



9 August 2023  
jf:mg

David Connoley  
President  
Queenscliff Community Association (QCA)  
Via email: [REDACTED]

Dear David Connoley

### **PUBLIC QUESTION TAKEN ON NOTICE**

I am writing in response to the QCA's public question at the Ordinary Meeting of Council held on Wednesday 26 July 2023. At the meeting you asked a follow up question regarding the other proposed locations for the electronic vehicle (EV) chargers, and sought further information on the proposed EV charger skins and landscaping. The Mayor took the question on notice.

#### **The public question reads as follows:**

In relation to the visually confronting, highly intrusive and non heritage EV Bowser Stations in front of Town Hall -

Can each Councillor tonight explain whether they actively considered alternative locations and designs for the EV Bowsers in light of very strict heritage provisions, design requirements and overlay protections and individually detail in their response what considerations you as Councillors specifically investigated to enable and accept that Council had absolutely no option in protecting its valued heritage that restricts and guides every other property owner in these heritage overlays?

#### **Further to the response offered at the meeting, I now provide the following additional information in response to your follow up question:**

The five sites investigated for the EV chargers were:

##### **Point Lonsdale**

- Point Lonsdale Road opposite Loch Street in the Point Lonsdale foreshore parking
- Point Lonsdale Road in parking close proximity playground and toilet

##### **Queenscliff**

- Corner of Symonds Street and Gellibrand Street
- Hobson Street near Hesse Street intersection on Vue Grand side of the road
- 50 Learmonth Street

Each site was assessed against:

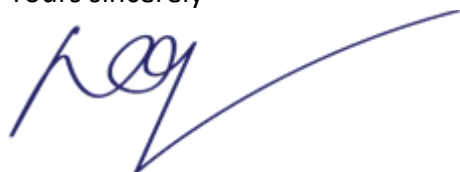
- Location – close to a main activity centre, public amenities, safe with passive visibility, secure and well lit at night
- Proximity - to the main access roadway to the particular area – DC fast chargers are more often used by travellers passing through, particularly in a known tourist spot, and can be a useful tool to encourage visitors and therefore economic development to the area. Place the facility not too far off the main road so its close, convenient and easy to find
- Off street perpendicular parking bay – on street parallel or angled parking bays have a number of challenges and risks associated with usability and safety. EV's need to be able to legally nose in or reverse into bays because many have their charging ports on different areas of the car (i.e. front, rear, side, sometimes drivers side).
- Access to the low voltage power distribution network within close proximity to the charging location – DC fast chargers almost always need a new point of supply established as opposed to 'tapping' an existing metered supply so the closer the location is to the network and a tapping point (i.e. power pole supporting LV overhead infrastructure or underground connection pit) the lower the cost of connection

The additional advice received about the Point Lonsdale sites was risk of exposure to corrosive conditions.

As part of the works to install the chargers, Council created garden beds to help formalise the parking spots and create an opportunity to plant vegetation.

Council has worked with the residents at 54 Learmonth Street to prepare the attached landscape plan.

Yours sincerely



**Martin Gill**  
**Chief Executive Officer**