is no disadvantage leaving this to market forces.	Noted – Council has considered this issue and decided to adopt the third-party-provider-owned and operated infrastructure model, where the Council will only provide space based on leasing/licensing agreements.	Removed 6.2,6.3, Council Owned Infrastructure Model statements. Council will develop a third-party-owned and operated infrastructure model.
Council could approach the NRMA to explore partnership possibilities. NRMA have been very proactive in installing EV chargers across NSW.	Noted: Council has been successful in attracting third-party installers and operators (eg. NRMA, Chargefox) through NSW Fast charging grants to install level 3 EV(Electric Vehicle) chargers in different areas. EV charging infrastructure projects will start once the policy is adopted.	No change proposed
I doubt very much that 100 by 2030 will be anywhere near enough. How many petrol pumps are there in the Council area? Why no chargers in the smaller villages, would encourage tourism.	Noted: Council commits to installing 100 EV charging stations by 2030. Council will also grab any opportunities for investment in EV charging infrastructures across its LGA. A minimum of 100 public EV charging stations for QPRC's LGA is an estimation from the ACT government.	No change proposed.

<p>The council should NOT waste rate payers money on EV charging systems. They WILL only be a financial burden on the community.</p> <p>The chargers will in all likelihood only be used for top up only. All the electric vehicles are a EXTREM FIRE RISK. Insurance risk to any other vehicles or people in close proximity.</p>	<p>Noted: Council will not invest in Council Owned EV Infrastructures on public land. The facility will be compliant with relevant Australian Standards and Regulations.</p>	<p>Included in dot points of sections 6.1, 6.2.</p>
<p>A lot of money spent on something that will never get off the ground, as under the greens/labor dictum of making everything renewable, there will never be adequate electricity to support it. Therefore a wast of time and money. Rates, Road and Rubbish (RRR) should be the council's focus</p>	<p>Noted:</p>	<p>Action: Council will develop and adopt a third-party-owned and operated model for EV infrastructure within QPRC LGA.</p>
<p>Yes, Given the current Rate situation, Council SHOULD NOT commit to this initiative/policy. You do not own or fund petrol stations so why fund electric charging stations for the 'well off' who can afford electric vehicles!</p>	<p>Noted</p>	<p>Action: Council will develop and adopt a third-party-owned and operated model for EV infrastructure within QPRC LGA. The policy has been amended to reflect the concerns.</p>
<p>If a person chooses to own an electric vehicle they should look at making arrangements to have the vehicle charged at their premises. If someone wants to operate a charging station on a commercial basis then they should be encouraged to. It is NOT the councils position to become a commercial operator for this kind of service to become a further burden on already over burdened RATEPAYERS.</p>	<p>Noted</p>	<p>Action: Council has decided to adopt a third-party-owned and operated model for EV infrastructure within QPRC LGA</p>

<p>Based on the proposed number of sites and locations for EV charging, this would merely be suitable for 2025 levels of EV activity in the area.</p> <p>For 2030, a much larger target should be set (closer to 500+ sites), based on current/recent trends in EV adoption which is accelerating.</p> <p>QPRC should also future proof itself by making sure that the current sites also have infrastructure installed that is capable of quick and easy expansion at the same site (e.g. from two lvl 3 chargers to eight lvl 3 chargers) as demand picks up.</p>	<p>Noted: A minimum of 100 public EV charging stations for QPRC is an estimation from the ACT government. However, Council aims to attract third-party EV installers and operators to invest in EV infrastructures in QPRC LGA.</p>	<p>No change proposed.</p>
<p>Unless council can get a grant for ev charges I think third party charges are the go</p>	<p>Noted</p>	<p>Council will develop a third-party-owned and operated infrastructure model.</p>
<p>There shouldn't be any level 1 chargers installed on public land, rather more level 2 or 3</p>	<p>Noted: Council has only proposed 2 x level 1 chargers in Queen Elizabeth II Park car parking.</p>	<p>Plan has been amended to reflect the concerns submitted.</p>
<p>Do not even bother with this, vehicle charging is a private matter and reducing existing parking spaces for these chargers is detrimental to the people that live and work in the area. EV users can charge at home if necessary.</p>	<p>Noted</p>	<p>No change Proposed</p>

In addition to sparse infrastructure in Australia there is a rapidly emerging problem of reliability. There are increasing reports from the non-Tesla EV community that some chargers around the country are unavailable or not working. I would like to request that Council pay particular attention to level of service provisions when it contracts providers of charging infrastructure.	Noted: Council considers the highest level of compliance from all third-party operators. Included in section 6.1.	No change Proposed
Get on with it. The world is already suffering the impacts of climate change. Electric vehicles are part of the solution	Noted	No change proposed.
Just get it done - we have a very high uptake of EV's in the Googong area, Wickerslack Lane has had 4 residential ev's for almost 2 years! We are suffering once again from being so close to Canberra & being dependent on their infrastructure as usual. With the cash strapped council this is probably the easy way to go but a charging station should have been established in the CBD long before the new building took place.	Noted	No change proposed.
Will need many more than in policy to be effective	Noted: A minimum of 100 public EV charging stations for QPRC's LGA is an estimation from the ACT government. However, Council aims to attract third-party EV installers and operators to invest in EV infrastructures in QPRC LGA.	No change proposed.

<p>I would not waste any money outside of Queanbeyan/Jerrabomberra/Googong for these stations. Not sure there would be any locals who would use them in Braidwood and surrounds and travelling caravan towing tourists would be very unlikely to have electric cars.</p>	<p>Noted</p>	<p>No change proposed.</p>
<p>All a good initiative however location needs to take into account current and near future usage methods. Not clear how electric bikes will use these facilities nor whether they link up with bicycle networks. Additionally, many of these locations are suitable for small cars however with larger electric utes/suvs coming in the near future (rivian, Kia EV9, ford lightening, etc) high likelihood some of these will be towing trailers/caravans and will not be able to easily access these compact locations, or will cause traffic disruptions whilst doing so. (Section 6.39 of policy) Drive through charging, esp along holiday routes like Kings highway, are essential to meet this near future requirement with complex and costly re-engineering.</p> <p>These aspects should be considered in conjunction with tourism opportunities, such as through traffic to coast and future proposals like Monaro rail trail.</p> <p>Should also consider whether siting fast charging infrastructure just inside the border for use by travellers on the way south, ie snow, at locations like Royalla, Williamsdale, may be lucrative for drivers who want to charge quickly and keep going?</p> <p>Thanks in advance</p>	<p>Noted: QPRC has also collaborated with the NSW Office of Energy and Climate change to undertake EV Feasibility Study within our LGA. This additional study will prepare the Council for installing EV infrastructure and supporting EV transition in our region. The study will consider assessing and identifying additional suitable destinations and fast-charging sites.</p>	<p>No change proposed.</p>

<p>The locality plan indicates that there are 8 level 2 chargers in the Jerrabomberra area which have not been allocated a location. It is recommended that sites in the Poplars Innovation and Retail Precincts be included both being focal areas which will attract visitors and workers.</p>	<p>Noted: Council will select appropriate sites as needed in the future.</p>	<p>No change proposed.</p>
<p>We need to encourage Bungendore and Braidwood to become destinations - not just part of the journey. Either way EV charging stations need to be more available and by 2030 they should be part of every "destination" we have available within our region.</p>	<p>Noted: Council is engaged in conducting NSW Government funded Electric Vehicle charging site feasibility study. The site assessments will inform Council of optimal locations for fast and destination EV charging including expected installation costs.</p>	<p>No Change proposed.</p>
<p>The draft policy identifies (Para 6.10) states "usage charges will be set by decision of council in the annual fees and charges." Noting the dire state of QPRC's finances, and the politics that got us here, I recommend that our Policy settings should reflect the need for these fees/charges to ensure this is not another loss-making endeavour. A cost neutral outcome is the minimum acceptable outcomes, but preferably a modest return should be generated so as to generate revenue for other "sustainability initiatives across the LGA." The hardworking people of this electorate won't cop another rate rise to fund the infrastructure and ongoing operation of chargers that disproportionately benefit wealthy EV drivers.</p> <p>There is also an important nexus with other QPRC Policies that needs to be considered. For example, the parking policy may need to ensure enforcement activity is taken against non-EV cars parked in EV charging spots (or alternatively, permit it where parking is very limited).</p>	<p>Noted: Council has considered this issue and decided to adopt the third-party-provider-owned and operated infrastructure model, where the Council will only provide space based on leasing/licensing agreements. The model will create a revenue stream for the Council and will be in line with other Council policies.</p>	<p>Policies have been amended to reflect the concerns submitted. Section 6.1, 6.2.</p>

Similarly, if EV spots are made to be compliant with disability standards, they may become attractive parking spots due to premium location near the entrance to shops and lead to undesirable parking behaviour (i.e. long term parking by EV drivers in them when they are "charging"). Finally, as QPRC reviews its finances and considers the introduction of pay parking into the town centre, you'll need to consider what this means for EV charging spots. In other major cities, to prevent EV spots being used a free parking, the standard pay parking fees are levied in addition to any charging cost. This also helps to stop people charging/parking/camping for excessive periods of time in an EV spot, to the detriment of others who need to charge their vehicle.		
I would have liked to see some sort of timeline - are all of these going to be erected in 2029?	Noted	No change proposed.
More chatgers asap	Noted	No change proposed.
I suggest that the additional Googong chargers be placed at the new civic centre near Bunyip Park.	Noted: Council is engaged in conducting NSW Government funded Electric Vehicle charging site feasibility study. The site assessments will inform Council of optimal locations for fast and destination EV charging including expected installation costs.	No change proposed.

<p>Why is Council considering becoming a provider for charging electric vehicles. There is no equivalent for petrol stations owned by councils. Surely this service is better delivered by private operators with councils role as facilitator only.</p> <p>What is the return on investment for council to provide these facilities.</p> <p>Will rate payers subsidies be required to meet financial sustainability, including maintenance and renewal costs for these facilities.</p> <p>Better to put money into investing in income generating schemes given current financial situation.</p>	<p>Noted: Council has considered this issue and decided to adopt the third-party-provider-owned infrastructure model, where the Council will only provide space based on leasing/licensing agreements. The model will create a revenue stream for the Council and will be in line with other Council policies.</p>	<p>Policies have been amended to reflect the concerns.</p>
<p>The policy looks good and is a good start for those who want to get EV charging stations.</p>	<p>Noted</p>	<p>No change proposed.</p>
<p>Locations indicated for Bungendore seem okay. I would query whether it would be worth having chargers at the new proposed carpark at the train station/Mick Heard oval end of town. I would also strongly recommend more Level 3 chargers in Bungendore generally. Lots of people travelling through in addition to locals requiring charging.</p> <p>Amount of chargers in Queanbeyan seems heavily disproportionate to other areas of QPRC. Whilst we mightn't have as big a population, we rely heavily on traffic to the coast (both from Canberra and QBN), this really needs to be considered.</p>	<p>Noted: Council wants to provide open-market opportunities to businesses and investors in EVs. Council is also aware of the issues by managing the infrastructures themselves.</p> <p>Council has shown its interest in conducting an EV charging feasibility study by the NSW Office of Energy and Climate, funded by the Sustainable Council program of the NSW Government.</p>	<p>No change Proposed.</p>

Managed by council would be our preference.		
What assurance is the ratepayers given that usage charges outlined in policy or locality plan as “will be set by decision of Council in the annual fees and charges” is not going to be added to our ever rising rates? This needs to be better explained for assurance. How is the owner of electric vehicle going to be responsible for the usage costs? More visible explanations are needed.	Noted: Council has considered this issue and decided to adopt the third-party-provider-owned infrastructure model, where the Council will only provide space based on leasing/licensing agreements. The model will create a revenue stream for the Council and will be in line with other Council policies. The policy will generate various opportunities in EV areas.	Policies have been amended to reflect the concerns submitted.
Charging infrastructure in Braidwood would be a significant step forward in providing an accessible ev network	Noted	No change Proposed.

Council's Responses to Community Comments and Internal Staff Consultation Changes

Changes after Public Exhibition and Internal staff consultation	
Sections	QPRC Public Electric Vehicle Charging Infrastructure Policy
1.1	Rewritten following staff advice- Enables EV charging infrastructure on public land that integrates effectively with the transport network and environment.
1.2	Updated by removing 'locally and nationally'.
1.3	Updated by removing 'actively working towards a number of' and including 'achieving' following staff advice.
2.1	Rewritten following staff advice - Council supports the installation of EV charging on public land for public use.
2.2	Rewritten following staff advice - EV charging infrastructure must meet the conditions and requirements set out in the policy.
2.3	Rewritten following staff advice- EV charging infrastructure providers using public land must enter into a formal agreement with Council before installation.
2.4	Rewritten to reflect QPRC's 2030 target.
3.1	Updated to reflect public exhibition and internal consultation comments.
3.2	Updated to reflect the greater scope of the policy
3.3	Added to be more specific on the scope of the policy.
4.6	Added to provide more information.
4.7	(Originally 5.1) Rewritten following staff advice
5.1	(Originally 5.2) Rewritten following staff advice
5.2	(Originally 5.3) Rewritten following staff advice - QPRC Community Strategic Plan 2042.
5.3	Added following staff advice – Local Government ACT 1993.
6	Removed 'Site Selection' following staff advice. Added: The facility has a reasonable connection to the water network or water supplies for fire management purposes.
6.1	Updated following staff advice. Added – <ul style="list-style-type: none"> The facility has reasonable connection to the water network or water supplies for fire management purposes. Charging stations are capable of being used by all battery electric vehicles sold in Australia.
6.2	Amended original content following Council's decision to consider a third-party-owned and operated infrastructure model. Rewritten following staff advice and public recommendation- Council will consider third-party provider infrastructure installed, operated, maintained, and decommissioned for the provision of EV charging on public land. EV charging infrastructure providers using public land must enter into a formal agreement with Council before installation.
6.3	Council will consider both third-party providers and Council-installed infrastructure for the provision of EV charging on public land. Removed due to not adopting Council-owned EV charging stations on public land. Rewritten - Third-party owned and operated EV charging infrastructure must meet the conditions and requirements set out in this Policy and the QPRC Public EV Charging Plan 2030.

6.4	All sections(6.5,6.6,6.7,6.8,6.9,6.10,6.11,6.12,6.13,6.14) were removed due to Council's decision to adopt a third-party-owned and operated infrastructure model and following staff advice. Rewritten 6.4- The QPRC Public EV Charging Plan identifies proposed locations for EV charging infrastructure within the Queanbeyan-Palerang Local Government Area to 2030. The Plan also provides for the number of chargers and charging levels for each site.
	Originally 6.15 Removed. Any provider wishing to deliver Public EV infrastructure within the Queanbeyan-Palerang LGA must express their interest through a formal request in writing, duplication of the information in the QPRC Public Electric Vehicle Charging Plan 2030.
	6.16 in draft policy removed due to double up in 6.5
	6.17- Removed -The council will determine proposed locations for EV infrastructure following the QPRC Public EV Charging Locality Plan, which is already explained in 6.4.
	6.18,6.19,6.20,6.21 removed due to duplication of the information in previous statements.
	(Originally 6.22- Council has the right to remove any EV infrastructure at any time and for any reason if it is found not to be in the best interest of the community. All costs will be the responsibility of the infrastructure provider- Removed due to duplication of the information in the EV infrastructure plan.
	6.23,6.24,6.25,6.26,6.27,6.28,6.29 deleted following staff advice.
	6.30,6.31,6.32,6.33,6.34,6.35,6.36,6.37,6.38,6.39,6.40 removed following staff advice and public comments.
6.5	The Chief Executive Officer has the delegated authority to sign off on any EV charging infrastructure lease or license agreement on the provision that it meets the conditions and requirements set out in this Policy and the QPRC Public EV Charging Plan- added following staff advice.
7.1	Updated to 82 Level 2 chargers following public feedback.
QPRC Public Electric Vehicle Charging Plan 2030	
Removed Council-Owned Infrastructure Model- Conditions and Requirements by following public comments and internal staff consultation.	
Amended the Type of charger to level 2 chargers at Queen Elizabeth II Park car Parking	



Attachment 2

Public Exhibition: ‘Your Voice’ Comments Council’s Internal Consultation

Ref: Doc Set ID 1979646

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Public Exhibition 'Your Voice' Comments & Written Submissions

Executive Summary of engagement report:

An internal staff consultation and discussion were held on 25 July 2022. Various comments and feedback were recorded and implemented in the Public Electric Vehicle Charging Infrastructures Policies and Plans.

Following the public exhibition period(02 February 2023- 16 March 2023), the online data analysis indicates that a total of 138 visits occurred on the 'Your Voice-QPRC Public Electric Vehicle Charging Infrastructure Policy' webpage with 98 visitors downloading the documents. Of these visitors, 28 participated in Survey. Almost all participants live in Queanbeyan-Palerang and were mostly from Karabar, Googong, Queanbeyan, Bungendore, and Jerrabomberra.

It was recommended that the Council adopts the third-party-owned and operated model for public EV charging infrastructures.

Participation in engagement:

During the period of public exhibition, a total of 138 visited the site. A further summary of the public exhibition is listed below.

- Total Visits of Public Electric Vehicle Charging Infrastructure Policy and Plan: 138
- New Registration: 4
- Document downloads: Draft Public Electric Vehicle Charging Locality Plan: 55
Draft Public Electric Vehicle Charging Infrastructure Policy: 43
- Comments: 28

Internal Consultation

- Feedback and comments: 3

Comments received:

	Submission:
Comment 1	This is not something that the council should be paying to install. This product will continue to evolve rapidly and the technology will change so fast that it will create a liability for the council. There is no disadvantage leaving this to market forces.
Comment 2	Council could approach the NRMA to explore partnership possibilities. NRMA have been very proactive in installing EV chargers across NSW.
Comment 3	I doubt very much that 100 by 2030 will be anywhere near enough. How many petrol pumps are there in the Council area? Why no chargers in the smaller villages, would encourage tourism.

Public Exhibition 'Your Voice' Comments & Written Submissions

Comment 4	The council should NOT waste rate payers money on EV charging systems. They WILL only be a financial burden on the community. The chargers will in all likelihood only be used for top up only. All the electric vehicles are a EXTREM FIRE RISK. Insurance risk to any other vehicles or people in close proximity.
Comment 5	A lot of money spent on something that will never get off the ground, as under the greens/labor dictum of making everything renewable, there will never be adequate electricity to support it. Therefore a wast of time and money. Rates, Road and Rubbish (RRR) should be the council's focus
Comment 6	Yes, Given the current Rate situation, Council SHOULD NOT commit to this initiative/policy. You do not own or fund petrol stations so why fund electric charging stations for the 'well off' who can afford electric vehicles!
Comment 7	If a person chooses to own an electric vehicle they should look at making arrangements to have the vehicle charged at their premises. If someone wants to operate a charging station on a commercial basis then they should be encouraged to. It is NOT the councils position to become a commercial operator for this kind of service to become a further burden on already over burdened RATEPAYERS.
Comment 8	Based on the proposed number of sites and locations for EV charging, this would merely be suitable for 2025 levels of EV activity in the area. For 2030, a much larger target should be set (closer to 500+ sites), based on current/recent trends in EV adoption which is accelerating. QPRC should also future proof itself by making sure that the current sites also have infrastructure installed that is capable of quick and easy expansion at the same site (e.g. from two lvl 3 chargers to eight lvl 3 chargers) as demand picks up.
Comment 9	Unless council can get a grant for ev charges I think third party charges are the go
Comment 10	There shouldn't be any level 1 chargers installed on public land, rather more level 2 or 3
Comment 11	Do not even bother with this, vehicle charging is a private matter and reducing existing parking spaces for these chargers is detrimental to the people that live and work in the area. EV users can charge at home if necessary.
Comment 12	In addition to sparse infrastructure in Australia there is a rapidly emerging problem of reliability. There are increasing reports from the non-Tesla EV community that some chargers around the country are unavailable or not working. I would like to request that Council pay particular attention to level of service provisions when it contracts providers of charging infrastructure.
Comment 13	Get on with it. The world is already suffering the impacts of climate change. Electric vehicles are part of the solution

Public Exhibition 'Your Voice' Comments & Written Submissions

Comment 14	Just get it done - we have a very high uptake of EV's in the Googong area, Wickerslack Lane has had 4 residential ev's for almost 2 years! We are suffering once again from being so close to Canberra & being dependent on their infrastructure as usual. With the cash strapped council this is probably the easy way to go but a charging station should have been established in the CBD long before the new building took place.
Comment 15	Will need many more than in policy to be effective
Comment 16	I would not waste any money outside of Queanbeyan/Jerrabomberra/Googong for these stations. Not sure there would be any locals who would use them in Braidwood and surrounds and travelling caravan towing tourists would be very unlikely to have electric cars.
Comment 17	<p>All a good initiative however location needs to take into account current and near future usage methods. Not clear how electric bikes will use these facilities nor whether they link up with bicycle networks. Additionally, many of these locations are suitable for small cars however with larger electric utes/suvs coming in the near future (rivian, Kia EV9, ford lightening, etc) high likelihood some of these will be towing trailers/caravans and will not be able to easily access these compact locations, or will cause traffic disruptions whilst doing so. (Section 6.39 of policy) Drive through charging, esp along holiday routes like Kings highway, are essential to meet this near future requirement with complex and costly re-engineering.</p> <p>These aspects should be considered in conjunction with tourism opportunities, such as through traffic to coast and future proposals like Monaro rail trail.</p> <p>Should also consider whether siting fast charging infrastructure just inside the border for use by travellers on the way south, ie snow, at locations like Royalla, Williamsdale, may be lucrative for drivers who want to charge quickly and keep going?</p> <p>Thanks in advance</p>
Comment 18	The locality plan indicates that there are 8 level 2 chargers in the Jerrabomberra area which have not been allocated a location. It is recommended that sites in the Poplars Innovation and Retail Precincts be included both being focal areas which will attract visitors and workers.
Comment 19	We need to encourage Bungendore and Braidwood to become destinations - not just part of the journey. Either way EV charging stations need to be more available and by 2030 they should be part of every "destination" we have available within our region.
Comment 20	The draft policy identifies (Para 6.10) states "usage charges will be set by decision of council in the annual fees and charges." Noting the dire state of QPRC's finances, and the politics that got us here, I recommend that our Policy settings should reflect the need for these fees/charges to ensure this is not another loss-making endeavour. A cost neutral outcome is the minimum acceptable outcomes, but preferably a modest return should be generated so as to generate revenue for other "sustainability initiatives across the LGA." The hardworking people of this electorate won't cop another rate rise to fund the

Public Exhibition 'Your Voice' Comments & Written Submissions

	<p>infrastructure and ongoing operation of chargers that disproportionately benefit wealthy EV drivers.</p> <p>There is also an important nexus with other QPRC Policies that needs to be considered. For example, the parking policy may need to ensure enforcement activity is taken against non-EV cars parked in EV charging spots (or alternatively, permit it where parking is very limited). Similarly, if EV spots are made to be compliant with disability standards, they may become attractive parking spots due to premium location near the entrance to shops and lead to undesirable parking behaviour (i.e. long term parking by EV drivers in them when they are "charging"). Finally, as QPRC reviews its finances and considers the introduction of pay parking into the town centre, you'll need to consider what this means for EV charging spots. In other major cities, to prevent EV spots being used as a free parking, the standard pay parking fees are levied in addition to any charging cost. This also helps to stop people charging/parking/camping for excessive periods of time in an EV spot, to the detriment of others who need to charge their vehicle.</p>
Comment 21	I would have liked to see some sort of timeline - are all of these going to be erected in 2029?
Comment 22	More chatgers asap
Comment 23	I suggest that the additional Googong chargers be placed at the new civic centre near Bunyip Park.
Comment 24	<p>Why is Council considering becoming a provider for charging electric vehicles. There is no equivalent for petrol stations owned by councils. Surely this service is better delivered by private operators with councils role as facilitator only.</p> <p>What is the return on investment for council to provide these facilities.</p> <p>Will rate payers subsidies be required to meet financial sustainability, including maintenance and renewal costs for these facilities.</p> <p>Better to put money into investing in income generating schemes given current financial situation.</p>
Comment 25	The policy looks good and is a good start for those who want to get EV charging stations.
Comment 26	<p>Locations indicated for Bungendore seem okay. I would query whether it would be worth having chargers at the new proposed carpark at the train station/Mick Heard oval end of town. I would also strongly recommend more Level 3 chargers in Bungendore generally. Lots of people travelling through in addition to locals requiring charging.</p> <p>Amount of chargers in Queanbeyan seems heavily disproportionate to other areas of QPRC. Whilst we mightn't have as big a population, we rely heavily on traffic to the coast (both from Canberra and QBN), this really needs to be considered.</p> <p>Managed by council would be our preference.</p>

Public Exhibition ‘Your Voice’ Comments & Written Submissions

Comment 27	What assurance is the ratepayers given that usage charges outlined in policy or locality plan as “will be set by decision of Council in the annual fees and charges” is not going to be added to our ever rising rates? This needs to be better explained for assurance. How is the owner of electric vehicle going to be responsible for the usage costs? More visible explanations are needed.
Comment 28	Charging infrastructure in Braidwood would be a significant step forward in providing an accessible ev network





Feedback from Council's Internal Consultation

From: [REDACTED]
Sent: Mon, 25 Jul 2022 16:21:53 +1000
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: EV Charging Policy and Plan (Public)- Internal Consultation - Feedback

Hi [REDACTED],

Thank you for the meeting today. Just a summary of my comments and some that I did not raise in the interests of time.

- Recommend that there not be any allowance for advertising (in particular third party advertising) as part of the charging facilities other than an identification sign for the charging unit.
Car parks are prime public spaces with high visibility and are sought after by many advertising companies and this policy could set a precedent.
- Recommend ensuring that the end of life arrangements and reinstatement of the site back to its former state is very clear and part of any contractual arrangement
- Recommend consulting with the relevant electricity providers to ensure that there is adequate capacity in the network and to ensure that any substations or other infrastructure required is adequately planned for and sited (especially in Braidwood)
- The location of any chargers in Braidwood must be cognisant of the heritage impact of the state listed conservation area and any individually listed item. The requirements of the exempt provisions require that it must involve no more than a minimal impact on the heritage significance of the item or area.

In addition comments from Alex include:

Lithium batteries have unique combustion characteristics or “nature” that are worth considering;

- Thermal runaway (an EV with a faulty battery can shift from having no signs of any fault to producing dangerous levels of heat radiation in seconds.)
- Toxic levels of fluoride gas emissions.
- Up to 24 hours of crew time to extinguish.
- Significant amounts of water required compared to ICE fires.

Public Exhibition 'Your Voice' Comments & Written Submissions

My concern is that large lithium battery banks found in EV's could reasonably be deemed a special hazard, given their combustion characteristics. Failure to make provisions for special hazards per E1.10 of the BCA, could be argued as non-compliance with the deemed-to-satisfy provisions for firefighting equipment listed in the BCA. Deemed-to-Satisfy provisions are a compulsory performance requirement which buildings and elements of buildings must meet.

Per the relevant SEPP, noncompliance with the BCA means the installation of the EV charger does not meet the exempt development conditions in the legislation.

In this regard, Mel should be able to confirm the applicability of the BCA in the type of charges proposed.

Thanks you for the opportunity to comment.

Thanks

██████

Public Exhibition 'Your Voice' Comments & Written Submissions

From: [REDACTED]
Sent: Tue, 26 Jul 2022 12:07:44 +1000
To: [REDACTED]
Subject: EV Charging Policy

Hi [REDACTED],

As promised, here are my thoughts.

- As a general comment, the policy is too long. For a policy like this, it only needs to be 1 – 2 pages long and high level. It currently includes a lot of details that should be covered by other documentation.
- What is Council's position for ownership? Does council want to compete with commercial operators should they emerge? It will be an additional service QPRC will provide and is it a potential additional income source?

1 Outcomes

- 1.1 – This should be "Enables" rather than "Provides"
- 1.3 – This should reference the CSP – Strategic Objective 2.1, 3.1, 4.1, and 4.3

2 Policy

- 2.1 – "QPRC will identify suitable locations for EV Charging stations on public land in consultation with the community."
- 2.2 – Consider "Provides a framework for EV charging stations on public land".
- 2.3 – This assumes that Council will "Own" the infrastructure. – What is the whole of life costs for an EV Station, including costs to set up, operate and maintain? What is the expected life of a EV Station?

3 Scope of Policy

- 3.1 – Consider "Applies to all EV Charging Stations located on Public Land controlled by QPRC."
- 3.2 – Applies only to suitable locations identified and within urban areas

4 Definitions

- OK

5 Legislative Obligations and/or relevant standards

- Are there any standards for EV Stations (ie ISO/Australian Standards or Good practice codes produced?)
- Obligations – QPRC Community Strategy Plan 2042
- Local Government Act 1993
- Other dot points are not relevant.

Public Exhibition 'Your Voice' Comments & Written Submissions

6 Content

Site Selection

- Content should include item on community consultation process for selecting sites. Procurements and Operations
 - This needs more work and will be dependent on whether QPRC owns the infrastructure or if QPRC is enabler and provides a lease/licence over land for 3rd party operator. What is the preferred business model and has this been agreed with Executive/Council.
 - If Council procures the infrastructure, the capital costs recoupment, as well as depreciation and renewal allowances needs to be included in pricing structure.
 - Will pricing be fixed or variable – This is difficult under QPRC user charges and how this relates to competitive price setting
 - Not sure if Finance will agree with 6.14.
 - Maps showing location great idea. Can only have responsibility for Council's mapping. Would need to advocate to Google/Apple others to ensure maps are updated.

Visibility, Environment and configuration

- 6.37 – how would QPRC ensure this if third party provided. Commercial arrangement.
- 6.38/6.39 – combine as design requirements
- 6.40 – How will preference be given? Will QPRC not approve application?
- 6.41 – Carparking in Public carpark will need to conform with overall parking requirements
- 6.42 – same as 6.38 design requirements no need to double up

7 Target

- Good to have graphic here. Note, this should not be separate reporting but reported as part of the IP&R reporting process within the Delivery Plan, which has a requirement to be reported 6 monthly against DP outcomes.

I appreciate the work you have undertaken to date in getting this through and I fully support the idea of more EV charging stations being available in the near future. For me, the really issue is around ownership and responsibility for future compliance that may be imposed on public charging stations, and the understanding the whole of life costing and what this means to Council.

Happy to discuss future.



Public Exhibition ‘Your Voice’ Comments & Written Submissions

QPRC Public Electric Vehicle Charging Infrastructure Policy and QPRC Public Electric Vehicle Charging Plan 2030 ‘Your Voice’ and Survey Result

Table 1: Visitors Summary

Project Highlights	
Total Visits	138
New Registrations	4
Document Downloads	98
Submissions	28

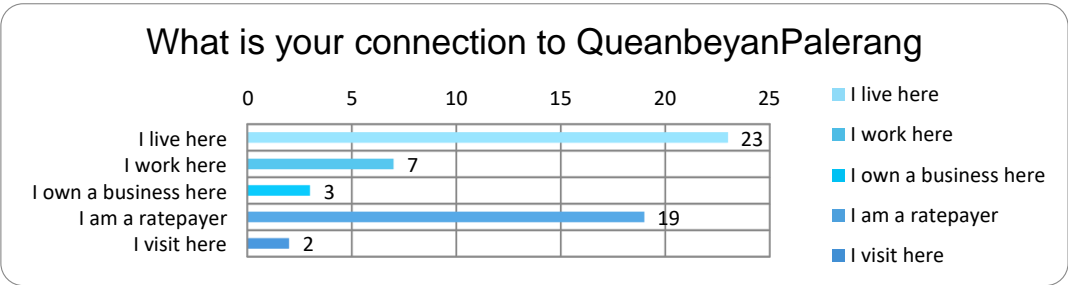
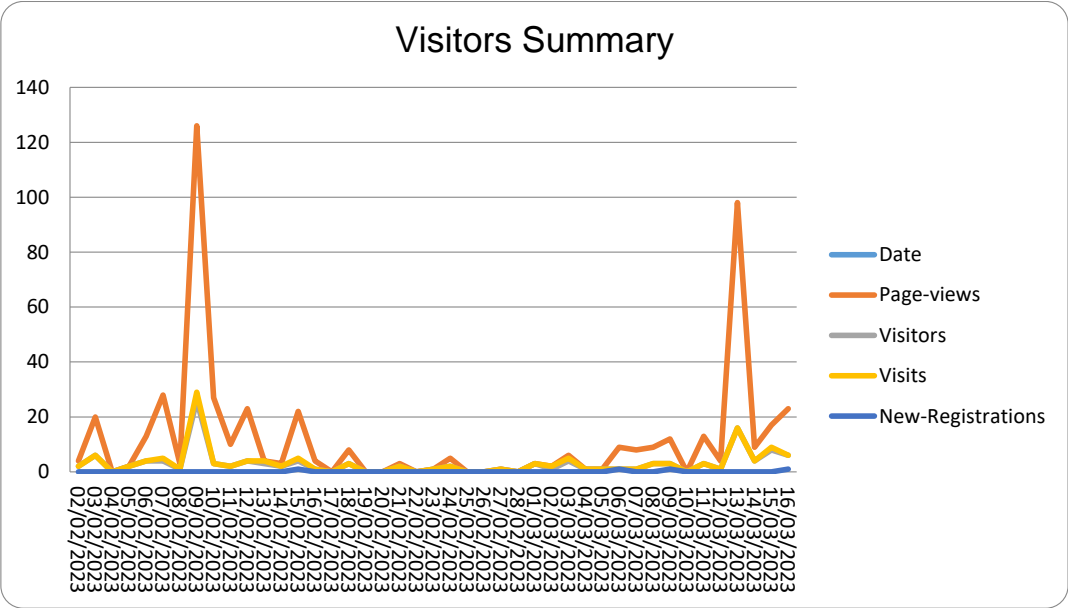


Figure 1: What is your connection to Queanbeyan-Palerang?

Public Exhibition ‘Your Voice’ Comments & Written Submissions

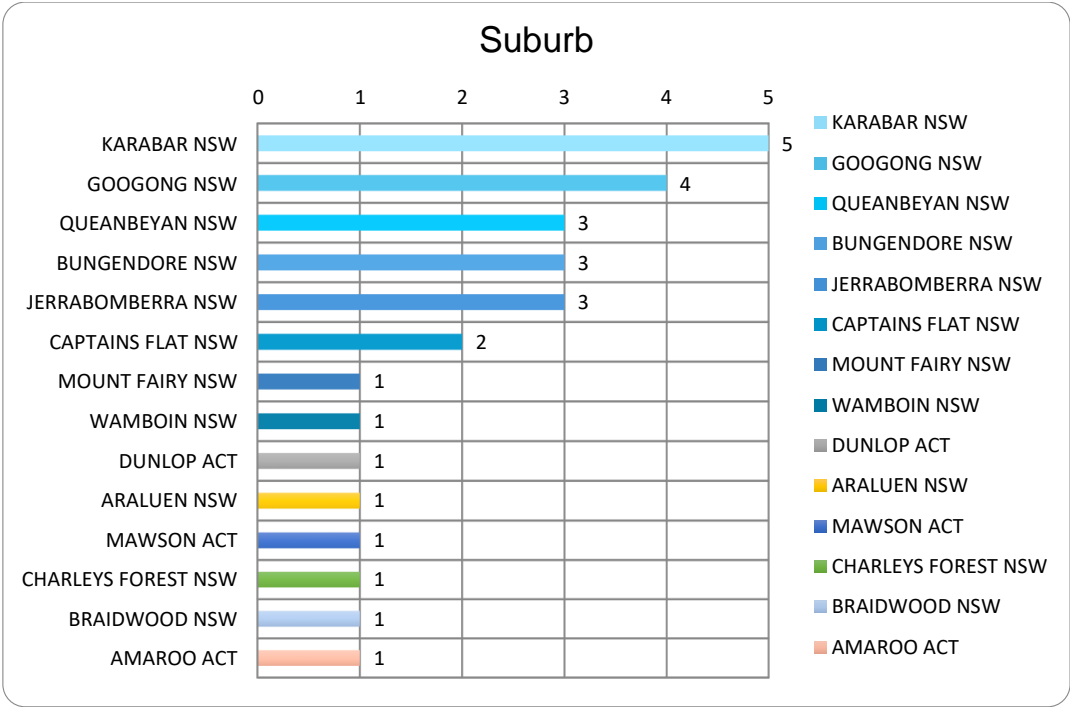


Figure 2: Participant's Suburb list



Draft-QPRC Public Electric Vehicle Charging Infrastructure Policy

Date policy was adopted:		CEO Signature and date
Resolution number:		
Next Policy review date:	12/04/2023	
Reference number:		
Strategic Pillar		
Responsible Branch	Natural Landscape and Health	DD/MM/YYYY

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QPRC Public Electric Vehicle Charging Infrastructure Policy

1 OUTCOMES

- 1.1 Enables EV charging infrastructure on public land that integrates effectively with the transport network and local environment.
- 1.2 Increases the availability of EV charging infrastructure to support growth in the uptake of electric vehicles.
- 1.3 Supports Council in achieving several United Nations Sustainable Development Goals as identified in the Queanbeyan-Palerang Regional Council (QPRC) Community Strategic Plan.

2 POLICY

- 2.1 Council supports the installation of EV charging on public land for public use.
- 2.2 EV charging infrastructure must meet the conditions and requirements set out in the policy.
- 2.3 EV charging infrastructure providers using public land must enter into a formal agreement with Council prior to installation.
- 2.4 Deliver 100 public EV chargers within the QPRC LGA by 2030.

3 SCOPE OF THE POLICY

- 3.1 Applies to all publicly accessible EV charging infrastructure installed on public land by third-party private operators that are:
 1. Intended for use by the public
 2. Intended for charging EVs and other transport modes, such as bicycles, taxis, and new freight and public transport solutions.
- 3.2 Provides the overriding direction for the provision, installation, commissioning, management, maintenance, decommissioning, and allocation of public EV charging infrastructure across Queanbeyan-Palerang for residents, businesses, and visitors.
- 3.3 Does not apply to:
 1. EV charging stations on private land.
 2. Non-community EV charging stations on Council land (such as those dedicated to Council fleet vehicles or staff charging).

4 DEFINITIONS

- 4.1 **QPRC** means Queanbeyan-Palerang Regional Council.
- 4.2 **Council** means Queanbeyan-Palerang Regional Council.
- 4.3 **EV** means Electric Vehicle.
- 4.4 **EOI** means Expression of Interest
- 4.5 **United Nations Sustainable Development Goals** are a collection of 17 interlinked global goals designed to be a blueprint to achieve a better and more sustainable future for all.
- 4.6 **LGA** means Local Government Area.
- 4.7 **Public land** is defined as any land including a public reserve vested in or under the control of the Council, for this policy this does not include:
 - a) A common, or
 - b) A regional park under the National Parks and Wildlife Act, 1974.
 - c) Public land that is not normally accessed by the public such as water and sewer facilities
 - d) Public land where operational needs are not compatible with public EV charging such as water facilities.

[2]

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QPRC Public Electric Vehicle Charging Infrastructure Policy

5 LEGISLATIVE OBLIGATIONS AND/OR RELEVANT STANDARDS

- 5.1 The erection of an electric vehicle charger is considered exempt development under the State Environment Planning Policy (Transport and Infrastructure) 2021 if the erection of the charger complies with section 2.20 (general requirements for exempt development) and the charger:
- is for the private non-commercial use of an owner or occupier of the premises where it is erected, or
 - is located in compliance with AS/NZS 60079.10.1, *Explosive gas atmospheres* in an existing:
 - car park, or
 - bus depot, or
 - road maintenance depot, or
 - service station, highway service centre, or car washing facility
- 5.2 QPRC Community Strategic Plan 2042.
- 5.3 Local Government Act 1993.

6 CONTENT





- 6.1 Council will consider locations that are in strategic and/or tourism destinations for EV charging infrastructure. Council will consider a site on the following factors:
- There must be existing and/or potential demand for EV charging.
 - That any site considered for the provision of EV charging infrastructure is in a desirable location for the user to stop, spend time in the area, or use local amenities.
 - A safe location for access to the proposed charging infrastructure.
 - Access to a suitable power supply.
 - Environmental constraints, characteristics, and amenities have been considered.
 - The land is public, as defined in this policy.
 - Electric vehicle charging stations are permissible under the relevant legislation at the proposed location.
 - The land has a reasonable connection to the wider road network.
 - The facility has a reasonable connection to the water network or water supplies for fire management purposes.
 - The facility is safe with adequate lighting, and pedestrian, vehicle, and bicycle access is available at all times of day and night.
 - The facility is compliant with relevant Australian standards and road design guidelines.
 - The facility is compliant with relevant Australian standards and regulations for workplace health and safety and road design guidelines. Charging station hardware must be located a safe distance away from hazards (e.g. dangerous goods and fuels).
 - Car parking for EV charging must permit both front to kerb and rear to kerb parking.
 - Charging stations are capable of being used by all battery electric vehicles sold in Australia.

QPRC Public Electric Vehicle Charging Infrastructure Policy

- 6.2 Council considers third-party provider infrastructure installed, operated, maintained, and decommissioned for the provision of EV charging on public land at no cost to the Council. EV charging infrastructure providers using public land must enter into a formal agreement with Council prior to installation.
- 6.3 EV charging infrastructure must meet the conditions and requirements set out in this Policy and the QPRC Public EV Charging Plan.
- 6.4 The QPRC Public EV Charging Plan identifies proposed locations for EV charging infrastructure within the Queanbeyan-Palerang Local Government Area to 2030. The Plan also provides for the number of chargers and charging levels for each site.
- 6.5 The Chief Executive Officer has the delegated authority to sign off on any EV charging infrastructure lease or license agreement on the provision that it meets the conditions and requirements set out in this Policy and the QPRC Public EV Charging Plan.

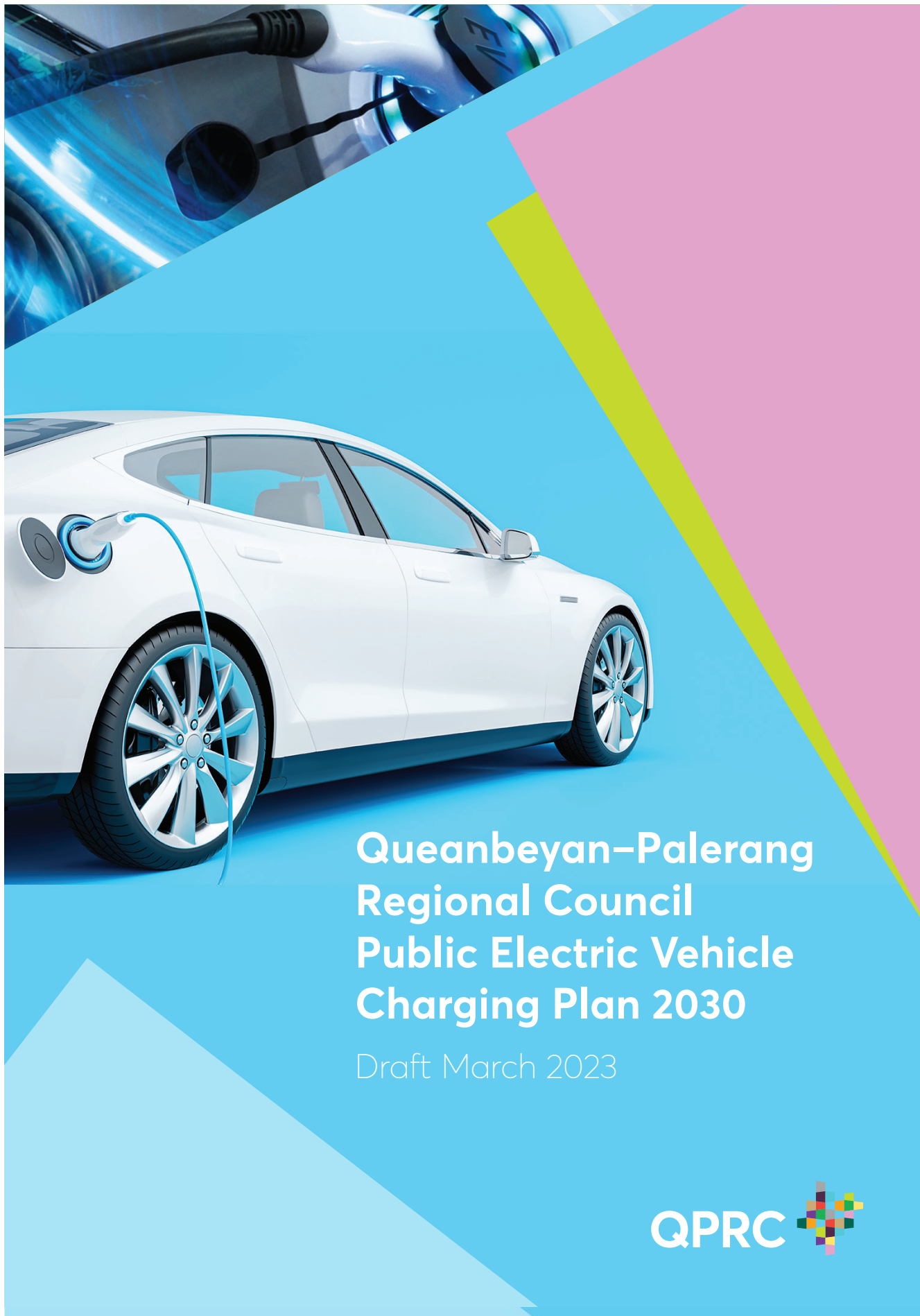
7 TARGET

- 7.1 The following public EV charging infrastructure target is set and will be reported biennially.

Target	Related SDGs
<p>Deliver 100 electric vehicle chargers on public land for public use by 2030 (Council or third-party installed), including:</p> <ul style="list-style-type: none"> • 18 level 3 chargers • 82 level 2 chargers 	   

8 REVIEW

- 8.1 This policy will be reviewed every four years or earlier as necessary if:
- legislation requires it, or
 - Council's functions, structure, or activities change



Queanbeyan-Palerang Regional Council Public Electric Vehicle Charging Plan 2030

Draft March 2023





Acknowledgement of Country

We acknowledge the traditional custodians of the Queanbeyan–Palerang area and pay our respects to elders past, present and emerging. We acknowledge the stories, traditions and living cultures of our First Nations peoples on this land and commit to building a brighter future together.

QPRC Public Electric Vehicle Charging Plan 2030

Draft March 2023

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Designed and production by Monica Shanahan, QPRC



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Introduction

Electric vehicles (EVs) are anticipated to make up a significant share of the Australian passenger vehicle market by 2030 as supported by strengthening global, national and state commitments to reduce transport emissions. Model availability and affordability are also expected to increase significantly in the coming years, as prices for EVs decrease. So far, 18 of the 20 largest car manufacturers have committed to electrification targets or increased EV sales in the next decade.

Under the NSW Government's Electric Vehicle Strategy, EVs are expected to make up 52% of new car sales in NSW by 2030–31, such substantial growth will see EV registration in Queanbeyan–Palerang increase from 34 in 2020 to 10,000–20,000 in 2030.

The outlook for public charging in Queanbeyan is for strong growth and investment opportunity to support the EV industry. By 2030, Queanbeyan–Palerang will need at least 100–175 public chargers* to enable and support the expected increase in electrical vehicles over the next 10 years.



*Including public chargers on public land and public chargers on private land.



Queanbeyan–Palerang Regional Council is committed to facilitating or installing 100 EV chargers on public land for public use by 2030.

Figure 1.







United Nations Sustainable Development Goals (SDGs)

As global citizens, the plan aligns with and contributes to the realisation of the following SDGs:



Purpose

This Plan showcases the indicative future network of EV charging infrastructure on public land for public use in the Queanbeyan–Palerang local government area. The charging infrastructure will support the growth and uptake of EVs both locally and nationally and ensure long term benefits for the community including affordable prices, innovation, and accessibility.

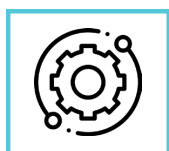
The proposed network of EV charging infrastructure will integrate effectively and sustainability with the current transport network and local environment and prepare our community for the global transition to EVs.

The Plan provides broad direction for Council and providers of EV infrastructure in the provision, installation, configuration, ownership, management, maintenance and allocation of EV charges on public land for public use. When thinking about the future network, Council has considered a number of factors that influence both the placement and the type of charging infrastructure. This has included accessibility, convenience, capacity of the existing electrical network, security, journey destinations, visibility including heritage and access to home charging.



QPRC Public Electric Vehicle Charging Infrastructure Policy

1. Provides a framework for the identification of conditions and requirements for the provision, installation, configuration, ownership, management, maintenance, fees and charges and removal of EV charging infrastructure on public land for public use.



2. Establishes requirements and approvals mechanism for any formal lease agreements with third-party private operators.



3. Defines a Council target for the facilitation and provision of EV charging infrastructure on public land for public use by 2030.



Alignment with other Strategies and Plans

Our Plan has been prepared to ensure strategic alignment with state and local strategies and plans.

NSW Government Net Zero Plan Stage 1 2020–2030: The foundation for NSW's action on climate change and goal to reach net zero emissions by 2050. It outlines the NSW Government's plan to protect our future by growing the economy, creating jobs and reducing emissions over the next decade.

NSW Government Electric Vehicle Strategy: The NSW Electric Vehicle Strategy is the NSW Government's plan to accelerate the State's vehicle fleet of the future. It outlines the government's commitments to increasing the uptake of electric vehicles to ensure NSW shares in the benefits.

NSW Government Electric Vehicle Fast Charging Master Plan: The master plan showcases the current and indicative future network of public EV fast chargers in NSW.

QPRC Community Strategic Plan 2042: Sets out the long-term vision for the region to 2042 and identifies the key priorities and strategies for achieving this.

QPRC Climate Change Action Plans: Taken together these plans form the framework for Council and the community to work together to address climate change issues in our region.

Integrated Transport Strategy: Guides the development of road and public transport options into the future with a focus on key transport issues such as interactions between transport and land use, transport safety, traffic congestion and parking.




Queanbeyan Car Parking Strategy 2018–2028: Sets out a series of principles and opportunities for parking in the city and CBD.



Types of EV Chargers

How fast a charge takes depends on how the car itself is configured and the type of charger used. The different types of chargers currently on the market are shown in Figure 2.

Figure 2.

Level 1	
	AC slow charging ranging from 1.4 kW to 2.4 kW AC charging capability. This is the same as plugging into a regular power point at home or work. Ten km to 20 km range is added after being plugged in for an hour, which is why it is usually only done overnight to recharge the vehicle by 100 km to 300 km.
Level 2	
	AC fast charging ranging from 7 kW to 22 kW AC charging capability. This is a dedicated charger with its own plug or socket. This is faster than a Level 1 charger. Typically, 40 km to 100 km of range per hour is added, dependent on each individual car configuration.
Level 3	
	DC fast charging is the fastest charging option, ranging from 25 kW to 350 kW DC fast charging capability. This level charger can add 150 km range per hour at the lower end and a full charge at highest charging speeds in 15 minutes (depending on the charger size and car technology).

Source: www.energysaver.nsw.gov.au



Ownership - Conditions and Requirements

Council will consider third-party providers for the provision of EV charging on public land.

Third-party provider owned infrastructure

- Any provider wishing to deliver EV infrastructure within the QPRC LGA must express their interest through a formal request in writing.
- Where necessary, the eligibility of a provider will be determined through an Expression of Interest (EOI) process that is open to the market and will be evaluated by Council based on the Schedules detailed in the EOI.
- Council will determine proposed locations for EV infrastructure in accordance with the QPRC Public EV Charging Locality Plan.
- It is the provider's responsibility to abide by the relevant legislation and technical requirements in order to operate within the QPRC LGA.
- It is the provider's responsibility to financially commit to cost of the EV infrastructure and to ensure that the site is operational at all times.
- It is the provider's responsibility to ensure that the site is safe, clean, and accessible for all users at all times.
- The provider must enter into a data sharing arrangement with Queanbeyan-Palerang Regional Council to provide real time access to usage and membership information.
- Council has the right to remove any EV infrastructure at any time and for any reason if it is found not to be in the best interest of the community. All costs will be the responsibility of the infrastructure provider.
- Any provision of EV charging stations on public land will be subject to licensing/leasing arrangements, or similar, between the provider and Council. Licence and/or lease terms shall be in accordance with this Policy.
- EV charging stations must be independently metered, Council will be not be responsible for payment of electricity usage.
- Subject to obtaining the required planning approval/s,

entering into a lease or licence agreement with Council to utilise public land for installation and operation of an EV charging station in no way guarantees development consent or approval.

- Council reserves the right to require appropriate remuneration for use of public land for the apportionment of user fees or through a fee structure, or other. This is to be determined on a case-by-case basis as part of any licence/lease (or other) arrangement and in accordance with Councils annual fees and charges.
- It will be a requirement of the provider to pay, prior to the commencement of any works, a security deposit and/or bond, to the amount set out in the lease or licence agreement.
- Council will hold the deposit and/or bond for the duration of any lease or licence agreement. Any costs incurred by Council in excess of the deposit and/or bond amount will be borne by the applicant/EV charging station operator. Information relating to the deposit and/or bond will be identified within the lease or licence agreement.
- Council reserves the right to amend the security bond/ deposit payment at any time.

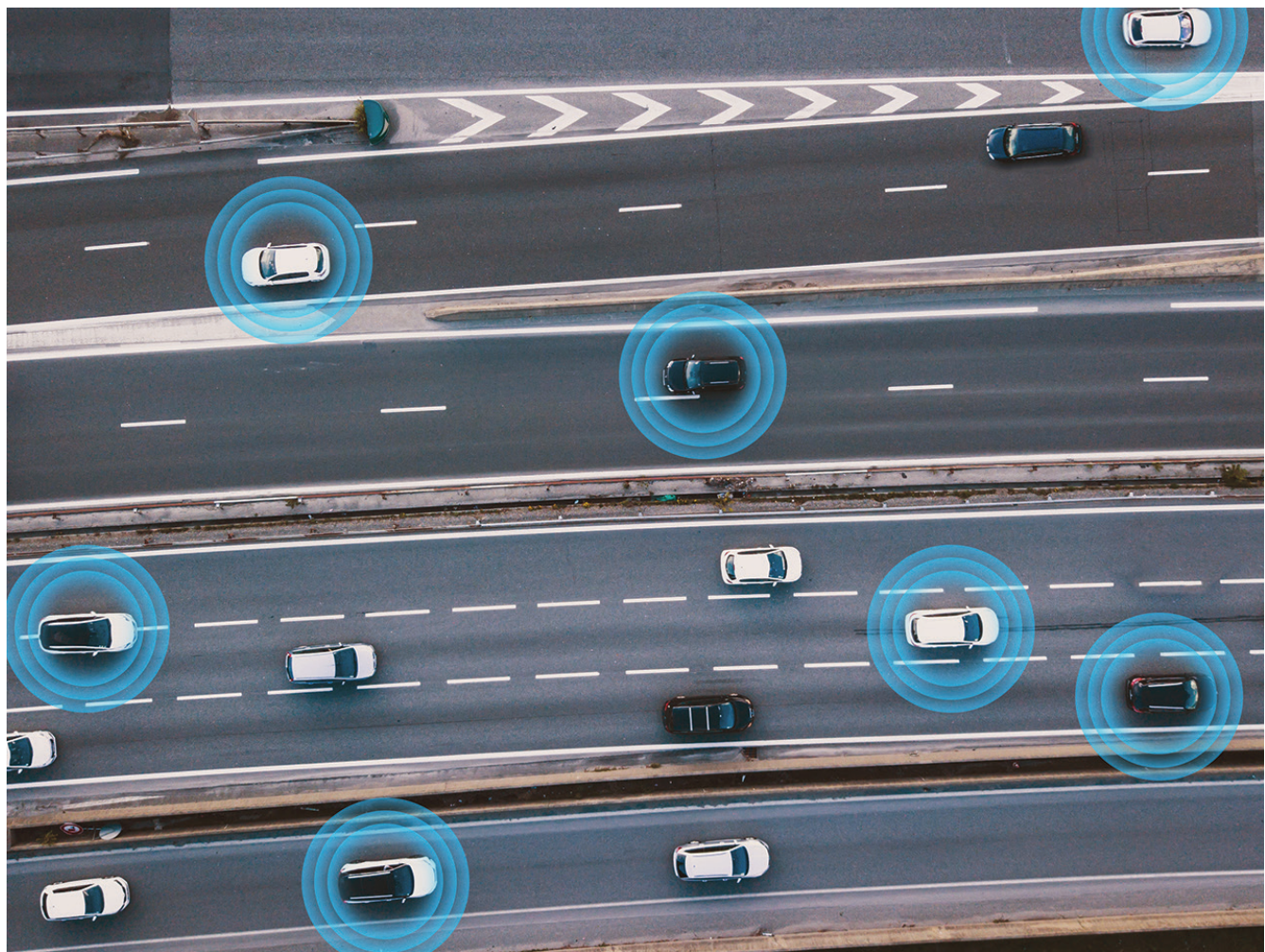
Visibility, Environmental and Configuration - Conditions and Requirements

- Wayfinding signage will be required to allow users to locate the EV charging station from the main road network, similar to the wayfinding signs for car parking (note: wayfinding signage shall be consistent with the relevant standards and guidelines).
- All aspects of EV charging bays are to be designed and constructed in accordance with relevant Standards and specifications, including sealing, kerb and guttering, pram ramps, disability access and signage.
- All Electric Vehicle charging bays shall be clearly marked with the words 'EV Charging Only' painted on the ground. Note: Non-compliance with this provision may be considered in areas where it is deemed inappropriate by Council staff.
- Appropriate pole signage is to be installed to indicate parking spaces that are allocated for EV charging only. Pole signage shall be provided in accordance with TfNSW



Sign No. r5-41-5 or equivalent.

- Adequate lighting must be provided for the safety and security of drivers, passengers, vehicles and associated infrastructure. Lighting must be sufficient to easily read related signs, instructions, controls on vehicles, controls on EV infrastructure and to identify and provide visibility of all EV charging inlet locations.
- The use of advertising by any provider on the charging unit is to be disclosed to Council in the initial application process. Separate planning approvals may be required for the presence of advertising. Other forms of advertising outside of the charging unit will not be allowed.
- The proposal must utilise renewable electricity that may include onsite solar, green power or a renewable power purchase agreement.
- Preference is given to the provision of EV charging infrastructure that can service two vehicles in adjacent car parking spaces at a minimum of two related (e.g. adjoin/ adjacent) car parking spaces in any given location.
- All EV charging components must be RCM approved. EV charging units are required to include clearly labelled emergency 'switch-off' procedures and/or instructions, including directions and access to the switchboard.





Locality

Braidwood

6x Level 3 chargers–Proposed Braidwood off street car park

10x Level 2 chargers–Proposed Braidwood off street car park

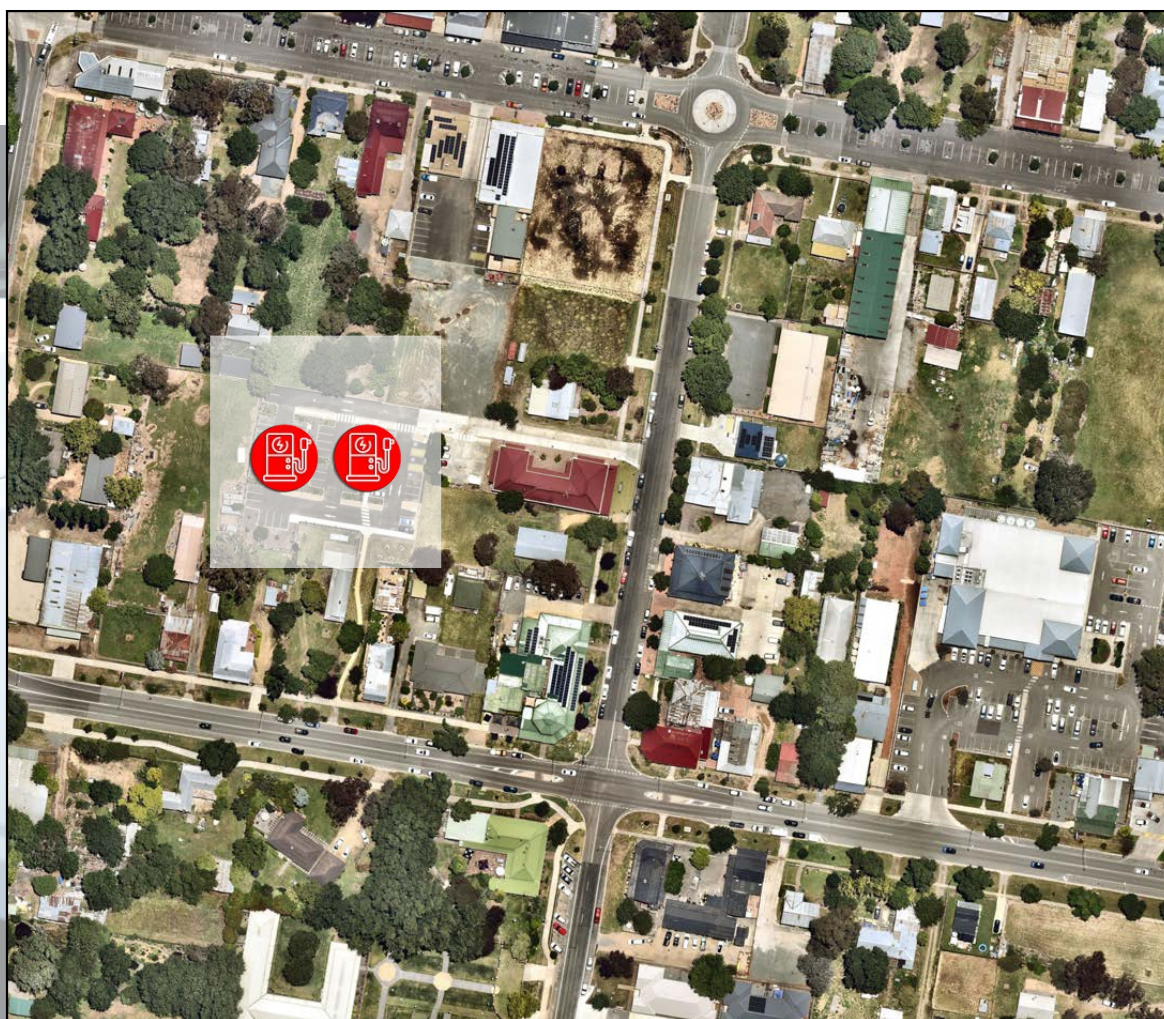




Bungendore

4x Level 3 chargers–Bungendore car park / 4x Level 2 chargers–Bungendore car park

6x Level 2 chargers–Bungendore Sports Hub car park - (location to be determined)



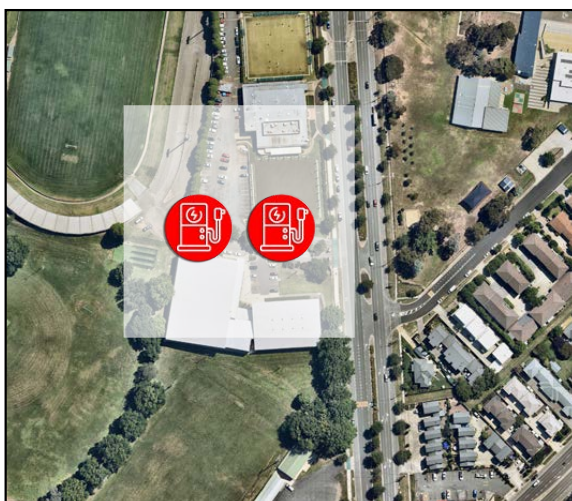


Queanbeyan

2x Level 2 chargers–Queanbeyan Indoor Sports car park

4x Level 2 chargers–Collett Street car park / 2x Level 3 chargers–Collett Street car park

4x Level 3 chargers–Queanbeyan Aquatics car park



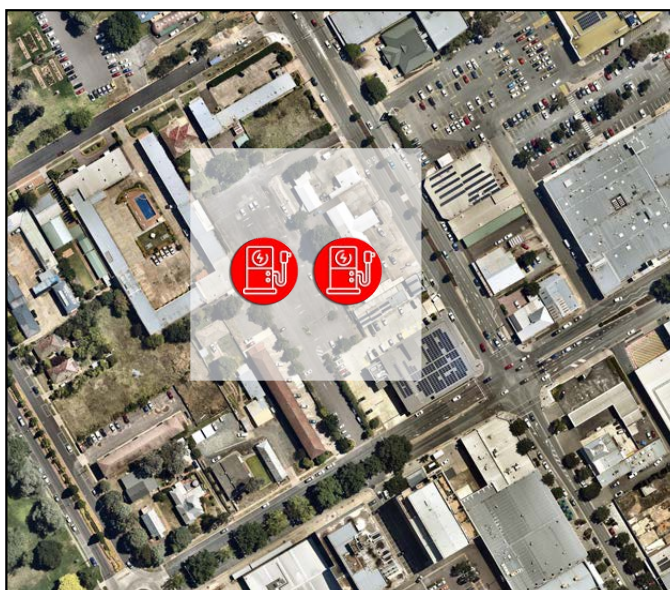


Queanbeyan

4x Level 2 chargers–Crawford Street car park

2x Level 3 chargers–Morisset Street car park / 2x Level 2 chargers–Morisset Street car park

10x Level 2 chargers–QCCP car park





Queanbeyan

2x Level 2 chargers–Queanbeyan Information Centre car park

6x Level 2 chargers–Karabar Shopping Centre car park

2x Level 2 chargers–Freebody Oval

2x Level 2 chargers–Queen Elizabeth II Park car parking





Jerrabomberra/Tralee

2x Level 2 chargers–Jerrabomberra Community Centre

4x Level 2 chargers–Regional Sports Complex

8x Level 2 chargers–Location to be determined





Googong

4x Level 2 chargers–Googong netball courts carpark

2x Level 2 chargers–Rockley Oval carpark

2x Level 2 chargers–Bonarba Link carpark

6x Level 2 chargers–Location to be determined

