

Appendix 1

New Plymouth District Council EV Fast Charging Framework

EV charging framework rationale

1. The EV charging framework will guide suppliers of EV chargers when applying for approval to locate charging stations on Council owned land.

EV charging framework application

2. The framework is in place until the district has a minimum of three fast charging sites within the district, or the capacity to charge six EVs simultaneously.

Conditions for entering joint ventures with NPDC for EV charging

3. Council will consider entering a joint venture for the provision of fast or ultrafast DC public charging with an established commercial fast charging company, with an existing network across New Zealand.
4. Council's role in the joint venture will be limited to being the landowner of the site for the charging station. Any public or commercial liability for the operation of the site rests on the operator.
5. The joint venture proposal will meet the definition of public charging¹ as defined by Waka Kotahi.

EV charging framework – implementation conditions

6. Charging infrastructure, including connector types, will adhere to Waka Kotahi guidance² for public charging criteria.
7. Costs for feasibility, establishment, infrastructure and legal and conveyancing and deployment costs of both parties will be borne by the applying operator, whether the site progresses or not.
8. Council will not consider public third-party advertising on EV charging sites to offset cost to the operator. However, co-funding sponsorship branding will be acceptable, conditional on meeting consenting requirements.

¹ <https://www.nzta.govt.nz/planning-and-investment/planning/transport-planning/planning-for-electric-vehicles/national-guidance-for-public-electric-vehicle-charging-infrastructure/public-charging-infrastructure-definition/>

² <https://www.nzta.govt.nz/assets/planning/EV-connectors-and-socket-outlet-recommendations.pdf>

9. Any approvals required through the District Plan will need to be sought and paid for by the applying operator.
10. Approval by Council will be required for any licence to occupy land greater than five years, as this exceeds Council officer delegation. Any changes to parking prohibitions will be subject to consultation with the community and approval at Council, as per the Traffic bylaw³.

EV charging framework – site selection conditions

11. Council owned land as a potential site for a charging station will be considered on road reserve or in off-street car parks controlled by NPDC in New Plymouth CBD and local centre zones, Inglewood, Waitara, Ōkato, Fitzroy, Ōakura, Westown and Bell Block.
12. Sites selected for EV charging on Council land will need to be in locations fit for purpose. Sites will need to be safe and accessible for the public to use 24 hours a day, 365 days per year.
13. The current and future activity on the site is required to, at all times, co-exist with operating a charging station for the duration of the licence to occupy.
14. New Plymouth CBD sites will only be considered in:
 - a) Road reserve which can be feasibly converted from roading use to charging bays at the expense of the operator
 - b) Established unmetered car parking bays which are time restricted
 - c) Established unmetered car parks which are not time restricted
 - d) Metered car parking bays may be considered where the revenue generally generated by these bays is reasonably compensated by the applying operator in the terms of the licence to occupy.
1. e) Other land in the central city deemed appropriate for carparking
15. The operator will ensure the required upgrades to the network capacity are installed to meet or improve the capacity required by the charging station.
16. The operator is required to demonstrate the site against evaluation guidance provided by Waka Kotahi⁴ to determine if it meets best practice requirements

³ [Microsoft Word - Traffic Bylaw \(npdc.govt.nz\)](#)

⁴ <https://www.nzta.govt.nz/planning-and-investment/planning/transport-planning/planning-for-electric-vehicles/national-guidance-for-public-electric-vehicle-charging-infrastructure/setting-up-public-charging-infrastructure/evaluating-a-site/>