



BUILT AND NATURAL ASSETS STANDING COMMITTEE MEETING

Monday 9 March 2020

Council Chambers

126-138 Main Road Speers Point

6.30pm

Committees will be held in the following order:

Development and Planning Standing Committee
Planning for the Future Standing Committee
Organisational Services Standing Committee
Built and Natural Assets Standing Committee
Service Delivery Standing Committee
General Business Committee

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To support open, accessible and transparent government, the Council meetings of Lake Macquarie City Council are streamed live on Council's website at webcast.lakemac.com.au

This allows our community greater access to Council proceedings, decisions and debate.

Built and Natural Assets Standing Committee Meeting

Agenda

Monday 9 March 2020, 6.30pm

Apologies: For the non-attendance of Councillors

Declarations of interest:

Presentations:

Built and Natural Assets Standing Committee Meeting – Monday 9 March 2020..... pg 4

20BNA001 NSW Government request for proposals to increase the size of the National Park Estate..... pg 4

20BNA002 Cities Power Partnerships..... pg 18

20BNA003 Lake Macquarie Electric Vehicle Charging Strategy..... pg 43

20BNA004 Application to become a recognised Tree City of the World.....pg 66

20BNA01	NSW Government request for proposals to increase the size of the National Park Estate
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Key focus area	Unique landscape Lifestyle and wellbeing Shared decision-making Diverse economy
Objective	Natural environments are protected and enhanced Our natural landscape is an integral part of our City's identity
File	F2005/02797
Author	Martin Fallding – Environmental Planner
Responsible manager	Tim Browne – Manager Environmental Systems

Executive summary

A request was received in October 2019 from the NSW Minister for Energy and Environment, the Hon. Matt Kean for assistance from Council to identify land for addition to the national parks estate.

Ten Council-owned land parcels adjoining existing conservation reserves have been identified for consideration for transfer, plus one area of Crown land managed by Council. These areas located at Dudley, Wangi and Mount Sugarloaf are primarily bushland which would be more effectively managed as part of the adjoining conservation reserve.

Recommendation

Council:

- A. nominates 11 parcels of Council owned and/or managed land for consideration by the NSW Government for addition to the national parks estate as identified in Attachment 1.
- B. assists the NSW Government in investigations to expand the national parks estate within Lake Macquarie City, consistent with Council's strategic plans and directions.

Discussion

The NSW Minister for Energy and Environment, the Hon. Matt Kean MP wrote to the Lake Macquarie City Council Mayor Cr Kay Fraser requesting advice from Council on areas with potential to be added to the national parks estate within the City (Attachment 1).

Council's Environmental Systems department has undertaken a strategic review of potential land that could be further investigated by the NSW Government for addition to conservation reserves in the City. This was undertaken in consultation with staff across Council and Dantia.

The strategic review considered:

1. Potential long-term conservation reserve areas across the LGA, taking into consideration land use, conservation value, land tenure, management issues, in addition to existing and proposed Council programs.
2. Properties that potentially could form part of a staged, long-term program to increase the extent of conservation reserves, including Council, NSW Government and private lands.
3. Preparation of a priority list of Council owned properties that adjoin existing national parks and reserves, not needed by Council, that could be added to the national park system immediately or in the short term.

Potential conservation reserve extension areas within Lake Macquarie LGA considered in the strategic review are shown in Attachment 3. The indicative conservation reserve investigation areas were prepared to inform the review and assist in identifying the individual parcels of Council land that might be suitable for addition to the reserve system.

Following the strategic review and consultation, 11 parcels of Council owned and/or managed land have been identified to be further considered by the NSW Government for addition to the national park estate as identified in Attachment 2 (38.4 ha of Council owned land and 84.9 ha of Council managed land).

It is proposed these parcels be put forward for consideration by the NSW Government as additions to the national park estate. Should these parcels meet the requirements of the NSW Government and subject to agreement, they would be transferred for gazettal as national park estate.

Assessment of options

Options available include:

1. Respond to the request from the Minister for Energy and Environment and decline to nominate any suitable parcels of land.
2. Ask the Minister for Energy and Environment to consider identified Council owned land for potential addition to the national park estate (Recommended).

The recommended option is to nominate 11 parcels of Council owned and/or managed land for consideration by the NSW Government for addition to the national park estate as identified in Attachment 2.

Community engagement and internal consultation

Consultation has been undertaken with Community Assets/Recreation and Land Planning, Integrated Planning and Property and Business Development departments. No objections have been made to the nomination of the identified Council owned or managed land for consideration by the NSW Government for addition to the national park estate. Dantia has been consulted and is supportive of the proposal.

Key considerations

Economic impact	There are no direct economic impacts as a result of the proposal.
Environment	Management of conservation lands by the National Parks and Wildlife Service in secure tenure provides improved conservation management and environmental outcomes.
Community	Potential transfer of land from Council to NSW Government ownership within a conservation reserve will change the management authority. However, there are minimal social implications of this transfer.
Civic leadership	Co-operation with the NSW Government in facilitating improved conservation reserve boundaries is consistent with the Community Strategic Plan and the Imagine Lake Mac 2050 Strategy.
Financial	The proposal has no immediate financial implications. If the NSW Government agrees to accept transfer of the lands, this would be beneficial to Council by removing ongoing management liabilities. There may be some costs associated with the transfer of the land, however Council and the NSW Government would agree to terms.
Infrastructure	Any infrastructure assets identified as necessary on parts of the land proposed to be transferred will be excluded from the land to be transferred by subdivision, and retained in Council ownership.
Risk and insurance	There are no risk or insurance implications of the proposal.

Legislative and policy considerations

The strategic review and proposed lands for transfer are consistent with the Imagine Lake Mac 2050 Strategy and Draft Lake Macquarie Local Strategic Planning Statement.

There are no policy implications associated with the proposal, which is consistent with supporting effective management of public land, and reducing future Council liabilities.

Attachments

- | | |
|--|-----------|
| 1. Letter of request from NSW Minister for Energy and Environment
Matt Kean MP | D09497726 |
| 2. Council owned and managed land parcels proposed for transfer to the
NSW Government for inclusion within the national park estate | D09620749 |
| 3. Map of potential conservation reserve investigation areas for
expansions to National Park estate in Lake Macquarie LGA | D09628918 |



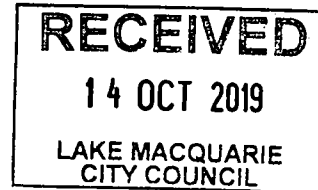
The Honourable Matt Kean MP
Minister for Energy and Environment

MD19/3871

Clr Kay Fraser
Box 1906
Speers Point NSW 2284

Email: council@lakemac.nsw.gov.au

2 October 2019



Dear Clr Fraser

Our national parks system is important to NSW because it protects some of our best natural and cultural heritage. With over 870 reserves, it is the cornerstone of biodiversity conservation. Our national parks also host more than 60 million domestic and 2.7 million international visits a year and are a major contributor to the state's economy.

Recently, I announced my intention to increase the size of the national parks system by 200,000 hectares. I am writing to request your assistance in this endeavour.

In particular, I seek your advice on land acquisition proposals that would add value to the national parks system in your electorate.

My objectives are to increase the conservation value of the national parks system and to enhance its relevance and connection to the lives of people.

I am looking for proposals that involve land in good natural condition with conservation values that are either rare, threatened or otherwise poorly represented in the national parks system.

Any proposal submitted should at a minimum:

- include information that clearly defines the land subject to the proposal (identifying specific lots in deposited plans if possible)
- describe why the land is considered to be of high conservation value
- articulate the reasons why you believe the land would be best protected and managed for conservation in the national parks system
- indicate whether the land is on the market for purchase or available for transfer
- include contact details for the land's owner(s).

Each proposal received will be managed confidentially and will be assessed to determine its suitability for potential acquisition. If found suitable, a proposal will be assigned a priority by considering its value to the national parks system and the resourcing available for potential acquisition.

Please be advised that assessment and prioritisation processes can take a while to complete, and that the National Parks and Wildlife Service (NPWS) only acquires land that is available for acquisition from willing land owners.

Proposals can be submitted at reserve.establishment@environment.nsw.gov.au.

Further information about the NPWS acquisition program may be found on the Environment, Energy and Science website at www.environment.nsw.gov.au.

If you have any further questions please contact Richard Kingswood, Director Conservation Branch, NPWS, on 9585 6571 or at richard.kingswood@environment.nsw.gov.au.

Yours sincerely



Matt Kean MP
Minister for Energy and Environment

Council owned and managed land parcels identified for potential transfer to the NSW Government for inclusion within the national park estate

The land parcels below are identified as candidates for consideration for transfer to the national park estate in the short term.



The areas for potential transfer all directly adjoin existing conservation reserves in the national park estate. Ten out of eleven of these areas are owned by Lake Macquarie City Council, and also included in the list is a Crown land parcel where Council has an interest as manager.



Areas identified are at Dudley, Wangi and Mount Sugarloaf and grouped by adjoining conservation reserve. The location each area is shown on a location map, together with a more detailed map and notes. Abbreviations used in the Council notes below are **R&LP**- Recreation and Land Planning, **IP**-Integrated Planning, **P&BD**-Property and Business Development.

Glenrock State Conservation area

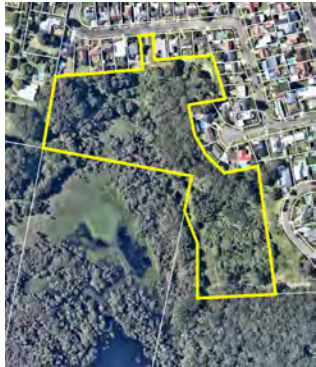
Potential Conservation Reserve Investigation Areas in Lake Macquarie LGA Glenrock State Conservation Area & Awabakal Nature Reserve




Property description	Ownership	LMCC notes	Comments to NSW Government
<p>Lot 412 DP 579093</p> 	Lake Macquarie City Council – community land	<p>R&LP comment –</p> <p>No objections to majority, however, potential for boundary adjustment. LMCC may be willing to dedicate 75,218m²</p> <p>IP comment –</p> <p>No objection</p> <p>P&BD Comment –</p> <p>Recommend further investigation be completed in conjunction with adjoining operational land prior to decision being made to transfer land re: development options to Bombala Ave.</p>	<p>This land has been subject to previous discussions with NPWS about transfer as it is contiguous with Glenrock SCA. A small part of this land may be excised from this lot for sale to an adjoining owner.</p> <p>Consolidates boundaries and improves management effectiveness of existing reserve.</p>
<p>Lot 10 DP 12631</p> 	Lake Macquarie City Council – operational land	<p>Previous discussions with NPWS about transferring this land. Some concerns about weeds and heritage issues</p> <p>R&LP comment –</p> <p>No objection. LMCC may be willing to dedicate 23,998m²</p> <p>IP comment –</p> <p>No objection</p> <p>P&BD Comment –</p> <p>Recommend further investigation be completed in conjunction with adjoining community land prior to decision being made to transfer land re: development options to Bombala Ave.</p>	<p>This land has been subject to previous discussions with NPWS transfer as it adjoins Glenrock SCA.</p> <p>Consolidates boundaries and improves management effectiveness of existing reserve</p>

<p>Lot 21 DP 242942</p> 	<p>Lake Macquarie City Council – community land</p>	<p>Discussions with NPWS about transferring this land over a number of years</p> <p>R&LP comment –</p> <p>No objection</p> <p>LMCC may be willing to dedicate 24,748m2</p> <p>IP comment –</p> <p>No objection</p> <p>P&BD Comment –</p> <p>No objection</p>	<p>This land has been subject to previous discussions with NPWS transfer as it adjoins Glenrock SCA.</p> <p>Consolidates boundaries and improves management effectiveness of existing reserve</p>
<p>Lot 38 DP 710501</p> 	<p>Lake Macquarie City Council – community land</p>	<p>Discussions with NPWS about transferring this land over a number of years</p> <p>R&LP comment –</p> <p>No objection</p> <p>LMCC may be willing to dedicate 56,171m2</p> <p>IP comment –</p> <p>No objection</p> <p>P&BD Comment –</p> <p>No objection</p>	<p>This land has been subject to previous discussions with NPWS transfer as it adjoins Glenrock SCA.</p> <p>Consolidates boundaries and improves management effectiveness of existing reserve</p>

Awabakal Nature Reserve

Property description	Ownership	LMCC notes	Comments to NSW Government
<p>Lot 4 DP 534657</p> 	<p>Lake Macquarie City Council – community land</p>	<p>Ivy Street Dudley. May need subdivision to retain stormwater facilities in Council ownership</p> <p>R&LP comment –</p> <p>No objection, Lakemaps identifies a Lagoon Trail commencing from Ivy St, which is the track head for the track in Awabakal Nature Reserve.</p> <p>LMCC may be willing to dedicate 42,677m2</p>	<p>Identified in Coastline Management Plan as appropriate for transfer. Some of this land needs to be retained for drainage infrastructure management. The majority is suitable for inclusion in Awabakal Nature Reserve and the land includes part of the lagoon.</p> <p>Consolidates boundaries and improves management effectiveness of existing reserve</p>


		<p>IP comment –</p> <p>No objection</p> <p>P&BD Comment –</p> <p>Recommend further investigations be undertaken prior to decision being made regards transfer.</p>	
<p>Lot 15 DP 262937</p> 	<p>Lake Macquarie City Council – community land</p>	<p>9 Bimbae Close Dudley</p> <p>R&LP comment –</p> <p>No objection to most of the land however, object to the land adjoining Reay Park, Dudley (red shaded area).</p> <p>Area required to be retained is approx. 3,200m²</p> <p>LMCC may be willing to dedicate 48,887m²</p> <p>IP comment –</p> <p>No objection</p> <p>P&BD Comment</p> <p>No objection to most of the land however, object to the land adjoining Reay Park, Dudley</p>	<p>Identified in Coastline Management Plan as appropriate for transfer. Some of this land includes the playing field batter and should be subdivided with around 3,200 square metres retained by Council. The majority is suitable for inclusion in Awabakal Nature Reserve.</p> <p>Consolidates boundaries and improves management effectiveness of existing reserve.</p>

Lake Macquarie State Conservation Area (Wangi)

Potential Conservation Reserve Investigation Areas in Lake Macquarie LGA

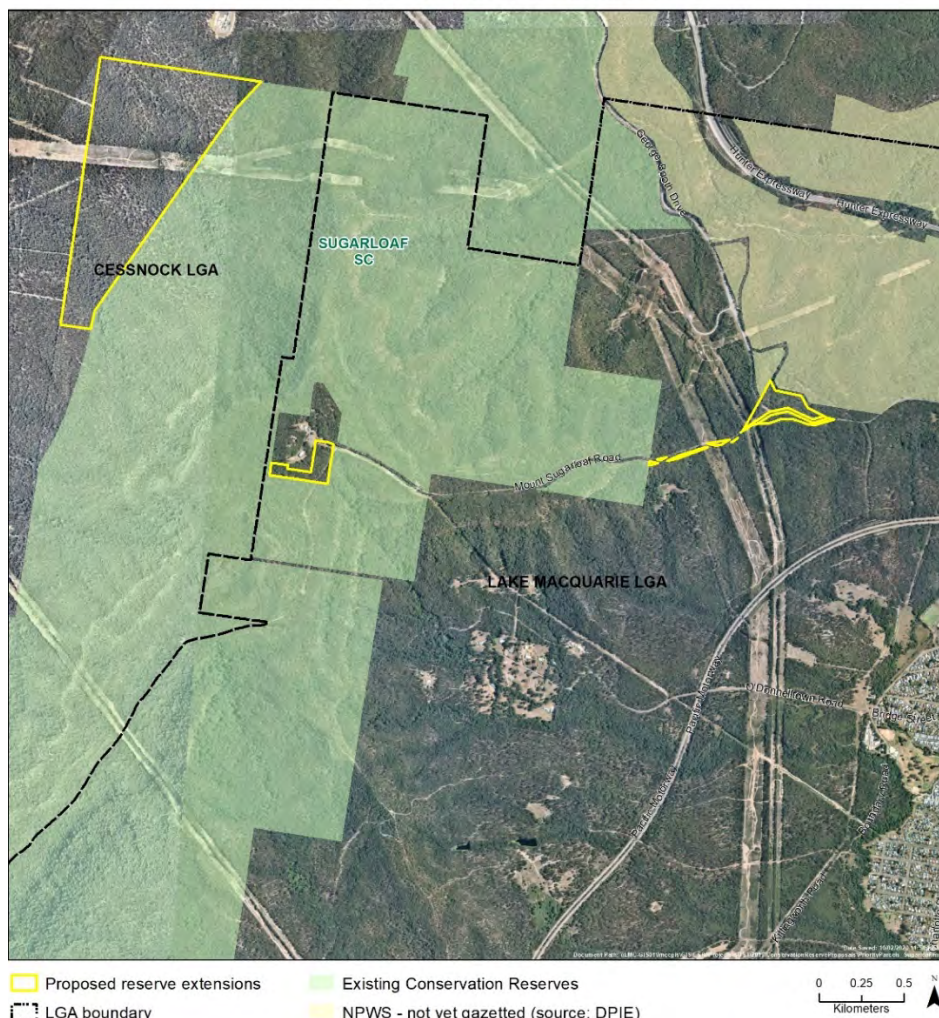
Lake Macquarie State Conservation Area - Summerhill Drive, Wangi






Property description	Ownership	LMCC notes	Comments to NSW Government
Part Lot 23 DP 26634 	Lake Macquarie City Council – community land	Dedicated public reserve with native vegetation adjoining foreshore land. R&LP Comment No objections. However, the land is waterfront reserve and has lake views. This should be referred to Property to provide comment on development potential. IP comment – No objection P&BD Comment No objection to transfer the part of lot 23 identified above.	Small parcel of naturally vegetated land adjoining Lake Macquarie State Conservation Area. Consolidates boundaries and improves management effectiveness of existing reserve.


Sugarloaf State Conservation Area

Potential Conservation Reserve Investigation Areas in Lake Macquarie LGA Mount Sugarloaf State Conservation Area



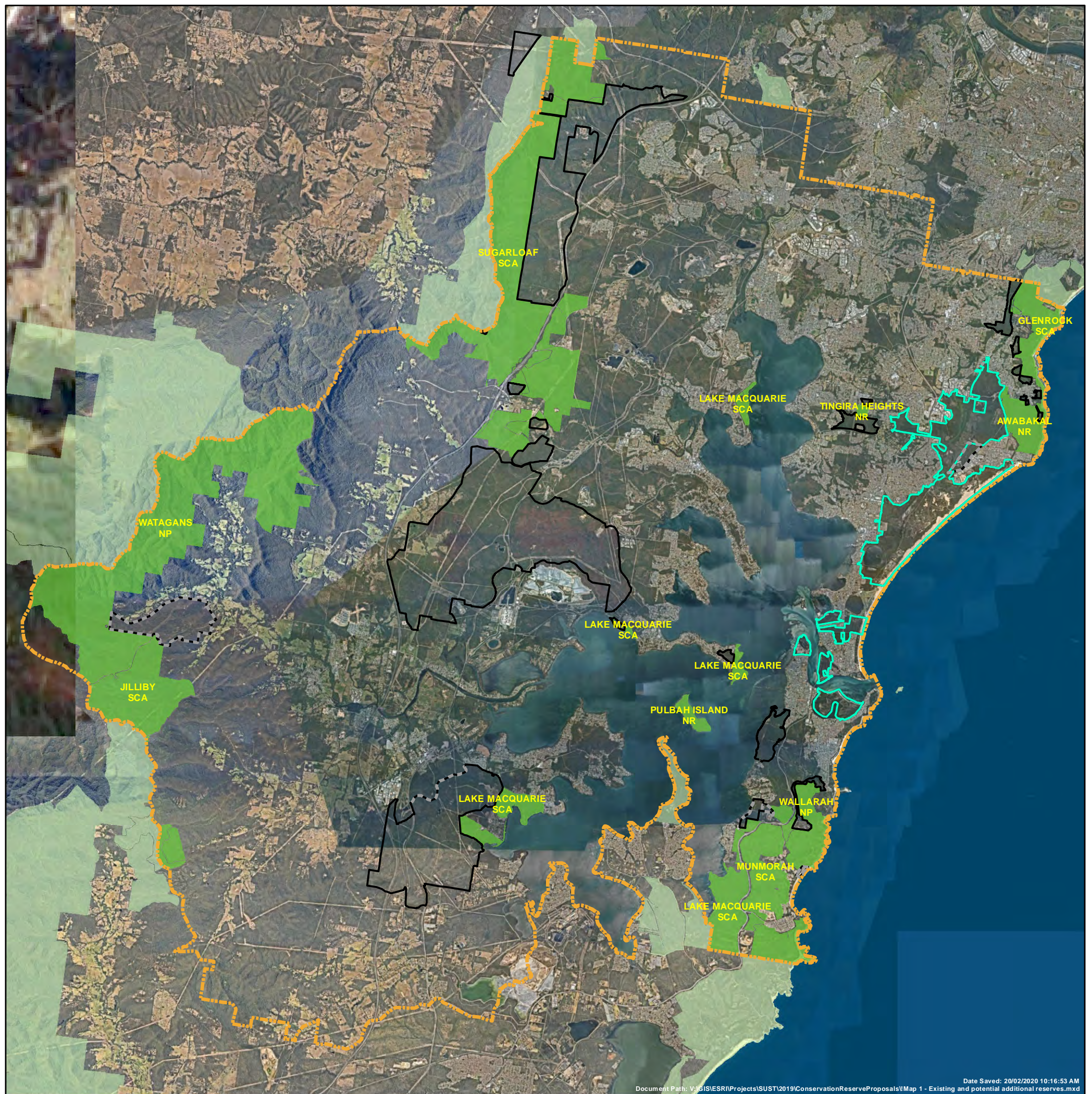
Property description	Ownership	LMCC Notes	Comments to NSW Government
Lot 1 DP 430933 	Lake Macquarie City Council – operational land	LMCC Operational land – surrounded by HDC to the south and ungazetted NPWS to the north. R&LP comment – No objections IP comment – No objection P&BD Comment Ok with transfer but should be delayed until existing road corridor has been realigned with the location of the physical/constructed road corridor.	Consolidates boundaries and improves management effectiveness of existing reserve. Extends protection of threatened species habitat.

<p>Lot 1 DP 231108</p> 	<p>Lake Macquarie City Council – community land</p>	<p>Council land at top of Mount Sugarloaf immediately south and east of communication towers and surrounded by SCA. Operational land. There is a previous council resolution to facilitate transfer of this land parcel.</p> <p>R&LP comment –</p> <p>No objections. Perhaps all of the properties surrounding Mount Sugarloaf should be managed by NPWS.</p> <p>IP comment –</p> <p>No objection</p> <p>P&BD Comment</p> <p>No objection, however if not done so already seek input from CP and Assets</p>	<p>Consolidates boundaries and improves management effectiveness of existing reserve.</p> <p>Extends protection of threatened species habitat.</p>
<p>Lot 10 DP 1183958</p> 	<p>Lake Macquarie City Council – community land</p>	<p>Community Land. Sections of road realignment, including some sections of George Booth Drive. Would need resubdivision.</p> <p>R&LP comment –</p> <p>This is an elongated land parcel and maybe a road or a proposed future road.</p> <p>No objections.</p> <p>IP comment –</p> <p>No objection</p> <p>P&BD Comment</p> <p>Ok with transfer but should be delayed until the existing road corridor has been realigned with the location of the physical/constructed road corridor.</p>	<p>Consolidates boundaries and improves management effectiveness of existing reserve.</p> <p>Extends protection of threatened species habitat.</p>

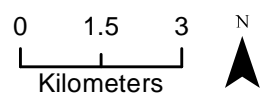
<p>Lot 1 DP551918</p> 	<p>NSW Government – community land</p>	<p>Council investigations confirm that this land is owned by the NSW Government, with part remaining Crown Reserve R89127 with LMCC appointed trust manager in 1995.</p> <p>This land is within the Cessnock local government area. Part of the land parcel is mapped within Sugarloaf State Conservation Area, and part is not, indicating that not of the land was gazetted as part of the national parks estate.</p> <p>The whole of this land should form part of Sugarloaf SCA.</p> <p>R&LP comment –</p> <p>No objections.</p> <p>IP comment –</p> <p>No objection</p> <p>P&BD Comment</p> <p>No objection.</p>	<p>Consolidates boundaries and improves management effectiveness of existing reserve.</p> <p>Extends protection of threatened species habitat.</p>
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Potential Conservation Reserve Investigation Areas in Lake Macquarie LGA

Map 1. Existing and potential additional reserves



- Lake Macquarie City LGA boundary
- Existing Conservation Reserves
- Existing Conservation Reserves outside LGA
- Potential Conservation Reserves
- Proposed Lake Macquarie Coastal Wetlands Park
- Indicative reserve boundary



Note: Potential boundaries are based on lot boundaries. Dotted lines identify indicative boundaries.

20BNA002	Cities Power Partnerships
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Key focus area	Unique landscapes Lifestyle and wellbeing Connected communities
Objective	<i>Unique landscape</i> New development and growth complement our unique character and sense of place <i>Lifestyle and wellbeing</i> Our public spaces help us feel healthy and happy <i>Connected communities</i> Our community responds and adapts to change
File	PM17/0113/04
Author	Coordinator Asset Optimisation - Dean Chapman
Responsible manager	Manager Environmental Systems - Tim Browne

Executive summary

Council has received a number of requests from residents who would like to see Council join the Climate Council's *Cities Power Partnerships* program.

The Climate Council describes the Cities Power Partnership as "a free, national program that brings together Australian towns and cities making the switch to clean energy". Further details of the program are provided at Attachment 1.

This Report discusses the benefits and risks of participating in the program.

Recommendation

Council:

- A. Endorses the proposal to formally join the Climate Council's Cities Power Partnerships Program
- B. Authorises the Mayor to write to the Climate Council seeking admittance to the Cities Power Partnerships program

Discussion

The Cities Power Partnership program provides support to local governments across Australia to reduce their carbon emissions through a range of renewable energy, energy efficiency and sustainable transport actions.

Joining the program would require that Council make five pledges, committing to actions to reduce our energy consumption. The choice of pledges is very flexible and is consistent with a number of initiatives that Council is already working on as indicated in Attachment 2.

Participation in the program would further support Council to implement these pledges and provide a number of benefits including capacity building and skills development opportunities for Council staff, as well as opportunities for networking and information sharing with industry experts and other Council's undertaking similar projects.

The program also provides a national platform for Council to promote our progress to implement actions and reduce emissions.

Newcastle City Council has participated in the Cities Power Partnerships program since July 2017. Discussions with Newcastle Council staff indicate that their experience has been very positive, with very low administrative burden to participate. Primary benefits highlighted by Newcastle Council staff is access to technical resources and support to implement initiatives and software solutions to monitor consumption of electricity, gas and liquid fuel consumption.

Potential benefits to Lake Macquarie include the following:

- Demonstrates leadership to the community and is responsive to community representations to participate in programs to respond to climate change
- Flexibility to choose our own actions to meet the required Member pledges
- Pledges can be implemented within our current program and existing approved budgets
- Pledges and commitments required under the program are consistent with Council's Sustainability Policy, and proposed actions in Council's draft Environmental Sustainability Strategy and Action Plan
- Participation provides significant potential to promote Lake Macquarie City
- Membership provides access to information about grant funding opportunities to support council's existing programs and potential new initiatives
- Membership provides a forum for sharing knowledge and information with an active network of other councils to improve our knowledge and capacity

Assessment of options

Alternative schemes supporting collective action by local government to address climate change are available including the *Global Covenant of Mayors* and *Climate Emergency Declaration*.

Compared with the alternative schemes identified above, the *Cities Power Partnerships* has lower barriers to participation as it is free to join, action pledges can easily be implemented within existing resources, provides access to a local network of subject matter experts and platform to promote the actions of the City.

The various schemes are mutually supportive, joining *Cities Power Partnerships* does not preclude participation in alternative schemes at a later date.

Community engagement and internal consultation

Community members frequently contact Council encouraging us to act on climate change and seek advice on actions being taken by Council to address greenhouse gas emissions.

Participation in the scheme demonstrates that Council is taking leadership on these issues.

Cities Power Partnerships was discussed at the Unique Landscapes Portfolio Committee in February 2020.

Key considerations

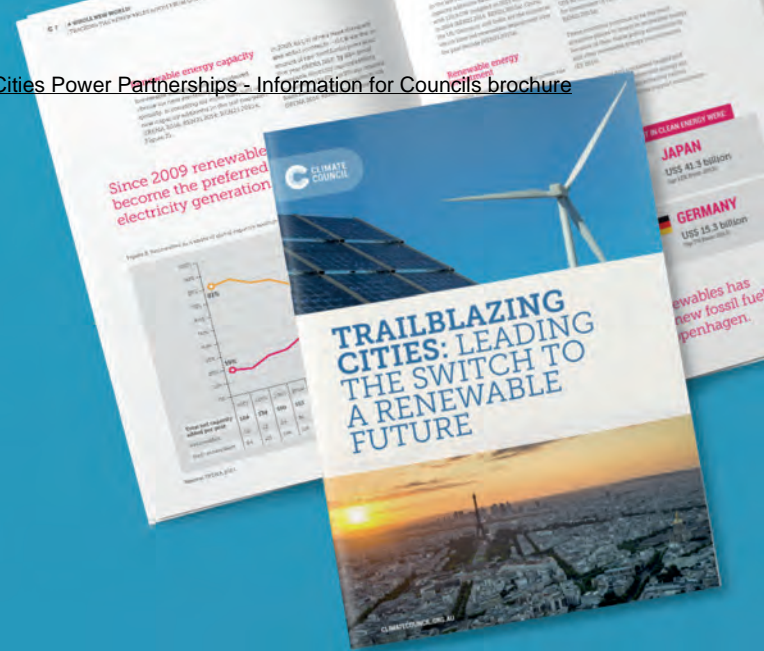
Economic impact	<ul style="list-style-type: none"> • No negative financial impacts are anticipated • Potential for positive impacts are available through attracting investment in renewable energy generation within the City
Environment	<ul style="list-style-type: none"> • No negative environmental impacts are expected to accrue from participation in the Cities Power • Participation is consistent with Council's Greenhouse Gas Emissions Reduction Target policy and Sustainability Strategy
Community	<ul style="list-style-type: none"> • No negative community impacts are anticipated • Participation in the program demonstrates a positive response to community representations made to Council to act on climate change issues and specifically to join the Cities Power Partnerships
Civic leadership	<ul style="list-style-type: none"> • Demonstrates leadership to the community and is responsive to recent community representations to participate in programs to respond to climate change and specifically to join the Cities Power Partnerships
Financial	<ul style="list-style-type: none"> • There are no joining or ongoing fees to participate in the Cities Power Partnerships program • Cities Power Partnerships pledges are consistent with existing council activities and programs, and can be implemented within existing approved resources and budgets
Infrastructure	<ul style="list-style-type: none"> • No negative infrastructure impacts are anticipated. • A <i>Cities Power Partnership</i> pledge that is consistent with Council's current actions is to install renewable energy infrastructure on Council buildings. Council has clear processes in place to ensure that such projects are based on a sound business case, including consideration of ongoing maintenance costs.
Risk and insurance	<ul style="list-style-type: none"> • No negative environmental, reputational or financial risks are anticipated as a result of joining the Cities Power Partnerships program • There are no insurance implications associated with joining the Cities Power Partnerships program

Legislative and policy considerations

Greenhouse Gas Emissions Reduction Targets Policy
Sustainability Policy.

Attachments:

- | | |
|---|-----------|
| 1. Cities Power Partnerships – Information for Councils Brochure | D09616516 |
| 2. Cities Power Partnership Pledge Areas that are consistent with current Council actions | D09620689 |



CITIES POWER PARTNERSHIP

2019 Information for councils



climatecouncil.org.au

Cities Power Partnership

cpp@climatecouncil.org.au

citiespowerpartnership.org.au

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A National Program for 2019

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References

Executive Summary

Australia is on the frontline of climate change and its impacts.

We continue to swelter through record breaking heat, lengthening bushfire seasons, worsening coastal flooding and supercharged storms. Meanwhile, the national energy debate is reaching fever pitch, with renewable energy lambasted by our nation's political and industry leaders as unreliable and unaffordable, whilst "clean coal" technology and gas expansion is being promoted as Australia's future energy solution. As climate impacts worsen and government action stagnates, the window of opportunity to limit the warming of the planet is rapidly closing.

Throughout all of these challenges, local heroes have quietly been getting on with the job. Cities and towns across Australia are surging ahead with emissions reduction plans, switching to cleaner energy and building greener, efficient and more resilient communities. The Cities Power Partnership (CPP) elevates and accelerates this action across the country. We know that transforming the way cities use and generate energy alone has the potential to deliver 70% of the total emissions reductions needed to stay on track for the 2 degrees limit set under the Paris Agreement.

The CPP engages with towns and cities, via local councils, throughout Australia and incentivises councils to increase renewable energy and energy efficiency, improve transport and engage in advocacy. Members are also given access to a national knowledge hub and a project assessment and tracking tool. They are buddied with other cities to knowledge share, visited by domestic and international experts, connected with community energy groups and celebrated at events with other local leaders. We also showcase the incredible achievements of cities in national, local and social media to millions and share their successes with our community of over 200,000 members and supporters.

"Cities and towns across Australia are surging ahead with emissions reduction plans"

The Climate Council

\$102m

**worth of
media.**

448m

**cumulative
audience.**

112

reports.

The Climate Council is Australia's leading climate communications organisation. To date the Climate Council has produced 112 reports on climate impacts and solutions and was the number one organisation communicating on climate change nationally in 2018.

The Climate Council brings a unique set of skills that enable us to build and deliver the Cities Power Partnership program and ensure that it differs from existing programs for local councils. The Climate Council has significant media reach, generating nearly \$102 million worth of media, reaching a cumulative audience of 448 million. This media reach is a key incentive for cities to join the program as well as working to strengthen public support across the country for climate action at the local level.

In addition, the Climate Council hosts a wealth of leading experts in climate impacts and renewable energy solutions whose technical knowledge is key to helping local councils to implement emissions reduction measures.

The Climate Council also uses its national status and the credibility of its Climate Councillors to connect councils across the country with community energy groups and local organisations who can help councils to implement energy efficiency and renewable energy measures quickly and effectively, as well as assist with accessing funding and incentives for councils to act.

The Challenge

Global heat records have been broken again, with the past four years being the hottest years on record. In Australia, 2018 was the third hottest year on record, and nine of the ten hottest years on record have occurred since 2005. Australians continues to swelter through record breaking heat, lengthening bushfire seasons, worsening coastal flooding and supercharged storms.

The emission of greenhouse gases from the burning of fossil fuels like coal, oil and gas, are driving these dramatic changes of the climate system and need to be drastically reduced. However, the window of opportunity to limit the warming of the planet and its catastrophic impacts is rapidly closing and governments are struggling to meet this challenge at the pace required.

Local Champions

In the face of these challenges local champions have emerged.

Around the world and across Australia, towns and cities of all shapes and sizes are getting on with the job. They are surging ahead with emissions reduction plans, switching to cleaner energy and building greener, efficient and more resilient communities. From booming urban centres to small rural townships, local governments and groups of determined residents have been energy and climate trailblazers in many ways. Towns and cities can shape how land is used, investments are made and millions of dollars worth of renewable energy is rolled out. They can influence how new homes and businesses are built, determine the ways in which hundreds of thousands of residents will travel each day and band together to lobby for much needed state and federal policy change. Transforming the way cities use and generate energy alone has the potential to deliver 70% of the total emissions reductions needed to stay on track for the 2 degrees limit set under the Paris Agreement (IEA 2016).

"Local governments and groups of determined residents have been energy and climate trailblazers in many ways."



100

**Member
councils &
growing.**

300+

**Towns
and cities
represented.**

10m

**Australians
represented.**

A Snapshot of the Cities Power Partnership

The Climate Council's Cities Power Partnership (CPP) seeks to celebrate and accelerate the emission reduction and clean energy successes of Australian towns and cities to date. We are calling on Mayors, Councilors and communities to take the next step towards a sustainable, non-polluting energy future by joining the CPP.

The CPP launched mid 2017, along with a Climate Council cities report authored by some of Australia's leading experts, a brand new CPP website and a media campaign featuring the 35 trailblazing councils who joined the partnership in round 1.

A round 2 launch in January 2018 saw us grow to 70 members, representing 8 million Australians and making us the largest climate action program for local government in the country. Round 3 launched in late 2018 and brought the CPP up to 100 local government areas. We now represent more than 300 towns and cities and rural shires across all Australian states and territories. See Appendix C for member list.

The CPP launch broke Climate Council media coverage records

The CPP media launch was held at the Mt Majura Solar Farm in the ACT and featured Climate Councilor Professor Tim Flannery, Climate Council CEO Amanda McKenzie, ACT Environment Minister Shane Rattenbury MLC and Lane Crockett, Head of Renewable Infrastructure, Impact Investment Group.

A record breaking coverage of 8 front pages, 250+ broadcast media items and 210+ print & online items. Each of the attending Mayors and Councillors and council communications teams received a comprehensive media kit including:

- › Tailored media hits report,
- › Certificate ceremony photos with Professor Tim Flannery,
- › Mayoral test drive photos of the CPP branded Tesla electric cars,
- › Individual interviews to camera explaining reasons for joining the Cities Power Partnership and what Council hopes to achieve,
- › Drone footage of the Mt Majura solar farm tour,
- › Parliament house media stop video footage

Participating councils who join the partnership have 6 months to select 5 key actions from the partnership pledge ranging from renewable energy, efficiency, transport and advocacy (see Appendix A for full pledge list and Appendix B for pledge examples).

Future applications

Please contact us at cpp@climatecouncil.org.au to find out how your council can join the program

How the Cities Power Partnership Works



Become a Power Partner

Act:

Councils sign up to be a Power Partner.

Knowledge:

Partners get exclusive access to the extensive online knowledge hub, webinars and Power Analytics tool.

Connect:

Each Power Partner is buddied with other local councils to knowledge share throughout the year.

Profile:

Power partners are profiled in national and local media, online and to our 200,000 members and supporters.

2

Power Up

Act:

Partners have 6 months to select 5 key actions from the partnership pledges ranging from renewable energy, efficiency, transport and advocacy. They must identify a point of contact within council who will liaise with the Climate Council and work to implement their actions. Pledges are submitted by each partner and profiled online.

Knowledge:

Partners will have ongoing access to the knowledge hub, reporting tool, webinars with domestic and international experts as well as communications and advocacy training where required.

Connect:

Power Partners will be buddied within & across state borders to deepen knowledge sharing across joint project areas of interest. Councils can also be connected with their local community energy group and relevant local organisations who can help with implementation of emission reduction actions. Councils who are already leading will play an important knowledge sharing role with other partners.

Incentives:

Power Partners will be assisted with applications for project funding, third party grants and renewable energy incentives as they become available.

Profile:

Power partners and their local success stories will be profiled in the media by our dedicated CPP team Media Advisors working with Council communications teams. Climate Councillors will travel to a range of communities across Australia to engage in community events and talk to councils.

3

Power On

Act:

Partners report on progress against key actions in a 6 monthly survey, following the submission of their 5 pledge items.

Knowledge:

Partners access local and international knowledge and inspiration at various Roundtables.

Connect:

Partners are brought together to celebrate the high achieving towns and cities at the Power Partners Summit.

Profile:

Success stories are continually celebrated in the media. The CPP annual awards, recognise & celebrate best practice project outcomes, collaborations and individual contributions. Climate Councillors travel to a range of Australian communities, as more towns and cities become Power Partners and lead the switch to non-polluting energy across the country.

What Does Success Look Like?

By the end of 2018, the Cities Power Partnership generated more than 2100 media items and at 100 members and growing, is now the largest climate action program for local government in the country.

The Power Partners are supported to implement their pledge items through webinars with topic experts, access to shared project data via the knowledge hub and networking with their peers through the CPP buddying program.



Frequently Asked Questions

When did the Cities Power Partnership launch?

It launched in July 2017. This launch included the launch of the CPP website, the Local Government Action research report, a media and stakeholder launch which showcased the 35 towns and cities who had already pledged and a national media campaign.

A round 2 launch was held in January 2018 to welcome a further 30 councils joining in the latter half of 2018, bringing the total to 100 councils in every state and territory.

Can the broader community nominate their town or city to be part of the Cities Power Partnership?

Yes. Nominations can easily be made through the website at citiespowerpartnership.org.au/nominate/. Tell us why you think your council or any other would be a good fit and if you have recommended points of contact within councils, either staff or elected representatives, we're all ears.

How do community energy organisations get involved?

We are actively reaching out to community energy organisations across the country to get involved. The Cities Power Partnership wants to profile and connect community energy groups with councils involved in the partnership. There is an action pledge under "Work Together and Influence" for councils to strive to "support community energy groups with their community energy initiatives". This connection is vital to help councils achieve success as community energy groups and the community more broadly can provide on the ground support, including workshops and modelling, to help councils achieve their energy and sustainability commitments.

What if a town or city is already leading in renewable energy and sustainability, what does their city get out of joining the partnership?

Cities leading the way play an essential role in the partnership. They share their knowledge with other cities, their successes are celebrated to an audience of millions to inspire others and they will have access to resources and incentives to help them to continue to lead.

Many trailblazing cities who are already leading will have some of their existing initiatives counted towards their power partnership pledge.

Appendix

Appendix A: The Partnership Action Pledges

Participating councils who join the partnership will have 6 months to select 5 key actions from the options below.

Renewable Energy



1. Develop supportive planning laws to encourage residents and industry to adopt renewable energy.



2. Use council resources to support the uptake of renewable energy



3. Install renewable energy (solar PV and battery storage) on council buildings.



4. Support community facilities to access renewable energy through incentives, support or grants.



5. Power council operations by renewable energy, and set targets to increase the level of renewable power for council operations over time.



6. Provide incentives and/or remove barriers to encourage local businesses to take up solar power and battery storage.



7. Support local community renewable energy projects, and encourage investment in community energy.



- 8.** Opening up unused council managed land for renewable energy.



- 9.** Facilitate large energy users collectively tendering and purchasing renewable energy at a low cost.



- 10.** Set minimum renewable energy benchmarks for new developments.



- 11.** Electrify public transport systems and fleet vehicles and power these by 100% renewable energy.



- 12.** Lobby electricity providers and state government to address barriers to local renewable energy uptake.



- 13.** Identify opportunities to turn organic waste into electricity.



- 14.** Implement landfill gas methane flaring or capture for electricity generation.



- 15.** Create a revolving green energy fund to finance renewable energy projects.

Energy Efficiency



- 1.** Set minimum energy efficiency benchmarks for all planning applications.



- 2.** Adopt best practice energy efficiency measures across all council buildings, and support community facilities to adopt these measures.



- 3.** Roll out energy efficient lighting across the municipality.



- 4.** Provide incentives for energy efficient developments and upgrades to existing buildings.



- 5.** Incentivise use of energy efficient heating and cooling technologies.



- 6.** Create a green revolving energy fund to finance energy efficiency projects

Sustainable Transport



1. Ensure Council fleet purchases meet strict greenhouse gas emissions requirements and support the uptake of electric vehicles.



2. Provide fast-charging infrastructure throughout the city at key locations for electric vehicles.



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



4. Ensure that new developments are designed to maximize public and active transport use, and support electric vehicle uptake.



5. Support cycling through provision of adequate cycle lanes, bike parking and end-of-ride facilities.



6. Reduce or remove minimum car parking requirements for new housing and commercial developments where suitable public transport alternatives exist.



7. Lobby state and federal governments to increase sustainable transport options



8. Create disincentives for driving high emitting vehicles.



9. Convert council waste collection fleet to hydrogen or electric power.

Work Together and Influence



1. Set city-level renewable energy or emissions reduction targets.



2. Lobby state and federal government to address barriers to the take up of renewable energy, energy efficiency and/or sustainable transport.



3. Set up meetings and attend events to work with other cities on tackling climate change.



4. Develop education and behaviour-change programs to support local residents and businesses to tackle climate change through clean energy, energy efficiency and sustainable transport.



5. Lobby for state and federal support for a just transition away from coal-driven industry for local workers and the community.



6. Develop procurement policy to ensure that the practices of contractors and financiers align with council's renewable energy, energy efficiency and sustainable transport goals.



7. Support the local community to develop capacity and skills to tackle climate change.



8. Support local community energy groups with their community energy initiatives.



9. Achieve 100% divestment from fossil fuel aligned investments at the earliest possible date.

Appendix

Appendix B: Pledge Examples

Renewable energy

Action	Examples	Link
Install renewable energy (solar PV and battery storage) on council buildings	Bathurst Council installed solar systems across nine council buildings	https://www.bathurst.nsw.gov.au/environment/energy-sustainability/solar-power-on-council-buildings.html
Facilitate large energy users collectively tendering and purchasing renewable energy at a low cost.	The Melbourne Renewable Energy Project involves bringing together a number of large energy users to collectively tender for renewable energy.	https://www.melbourne.vic.gov.au/business/sustainable-business/mrep/Pages/melbourne-renewable-energy-project.aspx

Energy efficiency

Action	Examples	Link
Roll out energy efficient lighting across the municipality.	Wingecarribee Shire Council – participation in Lighting the Way Streetlighting upgrade	http://media.wsc.nsw.gov.au/council-and-endeavour-energy-roll-out-street-light-upgrade/
Create a green revolving energy fund to finance energy efficiency projects	Penrith City Council Sustainability Revolving fund has supported 42 projects to the value of more than \$1.5 million. Combined these projects result in savings of almost \$600,000 each year, along with abatement of more than 3,100 tonnes of CO ₂ e.	https://www.penrithcity.nsw.gov.au/Documents/Waste-and-Environment/Sustainability-Revolving-Fund-Guidelines/

Sources: IEA 2016; IRENA 2016

Sustainable transport

Action	Examples	Link
Ensure Council fleet purchases meet strict greenhouse gas emissions requirements and support the uptake of electric vehicles.	Charge Together initiative	https://www.chargetogether.com/about-the-program
Provide fast-charging infrastructure throughout the city at key locations for electric vehicles.	Regional 3 Council Program Waverley, Woollahra & Randwick Councils	http://www.waverley.nsw.gov.au/top_link_pages/news_and_media/council_news/news/a_nsw_first_for_electric_vehicle_owners

Work together and influence

Action	Examples	Link
Set city-level renewable energy or emissions reduction targets.	Darebin has set a target of zero net carbon emissions across Darebin by 2020 and released the first ever Climate Emergency Plan.	https://www.bathurst.nsw.gov.au/environment/energy-sustainability/solar-power-on-council-buildings.html
Support the local community to develop capacity and skills to tackle climate change	Hepburn Shire and ZNet Hepburn Shire created the 10 year Community Transition Plan	https://z-net.org.au/hepburn/

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Cities Power Partnership

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Cities Power Partnership Pledge Areas that are consistent with current Council actions

Install renewable energy (solar PV and battery storage) on council buildings	Roll out energy efficient lighting
Set targets to increase the level of renewable power for council operations over time.	Provide fast-charging infrastructure throughout the city at key locations for electric vehicles
Support local community renewable energy projects, and encourage investment in community energy	Encourage sustainable transport through council transport planning and design.
Facilitate large energy users collectively tendering and purchasing renewable energy at a low cost.	Set city-level renewable energy or emissions reduction targets.
Implement landfill gas methane flaring or capture for electricity generation.	Support the local community to tackle climate change.

20BNA003

Lake Macquarie Electric Vehicle Charging Strategy

Key focus area	Mobility and Accessibility
Objective	New Technology Supports our Transport Choices
File	PM18/0251/11
Author	Coordinator Asset Optimisation - Dean Chapman
Responsible manager	Manager Environmental Systems - Tim Browne

Executive summary

This report seeks a resolution to adopt the Lake Macquarie Electric Vehicle Charging Strategy 2020-2023 (*The Strategy*).

The Strategy proposes actions to support Council and the Lake Macquarie community transition towards an electric vehicle future. If adopted, the strategy will guide strategic deployment of charging infrastructure at selected Council facilities, providing a core network of chargers for Council and residents. The strategy will also guide those businesses, community sectors and residents wishing to install their own charging infrastructure.

Following Council resolution 19BNA003, the Draft Electric Vehicle Charging Strategy was placed on public exhibition from 26 September to 25 October 2019. An Engagement Summary is available at Attachment 1, a summary of the issues raised during exhibition are provided in Attachment 2. The issues raised in submissions have been considered in finalising the Strategy (Attachment 3).

Recommendation

Council:

- A. receives and notes the comments received during public exhibition
- B. adopts the Lake Macquarie Electric Vehicle Charging Strategy 2020-2023

Discussion

While uptake of electric vehicles in Australia has been relatively modest (approximately 0.2% of new vehicle registrations in year ending 2017), sales have increased rapidly (67% from 2016 to 2017) as the range of available models improves and charging infrastructure is established through the actions of governments, vehicle manufacturers, private investors and motorist associations. It is anticipated uptake will increase rapidly over the next ten years as vehicle manufacturers increase production of electric and hybrid-electric vehicles.

A number of studies have shown that range anxiety, or perceived lack of charging infrastructure to support extended journeys is a significant barrier to uptake of electric vehicles.

Lake Macquarie City Council has a role in supporting the community move towards an electric vehicle future. This includes transitioning our own vehicle fleet, deploying chargers at Council facilities in a way that enables a core network of chargers across our City, and providing guidance and support to those businesses, community sectors and residents wishing to install their own chargers.

Strategic placement of charging infrastructure has the potential to stimulate tourism and economic development opportunities by giving owners of electric vehicles confidence that they can visit Lake Macquarie in the knowledge that they will have sufficient range and capacity to make the return journey. Locating charging facilities in proximity to commercial centres provides opportunities to attract owners of electric vehicles and increase dwell-times, stimulating local business.

The Electric Vehicle Charging Strategy for Lake Macquarie provides a framework for consistent deployment of charging infrastructure across the City by private enterprise, residents and Council itself. It is anticipated that initial investment by Council in preparing this strategy and installing a core network of charging infrastructure will provide a catalyst for uptake of electric vehicles by the community, enabling transition to an electric vehicle future, and stimulate private investment in charging infrastructure.

Community engagement and internal consultation

To ensure that the Electric Vehicle Charging Strategy incorporated a wide range of perspectives, an extensive participative engagement program was adopted during preparation of the strategy that included the following elements:

Internal Consultation

- Integrated Planning
- Asset Management
- Finance
- City Works – Plant and Fleet
- Communications
- Arts Culture and Tourism
- Development, Assessment and Certification
- Property and Business Development
- Mobility and Accessibility Portfolio Committee

External Consultation

- Ausgrid
- NRMA
- Chargefox
- Jet Charge
- Evie Networks
- EVolution
- Tritium
- Delta-ee
- Delta Electronics
- Adelaide City Council
- University of Technology Sydney
- GHD
- Dantia
- Neighbouring Councils

The opportunity to comment on the draft strategy was promoted through Council's social media channels reaching over 10,000 residents, which resulted in over 700 visits to Shape Lake Mac. The summary of responses and description of minor changes made to the Draft Strategy in response to submissions is provided in Attachment 2.

Key considerations

Economic impact	<p>The Electric Vehicle Charging Strategy addresses a major barrier to uptake of electric vehicles by providing a core network of charging infrastructure and supports local residents and businesses to participate in the global transition to an electric vehicle future.</p> <p>The strategy provides for new investment in transport infrastructure and enhances Lake Macquarie as a tourist destination for the increasing number of owners of electric vehicles.</p>
Environment	<p>Implementing the Electric Vehicle Charging Strategy will support the uptake of electric vehicles by residents and businesses throughout the city by encouraging installation of charging infrastructure, reducing vehicle emissions and consequently improving air quality throughout the city.</p> <p>Where Electric Vehicle Charging Infrastructure is supported by renewable energy, implementation of the strategy will contribute to a reduction in greenhouse gas emissions.</p>
Community	<p>The Lake Macquarie Electric Vehicle Charging Strategy will encourage the installation of electric vehicle charging infrastructure by public authorities and private businesses to support the Lake Macquarie community's transition to an electric vehicle future.</p> <p>Technical guidelines have been prepared as Appendices to the Electric Vehicle Charging Strategy to guide the selection of sites and the installation of power supply, charging infrastructure and payment systems in accordance with relevant Australian standards and industry practice.</p>
Civic leadership	<p>A key aspect of the Electric Vehicle Charging Strategy is to provide a core network of publicly accessible chargers at Council facilities to support Council's vehicle fleet, demonstrating leadership in the transition to electric vehicles.</p>
Financial	<p>Implementation of Electric Vehicle Charging infrastructure at selected Council facilities will require direct Council investment to support the operation of our own vehicle fleet and make charging infrastructure available to the public. Allocation of funds will be considered each financial year through preparation of Council's Annual Operational Plan.</p> <p>Funding for the strategy will be sought from relevant grant programs, and provision for charging infrastructure will be included within future iterations of Council's Long Term Financial Plan.</p>

<p>Infrastructure</p>	<p><i>Implementation of the strategy will have implications for Council's infrastructure assets in circumstances where Council installs and maintains electric vehicle charging infrastructure at Council facilities such as Council's Administration Centre, Works Depot, Community Centres, holiday parks or public car parks.</i></p> <p><i>Technical guidelines have been prepared as Appendices to the Electric Vehicle Charging Strategy to guide the selection of sites and the installation of power supply, charging infrastructure and payment systems in accordance with relevant Australian standards and industry practice.</i></p> <p><i>No infrastructure asset implications for Council are anticipated where private business or individuals choose to invest in charging infrastructure.</i></p>
<p>Risk and insurance</p>	<p>Implementation of the strategy will involve installation of electric vehicle infrastructure at council facilities such as Council's Administration Centre, Works Depot, Community Centres and Holiday Parks.</p> <p>Technical guidelines prepared as appendices to the Electric Vehicle Strategy will inform planning and installation of electric vehicle charging infrastructure in accordance with International and Australian standards.</p> <p>Project risks will be determined and managed on a site by site basis as part of Council's normal project management procedures.</p>

Legislative and policy considerations

NSW Electric and Hybrid Vehicle Plan (Transport for NSW)
 Greater Newcastle Future Transport Plan
 Council's Greenhouse Gas Emissions Reduction Policy

Attachments






- | | |
|--|-----------|
| 1. Electric Vehicle Charging Strategy – Community Engagement Summary | D09616007 |
| 2. Electric Vehicle Charging Strategy – Summary of Response | D09616005 |
| 3. Lake Macquarie Electric Vehicle Charging Strategy 2020-2023 | D09618286 |

DRAFT ELECTRIC VEHICLE CHARGING STRATEGY ENGAGEMENT SUMMARY

26 SEPTEMBER TO 25 OCTOBER 2019

Between 26 September and 25 October 2019, we sought feedback on the draft Electric Vehicle Charging Strategy, which aims to address a critical shortage of publicly available charging stations across the City – cited as a significant barrier to electric vehicle uptake by local residents and businesses.

You participated

-  **7300+ people** reached via Facebook, Instagram, Twitter and Your City
-  **2800+ visits** to Council's Social Pinpoint mapping portal
-  **700+ visits** to Council's online engagement portal Shape Lake Mac
-  **230+ downloads** of the draft Electric Vehicle Charging Strategy
-  **80+ discussion comments** received with more than **270 votes** on those comments

Quick poll

Do you support the draft Electric Vehicle Strategy?

82 responses: 73 agree, nine do not agree



Do you support the Principles outlined for a Lake Macquarie electric vehicle-charging network?

18 responses: 17 agree, one does not agree



Electric vehicle infrastructure locations

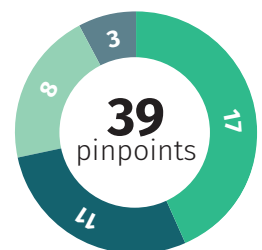
Council used an interactive online mapping tool, Social Pinpoint, to engage with the community as to where electric vehicle infrastructure could be located based on the draft Principles for a Lake Macquarie City electric vehicle charging network. The comments have been grouped into four themes, which consist of:

- Strategic and economic centres
- Highly used locations such as golf courses and pools
- Along the M1 including entry and exits
- Readaptation of existing sites

39 responses ■ 17 pinpointed strategic and economic centres

■ 11 pinpointed highly used locations ■ Eight pinpointed along the M1 including entry/exits

■ Three pinpointed readaptation of existing sites



Theme	Number of submissions	Summary of Responses
Strategy 1 - Develop regional and cross-sector partnerships	11	<p>The majority of responses (nine) support establishing partnerships between all levels of government and the private sector to facilitate consistency of charging infrastructure across the region. Comments supported private investment in electric vehicle infrastructure, particularly around key areas such as Charlestown Square and the M1.</p> <p>Two responses suggested that Council investment should focus on providing infrastructure for its own fleet rather than public charging facilities.</p> <p>Outcome:</p> <p>No changes to the draft strategy are required.</p>
Strategy 2 - Plan transport for liveable communities	10	<p>The majority of responses (eight) recognised that electric vehicles are an important component of an integrated transport system that also includes electric scooters, electric shuttle bus services and hydrogen fuel vehicles.</p> <p>Responses suggested that the majority of electric vehicle charging will be undertaken at home, and that guidelines should be provided to incorporate charging infrastructure into future development.</p> <p>Charging infrastructure at commercial centres was supported to attract visitors and help address “range anxiety”, the concern that the vehicle will run out of battery power before a charge facility can be reached.</p> <p>Two responses suggested that electric vehicles have no place in the mix of transport options to be adopted in Australia.</p> <p>Outcome:</p> <p>No changes to the draft strategy are required.</p> <p>Hydrogen fuel is a promising energy source, particularly for heavy vehicles. While this strategy is focussed on Electric Vehicles, it does not preclude the possibility of hydrogen fuel vehicles in future</p>

Strategy 3 - Deploy Lake Macquarie Council charging infrastructure	12	<p>The majority of responses (11) expressed strong support for deploying charging infrastructure at council facilities such as the art gallery, community centres, libraries, aquatic centres and beaches. Responses also indicated need for chargers at locations with relatively long dwell times such as golf courses and boat ramps.</p> <p>Respondents supported introduction of fast (Level 3) charging infrastructure, particularly in locations with short dwell times.</p> <p>One response did not support any level of investment in electric vehicle charging infrastructure.</p> <p>Outcome:</p> <p>Strategy has been amended to allow for Level 3 chargers where appropriate.</p>
Strategy 4 - Facilitate deployment of non-Council infrastructure	9	<p>The majority of responses (seven) support actions to facilitate private investment in charging infrastructure including provision of regionally consistent guidelines to encourage integration of chargers in existing and future development. Responses indicated support for users to pay for costs of electricity as well as support for free charging in specific cases to attract visitors to commercial centres.</p> <p>One response did not support non-council investment in electric vehicle charging infrastructure.</p> <p>Outcome:</p> <p>No changes to the draft strategy are required.</p>
Strategy 5 - Encourage smart energy and smart grid management	5	<p>The majority of responses (four) generally supported the need to source the majority of energy for electric vehicles from the national grid from both non-renewable and renewable resources. Comments supported smart infrastructure and integrated billing systems (such as apps or credit card facilities) to facilitate payment and data collection.</p> <p>One response did not support investment in electric vehicle charging infrastructure.</p> <p>Outcome:</p> <p>No changes to the draft strategy are required.</p>



Electric Vehicle Charging Strategy 2020-2023



A scenic view of Lake Macquarie under a blue sky with scattered clouds. In the background, a residential area with houses and trees is visible, along with a tall construction crane. The lake's surface is calm, reflecting the sky and the surrounding landscape. A small wooden pier extends into the water on the left side.

Purpose

To provide Lake Macquarie with a charging infrastructure strategy that prepares our community for the global transition to electric vehicles

The challenge

Transport is undergoing a global paradigm shift and passenger vehicles are at the forefront of this change. Manufacturers and technology companies are rapidly moving the automotive industry towards an electric and automated future. With electric vehicle numbers increasing globally, governments and other organisations have started to devise strategies to promote and adjust to the change, addressing the massive shift from liquid fuels to electricity for road vehicles.

Locally, Lake Macquarie must address the absence of publicly available EV charging stations. The lack of charging infrastructure is a significant barrier to EV uptake by local residents and businesses, imposes limits on transport investment options and reduces Lake Macquarie's viability as a destination for EV tourism.



Consistent with projections for European, American and Asian markets, Australia's uptake of electric vehicles (EVs) is expected to rise rapidly over the next decade. A shift towards EVs in international markets and the lack of Australian vehicle manufacturing mean Australia must plan now for this major change.

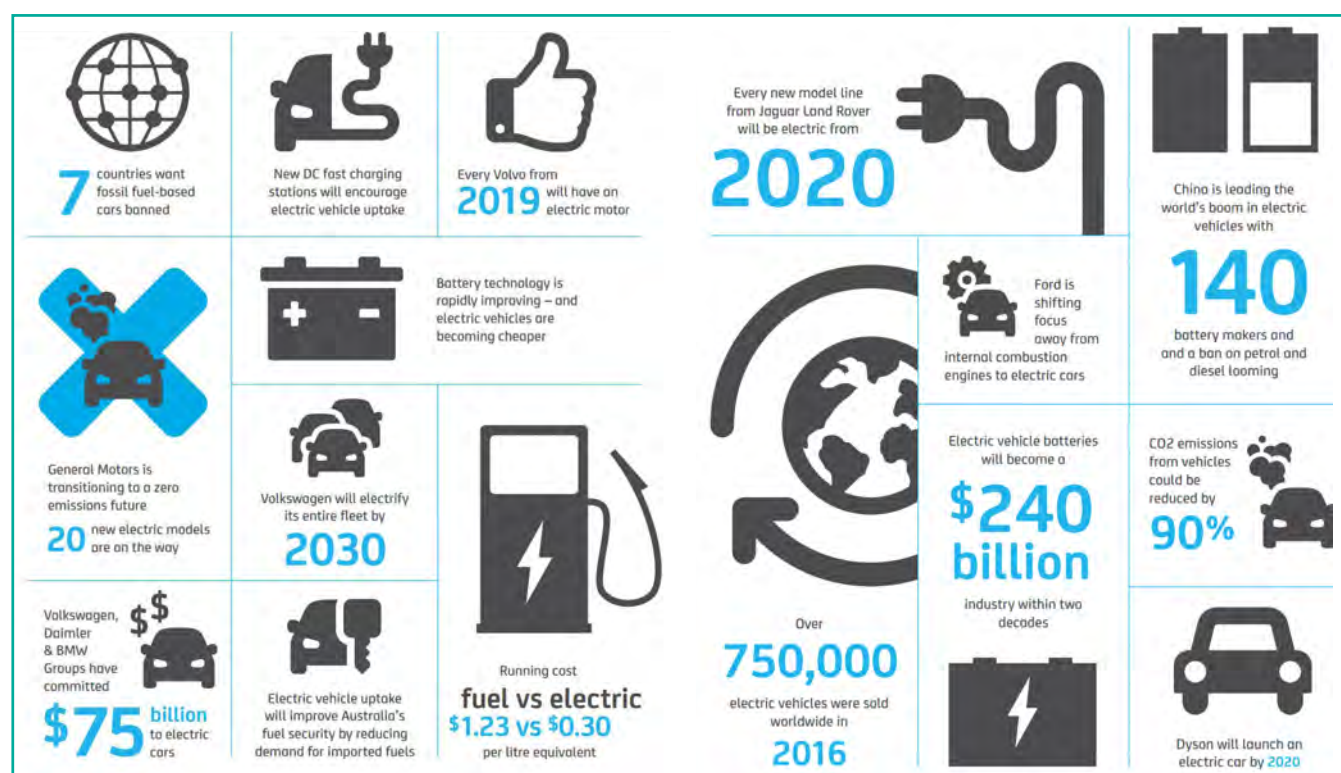
"Without taking crucial steps now, Australia will be left behind and the impact on our economy and local communities will be dire."

- NRMA, 2019

While estimates of future EV uptake rates in Australia vary, many authorities predict their purchase will accelerate significantly over the next 10-20 years. A 2018 study commissioned by the Australian Government predicted plug-in electric vehicles (PEVs) would make up 20 per cent of new public vehicle sales by 2030. Another report by the Bloomberg Energy Finance group has suggested that EVs will make up 40 per cent of Australia's new public vehicle sales by 2040.

The NRMA says the future of transport mobility in Australia will be "increasingly electric", with the nation now on the precipice of its first "transport revolution" since the shift from horse and cart to combustion engine almost 100 years ago.

Cities across Australia need to be prepared for this transition.



Source: NRMA 2017 'The Future Is Electric' mynrma.com.au/-/media/documents/the-future-is-electric.pdf

Purpose of this Strategy

This strategy provides a framework for consistent deployment of charging infrastructure across the City by private enterprise, residents and Council itself. Lake Macquarie City Council has a role in supporting the community as we move towards an electric vehicle future. This includes transitioning our own vehicle fleet, deploying chargers at our facilities in a way that enables a core charging network across our City, and providing guidance and support to businesses, community sectors and residents installing their own chargers. We must do this in a collaborative way, playing to our own strengths and leveraging those of our partners.

The strategy's aim is to set a long-term vision and provide electric vehicle charging network principles to ensure our city's investments align with regional and national investments. Our strategy is supported by a three-year action plan.

Council will lead the way with several publicly accessible chargers across the City, providing the catalyst for others to install more chargers around Lake Macquarie.

Alignment with other strategies and plans

Our strategy has been prepared to ensure strategic alignment with national, state and local strategies and plans.

Document	Summary	Alignment
A National Strategy for Electric Vehicles (2019)	Developed to ensure the transition to electric vehicle technology and infrastructure is planned and managed so that all Australians can access the benefits. The National Strategy emphasises the opportunities of a well-managed shift to EV to provide cleaner air, better health, smarter cities, lower transport costs and lower greenhouse gas emissions.	Our strategy focuses on enabling a core network that provides access for all motorists, regardless of what type of home they live in and what electric vehicle they drive.
NSW Future Transport Strategy (2016)	A suite of plans (The Future Transport 2056 Strategy, the Regional NSW Services and Infrastructure Plan and the Greater Sydney Services and Infrastructure Plan) focusing on the decisions needed over the next 40 years. Includes the need to take a strategic approach to EVs to accelerate uptake and maximise benefits.	Our strategy includes a long-term vision for EVs in Lake Macquarie and the Hunter and identifies a strategic approach to enable EV charging infrastructure as key to accelerating EV uptake and maximising benefits.
NSW Electric and Hybrid Vehicle Plan (2019)	A five-year plan to guide government and industry action on EVs. Actions within the plan are focused on three key priority areas: vehicle availability, charging points and customer information. The plan includes commitments to enable EV charging infrastructure across the State through co-investment, development of standards and guidelines, and supporting strategic land use planning. In the area of customer information, the plan commits to investment in a digital platform and development of standard roadside wayfinding signage	Our EV charging network principles, strategies and actions have been developed to ensure consistency with the State plan and leverage partnership opportunities with Transport for NSW.

Document	Summary	Alignment
NSW Climate Change Policy Framework (2016) Lake Macquarie Greenhouse Gas Policy	<p>Sets an aspirational goal of net zero carbon emissions by 2050 through measures such as energy efficiency and renewable energy.</p> <p>The Lake Macquarie Greenhouse Gas Policy articulates the City's commitment to a three per cent annual per capita greenhouse gas reduction from 2007-2008 levels.</p>	Our strategy includes commitments to smart and sustainable energy for EV charging, which may include demand management and smart grid management techniques, and sourcing of on-site or remote renewable energy.
Imagine Lake Mac 2050 and Beyond (2019)	A long-term strategy to guide the evolution of Lake Macquarie City to 2050. This includes a strategic aspiration to be a City of close connections, including expanding active transport networks, maximising progress in technological change such as electric vehicles, autonomous vehicles and on-demand public transport, and planning and advocating for appropriate infrastructure. This will cater for population growth and stimulate investment within the City. Provision of appropriate infrastructure to support the uptake of technology to improve the performance of transport outcomes in the City is highlighted.	The transport hierarchy highlighted in Imagine Lake Mac is integrated into our EV charging network principles, strategies and actions. The core EV charging network to be developed in Lake Macquarie focuses on the strategic economic centres, economic centres and commuter hubs identified in the Imagine Lake Mac transport map.
Lake Macquarie City Community Strategic Plan 2017-2027 (2017)	A plan for our community outlining how we can achieve our City's vision. Mobility and accessibility and connected communities are key focus areas, and include a focus on active and public transport.	Our strategy includes access for all and supports the transport hierarchy as key principles.
Lake Macquarie Parking Strategy (2018)	Covers best practice parking management principles considered essential to solve the City's parking issues.	Our strategy includes specific consideration of the location of chargers in light of the parking strategy, and identifies management actions required to address operational issues relating to parking enforcement.
Environmental Sustainability Strategy and Action Plan	Consolidates actions to achieve Council's environmental sustainability priorities into a single document linked to the Local Government Integrated Planning and Reporting Framework. The priority action areas include transport, environmental health (including air quality), climate change adaptation and energy.	Our strategy delivers against the identified priority areas, providing the framework for an orderly transition to an EV future for our City.

Principles for a Lake Macquarie electric vehicle charging network

Access for all

We provide equitable access to affordable, convenient charging infrastructure aligned with community needs. Chargers are easy for the community to find via consistent wayfinding signage and digital platforms like Google Maps and Plug Share.

Fit for purpose

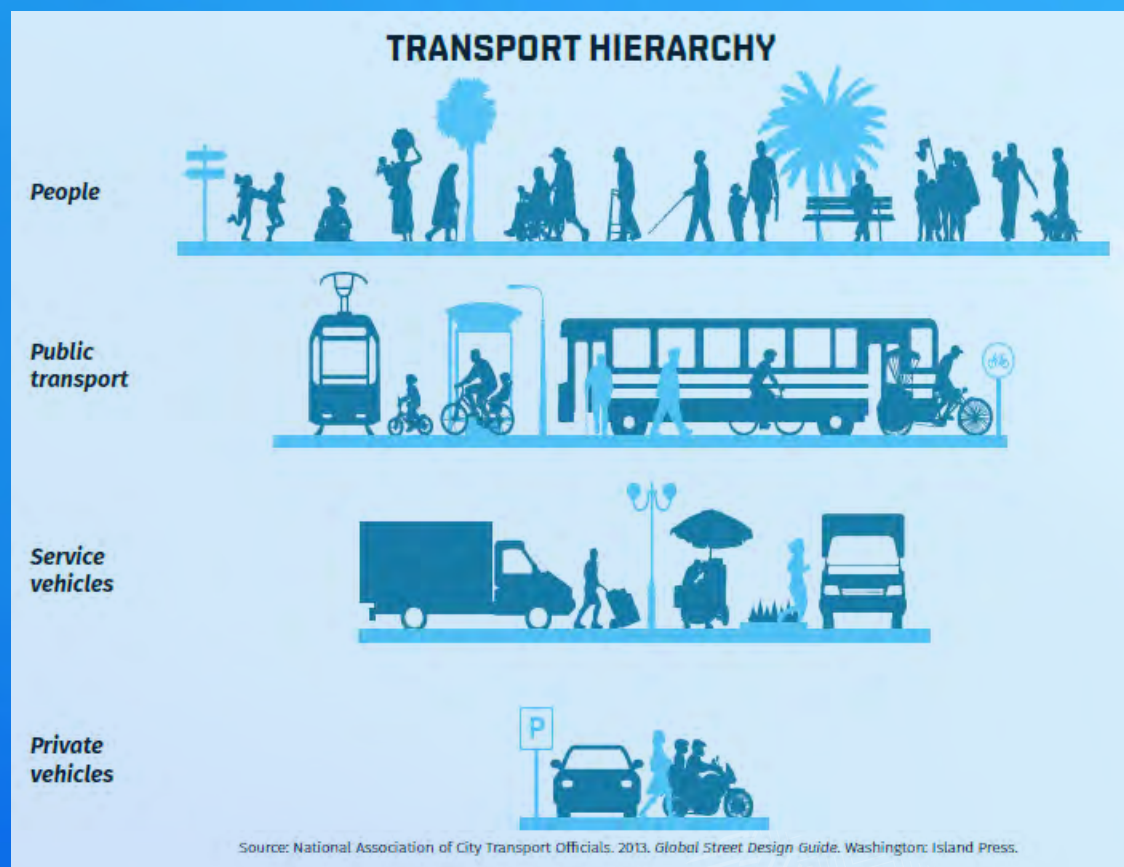
The right chargers are installed in the right places by the right organisations to ensure a fit-for-purpose network. We will play our part to enable the network, and will support residents and private enterprise to expand the network in line with demand.

Support the transport hierarchy

Chargers are designed and located in a way that supports Lake Macquarie's transport hierarchy and network.

Leverage economic opportunities

We make the most of economic opportunities provided by EV charging, such as increased visitation to tourist locations and shopping districts, while not over-capitalising.



Smart infrastructure

Our charging network is smart in the way it's deployed and managed. The network is deployed with agility, where we learn from each step and adjust as we go. We collect and share data to enable collaboration, digital access and continuous improvement. Smart grid management and renewable energy sources are prioritised.

Regional consistency through collaboration

The community has access to a consistent charging network across the Hunter Region and Central Coast, leveraging expertise and funding from multiple sources, including government and private enterprise.



Our key strategies

We have identified five strategies to achieve our vision. These strategies are supported by achievable actions to be implemented over the next three years.

Strategy 1 – Develop regional and cross-sector partnerships

We will strengthen investment in Lake Macquarie's EV charging, coordinating local efforts with regional, state and national EV charging networks. We will develop regional and cross-sector partnerships to support our region's transition to EVs. This will enable us to coordinate the efforts of multiple parties to achieve a fit-for purpose, regional EV charging network and leverage collaborative opportunities.

Strategy 2 – Plan transport for liveable communities

We will integrate EV charging into future decision-making, with a focus on infrastructure that supports smart transport options for all parts of the community. Our planning will support the City's transport hierarchy and adapt based on community feedback. In doing so, we will move our City closer to our 2050 transport vision of a "City of close connections".

Strategy 3 – Deploy Lake Macquarie Council charging infrastructure

To ensure we make the most of our large operational footprint, we will deploy appropriate charging infrastructure at key Council sites across Lake Macquarie City. This will support the transition of our own fleet and ensure a core network of chargers accessible to the public.

Strategy 4 – Facilitate deployment of non-Council infrastructure

Deployment of charging infrastructure by Council will support access to public chargers across the City, leading the way for others to continue further installations.

With our partners, we will facilitate deployment of critical public charging infrastructure at key locations beyond Council's control, and provide consistent guidelines, tools and resources to support businesses, residents and developers installing their own EV charging infrastructure.

Strategy 5 – Encourage smart energy and smart grid management

Electric vehicle charging provides opportunities and challenges for the way we source energy and manage the grid. With our partners we will undertake smart-charging trials. These will explore ways to improve EV charging management, charge EVs from renewable energy and investigate how to include EVs into the grid. We will facilitate appropriate data sharing to improve charging outcomes.

A core EV charging network for Lake Macquarie

A key aspect of our Action Plan is the provision of a core network of EV chargers at strategic locations. This map shows proposed EV charging locations for the baseline network. Further deployments will be considered on a case-by-case basis using our decision support tool.

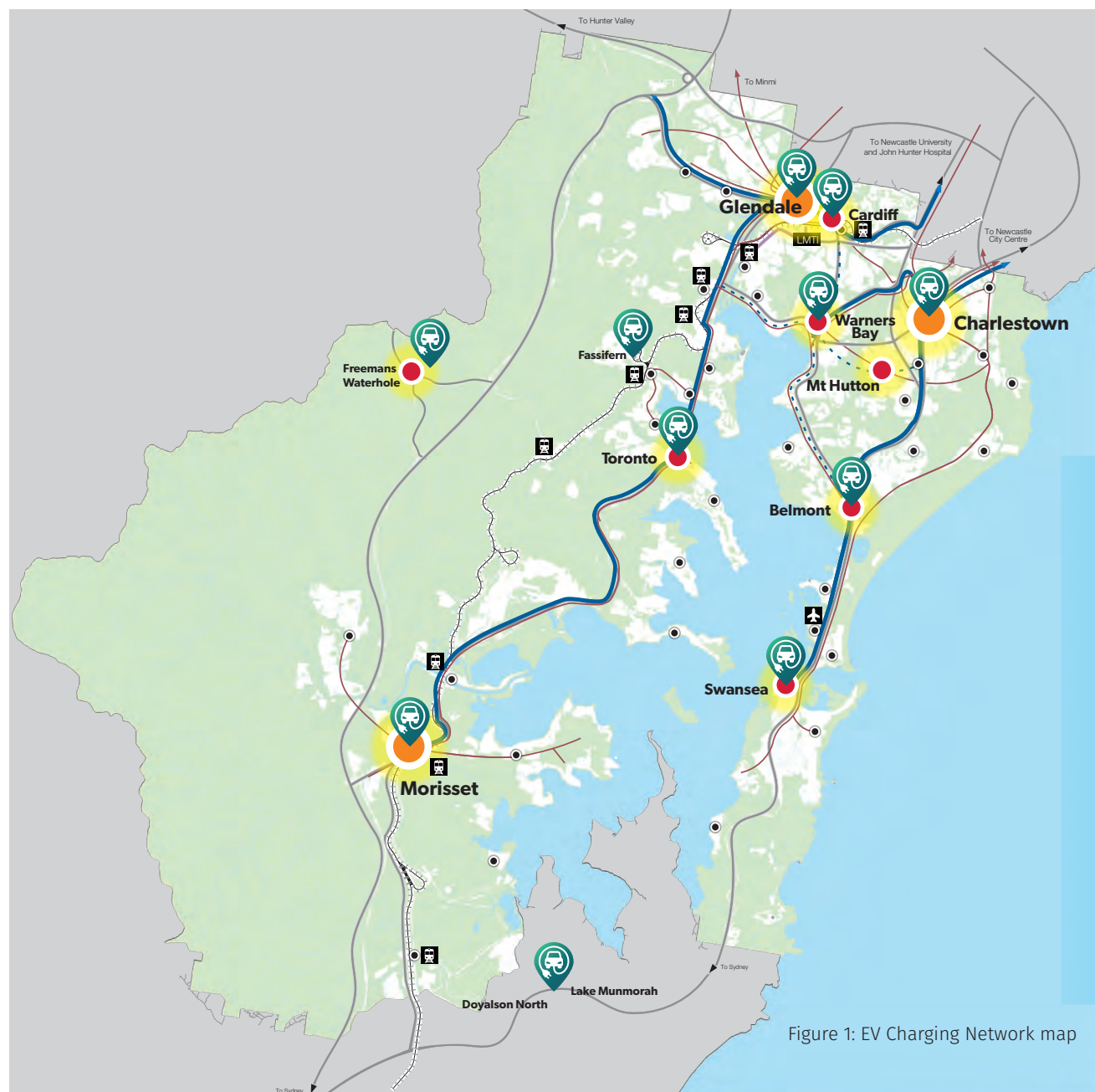
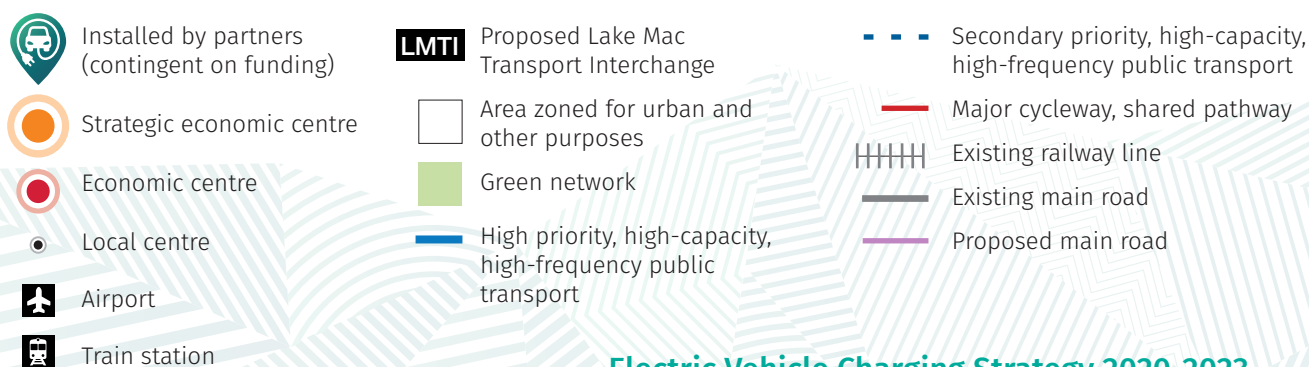


Figure 1: EV Charging Network map

ELECTRIC VEHICLE CHARGING NETWORK MAP



Monitoring progress

With a rapidly changing transport landscape, the implementation of our strategy must be flexible and agile. It will be based on regular monitoring of our progress and technological changes. We will establish milestones and a resourcing strategy based on the action plan presented in this strategy, and will devise relevant next steps as we progress. We will track progress through our Environmental Sustainability Strategy and Action Plan and report to the community through the Lake Macquarie City Annual Report. Monitoring and reporting will include evaluation of how we are tracking against the six principles outlined in this document, and whether corrective actions are needed to keep us on track. A stand-alone EV charging action plan completion report will be prepared in 2022.

Appendix 1 – Three-year action plan

Strategy 1 – Develop regional and cross-sector partnerships

Action	Primary Responsibility	Timing
Facilitate a regional local government forum and working groups to ensure consistency and leverage opportunities	Environmental Systems/City Works	Years 1-3
Establish partnerships with key infrastructure providers, transport operators, ride share platforms, EV retailers and member-based organisations, including Transport for NSW, Ausgrid, taxi operators and the NRMA	Environmental Systems/City Works	Years 1-3
Work with tourism, retail and hospitality operators to install appropriate charging infrastructure	Arts, Culture and Tourism/ Environmental Systems	Years 1-3
Investigate opportunities to co-locate EV car sharing scheme at core charging sites	Assets/Environmental Systems	Years 1-3

Strategy 2 – Plan transport for liveable communities

Action	Primary Responsibility	Timing
Engage with stakeholders on how the location of EV charging infrastructure could support an expansion of travel choices	Community Partnerships	Years 1-3
Incorporate universal design principles into design / technical specifications for infrastructure	Assets/Environmental Systems	Year 1
Explore opportunities for electric vehicle charging facilities, including electric bikes and scooters	Assets/Community Partnerships	Years 1-3

Strategy 3 – Deploy Lake Macquarie Council charging infrastructure

Action	Primary Responsibility	Timing
Prepare technical guidance for Council charger installations and associated infrastructure	Environmental Systems/Assets	Year 1
Pilot operating models and user payment methods for publicly accessible chargers	Environmental Systems/ Finance	Years 1-3
Establish charging supplier panel	Environmental Systems/Assets	Year 1
Deploy appropriately rated chargers at strategic locations identified in Figure 1	Assets	Years 1-3
Define signage and approach to parking enforcement	Assets/Compliance	Year 2

Strategy 4 - Facilitate deployment of non-Council infrastructure

Action	Primary Responsibility	Timing
Seek funding and partnerships for deployments at commuter carparks	Environmental Systems/Assets	Years 1-3
Prepare decision support tool to support investment decisions beyond the core EV charging network	Environmental Systems / Finance	Year 1
Work with partners to provide regionally consistent guidelines for private EV charging installations	Integrated Planning/ Environmental Systems	Years 1-3
Review opportunities to support EV charging in Council's development control plan and guidelines	Integrated Planning	Years 1-3
Provide information and advice on the approval pathways and planning matters for the provision of charging stations	Development Assessment and Compliance	Year 1
Engage with local employers to encourage EV charging in fleet car parks and employee car parks	Community Partnerships	Years 1-3
EV community engagement program, including displays and educational materials	Community Partnerships	Years 1-3

Strategy 5 – Encourage smart energy and smart grid management

Action	Primary Responsibility	Timing
Investigate smart energy management methodologies	Environmental Systems	Years 1-3
Determine and implement a methodology and plan for appropriate data collection and sharing in line with our shared data policy	Business Information and Technology Solutions	Year 1
Trial smart and sustainable public EV charging	Environmental Systems	Years 1-3



Reference Documents

A National Strategy for Electric Vehicles 2019

<https://www.environment.gov.au/climate-change/government/national-vehicle-strategy>

NSW Future Transport Strategy 2056

<https://future.transport.nsw.gov.au/plans/future-transport-strategy>

NSW Electric and Hybrid Vehicle Plan 2019

<https://future.transport.nsw.gov.au/sites/default/files/media/documents/2019/Future%20Transport%20NSW%20Electric%20%26%20Hybrid%20vehicle%20plan.pdf>

NSW Climate Change Policy Framework 2016

Lake Macquarie Greenhouse Gas Policy 2008

<https://www.lakemac.com.au/downloads/111C1FB5C8423D4326DBA067BBEE0DE28393B70B.pdf>

Imagine Lake Mac 2050 and Beyond (2019)

<https://www.lakemac.com.au/downloads/5821B647BFDA30EBBE07C208B1151C9BFA015EB9.pdf>

Lake Macquarie City Community Strategic Plan 2017-2027

<https://www.lakemac.com.au/page.aspx?&pid=2282&vid=25>

Lake Macquarie Parking Strategy 2018

<https://www.lakemac.com.au/parking-strategy>

Environmental Sustainability Action Plan 2014-2023

<https://www.lakemac.com.au/downloads/3C332529AFF9DC84F53E7B6464ECE0FC609F8ED3.PDF>



20BNA004	Application to become a recognised Tree City of the World
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Key focus area	Lifestyle and wellbeing
Objective	Our public spaces help us feel healthy and happy
File	PM17/0133/02
Author	Natural Assets Coordinator - Graham Prichard
Responsible manager	Manager Environmental Systems - Tim Browne

Executive summary

Council has an opportunity to apply to become recognised as a Tree City of the World, an international initiative to inspire cities and towns to care for and celebrate their urban tree canopy. It has no cost to join and connects cities around the world dedicated to sharing and improving how urban forests are maintained, sustainably managed and duly celebrated.

Recommendation

Council:

- A. Endorse the proposal to apply to become a Tree City of the World; and
- B. Write to the Tree Cities of the World seeking to be recognised

Discussion

Tree Cities of the World is an international program that was launched at the 2018 World Forum on Urban Forests in Mantova Italy, where world leaders issued the Mantova Green Cities Challenge. This call for action included joining the Tree Cities of the World programme to connect cities around the world in a new network dedicated to sharing and adopting the most successful approaches to managing urban trees and forests. There are currently three Councils (Burnside, Mitcham and Unley) recognised in Australia, all of which are in SA.

To be recognised as a Tree City, five core standards must be met that demonstrate a commitment to caring for urban trees and forests. Lake Macquarie City's tree management programs and practices are developing rapidly and becoming a Tree City of the World would complement our programs and allow us to celebrate our achievements. We believe that our current operations would meet the five core standards required without increasing budgeting and/or resourcing needs.

By becoming a Tree City, Council would:

- Confirm we manage urban trees and forests in alignment with the five core standards
- Increase the understanding and awareness of the Lake Macquarie community about the value of urban trees and the importance of sustainable tree management
- Further support community sentiments that urban trees, conservation and the environment are important to Lake Macquarie
- Demonstrate our commitment to a healthier environment

- Demonstrate that our processes to prevent tree/asset conflicts occurring in future plantings is in line with international best practice

Assessment of options

Not applying to be a Tree City of the World – Council would be missing an opportunity to be recognised both nationally and internationally for its tree management achievements and to lead and encourage responsible tree management practices in the community.

Apply to become a recognised Tree City of the World – Demonstrating that we manage our trees in accordance with the five core standards and gain national and international recognition for our tree management achievements and practices.

Community engagement and internal consultation

The following consultation has been undertaken:

- A community representative from the Sustainable Neighbourhood Alliance has written to Council and requested Council become a Tree City of the World
- Development Assessment and certification staff who manage approvals for pruning or removal of non-exempt trees on private property
- City works staff undertaking day to day management of Council trees including responding to complaints/enquiries for hazard trees
- Staff have presented this proposal to the Unique Landscapes Portfolio
- Landcare staff growing and supporting the planting of thousands of trees in bushland each year

Key considerations

Economic impact	Indirect benefits are a more vibrant community and increased economic activity in areas with well-tended trees No negative economic impact
Environment	Evidence based confirmation that we manage urban trees and forests to improve the City's unique landscapes and environment
Community	Evidence based confirmation that we manage urban trees and forests to improve lifestyle and wellbeing
Civic leadership	Increased sense of Civic pride and wellbeing Celebrate our tree management achievements Position ourselves for future opportunities of tree management assistance programs
Financial	No financial implications No fees or costs required for becoming a Tree City of the World
Infrastructure	No infrastructure implications Trees and infrastructure form the basis of a successful urban environment when partnered correctly as per the five core standards
Risk and insurance	No risk or insurance implications

Legislative and policy considerations

Trees and Native Vegetation Preservation Guidelines

Landscape Guidelines

Management of trees on roads and reserves policy

Attachments

1. The five core standards of Tree Cities of the World D09620743



Tree Cities of the World Standards

Recognition through the Tree Cities of the World programme represents the first step toward achieving a green vision for the community. To receive recognition, a town or city must meet five core standards:

1 STANDARD 1: Establish Responsibility

For the city tree canopy to meet local goals for sustainability and resilience, there must be a person, a department, or a group of citizens — often called a Tree Board — with the responsibility for tree planting, care, removal, and planning.

2 STANDARD 2: Set the Rules

The city must have in place a law or official policy governing the management of trees and forests, one that often includes best practices for worker safety and proper tree care. By making the rules for tree planting, care, and removal available to city staff, contractors, and residents, you set the stage for quality tree coverage on city-owned land or private property.

3 STANDARD 3: Know What You Have

To devise an effective plan for managing the urban forest, it is essential to understand at least the

basic structure of tree and forest resources. City tree managers must have access to a recent tree inventory, survey, or tree canopy assessment report that details the extent, character, and condition of trees and forests so that a long-term plan for city trees can be developed and implemented.

4 STANDARD 4: Allocate the Resources

Management of the urban forest depends on budgeted funding and/or donated resources each year for tree planting, care, staff salaries, and other urban forest management activities.

5 STANDARD 5: Celebrate Achievements

Celebrations of trees — and the city staff and volunteers who work to keep them healthy — are central to communicating the importance of urban trees and forests to the public. Whether held on your National Tree Day, Arbor Day, or some other important cultural date, recognised cities and towns will hold at least one public ceremony or event during the year.

