



INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE AGENDA & REPORTS

for the meeting

Tuesday, 17 October 2023
at 7.00 pm

in the Colonel Light Room, Adelaide Town Hall

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Members – The Right Honourable the Lord Mayor, Dr Jane Lomax-Smith
Councillor Couros (Chair)
Councillor Elliott (Deputy Chair)
Councillors Abrahamzadeh, Davis, Giles, Hou, Li, Martin, Noon, Dr Siebentritt and Snape

1. Acknowledgement of Country

At the opening of the Infrastructure and Public Works Committee meeting, the Chair will state:

‘Council acknowledges that we are meeting on traditional Country of the Kaurna people of the Adelaide Plains and pays respect to Elders past and present. We recognize and respect their cultural heritage, beliefs and relationship with the land. We acknowledge that they are of continuing importance to the Kaurna people living today.

And we also extend that respect to other Aboriginal Language Groups and other First Nations who are present today.’

2. Apologies and Leave of Absence

On Leave -

Councillor Giles

Apologies -

Councillor Li

3. Confirmation of Minutes - 19 September 2023

That the Minutes of the meeting of the Infrastructure and Public Works Committee held on 19 September 2023, be taken as read and be confirmed as an accurate record of proceedings.

View public 19 September 2023 Minutes [here](#).

4. Declaration of Conflict of Interest

5. Deputations

6. Workshops

Nil

7. Reports for Recommendation to Council

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9. Closure

Recommended Levels of Service for Public Lighting and Electrical Asset Management Plan

Strategic Alignment - Dynamic City Culture

Public

Tuesday, 17 October 2023

Infrastructure and Public Works Committee

Program Contact:

Mark Goudge, Associate Director Infrastructure

Approving Officer:

Tom McCready, Director, City Services

EXECUTIVE SUMMARY

The City of Adelaide (CoA) is the custodian of assets which provide the community with services that are essential to their quality of life. Asset Management is a key business function for all councils to manage their infrastructure portfolio responsibly and effectively. We coordinate infrastructure-related objectives through our Asset Management Plans, per legislation Section 122 of the *Local Government Act 1999 (SA)*.

Works are currently underway to improve our lighting and electrical asset information, with spatial data improvements progressing and a condition audit planned for 2024/25. Due to the maturity level of our current asset data, this Lighting and Electrical Asset Management Plan will be considered an interim document, which will be updated following the completion of the condition audit in 2025. It will forecast the cost and timing of maintenance and renewal requirements to ensure we manage our assets to the agreed level of service, while managing any associated risks.

It is critical to note that asset renewal funding on its own limits the ability to increase the quality and extent of our existing asset network. Upgrade funding is often required separately, or in conjunction with renewal funding, to ensure our assets provide services in line with community expectations and our strategic objectives. While our Asset Management Plans will not identify financial forecasts associated with upgrade/new projects, integrated planning will ensure required renewal scheduling is aligned (where feasible) with key upgrade/new initiatives associated with our Strategic Plan objectives or Council Decisions. Such opportunities will be workshopped with Council on an annual basis through the Business Plan and Budget process.

This report presents the recommended asset management strategies and levels of service for the City of Adelaide's Public Lighting and Electrical portfolio and has been informed by a community consultation process. This will inform the development and updates to an interim Public Lighting and Electrical Asset Management Plan and associated re-forecasting of the Long-Term Financial Plan (LTFP).

RECOMMENDATION

The following recommendation will be presented to Council on 24 October 2023 for consideration.

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL THAT COUNCIL

1. Notes the results of the community consultation undertaken to benchmark current user satisfaction for Public Lighting and Electrical assets.
2. Approves the development of an interim Public Lighting and Electrical Asset Management Plan based on the planning principles and recommended management strategies presented within this report.

IMPLICATIONS AND FINANCIALS

City of Adelaide 2020-2024 Strategic Plan	Strategic Alignment – Dynamic City Culture The approval of the planning principles and recommended asset management strategies presented within this report will inform the development and updates to the interim Public Lighting and Electrical Asset Management Plan and re-forecast the LTFP. These Strategic Management plans support the delivery of our strategic objectives, ensuring we continue to create a beautiful, diverse city that celebrates its natural, cultural, and built heritage.
Policy	Asset Management Policy Strategic Asset Management Plan Public Communication and Consultation Policy
Consultation	In November 2021, an engagement process was undertaken with City residents, visitors and City of Adelaide staff to better understand and measure levels of satisfaction of users who utilise the services provided by our Public Lighting and Electrical assets. The results are presented within this report and inform the recommended levels of services/asset management strategies.
Resource	Not as a result of this report.
Risk / Legal / Legislative	The review and update of Asset Management Plans, including levels of service, is required every four years or within two years of a general Council election pursuant to section 122 of the <i>Local Government Act 1999 (SA)</i> .
Opportunities	The review of public lighting and electrical asset levels of service provide an opportunity to ensure public lighting and electrical assets are meeting the community's current and future requirements.
23/24 Budget Allocation	Not as a result of this report.
Proposed 24/25 Budget Allocation	Not as a result of this report.
Life of Project, Service, Initiative or (Expectancy of) Asset	Currently under assessment, to understand the future lifecycle management strategies and funding required for our public lighting and electrical portfolio, including operation, maintenance and renewal of assets. The review and findings will be presented and discussed in detail within the Public Lighting and Electrical Asset Management Plan.
23/24 Budget Reconsideration (if applicable)	Not as a result of this report.
Ongoing Costs (eg maintenance cost)	To be determined. The review and findings will be presented and discussed in detailed within the Lighting and Electrical Asset Management Plan.
Other Funding Sources	Once Asset Management Plans and the re-forecast Long Term Financial Plan are endorsed by Council, external funding opportunities will continually be pursued to offset costs, bring forward works, or provide for additional enhancements.

DISCUSSION

1. The purpose of this report is to present the recommended asset management strategies and levels of service for the City of Adelaide's (CoA) Public Lighting and Electrical portfolio, which has been informed by a community engagement process undertaken in November 2021.

Background

2. Our Public Lighting and Electrical assets include public lighting luminaires and poles, decorative lighting installations, electrical cables, conduits, pits and switchboards, CCTV cameras and electric vehicle charging stations. These assets provide services to the community through facilitating safe access and enjoyment of the city and its amenities at night. The lighting and electrical network is valued at approximately \$148.9 million and has been developed over time through major investment across multiple generations.
3. With Council's strategic objectives to create a beautiful and diverse city that is welcoming, inclusive and accessible to all, it is critical to ensure that our Public Lighting and Electrical portfolio continues to be appropriately managed, ensuring we provide appropriate services and benefits for both current and future generations.
4. We are currently reviewing our Asset Management Plan for our Public Lighting and Electrical assets, which is legislated in the *Local Government Act 1999 (SA)*. A level of service review is one of the first steps in this process.
5. An overview into the concepts of 'Levels of Service' was presented to Council through a Business Plan and Budget Workshop on 24 January 2023, as well as to the Infrastructure and Public Works Committee on 18 July 2023.

Context

6. We are currently in the process of transforming the maturity of our Lighting and Electrical asset management data. Preliminary spatial data work is scheduled for completion by June 2024, followed by a comprehensive condition complete by June 2025. This updated asset data will provide a more granular understanding of the condition of our existing assets and enable better medium to long term asset management decision making.
7. Due to the maturity level of our current asset data, an interim Lighting and Electrical Asset Management Plan will be developed that will be updated following the completion of the condition audit. A fit-for-purpose 10-year renewal forecast will be developed, with a detailed 4-year renewal plan, utilising existing asset data captured within our Asset Management System, validated through on-site inspections, in conjunction with workshops with key operational staff to identify and discuss known performance deficiencies and risks.
8. The primary objective of asset renewal is to intervene at the optimal time to minimise whole of life asset costs (ie growing maintenance costs) and asset risk, to ensure services continue to be provided in line with our community's expectations.
9. Asset renewal funding on its own limits the ability to raise the overall quality and extent of our lighting and electrical network. Upgrade funding will be required to create new assets and upgrade existing assets to ensure services are provided in line with growing community expectations (eg improving public lighting levels in specific locations, providing new public lighting for Park Lands paths, installation new decorative lighting, upgrading switchboards to increase power available for events).
10. While the Asset Management Plans will not identify financial forecasts associated with new/upgrade projects, they will ensure required renewal scheduling is aligned (where applicable) with key upgrade/new initiatives associated with our Strategic Plan objectives or Council Decisions through integrated planning. Such opportunities will be workshopped with Council on an annual basis through the Business Plan and Budget process.
11. This report indicates the recommended levels of service for our existing assets. The adopted levels of service will be used to guide the asset renewal planning within the Public Lighting and Electrical Asset Management Plans and inform required updates for the LTFP.

Community Engagement

12. A community engagement process was undertaken in November 2021 with City residents and visitors to better understand and measure levels of customer satisfaction from those who utilise the services provided by our public lighting and electrical assets.
13. The insights from the survey are intended to be used to identify where current levels of service are not meeting the community's expectations. This will enable recommendations to be made to Council regarding future resourcing requirements for specific services and activities.
14. The engagement process was primarily undertaken through questionnaire surveys, where information was collected online using the YourSay platform, as well as through on street intercepts at various locations across the City.
15. Survey respondents were generally satisfied with the overall performance of our Public Lighting and Electrical assets in City Streets and Park Lands, where performance measures had satisfaction indicators of 64% and 61% respectively (below CoA's 70% target). Feedback identified that lighting levels in some City Street locations were considered insufficient and there was a perceived lack of lighting within the Park Lands.
16. After assessing the written feedback included within the consultation responses for user dissatisfaction, it was identified that majority of the feedback related to poor lighting levels on City Streets where South Australian Power Networks infrastructure / lighting was installed and Park Lands areas where no public lighting currently exists.
17. This has identified that key service deficiencies raised through the engagement process are generally associated with the requirement for new and upgraded infrastructure to improve public lighting levels, more-so than the maintenance and renewal of our existing assets.
18. It is anticipated that the completion of the public lighting strategy (currently under development) and the subsequent initiation, funding and delivery of priority new and upgraded public lighting projects will incrementally bridge the gap between customer expectations and service provision over time.
19. We will continue to work closely with South Australian Power Networks to explore options to convert their public lighting network to LED technology and improve public lighting levels. Programs of work will be proposed through the business plan and budget process annually as a Strategic Project.
20. A comprehensive summary of the community engagement is presented in **Link 1** view [here](#).

Renewal Intervention Levels

21. Renewal intervention levels have been established considering feedback from community engagement, risk management principles and the objective of minimising whole of life costs.
22. Public lighting and electrical assets can generally be cost effectively maintained and provide appropriate levels of service up to a fair condition.
23. Condition based renewal intervention levels aim to ensure that public lighting and electrical components are maintained or replaced prior to deteriorating into a poor condition. Our heritage public lighting assets have an alternate maintenance / replacement strategy to ensure we continue to preserve existing assets where feasible rather than replace with new.
24. Through our LED renewal program we are currently replacing our public lighting luminaires to a modern equivalent LED with smart enabled technology. This will provide energy efficiencies, reduced carbon emissions, improved lighting levels and reducing our ongoing utility costs.
25. A summary of the condition-based renewal intervention levels is presented in **Link 2** view [here](#).

Summary & Next Steps

26. The recommended levels of service allow for the continued provision of safe and well-maintained Public Lighting and Electrical assets, ensuring we manage our assets in a financially sustainable manner over the short, medium and long term.
27. A public lighting strategy (currently under development) will be finalised, to inform priority new and upgraded projects to be workshopped on an annual basis through the Business Plan and Budget Process.
28. Ongoing operations and maintenance requirements of our assets will continue to be reviewed on a year-by-year basis and incorporated into future revisions of the Asset Management Plan.
29. Pending Council endorsement of the recommendations within this report, the next steps will involve

integrating the planning principles and recommended management strategies into the interim Public Lighting and Electrical Asset Management Plan.

30. A draft interim Lighting and Electrical Asset Management Plan will be submitted to Council in March 2024, requiring approval to progress into the final stage of community consultation (6-week period, scheduled from April 2024).
31. This will be followed by a final report to Council in June 2024 for consideration and adoption of the interim Lighting and Electrical Asset Management Plan.

DATA AND SUPPORTING INFORMATION

Link 1 – Community Engagement Summary

Link 2 – Renewal Intervention Levels

ATTACHMENTS

Nil

O-Bahn City Access Project - Land Tenure arrangements

Strategic Alignment - Enabling Priorities

Public

Tuesday, 17 October 2023

Infrastructure and Public Works Committee

Program Contact:

Mark Goudge, Associate Director, Infrastructure

Approving Officer:

Tom McCready, Director, City Services

EXECUTIVE SUMMARY

In 2016, the City of Adelaide and the Minister for Transport and Infrastructure (as the position was titled at the time) entered into a Project Deed relating to the delivery of the O-Bahn City Access Project.

The Project included significant works to the O-Bahn infrastructure along Hackney Road and the construction of new O-Bahn track and tunnel through the Park Lands (predominantly Rymill Park / Murlawirrapurka (Park 14)).

The Project Deed required that the new O-Bahn track would, after completion, be located on land that was under the care, control and management of the Minister. This required the temporary transfer of the care, control and management of a wide corridor of Park Lands from the City of Adelaide to the relevant Minister until such time as the construction works were completed, at which point those parts of the Park Lands that were not being occupied by the new O-Bahn track would be returned to the care, control and management of the City of Adelaide.

A series of documents have now been prepared by Crown Law that, if executed, will give effect to the transfer of care, control and management of that portion of Park Lands back to the City of Adelaide. Four of the documents require execution by Council.

If Council resolves to execute the four documents, it will also give effect to other changes in land tenure in the vicinity of the new O-Bahn track that are consistent with the intent of the Project Deed. The purpose of this Report is to seek Council approval to finalise and execute the four documents.

RECOMMENDATION

The following recommendation will be presented to Council on 24 October 2023 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL

THAT COUNCIL

1. Notes that the O-Bahn City Access Project was completed in 2018 and that it is now necessary to change the land tenure in the vicinity of the new O-Bahn track so that it is consistent with the terms (and intent) of the Project Deed that was entered into between the City of Adelaide and the Minister for Transport and Infrastructure in 2016.
2. Notes that the Surveyor-General has written to Council (Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 17 October 2023), requesting that it approve and execute the documents shown as Appendices A-D in the letter to give effect to the required changes in land tenure, the documents being:
 - 2.1 Instrument for the Minister for Planning to vary GRO Plan 01/2014 pursuant to the *Adelaide Park Lands Act (SA) 2005* – which is shown as Appendix A to the letter.
 - 2.2 Instrument to change the status of land and vest easement rights – which is shown as Appendix B to the letter.
 - 2.3 Application on behalf of the Minister for Climate, Environment and Water for deposit of a plan of division and issue of new certificates of title (Form RTD) – which is shown as Appendix C to the letter.

- 2.4 Application for the variation of easement between the Minister for Climate, Environment and Water and Distribution Lessor Corporation (to vary existing easement rights) (Form VE) – which is shown as Appendix D to the letter.
3. Approves the documents listed as Appendices A-D in Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 17 October 2023 (or documents substantially in accordance with those documents) and any other documents to give effect to the land tenure changes requested by the Surveyor-General.
 4. Approves providing the necessary concurrences (pursuant to the *Adelaide Park Lands Act 2005 (SA)*) in order to give effect to the land tenure changes requested by the Surveyor-General.
 5. Notes that the 'long-form' easements proposed to be granted (Easements B, C, D, E, F, G, H, J, K and R) and 'varied' (Easement P) are summarised in Attachment B to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 17 October 2023.
 6. Authorises the Lord Mayor and Chief Executive Officer to execute and affix the Common Seal of the Council to the documents listed as Appendices A-D in Attachment A to Item 7.2 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 17 October 2023 and any other documents that may be required in order to give effect to the changes in land tenure that have been requested by the Surveyor-General.
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IMPLICATIONS AND FINANCIALS

City of Adelaide 2020-2024 Strategic Plan	Strategic Alignment – Enabling Priorities If Council approves and executes the four documents that have been requested by the Surveyor-General, it will finalise the land tenure arrangements relating to the O-Bahn City Access Project.
Policy	Not as a result of this Report
Consultation	The Government of South Australia (State Government) has consulted extensively with the City of Adelaide throughout the delivery of the O-Bahn City Access Project, including in relation to the resolution of land tenure matters.
Resource	Internal resources have been used to process this request, and external legal advice has been sought.
Risk / Legal / Legislative	The changes in land tenure have been done in accordance with the <i>Adelaide Park Lands Act 2005 (SA)</i> , the <i>Roads (Opening & Closing) Act 1991 (SA)</i> and the <i>Real Property Act 1886 (SA)</i> .
Opportunities	Not as a result of this Report
23/24 Budget Allocation	Not as a result of this Report
Proposed 24/25 Budget Allocation	Not as a result of this Report
Life of Project, Service, Initiative or (Expectancy of) Asset	Not as a result of this Report
23/24 Budget Reconsideration (if applicable)	Not as a result of this Report
Ongoing Costs (eg maintenance cost)	Not as a result of this Report
Other Funding Sources	Not as a result of this Report

DISCUSSION

Adelaide Park Lands Act (2005)

1. The *Adelaide Park Lands Act 2005 (SA)* (the Act) is an act to establish a legislative framework for the management of the Adelaide Park Lands.

Adelaide Park Lands Plan

2. The Act requires that the extent of the Adelaide Park Lands be shown on a plan known as the 'Adelaide Park Lands Plan'. The Adelaide Park Lands Plan must be lodged in the General Registry Office (GRO).
3. The current Adelaide Park Lands Plan is referenced as 'GRO Plan 01/2014' [Link 1 view [here](#)].
4. Under the Act, the Minister responsible for the Act (currently the Minister for Planning) may vary the Adelaide Park Lands Plan to give effect to a change in who owns Park Lands or is responsible for its care, control and management.

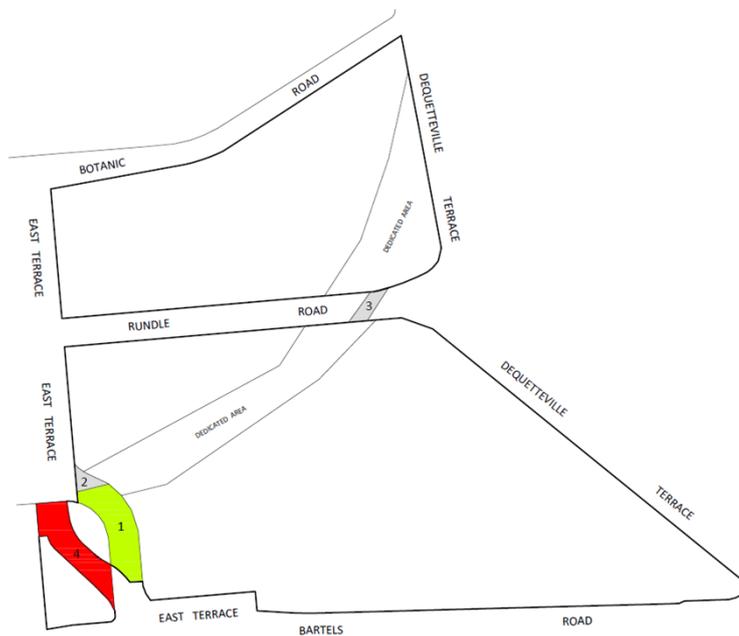
O-Bahn City Access Project and Project Deed

5. The O-Bahn City Access Project was announced in 2013 and completed in 2018 and included the construction of O-Bahn track through the Park Lands (predominantly Rymill Park / Murlawirrapurka (Park 14)). Approximately 350 metres of the track was built below ground and 150 metres of the track was built above ground.
6. The State Government identified early in the planning phase for the O-Bahn City Access Project that there would be multiple implications for the City of Adelaide. As such, a 'Project Deed' [Link 2 view [here](#)] was developed between the City of Adelaide and the Minister for Transport and Infrastructure (as the position was titled at the time). The Minister is henceforth referred to simply as the 'Minister for Transport' in this Report).
7. On 16 February 2016, Council resolved (in part) that:
 8. *The Chief Executive Officer be authorised to finalise the Project Deed prior to it being executed by Common Seal.*
 9. *Subject to the project being granted development plan consent by DAC, the Lord Mayor and Chief Executive Officer be authorised to affix the Common Seal of the Council to the Project Deed and any other items to give effect to that document.*
8. Various clauses in the Project Deed relate to the land tenure arrangements that the Minister for Transport and the City of Adelaide wanted to achieve after the new O-Bahn infrastructure had been constructed. The primary objective of the parties was a desire that the new O-Bahn track constructed through the Park Lands would, following construction, exist on land that was under the care, control and management of the Minister for Transport.
9. The Project Deed contemplated three distinct steps (Steps 1, 2 and 3) that would be required to achieve the desired land tenure arrangement after the O-Bahn City Access Project had been completed. However, a further two steps were subsequently identified as also being necessary (Steps 4 and 5).

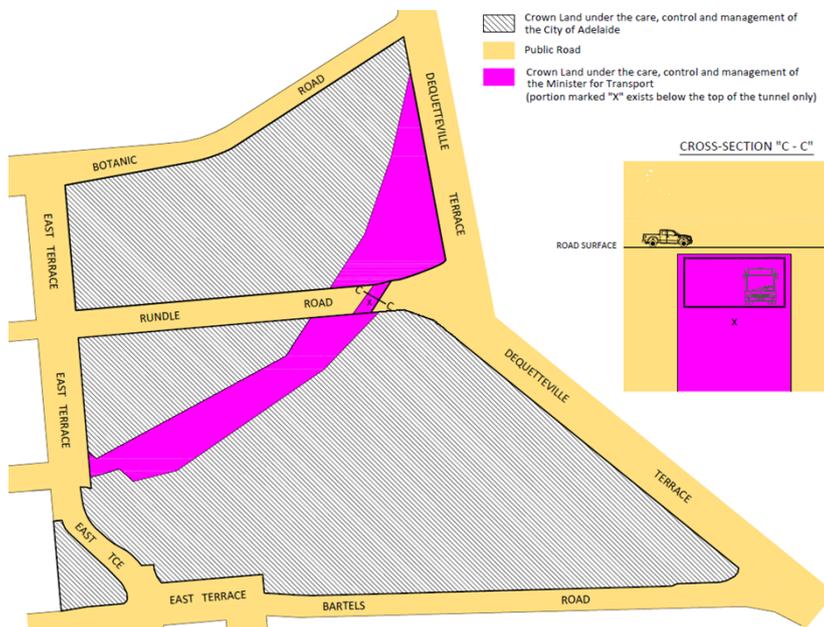
Step 1

10. The first step that was required to achieve the final land tenure arrangement was to transfer the care, control and management of a wide corridor of Park Lands from the City of Adelaide to the Minister for Transport. The corridor of Park Lands to be transferred (known as the 'Dedicated Area') was created significantly wider than the proposed O-Bahn tunnel so that there was sufficient space either side of the proposed tunnel in which to work whilst the tunnel was being constructed.
11. Section 14(5) of the Act gives the Minister responsible for that Act (currently the Minister for Planning) the power to vary the Adelaide Park Lands Plan. However, the Act states that the Minister cannot cease to make the City of Adelaide responsible for the care, control and management of Park Lands without Council's 'concurrence'. Council resolved to give its 'concurrence' to cease being responsible for the care, control and management of the 'Dedicated Area' on 16 February 2016.

- 14.3 Close the portion of Rundle Road numbered '3' on the map below (below the top of the O-Bahn tunnel only) and transfer ownership to the Crown, with the Minister for Transport made responsible for its care, control and management.
- 14.4 Open (as public road) the land numbered '4' on the map below (which was previously Park Lands under the care, control and management of the City of Adelaide).



- 15. The land tenure after Step 2 was completed is shown in the map below. No further changes to land tenure have been made since that time i.e. this is how the land tenure currently exists.



Letter from the Surveyor-General

- 16. Construction of the O-Bahn City Access Project was completed in 2018. Since then, the Administration has been working with the Crown Solicitor's Office (including the Surveyor-General and Registrar-General) to finalise the complex land tenure processes associated with the Project. This has culminated in the Surveyor-General writing to the City of Adelaide (letter shown as **Attachment A**) requesting that Council approve and execute the following documents:

- 16.1. Instrument for the Minister for Planning to vary GRO Plan 01/2014 pursuant to the *Adelaide Park Lands Act (SA) 2005* - Appendix A to the letter.
- 16.2. Instrument to change the status of land and vest easement rights – Appendix B to the letter.

- 16.3. Application on behalf of the Minister for Climate, Environment and Water for deposit of a plan of division (DP 121055) and issue of new certificates of title (Form RTD) – Appendix C to the letter.
- 16.4. Application for the variation of easement between the Minister for Climate, Environment and Water and Distribution Lessor Corporation (to vary existing easement rights) (Form VE) – Appendix D to the letter.
- 17. Executing these four documents will give effect to the final three steps (Steps 3, 4 and 5) that are required to achieve the desired land tenure arrangements for the O-Bahn City Access Project i.e. Steps 3, 4 and 5 will occur concurrently (subject to Council accepting the recommendations of this Report).

Step 3

- 18. The third step that is required to achieve the final land tenure arrangement is to return those portions of the 'Dedicated Area' that are not being occupied by O-Bahn infrastructure from the care, control and management of the Minister for Transport back to the care, control and management of the City of Adelaide.
- 19. Step 3 is contemplated in clause 9.3.1 of the Project Deed, which states: -

9.3.1 Unless otherwise agreed, at or around the Handover Date it is the intention that all of the Dedicated Area except for:

9.3.1.1 the below ground area containing the underground tunnel infrastructure (including the Portal); and

9.3.1.2 the area from the Portal to Grenfell Street; will be returned to Council's care and control.

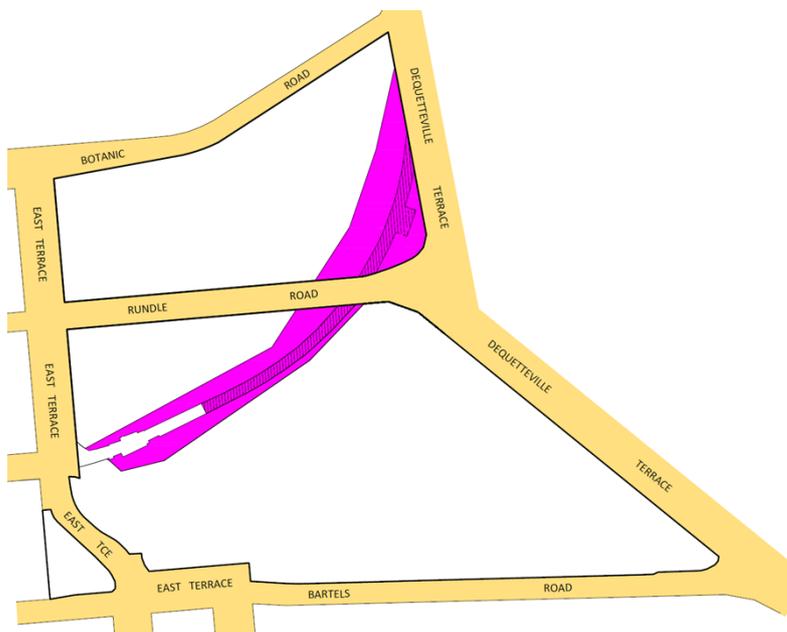
- 20. The Minister responsible for the Act (currently the Minister for Planning) cannot make the City of Adelaide responsible for the care, control and management of Park Lands without Council's 'concurrence' (in the same way that the Minister cannot cease to make the City of Adelaide responsible for the care, control and management of Park Lands without Council's 'concurrence' - as discussed in paragraph 11).

- 21. Accordingly, clause 9.3.3 of the Project Deed goes on to state:

9.3.3 Subject to the Minister complying with its obligations under this deed, the Council intends to provide its concurrence to the return of these areas to Council's care and control.

- 22. Council can provide its 'concurrence' to the transfer of land by resolving to execute the four documents listed in paragraph 16 (which are listed as Appendices A-D in **Attachment A**).

- 23. The land that will be transferred from the care, control and management of the Minister for Transport back to the care, control and management of the City of Adelaide is coloured purple on the map below, noting that the portion that is 'hatched' exists above the top of the tunnel only (the land below the top of the tunnel will remain in the care, control and management of the Minister for Transport).

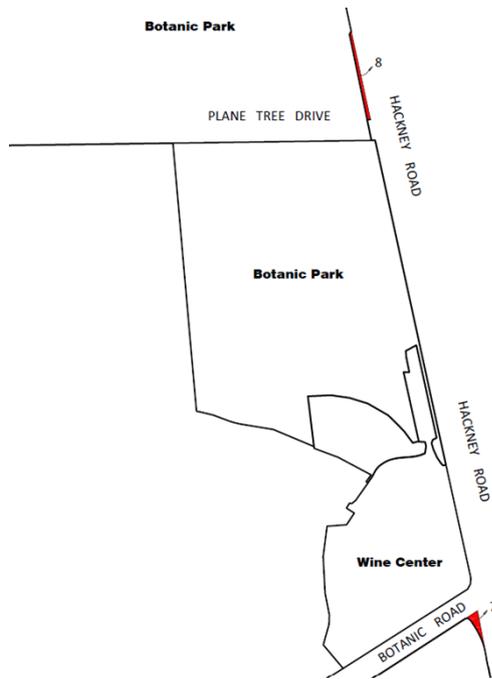


Step 4

24. The fourth step that is required to achieve the final land tenure arrangement is for the Commissioner of Highways to use his/her powers under Section 34G of the *Roads (Opening & Closing) Act 1991 (SA)* to widen or narrow various public roads in the vicinity of the new O-Bahn track.
25. The Commissioner of Highways has already exercised these powers by undertaking the necessary 'road processes' under the *Roads (Opening & Closing) Act 1991 (SA)*. The Minister for Infrastructure and Transport (as the 'relevant authority' under the Act) has made a 'road process order' to widen and narrow those roads and the Attorney-General has 'confirmed' that order.
26. The widenings and narrowings were not contemplated in the Project Deed, however they were subsequently identified as being necessary and are, in any case, consistent with the intent of the Project Deed.
27. Council's remaining role in facilitating Step 4 is to authorise the deposit of a plan of division that will define the extent of the land being transferred. If Council does authorise the deposit of the plan (by executing the four documents listed as Appendices A-D in **Attachment A**), it will result in the following outcomes:
 - 27.1 The portions of public road numbered '5' and '6' on the map below (which are owned by the City of Adelaide) will be closed and transferred to the Crown and made into Park Lands under the care, control and management of the City of Adelaide.
 - 27.2 The portion of Park Lands numbered '7' on the map below (which is owned by the Crown and under the care, control and management of the City of Adelaide) will be opened as public road (which will be owned by the City of Adelaide).

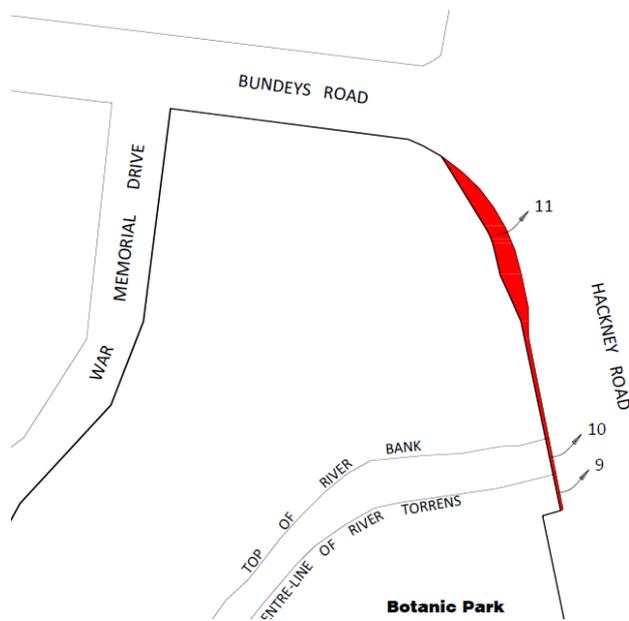


- 27.3 The portion of Park Lands numbered '8' on the map below (which is currently owned by the Crown and under the care, control and management of the 'Board of the Botanic Gardens and State Herbarium') will be opened as public road (which will be owned by the City of Adelaide).



27.4 The portion of Park Lands numbered '9' on the map below (which is currently owned by the Crown and under the care, control and management of the 'Board of the Botanic Gardens and State Herbarium') will be opened as public road (which will be owned by the City of Adelaide).

27.5 The portions of Park Lands numbered '10' and '11' on the map below (which are currently owned by the Crown and under the care, control and management of the City of Adelaide) will be opened as public road (which will be owned by the City of Adelaide).

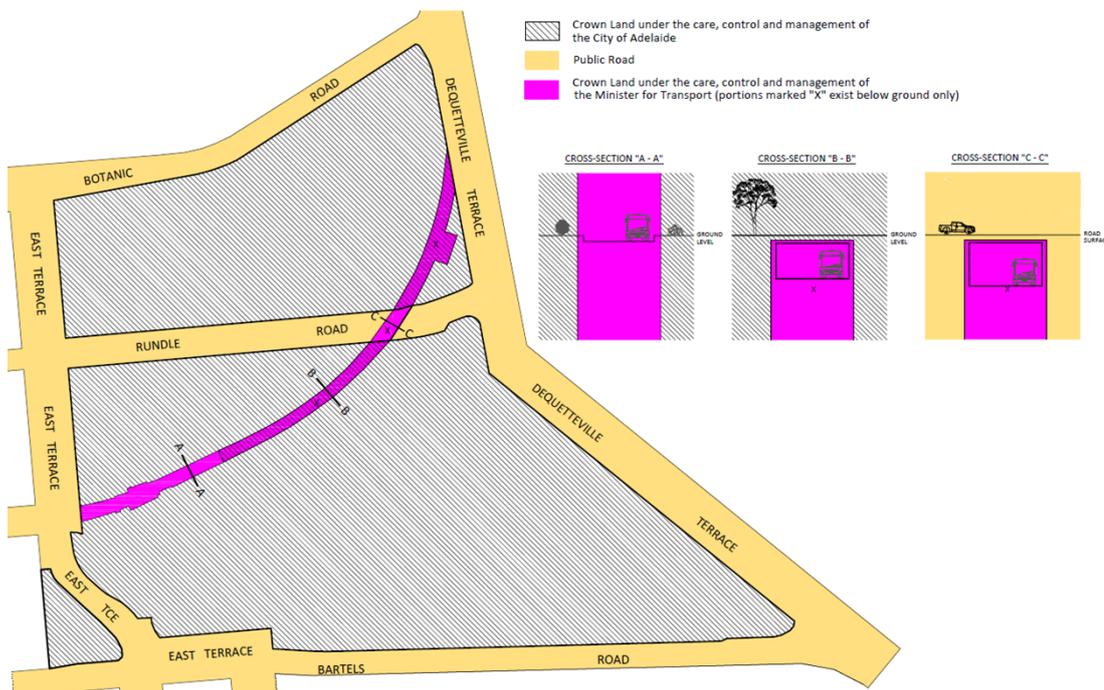


Step 5

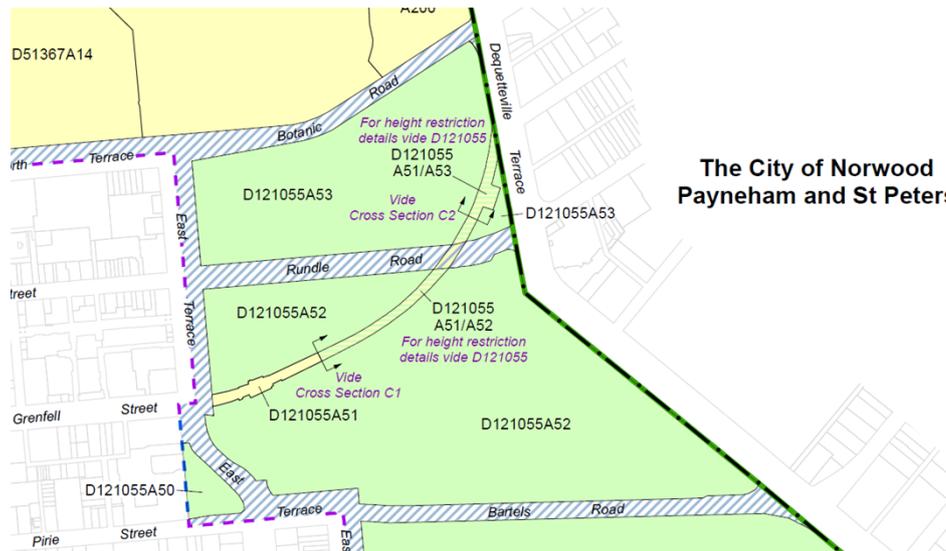
- 28. The fifth step required to achieve the desired land tenure arrangement is for ten easements to be granted and one easement to be 'varied'.
- 29. The ten easements to be granted (Easements B, C, D, E, F, G, H, J, K and R) and the one easement to be 'varied' (Easement P) are 'long-form' easements – noting that a 'long-form' easement is one where the terms are tailored to a specific circumstance.
 - 29.1 Each of the ten 'long form' easements to be granted are shown in the document titled 'Instrument to change the status of land and vest easement rights', which is shown as Appendix B to the letter received from the Surveyor-General (**Attachment A**).
 - 29.2 The 'long form' easement to be 'varied' is shown in the document named 'Application for the variation of easement', which is shown as Appendix D to the letter received from the Surveyor-General (**Attachment A**).
- 30. A summary of the easements to be granted and varied is shown in **Attachment B**.
- 31. The proposed granting and varying of the easements was not contemplated in the Project Deed, however the easements are necessary to ensure that the proposed easement-holders (including the City of Adelaide) will have ongoing rights to be able to access and maintain assets that are located on land that is not under their care, control and management.
- 32. The terms of the long-form easements being granted or varied were prepared by Crown Law with the assistance from Council's external lawyers and input from other Government agencies, including the Surveyor-General and the Registrar-General.

Final land tenure arrangement

- 33. If Council adopts the recommendations of this Report (to approve and execute the documents listed as Appendices A-D in **Attachment A**), the land tenure will be as per the map below (excluding the details regarding easements and changes along Hackney Road).



- 34. The Surveyor-General (for the Minister for Planning) has reflected these intended land tenure arrangements in a draft variation to the Adelaide Park Lands Plan, which is referenced as 'GRO Plan 01/2023'. An extract of GRO Plan 01/2023 is shown below.



Summary

35. The Administration and its external lawyers have engaged extensively with Crown Law, the Registrar-General and Surveyor-General on this complex matter for over five years.
36. The request made by the Surveyor-General for Council to approve and execute the documents listed as Appendices A-D in **Attachment A** will result in a final land tenure arrangement that is consistent with the intent of the Project Deed that was entered into between the City of Adelaide and the Minister for Transport and Infrastructure on 1 April 2016.
37. The approval and execution of the four documents (which is the recommendation of this Report) will allow the finalisation of those outcomes described in Steps 3, 4 and 5 in this Report and will result in the updating of the Adelaide Park Land Plan.
38. If Council adopts the recommendations of this Report, the documents will be executed by the Lord Mayor and Chief Executive Officer. The Crown Solicitor's Office will then coordinate lodgement of the documents with the Registrar-General.

DATA AND SUPPORTING INFORMATION

Within Discussion

Link 1 - GRO Plan 01/2014

Link 2 - Project Deed

Within Attachment B

Link 3 - map showing Easement B

Link 4 - map showing Easement C

Link 5 - map showing Easement D

Link 6 - map showing Easement E

Link 7 - map showing Easement F

Link 8 - map showing Easements G and H

Link 9 - map showing Easements J and K

Link 10 - map showing Easement P

Link 11 - map showing Easement R

ATTACHMENTS

Attachment A – Letter from Surveyor-General

Attachment B – Summary of easements to be granted and 'varied'

- END OF REPORT -

25 August 2023



Government of South Australia

Department for Trade
and Investment

PLANNING & LAND USE SERVICES
83 Pirie Street
Adelaide 5000

GPO Box 1815
Adelaide SA 5001
DX 171
Telephone: (08) 7133 2300

Clare Mockler
Chief Executive Officer
City of Adelaide
GPO Box 2252
Adelaide SA 5001
Via email: C.Mockler@cityofadelaide.com.au

Dear Ms Mockler

O-Bahn City Access Project and variation to Adelaide Park Lands Plan

In late 2016 the City of Adelaide (the Council) entered into a project deed of agreement with the then Minister for Transport, Infrastructure and Local Government (Minister for Transport) to commence the O-Bahn City Access project (the Project) and create a 'works corridor' dedicated to the Minister for Transport. As the construction stage of the Project has been completed, the second, and final, land titling process of this agreement is required to finalise the land tenure and return portions of the works corridor to the Council.

The Crown Solicitors' Office (in-conjunction with the Surveyor-General, Registrar-General and Council staff) have prepared the following plans and instruments for lodgement in the General Registry Office (GRO) and Lands Titles Office (LTO) to finalise the land tenure associated with the Project:

- **Appendix A** - Instrument for the Minister for Planning to vary GRO Plan 01/2014 pursuant to the *Adelaide Park Lands Act (SA) 2005*,
- **Appendix B** - Instrument to change the status of land and vest easement rights,
- **Appendix C** – Application on behalf of the Minister for Climate, Environment and Water for deposit of a plan of division (D121055) and issue of new certificates of title (Form RTD), and
- **Appendix D** - Application for the variation of easement between the Minister for Climate, Environment and Water and Distribution Lessor Corporation (to vary existing easement rights) (Form VE).

The plan of land division (D121055 (**Appendix E**)), varied GRO Plan (**Appendix F**) and associated instruments will:

- narrow the 'works corridor' currently dedicated to the Minister for Infrastructure and Transport and create allotment 51 to include only the horizontal and vertical extents of the O-Bahn tunnel and access from Grenfell Street/East Terrace,
- return to Park Land, under the care and control of the Council all other land outside that describe in the first dot point that is within the current 'works corridor' and currently dedicated to the Minister for Infrastructure and Transport,

OFFICIAL

- narrow Rundle Road at Dequetteville Terrace and widen Dequetteville Terrace at Botanic Road, portions of Hackney Road and Park Terrace at Bundeys Road in accord with the formed carriageway. The documents required for this process have been executed by the Commissioner for Highways,
- amalgamate specific abutting allotments that have the same tenure and custodianship, and
- create and vary easements for the purposes specified in the RTD dealing.

In summary, the easements being created in favour of the Minister for Infrastructure and Transport will:

- protect general infrastructure and electrical cables (Easement B & J),
- provide for drainage (Easement D),
- provide access to maintain the tunnel via its roof and two 'pods' adjacent Rundle Road (Easements E, G & H),
- provide access to the 'pods' across the Park Lands (Easement F), and
- provide access to the footbridge for maintenance purposes (Easement R)

Under s 16(2) of the *Adelaide Park Lands Act 2005*, prior to the Minister for Planning depositing the plan to vary the Adelaide Park Lands, the Council must be consulted to provide concurrence to vary the plan to return those portions of the 'Dedicated Area' that are not being occupied by O-Bahn infrastructure from the care, control and management of the Minister for Infrastructure and Transport back to the care, control and management of the City of Adelaide.

It is requested that the Council approves and executes the various GRO & LTO instruments contained in **Appendices A – D** providing consent and concurrence to the built form of the O-Bahn City Access Project and surrounding land tenure and infrastructure.

Following execution of the instruments, please arrange for the signed copies to be returned to me.

Subject to the Council's approval and the subsequent execution by the relevant Ministers, the plans will be deposited in the GRO and LTO.

Yours Sincerely



Bradley Slape
Surveyor-General

Appendix A

Instrument for the Minister for Planning to vary GRO Plan 01/2014

LANDS TITLES REGISTRATION OFFICE
SOUTH AUSTRALIA

FORM APPROVED BY THE REGISTRAR-GENERAL

PRIORITY NOTICE ID	
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STAMP DUTY DOCUMENT ID:	
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SERIES NO	PREFIX

AGENT CODE

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SUPPORTING DOCUMENTATION LODGED WITH INSTRUMENT
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REGISTERED	
REGISTRAR-GENERAL	

INSTRUMENT TO VARY GRO PLAN 01/2014 - ADELAIDE PARK LANDS ACT 2005

PRIVACY COLLECTION STATEMENT: The information in this form is collected under statutory authority and is used for maintaining publicly searchable registers and indexes. It may also be used for authorised purposes in accordance with Government legislation and policy requirements.

Pursuant to Sections 14(4) and 16 of the Adelaide Park Lands Act 2005 the **MINISTER FOR PLANNING** of Adelaide SA 5000 the Minister responsible for the administration of the Adelaide Park Lands Act 2005 varies the Adelaide Park Lands Plan (“the Plan”) with effect from the date of this Instrument for the purpose of identifying and recording amendments and changes to land tenure and cadastral boundaries (other than public roads) and for the vesting of the care, control and management of land within the Adelaide Park Lands as per the Schedule detailed hereunder:

SCHEDULE TO CHANGES TO THE ADELAIDE PARK LANDS PLAN

FILED/DEPOSITED PLAN REFERENCE	EXISTING PLAN REFERENCE GRO 01/2014	AMENDMENTS TO GRO 01/2014 PLAN	PARTY IN WHOM CARE, CONTROL AND MANAGEMENT IS VESTED
<p align="center">D121055</p>	<p>Park Lands Plan area coloured light green being Allotment 10 in D74256 comprised in CR 6102/715</p>	<p>Park Lands Plan area coloured light green being Allotment 50 in D121055</p>	<p>The Corporation of the City of Adelaide</p>
	<p>Park Lands Plan area coloured light yellow being Portion of Allotment comprising pieces 2 and 4 D111680 comprised in CR 6170/713</p>	<p>Park Lands Plan area coloured light yellow being Allotment 51 D121055</p>	<p>Minister for Infrastructure and Transport</p>
	<p>Park Lands Plan area coloured light yellow being Portion of Allotment comprising pieces 2 and 4 D111680 comprised in CR 6170/713 (That portion of Piece 4) And Park Lands Plan area coloured light green being Allotment comprising pieces 3 and 5 in D111680 comprised in CR 6170/714</p>	<p>Park Lands Plan area coloured light green being Allotment 52 in D121055</p>	<p>The Corporation of the City of Adelaide</p>
	<p>Park Lands Plan area coloured light yellow being Portion of Allotment comprising pieces 2 and 4 D111680 comprised in CR 6170/713 (That portion of Piece 2) And Park Lands Plan area coloured light green being Portion of Allotment 1 in D111680 comprised in CR 6170/712</p>	<p>Park Lands Plan area coloured light green being Allotment 53 in D121055</p>	<p>The Corporation of the City of Adelaide</p>

FILED/DEPOSITED PLAN REFERENCE	EXISTING PLAN REFERENCE GRO 01/2014	AMENDMENTS TO GRO 01/2014 PLAN	PARTY IN WHOM CARE, CONTROL AND MANAGEMENT IS VESTED
	Park Lands Plan area coloured light yellow being Allotment 102 in D66751 comprised in CR 5943/443	Park Lands Plan area coloured light yellow being Allotment 54 in D121055	The Board of the Botanic Gardens and State Herbarium (as successor to Governors of the Botanic Garden)
	Park Lands Plan area coloured light yellow being Section 574 H105100 comprised in CR 6043/262	Park Lands Plan area coloured light yellow being Allotment 55 in D121055	The Board of the Botanic Gardens and State Herbarium (as successor to Governors of the Botanic Garden)
	Park Lands Plan area coloured light green being Allotment 6 in F41834 comprised in CR 5807/966	Park Lands Plan area coloured light green being Allotment 56 in D121055	The Corporation of the City of Adelaide
	Park Lands Plan area coloured light green being Allotment 116 in D81642 comprised in CR 6102/712	Park Lands Plan area coloured light green being Allotment 57 in D121055	The Corporation of the City of Adelaide
	Park Lands Plan area coloured light green being Portion of Allotment 1 in D111680 comprised in CR 6170/712	Park Lands Plan area coloured light blue being Allotment 58 (Dequetteville Terrace) in D121055	The Corporation of the City of Adelaide
	Park Lands Plan area coloured light yellow being Section 640 H105100 comprised in CR 5756/652	Park Lands Plan area coloured light blue being Allotment 59 (Hackney Road) (PART) in D121055	The Corporation of the City of Adelaide
	Park Lands Plan area coloured light yellow being Portion of Section 574 H105100 comprised in CR 6043/262	Park Lands Plan area coloured light blue being Allotment 60 (Hackney Road) in D121055	The Corporation of the City of Adelaide
	Park Lands Plan area coloured light green being Portion of Allotment 6 in F41834 comprised in CR 5807/966	Park Lands Plan area coloured light blue being Allotment 61 (Park Road) in D121055	The Corporation of the City of Adelaide
	Park Lands Plan area coloured light green being Portion of Allotment 116 in D81642 comprised in CR 6102/712	Park Lands Plan area coloured light blue being Allotment 62 (Park Road) in D121055	The Corporation of the City of Adelaide

DATED.....

IN EXERCISING HIS POWERS PURSUANT TO THE ADELAIDE PARK LANDS ACT 2005

THE COMMON SEAL of the)
MINISTER FOR PLANNING)
was affixed hereto by)
the Minister in the presence of)

.....
Signature of WITNESS

.....
Print Full Name of Witness (BLOCK LETTERS)

.....
Position Held:

.....
Address of Witness

Business Hours Telephone No

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Appendix B

Instrument to change the status of land and vest easement rights

LANDS TITLES REGISTRATION OFFICE
SOUTH AUSTRALIA

FORM APPROVED BY THE REGISTRAR-GENERAL

PRIORITY NOTICE ID	
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SUPPORTING DOCUMENTATION LODGED WITH INSTRUMENT
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CSO 204700 AD

INSTRUMENT TO CHANGE THE STATUS OF LAND AND TO VEST EASEMENT RIGHTS
(Pursuant to s 16(4) of the Adelaide Park Lands Act 2005)

PRIVACY COLLECTION STATEMENT: The information in this form is collected under statutory authority and is used for maintaining publicly searchable registers and indexes. It may also be used for authorised purposes in accordance with Government legislation and policy requirements.

To the Registrar-General,

WHEREAS –

- A. the Minister for Planning (**Minister**) is the Minister to whom the administration of the *Adelaide Park Lands Act 2005* (**Act**) has been committed;
- B. pursuant to section 14(4) of the Act the Minister has varied the Adelaide Park Lands Plan (**Variation**) by the substitution of a new plan to be deposited in the General Registration Office (**GRO**);
- C. in conjunction with the Minister's exercise of power pursuant to section 14(4) of the Act to vary the Adelaide Park Lands Plan the Minister may, by instrument deposited in the GRO pursuant to section 16(4) of the Act, make any other provision relating to the status, vesting or management of land as the Minister thinks fit.

I, **NICK CHAMPION MP**, Minister for Planning, make the following provisions pursuant to Section 16(4) of the Act in conjunction with the Variation to the Adelaide Park Lands Plan to be deposited in the GRO contemporaneously with this instrument:

Provisions:

1. That all current dedications of the land comprised and described in Crown Record's Volume 6170 Folio 712, Volume 6170 Folio 713, Volume 6170 Folio 714, Volume 6175 Folio 946 and Volume 6175 Folio 949 are hereby revoked.
 2. That the land comprised and described in Allotments 52 and 53 in DP121055 is reserved and dedicated for Park Land purposes.
 3. The land comprised and described in Allotment 51 in DP121055 is reserved and dedicated for Public Transport Infrastructure Purposes.
 4. The following Easements as set out on DP121055 are vested as follows:
 - i. Easement marked "B" for Infrastructure Purposes over portion of Allotments 50, 52, 53, 54, 55, 56 & 57 is vested in Minister for Infrastructure and Transport
 - ii. Easement marked "C" for Drainage purposes over portion of Allotment 51 is vested in The Corporation of the City of Adelaide
 - iii. Easement marked "D" for Drainage purposes over portion of Allotment 52 is vested in Minister for Infrastructure and Transport
 - iv. Easement marked "E" for Maintenance purposes over portion of Allotments 52 & 53 is vested in Minister for Infrastructure and Transport
 - v. Easement marked "F" a Right of Way for access purposes over portion of Allotment 53 is vested in Minister for Infrastructure and Transport
 - vi. Easement marked "G" for Maintenance purposes over portion of Allotment 53 is vested in Minister for Infrastructure and Transport
 - vii. Easement marked "H" for Access Purposes over portion of Allotment 53 is vested in Minister for Infrastructure and Transport
 - viii. Easement marked "K" for Electricity Supply Purposes over portion of Allotment 53 is vested in Distribution Lessor Corporation (subject to Lease no.8890000)
 - ix. Easement marked "R" for Access Purposes over portion of Allotments 55, 56 & 57 is vested in Minister for Infrastructure and Transport
 - x. Easement marked "J" for the Transmission of electricity by underground cable over portion of Allotment 53 is vested in Minister for Infrastructure and Transport
 5. That the Easements vest subject to the Covenants set out in the applicable Annexure for each relevant Easement being Annexures A – J.
 6. That the above provisions have effect according to their terms and despite any other provisions of any other Act or Law.
-

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To be completed by lodging party

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ANNEXURE A to INSTRUMENT dated

NUMBER

DEALING: INSTRUMENT TO CHANGE THE STATUS OF LAND AND TO VEST EASEMENT RIGHTS
(Pursuant to s 16(4) of the *Adelaide Park Lands Act 2005*)

Easement B is vested in the Minister for Infrastructure and Transport subject to the following Covenants.

EASEMENT “B” FOR INFRASTRUCTURE PURPOSES

THE GRANTOR HEREBY GRANTS TO THE GRANTEE AN EASEMENT IN GROSS (under Section 41A of the Law Property Act 1936) OVER PORTION OF ALLOTMENTS 50, 52, 53, 54, 55, 56 & 57 MARKED ‘B’ ON D121055

1. DEFINITIONS; In this document

- a) **Easement area** means those portions of Allotments 50, 52, 53, 54, 55, 56 & 57 marked B on D121055.
- b) **Grantee** means the proprietor or proprietors of the Easement in Gross from time to time taking or deriving title under or through this instrument, and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- c) **Grantor** means the proprietor or proprietors including Custodians from time to time of the Servient Land and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- d) **Servient Land** means Allotment(s) 50, 52, 53, 54, 55, 56 & 57 on D121055 portion or portions of which are subject to the rights granted hereunder.
- e) **Infrastructure** means:

First as regards those portions of Allotments 55, 56 & 57 marked B on D121055 (Easement area) being portion of the land in the above-described Servient Land:

- (i) **Bridge Structure** - the purpose-built Bridge and any structural support infrastructure inclusive of the supporting compacted soil surrounding the abutments and piers of the bridge and to prevent scour protection for the Bridge constructed thereon across, over, under and within those portions of Allotments of the Servient Land first described. The Bridge infrastructure includes but is not limited to headwalls, parapets, supporting structures, apparatus and conductors, piers, footings, pipes, cables, railings, ramp embankments, compacted soil and other supporting infrastructure for the Bridge Structure and other existing Utility Services infrastructure and Trunk Water Main pipework attached thereto under licence by the Grantee to any approved Licensee.
- (ii) **Path** is a purpose-built hard surface shared use path along over and across the Bridge Structure including appropriate lighting, directional and safety signage situated within those portions of Allotments in the Servient Land first described.

Secondly as regards portions of Allotments 50, 52, 53, 54, 55, 56 & 57 marked B on D121055 (Easement area) being portion of the land in the above-described Servient Land:

Infrastructure includes cables, conduits, ducts, pipes, conductors, poles, towers, installations, heavy duty cables for ongoing works, junction boxes, pits, signage and directional information infrastructure, traffic management infrastructure, street lighting, cameras, utility services equipment, ancillary plant and equipment, structure for housing communication equipment, Bridge Structure, Path and walkways and other equipment for works required to maintain, protect and provide services to the Servient Land.

2. EASEMENT

Subject to the covenants set out in this Easement, the Grantor hereby grants to the Grantee and all others authorised by the Grantee a full free right and liberty of entry, egress and regress from time to time and at all times over the area marked “B” in D121055 (“Easement area”):

- a) construct a Bridge Structure on the Servient Land (Item 1(e)(i) first described) and to inspect and to undertake works to maintain, repair, renew, demolish, remove and replace any of the Bridge Structure and ramp embankments including the supporting compacted soil surrounding the abutments and piers of the Bridge and supporting infrastructure, the Bridge Structure and other works along, across over under and within the Servient Land and other support infrastructure and works as may in the opinion of the Grantee be necessary to give effect to the safe order and condition of the Bridge Structure and supporting infrastructure and in compliance with all relevant standards; and
- b) to construct a hard surface shared use Path on the Servient Land (Item 1(e)(ii) first described) including to undertake site levelling works, to lay spray seal with asphalt or similar material and to inspect, alter maintain, repair and replace the hard surface shared use Path and in compliance with all relevant standards; and
- c) to lay, place, install, attach, erect, or construct compliant Infrastructure either under, across, over, above or on the surface of the Easement area within the Servient Land (Item 1(e) secondly described) and to inspect and undertake works to maintain, repair, renew, demolish, remove and replace any of the Infrastructure to protect the services to the Land in providing the transmission, transforming and controlling of electricity, the sending, receiving and relaying of data for communications &/or telecommunication signals and power supply to its equipment and other Structures or installations on the Servient Land; and
- d) to enter, stand, pass and repass either with or without vehicles, machines and other equipment to undertake works and exercise the rights of the Grantee under this Easement after giving the Grantor reasonable notice; and
- e) to break the surface of, dig, open up and use the Easement area for any of the above purposes.

3. IT IS HEREBY COVENANTED TO AND AGREED BETWEEN THE GRANTOR AND GRANTEE THAT:

The Bridge Structure and Path spans over Crown Land identified as Allotments 55, 56 & 57 in D121055 (the "Servient Land") whereby Allotment 55 is under the care, control and management of The Board of the Botanic Gardens and State Herbarium (as successor to Governors of the Botanic Garden) (as Custodian) and Allotments 56 & 57 are under the care, control and management of The Corporation of the City of Adelaide (as Custodian).

The Minister for Infrastructure and Transport acknowledges and agrees the Bridge Structure is to remain owned by, at the risk of and the responsibility of the Minister for Infrastructure and Transport (the "Grantee").

Located on and attached to the Bridge Structure are several utility services Infrastructure including a Trunk Water Main. Each Utility Service Provider's respective infrastructure will remain owned by, at the risk of and the responsibility of the respective Utility Services Provider. The Trunk Water Main will remain owned by, at the risk of and the responsibility of the South Australian Water Corporation.

(1) Except in case of an emergency, the Grantee before entering upon the Easement area to undertake an activity under Item 2 of this Instrument must:

- (i) First before undertaking work on the Bridge Structure including works that disturb the surrounding soil underneath the abutments and piers of the Bridge, the Department for Infrastructure and Transport (DIT) must be notified, and permission granted. Application to: <http://www.sa.gov.au/topics/driving-and-transport/transport-industry-services/getting-permission-to-carry-out-roadworks>
- (ii) If works are required on the northern bank of the River Torrens, and/or on either side of the River Torrens embankments underneath the Bridge Structure as comprised in Allotments 56 & 57, The Corporation of the City of Adelaide must be notified, and permission granted. Contact &/or make Application to: <https://customer.cityofadelaide.com.au/forms/city-works-application/>
- (iii) If works are required on the southern bank of the River Torrens as comprised in Allotment 55, the Adelaide Botanic Gardens must be notified and permission granted. Contact or Apply to: Telephone (+61 8) 8222 9311 or email: botanicgardens@sa.gov.au

The Grantee must at all times at its costs keep the Infrastructure in safe order and condition and in compliance with all standards.

Should the Bridge Structure including the Path be rendered inaccessible due to the physical construction of services by the Grantee and/or by any other reasonable cause, then the Grantee must provide at its cost an alternative access area for temporary use by the Grantor and the Grantee (including for Public access) for the period reasonably required for the purpose of maintenance and repairs to the Easement Land.

- (2) All Works undertaken for Infrastructure Purposes as set out in Item 2 of this Instrument by the Grantee in exercising the rights under this Instrument must be undertaken in accordance with the Department for Infrastructure and Transport's specifications and must be completed in accordance with good engineering practice and compliance with any applicable Australian industry standards.

Before entering the Easement area to undertake any works, the Grantee must give reasonable written notice to

the Grantor &/or the Parties as set out in Item 3(1) (except in the case of an emergency situation) and obtain permission to exercise its rights under the Easement Grant from the relevant Grantor being the Custodian of the applicable Allotment comprised in the Servient Land above described in Item 1 of this instrument.

- (3) Except when exercising its rights under Item 2 in this Instrument, the Grantee must not cause damage to the Easement area land or the Servient Land.
- (4) The Grantee must at its own cost and as soon as is reasonably practicable make good any damage caused by the Grantee to the Easement area land or the Servient Land (including any improvements thereon) during the exercise of its rights under Item 2 or a breach of Item 3(1) & (2).
- (5) The Grantor must not cause damage to the Infrastructure located on the Servient Land and must promptly notify the Grantee if it causes such damage. Where the Grantor causes damage to any of the Infrastructure as set out in Item 1(e) of this instrument then the Grantor at its own cost and after obtaining consent from the Grantee and/or relevant Authorities as stated in clause 3(1) therein, must make good any such damage forthwith in an emergency situation, within 30 days in a non-emergency situation or such further period as agreed to by the Grantee. If the Grantor fails to act in a reasonable time the Grantor shall reimburse the Grantee's reasonable costs incurred in making good any such damage to the Infrastructure improvements.
- (6) The Grantee:
 - (a) enters the Easement area and exercises its rights under Clause 2 herein at its own risk and releases the Grantor from all loss, damage, cost, injury or liability suffered or incurred by the Grantee for which the Grantor is or may be or becomes liable in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is contributed to by the Grantor); and
 - (b) indemnifies and keeps indemnified the Grantor in respect of any loss, damage, cost, injury or liability for which the Grantor is or may be or become liable in respect of or arising from any act, omission, neglect, breach or default by the Grantee in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is caused by the default or negligence of the Grantor).

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To be completed by lodging party

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ANNEXURE B to INSTRUMENT dated

NUMBER

DEALING: INSTRUMENT TO CHANGE THE STATUS OF LAND AND TO VEST EASEMENT RIGHTS
(Pursuant to s 16(4) of the *Adelaide Park Lands Act 2005*)

Easement C is vested in The Corporation of the City of Adelaide subject to the following Covenants

EASEMENT "C" FOR DRAINAGE PURPOSES

THE GRANTOR HEREBY GRANTS TO THE GRANTEE AN EASEMENT IN GROSS (under Section 41A of the Law Property Act 1936) OVER PORTION OF ALLOTMENT 51 MARKED 'C' ON D121055

1. DEFINITIONS; In this document

- a) **Easement area** means those portions of Allotment 51 marked C on D121055.
- b) **Grantee** means the proprietor or proprietors of the Easement in Gross from time to time taking or deriving title under or through this instrument, and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- c) **Grantor** means the proprietor or proprietors including Custodians from time to time of the Servient Land and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- d) **Servient Land** means Allotment 51 on D121055 portion or portions of which are subject to the rights granted hereunder.

2. EASEMENT

The Grantor hereby grants to the Grantee subject to the covenants set out in this Easement an Easement for Drainage Purposes over the Easement area, entitling the Grantee at any time to break the surface of, dig, open up and use the land (described for that purpose in this instrument) for the purpose of laying down, fixing, taking up, repairing, re-laying or examining drains or drainage pipes and of using and maintaining those drains and drainage pipes for drainage purposes and to enter the land at any time (if necessary with vehicles and equipment) for any of those purposes.

3. IT IS HEREBY COVENANTED TO AND AGREED BETWEEN THE GRANTOR AND GRANTEE THAT:

- (1) The Grantee is responsible for the maintenance of all drainage infrastructure installed by the Grantee on above or under the surface of the Servient Land within the defined Easement area.
- (2) Except in case of an emergency, the Grantee must first obtain permission before entering upon the Easement area to undertake work on the drainage infrastructure and other works ancillary to the safe order and condition of the infrastructure for drainage purposes from the Department for Infrastructure and Transport (DIT). Application is to be made to: <http://www.sa.gov.au/topics/driving-and-transport/transport-industry-services/getting-permission-to-carry-out-roadworks>
- (3) All works undertaken for drainage purposes by the Grantee in exercising the rights under this Easement grant must be undertaken in accordance with the Department for Infrastructure and Transport's specifications and must be completed in accordance with good engineering practice and compliance with any applicable Australian industry standards.
- (4) The Grantee must give reasonable written notice to the Grantor &/or the Minister for Infrastructure and Transport the Custodian of the Servient Land (except in the case of an emergency situation) and obtain permission to exercise its rights under the Easement grant.
- (5) Except when exercising its rights under this Easement grant, the Grantee must not cause damage to the Easement area land or the Servient Land. The Grantee is responsible for liability in relation to any works undertaken by the Grantee.

- (6) The Grantee must at its own cost and as soon as is reasonably practicable make good any damage caused by the Grantee to the Easement area land or the Servient Land (including any improvements thereon) during the exercise of its rights under Item 2 or a breach of Item 3(1-3).
- (7) The Grantor must not cause damage to the Drainage Infrastructure located on the Servient Land and must promptly notify the Grantee if it causes such damage. Where the Grantor causes damage to any of the Drainage Infrastructure then the Grantor at its own cost and after obtaining consent from the Grantee and/or relevant Authorities must make good any such damage forthwith in an emergency situation, within 30 days in a non-emergency situation or such further period as agreed to by the Grantee. If the Grantor fails to act in a reasonable time the Grantor shall reimburse the Grantee's reasonable costs incurred in making good any such damage to the drainage infrastructure.
- (8) The Grantee:
 - (a) enters the Easement area and exercises its rights under Clause 2 herein at its own risk and releases the Grantor from all loss, damage, cost, injury or liability suffered or incurred by the Grantee for which the Grantor is or may be or becomes liable in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is contributed to by the Grantor); and
 - (b) indemnifies and keeps indemnified the Grantor in respect of any loss, damage, cost, injury or liability for which the Grantor is or may be or become liable in respect of or arising from any act, omission, neglect, breach or default by the Grantee in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is caused by the default or negligence of the Grantor).

PRIVACY COLLECTION STATEMENT: The information in this form is collected under statutory authority and is used for maintaining publicly searchable registers and indexes. It may also be used for authorised purposes in accordance with Government legislation and policy requirements.

To be completed by lodging party

Office Use Only

ANNEXURE C to INSTRUMENT dated

NUMBER

DEALING: INSTRUMENT TO CHANGE THE STATUS OF LAND AND TO VEST EASEMENT RIGHTS
(Pursuant to s 16(4) of the *Adelaide Park Lands Act 2005*)

Easement D is vested in the Minister for Infrastructure and Transport subject to the following Covenants

EASEMENT "D" FOR DRAINAGE PURPOSES

THE GRANTOR HEREBY GRANTS TO THE GRANTEE AN EASEMENT IN GROSS (under Section 41A of the Law Property Act 1936) OVER PORTION OF ALLOTMENT 52 MARKED 'D' ON D121055

1. DEFINITIONS; In this document

- a) **Easement area** means those portions of Allotment 52 marked D on D121055.
- b) **Grantee** means the proprietor or proprietors of the Easement in Gross from time to time taking or deriving title under or through this instrument, and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- c) **Grantor** means the proprietor or proprietors including Custodians from time to time of the Servient Land and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- d) **Servient Land** means Allotment 52 on D121055 portion or portions of which are subject to the rights granted hereunder.

2. EASEMENT

The Grantor hereby grants to the Grantee subject to the covenants set out in this Easement an Easement for Drainage Purposes over the Easement area, entitling the Grantee at any time to break the surface of, dig, open up and use the land (described for that purpose in this instrument) for the purpose of laying down, fixing, taking up, repairing, re-laying or examining drains or drainage pipes and of using and maintaining those drains and drainage pipes for drainage purposes and to enter the land at any time (if necessary with vehicles and equipment) for any of those purposes.

3. IT IS HEREBY COVENANTED TO AND AGREED BETWEEN THE GRANTOR AND GRANTEE THAT:

- (1) The Grantee is responsible for the maintenance of all drainage infrastructure installed by the Grantee on above or under the surface of the Servient Land within the defined Easement area.
- (2) Except in case of an emergency, the Grantee must first obtain permission before entering upon the Easement area to undertake work on the drainage infrastructure and other works ancillary to the safe order and condition of the infrastructure for drainage purposes from The Corporation of the City of Adelaide. Application is to be made to: <https://customer.cityofadelaide.com.au/forms/city-works-application/>
- (3) All works undertaken for drainage purposes by the Grantee in exercising the rights under this Easement grant must be undertaken in accordance with the Grantor's and/or Custodian's and/or Department for Infrastructure and Transport's specifications and must be completed in accordance with good engineering practice and compliance with any applicable Australian industry standards.
- (4) The Grantee must give reasonable written notice to the Grantor &/or The Corporation of the City of Adelaide the Custodian of the Servient Land (except in the case of an emergency situation) and obtain permission to exercise its rights under the Easement grant.
- (5) Except when exercising its rights under this Easement grant, the Grantee must not cause damage to the Easement area land or the Servient Land. The Grantee is responsible for liability in relation to any works undertaken by the Grantee.

- (6) The Grantee must at its own cost and as soon as is reasonably practicable make good any damage caused by the Grantee to the Easement area land or the Servient Land (including any improvements thereon) during the exercise of its rights under Item 2 or a breach of Item 3(1-3).
- (7) The Grantor must not cause damage to the Drainage Infrastructure located on the Servient Land and must promptly notify the Grantee if it causes such damage. Where the Grantor causes damage to any of the Drainage Infrastructure then the Grantor at its own cost and after obtaining consent from the Grantee and/or relevant Authorities must make good any such damage forthwith in an emergency situation, within 30 days in a non-emergency situation or such further period as agreed to by the Grantee. If the Grantor fails to act in a reasonable time the Grantor shall reimburse the Grantee's reasonable costs incurred in making good any such damage to the drainage infrastructure.
- (8) The Grantee:
 - (a) enters the Easement area and exercises its rights under Clause 2 herein at its own risk and releases the Grantor from all loss, damage, cost, injury or liability suffered or incurred by the Grantee for which the Grantor is or may be or becomes liable in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is contributed to by the Grantor); and
 - (b) indemnifies and keeps indemnified the Grantor in respect of any loss, damage, cost, injury or liability for which the Grantor is or may be or become liable in respect of or arising from any act, omission, neglect, breach or default by the Grantee in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is caused by the default or negligence of the Grantor).

PRIVACY COLLECTION STATEMENT: The information in this form is collected under statutory authority and is used for maintaining publicly searchable registers and indexes. It may also be used for authorised purposes in accordance with Government legislation and policy requirements.

To be completed by lodging party

Office Use Only

ANNEXURE D to INSTRUMENT dated

NUMBER

DEALING: INSTRUMENT TO CHANGE THE STATUS OF LAND AND TO VEST EASEMENT RIGHTS
(Pursuant to s 16(4) of the *Adelaide Park Lands Act 2005*)

Easement E is vested in the Minister for Infrastructure and Transport subject to the following Covenants

EASEMENT “E” FOR MAINTENANCE PURPOSES

THE GRANTOR HEREBY GRANTS TO THE GRANTEE AN EASEMENT IN GROSS (under Section 41A of the Law of Property Act 1936) OVER PORTION OF ALLOTMENTS 52 & 53 MARKED “E” ON D121055

1. DEFINITIONS; In this document

- a) **Easement area** means those portions of Allotments 52 & 53 marked E on D121055.
- b) **Grantee** means the proprietor or proprietors of the Easement in Gross from time to time taking or deriving title under or through this instrument, and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- c) **Grantor** means the proprietor or proprietors including Custodians from time to time of the Servient Land and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- d) **Servient Land** means Allotments 52 & 53 on D121055 portion or portions of which are subject to the rights granted hereunder.
- e) **Tunnel Infrastructure** means the surface area of the Roof of the purpose-built Tunnel Structure, Tunnel Services Building and any ancillary infrastructure built above under along across and within the land comprised in Allotment 51 and adjoining land comprised in Allotments 52 & 53 in D121055

2. EASEMENT

Subject to the covenants set out in this Easement, the Grantor hereby grants to the Grantee and all others authorised by the Grantee a full free right and liberty of entry, egress and regress from time to time and at all times over the Servient Land to stand on the Easement area marked E in D121055 to:

- (a) enter, stand, pass and repass either with or without vehicles, (including cranes and other heavy vehicles if necessary) equipment, materials and machines on the Easement land to inspect and undertake works to maintain, repair, remove, demolish, replace and renew any of the Tunnel Infrastructure, and ancillary equipment as may in the opinion of the Grantee be necessary to give effect to the safe order and condition of the Tunnel structure and supporting infrastructure and in compliance with all relevant standards; and
- (b) to enter, stand, pass and repass either with or without vehicles, machines and other equipment to undertake works and exercise the rights of the Grantee under this Easement to maintain and protect the Tunnel Structure and provide services to the Servient Land, and
- (c) to break the surface of, dig, open up and use the Easement area for any of the above purposes.

3. IT IS HEREBY COVENANTED TO AND AGREED BETWEEN THE GRANTOR AND GRANTEE THAT:

- (1) The Grantee is responsible for the maintenance of the Tunnel Structure installed by the Grantee as defined in Item 1(e) herein.
- (2) Except in case of an emergency, the Grantee must first obtain permission before entering upon the Easement area to undertake maintenance work and other works ancillary to the safe order and condition of the Tunnel Structure from The Corporation of the City of Adelaide. Application is to be made to: <https://customer.cityofadelaide.com.au/forms/city-works-application/works>.

- (3) All works undertaken for maintenance purposes by the Grantee in exercising the rights under this Easement grant must be undertaken in accordance with the Grantor's and/or Custodian's and/or Department for Infrastructure and Transport's specifications and must be completed in accordance with good engineering practice and compliance with any applicable Australian industry standards.
- (4) The Grantee must give reasonable written notice to the Grantor &/or The Corporation of the City of Adelaide the Custodian of the Servient Land (except in the case of an emergency situation) and obtain permission to exercise its rights under the Easement grant.
- (5) Except when exercising its rights under this Easement grant, the Grantee must not cause damage to the Easement area land or the Servient Land. The Grantee is responsible for liability in relation to any works undertaken by the Grantee.
- (6) The Grantee must at its own cost and as soon as is reasonably practicable make good any damage caused by the Grantee to the Easement area land or the Servient Land (including any improvements thereon) during the exercise of its rights under Item 2.
- (7) The Grantor must not cause damage to the Tunnel Structure located on under or adjoining the Servient Land and must promptly notify the Grantee if it causes such damage. Where the Grantor causes damage to any of the Tunnel Structure then the Grantor at its own cost and after obtaining consent from the Grantee and/or relevant Authorities must make good any such damage forthwith in an emergency situation, within 30 days in a non-emergency situation or such further period as agreed to by the Grantee. If the Grantor fails to act in a reasonable time the Grantor shall reimburse the Grantee's reasonable costs incurred in making good any such damage to the Tunnel Structure.
- (8) The Grantee:
 - (a) enters the Easement area and exercises its rights under Clause 2 herein at its own risk and releases the Grantor from all loss, damage, cost, injury or liability suffered or incurred by the Grantee for which the Grantor is or may be or becomes liable in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is contributed to by the Grantor); and
 - (b) indemnifies and keeps indemnified the Grantor in respect of any loss, damage, cost, injury or liability for which the Grantor is or may be or become liable in respect of or arising from any act, omission, neglect, breach or default by the Grantee in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is caused by the default or negligence of the Grantor).

PRIVACY COLLECTION STATEMENT: The information in this form is collected under statutory authority and is used for maintaining publicly searchable registers and indexes. It may also be used for authorised purposes in accordance with Government legislation and policy requirements.

To be completed by lodging party

Office Use Only

ANNEXURE E to INSTRUMENT dated

NUMBER

DEALING: INSTRUMENT TO CHANGE THE STATUS OF LAND AND TO VEST EASEMENT RIGHTS
(Pursuant to s 16(4) of the *Adelaide Park Lands Act 2005*)

Easement F is vested in the Minister for Infrastructure and Transport subject to the following Covenants

EASEMENT "F" FOR ACCESS PURPOSES

THE GRANTOR HEREBY GRANTS TO THE GRANTEE AN EASEMENT IN GROSS (under Section 41A of the Law of Property Act 1936) OVER PORTION OF ALLOTMENT 53 MARKED "F" ON D121055

1. DEFINITIONS; In this document

- a) **Easement area** means those portions of Allotments 53 marked F on D121055.
- b) **Grantee** means the proprietor or proprietors of the Easement in Gross from time to time taking or deriving title under or through this instrument, and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- c) **Grantor** means the proprietor or proprietors including Custodians from time to time of the Servient Land and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- d) **Servient Land** means Allotment 53 on D121055 portion or portions of which are subject to the rights granted hereunder.
- e) **Northern Pod** means a hut installation on the land marked H on D121055 with attached external and internal infrastructure and equipment and a purpose-built internal staircase down to the underground Tunnel Infrastructure to provide access for maintenance works &/or evacuation of Personnel and Passengers in an emergency situation
- f) **Southern Pod** means a hut installation on the land marked G on D121055 with attached external and internal infrastructure and equipment for maintenance and emergency (including fire) use purposes to ensure the safe use, operation and protection of the Tunnel Infrastructure. The Pod incorporates a vertical shaft which acts as air intake for the tunnel's ventilation fans and with its removable roof provides access to and for the inspection, maintenance, removal and replacement of large equipment to, into and from the Tunnel Infrastructure.
- g) **Tunnel Infrastructure** means the surface area of the Roof of the purpose-built Tunnel Structure, Tunnel Services Building and any ancillary infrastructure built above under along across and within the land comprised in Allotment 51 and adjoining land comprised in Allotments 52 & 53 in D121055

2. EASEMENT

The Grantor hereby grants to the Grantee the right and liberty for the Grantee and its Authorised users (including Emergency Services) from time to time and at all times to enter the Servient Land to pass and repass in through over along and across to the Easement Area marked "F" on D121055 with or without vehicles laden or unladen and equipment to stand and access the surface area around both Northern Pod and Southern Pod installations, the ancillary infrastructure attached thereto, and the Tunnel Infrastructure for the purpose of undertaking maintenance works and/or in the case of an emergency, the evacuation of the Maintenance Personnel (including passengers) from the Tunnel.

3. IT IS HEREBY COVENANTED TO AND AGREED BETWEEN THE GRANTOR AND GRANTEE THAT:

- (1) Except in case of an emergency, the Grantee before exercising its rights under the Easement, must first obtain permission before entering upon the Easement area from The Corporation of the City of Adelaide. Application is to be made to: <https://customer.cityofadelaide.com.au/forms/city-works-application/>
- (2) The Grantee must give reasonable written notice to the Grantor &/or the Custodian of the Servient Land (except in the case of an emergency situation) and obtain permission to exercise its rights under the Easement grant.

- (3) The Grantor must not construct or erect any improvements or place any objects or do any such thing on the Easement area that may obstruct or impede the Grantee's rights in this Easement.
- (4) The Grantee in exercising its rights under the Easement, the Grantee must and must ensure that its Authorised users:
 - (a) cause as little inconvenience as practicable to the Grantor or any occupier and not obstruct the use of the Servient Land by any person; and
 - (b) cause as little damage as practicable to the Servient Land and any improvements on it.
- (5) The Grantee must at its own cost and as soon as is reasonably practicable make good any damage caused by the Grantee to the Easement area land or the Servient Land (including any improvements thereon) during the exercise of its rights under Item 2.
- (6) The Grantee:
 - (a) enters the Easement area and exercises its rights under Clause 2 herein at its own risk and releases the Grantor from all loss, damage, cost, injury or liability suffered or incurred by the Grantee for which the Grantor is or may be or becomes liable in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is contributed to by the Grantor); and
 - (b) indemnifies and keeps indemnified the Grantor in respect of any loss, damage, cost, injury or liability for which the Grantor is or may be or become liable in respect of or arising from any act, omission, neglect, breach or default by the Grantee in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is caused by the default or negligence of the Grantor).

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To be completed by lodging party

Office Use Only

ANNEXURE F to INSTRUMENT dated

NUMBER

DEALING: INSTRUMENT TO CHANGE THE STATUS OF LAND AND TO VEST EASEMENT RIGHTS
(Pursuant to s 16(4) of the *Adelaide Park Lands Act 2005*)

Easement G is vested in the Minister for Infrastructure and Transport subject to the following Covenants

EASEMENT “G” FOR MAINTENANCE PURPOSES

THE GRANTOR HEREBY GRANTS TO THE GRANTEE AN EASEMENT IN GROSS (under Section 41A of the Law of Property Act 1936) OVER PORTION OF ALLOTMENT 53 MARKED “G” ON D121055

1. DEFINITIONS; In this document

- a) **Easement area** means those portions of Allotments 53 marked G on D121055.
- b) **Grantee** means the proprietor or proprietors of the Easement in Gross from time to time taking or deriving title under or through this instrument, and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- c) **Grantor** means the proprietor or proprietors including Custodians from time to time of the Servient Land and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- d) **Servient Land** means Allotment 53 on D121055 portion or portions of which are subject to the rights granted hereunder.
- e) **Southern Pod** means a hut installation on the land marked G on D121055 with attached external and internal infrastructure and equipment for maintenance and emergency (including fire) use purposes to ensure the safe use, operation and protection of the Tunnel Infrastructure. The Pod incorporates a vertical shaft which acts as air intake for the tunnel’s ventilation fans and with its removable roof provides access to and for the inspection, maintenance, removal and replacement of large equipment to, into and from the Tunnel Infrastructure.
- f) **Tunnel Infrastructure** means the surface area of the Roof of the purpose-built Tunnel Structure, Tunnel Services Building and any ancillary infrastructure built above under along across and within the land comprised in Allotment 51 and adjoining land comprised in Allotments 52 & 53 in D121055

2. EASEMENT

Subject to the covenants set out in this Easement, the Grantor hereby grants to the Grantee and all others authorised by the Grantee a full free right and liberty of entry, egress and regress from time to time and at all times over the Servient Land to stand on the Easement area marked G in D121055 to:

- (a) enter, stand, pass and repass either with or without vehicles, (including cranes and other heavy vehicles if necessary) equipment, materials and machines on the Easement land to construct, inspect and undertake works to maintain, repair, remove, demolish, replace and renew any of the purpose built Southern Pod, supporting infrastructure and ancillary equipment as may in the opinion of the Grantee be necessary to give effect to the safe order and condition of the Southern Pod, internal and supporting infrastructure and in compliance with all relevant standards; and
- (b) to enter, stand, pass and repass either with or without vehicles, machines and other equipment to undertake works and exercise the rights of the Grantee under this Easement to maintain and protect the Southern Pod and internal infrastructure on the Servient Land; and
- (c) to break the surface of, dig, open up and use the Easement area for any of the above purposes.

3. IT IS HEREBY COVENANTED TO AND AGREED BETWEEN THE GRANTOR AND GRANTEE THAT:

- (1) Except in case of an emergency, the Grantee must first obtain permission before entering upon the Easement area to undertake maintenance work and other works ancillary to the safe order and condition of the Southern Pod from The Corporation of the City of Adelaide. Application is to be made to:
<https://customer.cityofadelaide.com.au/forms/city-works-application/>
- (2) All works undertaken for maintenance purposes by the Grantee in exercising the rights under this Easement grant must be undertaken in accordance with the Grantor's and/or Custodian's and/or Department for Infrastructure and Transport's specifications and must be completed in accordance with good engineering practice and compliance with any applicable Australian industry standards.
- (3) The Grantee must give reasonable written notice to the Grantor &/or The Corporation of the City of Adelaide the Custodian of the Servient Land (except in the case of an emergency situation) and obtain permission to exercise its rights under the Easement grant.
- (4) Except when exercising its rights under this Easement grant, the Grantee must not cause damage to the Easement area land or the Servient Land. The Grantee is responsible for liability in relation to any works undertaken by the Grantee.
- (5) The Grantee must at its own cost and as soon as is reasonably practicable make good any damage caused by the Grantee to the Easement area land or the Servient Land (including any improvements thereon) during the exercise of its rights under Item 2.
- (6) Any maintenance and repair works to or any removal or replacement of the Southern Pod must be approved by the Council (which will not be unreasonably withheld provided it complied with Council's reasonable guidelines/policies for the construction of improvements in the Park Lands (as reasonably amended from time to time)
- (7) The Grantor must not cause damage to the Southern Pod located on under or adjoining the Servient Land and must promptly notify the Grantee if it causes such damage. Where the Grantor causes damage to any of the Pod Installation then the Grantor at its own cost and after obtaining consent from the Grantee and/or relevant Authorities must make good any such damage forthwith in an emergency situation, within 30 days in a non-emergency situation or such further period as agreed to by the Grantee. If the Grantor fails to act in a reasonable time the Grantor shall reimburse the Grantee's reasonable costs incurred in making good any such damage to the Southern Pod.
- (8) The Grantee:
 - (a) enters the Easement area and exercises its rights under Clause 2 herein at its own risk and releases the Grantor from all loss, damage, cost, injury or liability suffered or incurred by the Grantee for which the Grantor is or may be or becomes liable in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is contributed to by the Grantor); and
 - (b) indemnifies and keeps indemnified the Grantor in respect of any loss, damage, cost, injury or liability for which the Grantor is or may be or become liable in respect of or arising from any act, omission, neglect, breach or default by the Grantee in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is caused by the default or negligence of the Grantor).

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To be completed by lodging party

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ANNEXURE G to INSTRUMENT dated

NUMBER

DEALING: INSTRUMENT TO CHANGE THE STATUS OF LAND AND TO VEST EASEMENT RIGHTS
(Pursuant to s 16(4) of the *Adelaide Park Lands Act 2005*)

Easement H is vested in the Minister for Infrastructure and Transport subject to the following Covenants

EASEMENT “H” FOR ACCESS PURPOSES

THE GRANTOR HEREBY GRANTS TO THE GRANTEE AN EASEMENT IN GROSS (under Section 41A of the Law of Property Act 1936) OVER PORTION OF ALLOTMENT 53 MARKED “H” ON D121055

1. DEFINITIONS; In this document

- a) **Easement area** means those portions of Allotments 53 marked “H” on D121055.
- b) **Grantee** means the proprietor or proprietors of the Easement in Gross from time to time taking or deriving title under or through this instrument, and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- c) **Grantor** means the proprietor or proprietors including Custodians from time to time of the Servient Land and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- d) **Servient Land** means Allotment 53 on D121055 portion or portions of which are subject to the rights granted hereunder.
- e) **Northern Pod** means a hut installation on the land marked H on D121055 with attached external and internal infrastructure and equipment and a purpose-built internal staircase down to the underground Tunnel Infrastructure to provide access for maintenance works &/or evacuation of Personnel and Passengers in an emergency situation.
- f) **Tunnel Infrastructure** means the surface area of the Roof of the purpose-built Tunnel Structure, Tunnel Services Building and any ancillary infrastructure built above under along across and within the land comprised in Allotment 51 and adjoining land comprised in Allotments 52 & 53 in D121055

2. EASEMENT

The Grantor hereby grants to the Grantee the right and liberty for the Grantee and its Authorised users (including emergency services) from time to time and at all times to enter upon and to pass and repass in through over along and across the Servient Land to the Easement area marked “H” on D121055 and stand with or without vehicles laden or unladen and equipment to access and maintain the Northern Pod and internal staircase therein down to the underground Tunnel Infrastructure. The staircase will be used by the Grantee to access the Tunnel Infrastructure to undertake inspections and maintenance works of infrastructure and/or access to and from by emergency services in the evacuation of personnel (including passengers) in an emergency situation.

3. IT IS HEREBY COVENANTED TO AND AGREED BETWEEN THE GRANTOR AND GRANTEE THAT:

- (1) Except in case of an emergency, the Grantee before exercising its rights under the Easement, must first obtain permission before entering upon the Servient land to access the Easement area from The Corporation of the City of Adelaide. Application is to be made to: <https://customer.cityofadelaide.com.au/forms/city-works-application/>
- (2) The Grantee must give reasonable written notice to the Grantor &/or the Custodian of the Servient Land (except in the case of an emergency situation) and obtain permission to exercise its rights under the Easement grant.
- (3) The Grantor must not construct or erect any improvements or place any objects or do any such thing on the Easement area that may obstruct or impede the Grantee’s rights in this Easement.

- (4) The Grantee in exercising its rights under the Easement, the Grantee must ensure that its Authorised users:
 - (a) cause as little inconvenience as practicable to the Grantor or any occupier and not obstruct the use of the Servient Land by any person; and
 - (b) cause as little damage as practicable to the Servient Land and any improvements on it.
- (5) The Grantee must at its own cost and as soon as is reasonably practicable make good any damage caused by the Grantee to the Easement area land or the Servient Land (including any improvements thereon) during the exercise of its rights under Item 2.
- (6) Any maintenance and repair works to or any removal or replacement of the Northern Pod must be approved by the Council (which will not be unreasonably withheld provided it complied with Council's reasonable guidelines/policies for the construction of improvements in the Park Lands (as reasonably amended from time to time))
- (7) The Grantor must not cause damage to the Northern Pod located on under or adjoining the Servient Land and must promptly notify the Grantee if it causes such damage. Where the Grantor causes damage to any of the Pod Installation then the Grantor at its own cost and after obtaining consent from the Grantee and/or relevant Authorities must make good any such damage forthwith in an emergency situation, within 30 days in a non-emergency situation or such further period as agreed to by the Grantee. If the Grantor fails to act in a reasonable time the Grantor shall reimburse the Grantee's reasonable costs incurred in making good any such damage to the Northern Pod.
- (8) The Grantee:
 - (a) enters the Easement area and exercises its rights under Clause 2 herein at its own risk and releases the Grantor from all loss, damage, cost, injury or liability suffered or incurred by the Grantee for which the Grantor is or may be or becomes liable in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is contributed to by the Grantor); and
 - (b) indemnifies and keeps indemnified the Grantor in respect of any loss, damage, cost, injury or liability for which the Grantor is or may be or become liable in respect of or arising from any act, omission, neglect, breach or default by the Grantee in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is caused by the default or negligence of the Grantor).

PRIVACY COLLECTION STATEMENT: The information in this form is collected under statutory authority and is used for maintaining publicly searchable registers and indexes. It may also be used for authorised purposes in accordance with Government legislation and policy requirements.

To be completed by lodging party

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ANNEXURE H to INSTRUMENT dated

NUMBER

DEALING: INSTRUMENT TO CHANGE THE STATUS OF LAND AND TO VEST EASEMENT RIGHTS
(Pursuant to s 16(4) of the *Adelaide Park Lands Act 2005*)

Easement K is vested in the Distribution Lessor Corporation (Subject to Lease 8890000) subject to the following Covenants

EASEMENT "K" FOR ELECTRICITY SUPPLY PURPOSES

THE GRANTOR HEREBY GRANTS TO THE GRANTEE AN EASEMENT IN GROSS (under Section 41A of the Law of Property Act 1936) OVER PORTION OF ALLOTMENT 53 MARKED "K" ON D121055

1. DEFINITIONS; In this document

- a) **Easement area** means those portions of Allotments 53 marked "K" on D121055.
- b) **Grantee** means the proprietor or proprietors of the Easement in Gross from time to time taking or deriving title under or through this instrument, and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- c) **Grantor** means the proprietor or proprietors including Custodians from time to time of the Servient Land and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- d) **Servient Land** means Allotment 53 on D121055 portion or portions of which are subject to the rights granted hereunder.

2. EASEMENT

The Grantor hereby grants to the Grantee subject to the covenants set out in this Easement an Easement for Electricity supply purposes over the Easement area, entitling the Grantee at any time –

- a) to enter upon and to pass either with or without motor vehicles or other vehicles along or over the land; and
- b) to construct and lay—
 - i. on or under the surface of the land ducts, pipes, conductors, cables, wires and other works; and
 - ii. on the surface of the land incidental or ancillary works for the transmission of electricity (including, without limiting the generality of the foregoing, manholes and cable markers); and
- c) to suspend above the surface of the land conductors, cables, wires and other equipment and to construct supporting and other works incidental or ancillary to that purpose; and
- d) without limiting the generality of any other right, to erect on any portion of the land designated "K" in the plan to a height not exceeding four metres or such other height as may be shown in the plan from the surface of the land, equipment for transforming electricity and incidental or ancillary works (including, without limiting the generality of the foregoing, such walls or other structures as the electricity entity considers necessary); and
- e) from time to time to break the surface of, dig, open up and use the land for any of the purposes referred to in this subsection; and
- f) to inspect, repair, alter, remove and replace any works referred to in this subsection; and
- g) to transmit electricity by means of any such works.

3. IT IS HEREBY COVENANTED TO AND AGREED BETWEEN THE GRANTOR AND GRANTEE THAT:

- (1) Except in case of an emergency, the Grantee before exercising its rights under the Easement, must first obtain permission before entering upon the Servient land to access the Easement area from The Corporation of the City of Adelaide. Application is to be made to: <https://customer.cityofadelaide.com.au/forms/city-works-application/>
- (2) The Grantee must give reasonable written notice to the Grantor &/or the Custodian of the Servient Land (except in the case of an emergency situation) and obtain permission to exercise its rights under the Easement grant.
- (3) The Grantor must not construct or erect any improvements or place any objects or do any such thing on the Easement area that may obstruct or impede the Grantee's rights in this Easement.
- (4) The Grantee in exercising its rights under the Easement, the Grantee must ensure that its Authorised users:
 - (a) cause as little inconvenience as practicable to the Grantor or any occupier and not obstruct the use of the Servient Land by any person; and
 - (b) cause as little damage as practicable to the Servient Land and any improvements on it.
- (5) The Grantee must at its own cost and as soon as is reasonably practicable make good any damage caused by the Grantee to the Easement area land or the Servient Land (including any improvements thereon) during the exercise of its rights under Item 2.
- (6) The Grantee:
 - (a) enters the Easement area and exercises its rights under Clause 2 herein at its own risk and releases the Grantor from all loss, damage, cost, injury or liability suffered or incurred by the Grantee for which the Grantor is or may be or becomes liable in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is contributed to by the Grantor); and
 - (b) indemnifies and keeps indemnified the Grantor in respect of any loss, damage, cost, injury or liability for which the Grantor is or may be or become liable in respect of or arising from any act, omission, neglect, breach or default by the Grantee in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is caused by the default or negligence of the Grantor).

PRIVACY COLLECTION STATEMENT: The information in this form is collected under statutory authority and is used for maintaining publicly searchable registers and indexes. It may also be used for authorised purposes in accordance with Government legislation and policy requirements.

To be completed by lodging party

Office Use Only

ANNEXURE I to INSTRUMENT dated

NUMBER

DEALING: INSTRUMENT TO CHANGE THE STATUS OF LAND AND TO VEST EASEMENT RIGHTS
(Pursuant to s 16(4) of the *Adelaide Park Lands Act 2005*)

Easement R is vested in the Minister for Infrastructure and Transport subject to the following Covenants

EASEMENT "R" FOR ACCESS PURPOSES

THE GRANTOR HEREBY GRANTS TO THE GRANTEE AN EASEMENT IN GROSS (under Section 41A of the Law of Property Act 1936) OVER PORTION OF ALLOTMENTS 55,56 & 57 MARKED "R" ON D121055

1. DEFINITIONS; In this document

- a) **Easement area** means those portions of Allotments 55, 56 & 57 marked "R" on D121055.
- b) **Grantee** means the proprietor or proprietors of the Easement in Gross from time to time taking or deriving title under or through this instrument, and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- c) **Grantor** means the proprietor or proprietors including Custodians from time to time of the Servient Land and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- d) **Servient Land** means Allotment 55, 56 & 57 on D121055 portion or portions of which are subject to the rights granted hereunder.
- e) **Bridge Structure** means the purpose-built Bridge Structure and any structural support infrastructure inclusive of the supporting compacted soil surrounding the abutments and piers of the bridge and to prevent scour protection for the Bridge constructed over the River Torrens and thereon across, over, under and within the Servient Land. The Bridge infrastructure includes but is not limited to headwalls, parapets, supporting structures, apparatus and conductors, piers, footings, pipes, cables, railings, ramp embankments, compacted soil and other supporting infrastructure for the Bridge Structure and other existing Utility Services infrastructure and Trunk Water Main pipework attached thereto under licence by the Grantee to any approved Licensee.
- f) **Path** is a purpose-built pathway over along and across the Bridge Structure built over the River Torrens for access use by the Grantee and its Authorised Users including the general Public for Pedestrians on foot (and/or with mobility scooters, wheelchairs, guide dogs or other disabled access aids) and cyclists.

2. EASEMENT

Subject to the covenants set out in this Easement, the Grantor hereby grants to the Grantee a full free right and liberty of entry, egress and regress from time to time and at all times hereafter to:

- (a) First, the Grantee and its Authorised Users (including but not limited to the general Public at large) to pass and repass on foot (and/or with mobility scooters, wheelchairs, guide dogs or other disabled access aids) and/or by bicycle along the Path comprised within the Easement area and over across the Bridge Structure that provides access over the River Torrens and installed on the Servient Land; and
- (b) Secondly, the Grantee and its Authorised Contractors to access, stand, pass and repass with or without vehicles and equipment through over, along across and under the Bridge Structure on the Servient land to inspect, alter, maintain, repair and replace the Path and Bridge Structure and other support infrastructure installed on or in the Easement area and other works as may in the opinion of the Grantee be necessary to give effect to the safe order and condition of the Path, the Bridge Structure and supporting infrastructure and in compliance with all relevant standards and
- (c) to break the surface of, dig, open up and use the Easement area for any of the above purposes; and

- (d) to access the Easement area to undertake works to maintain, repair, operate, renew, remove and replace the ramp embankments including the supporting compacted soil surrounding the abutments and piers of the Bridge and supporting infrastructure, the Bridge Structure and other works across over under and within the Servient Land.

3. IT IS HEREBY COVENANTED TO AND AGREED BETWEEN THE GRANTOR AND GRANTEE THAT:

The Bridge Structure and Path spans over Crown Land identified as Allotments 55, 56 & 57 in D121055 (the "Servient Land") whereby Allotment 55 is under the care, control and management of The Board of the Botanic Gardens and State Herbarium (as successor to Governors of the Botanic Garden) (as Custodian) and Allotments 56 & 57 are under the care, control and management of The Corporation of the City of Adelaide (as Custodian).

The Grantee the Minister for Infrastructure and Transport acknowledges and agrees the Bridge Structure is to remain owned by, at the risk of and the responsibility of the Minister for Infrastructure and Transport (the "Grantee").

Located on and attached to the Bridge Structure are several utility services infrastructure and a Trunk Water Main. Each Utility Service Provider's respective infrastructure will remain owned by, at the risk of and the responsibility of the respective Utility Services Provider. The Trunk Water Main will remain owned by, at the risk of and the responsibility of the South Australian Water Corporation.

- (1) Except in case of an emergency, the Grantee before entering upon the Easement area to undertake an activity under Item 2 of this Instrument must:
- a) First before undertaking work on the Bridge Structure including works that disturb the surrounding soil underneath the abutments and piers of the Bridge, the Department for Infrastructure and Transport (DIT) must be notified, and permission granted. Application to: <http://www.sa.gov.au/topics/driving-and-transport/transport-industry-services/getting-permission-to-carry-out-roadworks>
 - b) If works are required on the northern bank of the River Torrens, and/or on either side of the River Torrens embankments underneath the Bridge Structure as comprised in Allotments 56 & 57, The Corporation of the City of Adelaide must be notified, and permission granted. Contact &/or make Application to: <https://customer.cityofadelaide.com.au/forms/city-works-application/>
 - c) If works are required on the southern bank of the River Torrens as comprised in Allotment 55, the Adelaide Botanic Gardens must be notified, and permission granted. Contact or apply to: Telephone (+61 8) 8222 9311 or email: botanicgardens@sa.gov.au
- (2) Before entering the Easement area to undertake any works, the Grantee must give reasonable written notice to the Grantor &/or the Parties as set out in Item 3(1) (except in the case of an emergency situation) and obtain permission to exercise its rights under the Easement Grant.
- (3) Should the Path and Bridge Structure be rendered inaccessible due to the physical construction of services by the Grantee and/or by any other reasonable cause, then the Grantee must provide at its cost an alternative access area for temporary use by the Grantor and the Grantee (including for Public access) for the period reasonably required for the purpose of maintenance and repairs to the Easement Land.
- (4) Except when exercising its rights under Item 2 in this Instrument, the Grantee must not cause damage to the Easement area land or the Servient Land.
- (5) The Grantee must at its own cost and as soon as is reasonably practicable make good any damage caused by the Grantee to the Easement area land or the Servient Land (including any improvements hereon) during the exercise of its rights under Item 2.
- (6) The Grantor must not construct or erect any improvements or place any objects or do any such thing on the Easement area that may obstruct or impede the Grantee's rights in this Easement.
- (7) The Grantor must not cause damage to the Path & Bridge Structure and supporting infrastructure (improvements) located on the Servient Land and must promptly notify the Grantee if it causes such damage. Where the Grantor causes damage to any of the improvements then the Grantor at its own cost and after obtaining consent from the Grantee and/or relevant Authorities as stated in clause 3 (1) therein, must make good any such damage forthwith in an emergency situation, within 30 days in a non-emergency situation or such further period as agreed to by the Grantee. If the Grantor fails to act in a reasonable time the Grantor shall reimburse the Grantee's reasonable costs incurred in making good any such damage to the improvements.

(8) The Grantee:

- a) enters the Easement area and exercises its rights under Clause 2 herein at its own risk and releases the Grantor from all loss, damage, cost, injury or liability suffered or incurred by the Grantee for which the Grantor is or may be or becomes liable in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is contributed to by the Grantor); and
- b) indemnifies and keeps indemnified the Grantor in respect of any loss, damage, cost, injury or liability for which the Grantor is or may be or become liable in respect of or arising from any act, omission, neglect, breach or default by the Grantee in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is caused by the default or negligence of the Grantor).

PRIVACY COLLECTION STATEMENT: The information in this form is collected under statutory authority and is used for maintaining publicly searchable registers and indexes. It may also be used for authorised purposes in accordance with Government legislation and policy requirements.

To be completed by lodging party

Office Use Only

ANNEXURE J to INSTRUMENT dated

NUMBER

DEALING: INSTRUMENT TO CHANGE THE STATUS OF LAND AND TO VEST EASEMENT RIGHTS
(Pursuant to s 16(4) of the *Adelaide Park Lands Act 2005*)

Easement J is vested in the Minister for Infrastructure and Transport subject to the following Covenants

EASEMENT “J” FOR THE TRANSMISSION OF ELECTRICITY BY UNDERGROUND CABLE

THE GRANTOR HEREBY GRANTS TO THE GRANTEE AN EASEMENT IN GROSS (under Section 41A of the Law of Property Act 1936) OVER PORTION OF ALLOTMENT 53 MARKED “J” ON D121055

1. DEFINITIONS; In this document

- a) **Easement area** means those portions of Allotments 53 marked “J” on D121055.
- b) **Grantee** means the proprietor or proprietors of the Easement in Gross from time to time taking or deriving title under or through this instrument, and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- c) **Grantor** means the proprietor or proprietors including Custodians from time to time of the Servient Land and includes its tenants, employees, agents, contractors, caretakers, workmen, visitors and invitees.
- d) **Servient Land** means Allotment 53 on D121055 portion or portions of which are subject to the rights granted hereunder.

2. EASEMENT

The Grantor hereby grants to the Grantee subject to the covenants set out in this Easement an Easement for the transmission of electricity by underground cable over the Easement area, entitling the Grantee at any time –

- a) to lay under the surface of the land (described for that purpose in this instrument) ducts, pipes and cables; and
- b) to inspect, alter, maintain, repair and replace those ducts, pipes and cables; and
- c) to use the cables for the purpose of transmitting electricity; and
- d) to break the surface of, dig, open up and use the land for any of those purposes; and
- e) to enter the land at any time (if necessary with vehicles and equipment) for any of those purposes.

3. IT IS HEREBY COVENANTED TO AND AGREED BETWEEN THE GRANTOR AND GRANTEE THAT:

- (1) The Grantee is responsible for the maintenance of all electricity infrastructure installed by the Grantee on above or under the surface of the Servient Land within the defined Easement area
- (2) Except in case of an emergency, the Grantee must first obtain permission before entering upon the Easement area to undertake work on the electricity infrastructure and other works ancillary to the safe order and condition of the infrastructure for the transmission of electricity by underground cable from The Corporation of the City of Adelaide. Application is to be made to:
<https://customer.cityofadelaide.com.au/forms/city-works-application/>
- (3) All works undertaken for electricity purposes by the Grantee in exercising the rights under this Easement grant must be undertaken in accordance with the Grantor’s and/or Custodian’s and/or Department for Infrastructure and Transport’s specifications and must be completed in accordance with good engineering practice and compliance with any applicable Australian industry standards.

- (4) The Grantee must give reasonable written notice to the Grantor &or the Custodian of the Servient Land and the Department for Infrastructure and Transport (except in the case of an emergency situation) and obtain permission to exercise its rights under the Easement Grant.
- (5) Except when exercising its rights under this Easement grant, the Grantee must not cause damage to the Easement area land or the Servient Land. The Grantee is responsible for liability in relation to any works undertaken by the Grantee.
- (6) The Grantee must at its own cost and as soon as is reasonably practicable make good any damage caused by the Grantee to the Easement area land or the Servient Land (including any improvements thereon) during the exercise of its rights under Item 2 or a breach of Item 3(1-3).
- (7) The Grantor must not cause damage to the Electricity Infrastructure located on the Servient Land and must promptly notify the Grantee if it causes such damage. Where the Grantor causes damage to any of the Electricity Infrastructure then the Grantor at its own cost and after obtaining consent from the Grantee and/or relevant Authorities must make good any such damage forthwith in an emergency situation, within 30 days in a non-emergency situation or such further period as agreed to by the Grantee. If the Grantor fails to act in a reasonable time the Grantor shall reimburse the Grantee's reasonable costs incurred in making good any such damage to the Electricity Infrastructure.
- (8) The Grantee:
 - a) enters the Easement area and exercises its rights under Clause 2 herein at its own risk and releases the Grantor from all loss, damage, cost, injury or liability suffered or incurred by the Grantee for which the Grantor is or may be or becomes liable in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is contributed to by the Grantor); and
 - b) indemnifies and keeps indemnified the Grantor in respect of any loss, damage, cost, injury or liability for which the Grantor is or may be or become liable in respect of or arising from any act, omission, neglect, breach or default by the Grantee in connection with the grant of easement (except to the extent that such loss, damage, cost, injury or liability is caused by the default or negligence of the Grantor).

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DISTRIBUTION LESSOR CORPORATION of 1 Anzac Highway Keswick SA 5035 accepts the Grant of Easement and applies under Section 31 of the Electricity Corporations (Restructuring & Disposal) Act 1999 for Lease 8890000 to be registered over the within easement/s marked K(T/F) and CKI UTILITIES DEVELOPMENT LIMITED ABN 65 090 718 880 and PAI UTILITIES DEVELOPMENT LIMITED ABN 82 090 718 951 each incorporated in The Bahamas and SPARK INFRASTRUCTURE SA (No.1) PTY LTD ABN 54 091 142 380 SPARK INFRASTRUCTURE SA (No.2) PTY LTD ABN 19 091 143 038 and SPARK INFRASTRUCTURE SA (No.3) PTY LTD ABN 50 091 142 362 each incorporated in Australia all of 1 Anzac Highway Keswick SA 5035 ("SAPN Lessees") as the lessees pursuant to Lease no. 8890000 CONSENT to the within application

SIGNED in my presence by)
 DISTRIBUTION LESSOR CORPORATION)
 by its attorneys pursuant to Power of Attorney No.)
 8895055 AND by the Attorneys of each of the)
 SAPN Lessees)
 CKI UTILITIES DEVELOPMENT LIMITED)
 ABN 65 090 718 880 Pursuant to)
 Power of Attorney No. 8857195)
 PAI UTILITIES DEVELOPMENT LIMITED)
 ABN 82 090 718 951 Pursuant to)
 Power of Attorney No. 8857196)
 SPARK INFRASTRUCTURE SA (No.1) PTY LTD)
 ABN 54 091 142 380 Pursuant to)
 Power of Attorney No. 8857197)
 SPARK INFRASTRUCTURE SA (No.2) PTY LTD)
 ABN 19 091 143 038 Pursuant to)
 Power of Attorney No. 8857199)
 SPARK INFRASTRUCTURE SA (No.3) PTY LTD)
 ABN 50 091 142 362)
 Pursuant to Power of Attorney No. 8857198)
)
 PATRICK JAMES MAKINSON)
 who certifies that he is the)
 COMPANY SECRETARY of)
 Utilities Management Pty Ltd ABN 25 090 664 878)
 and)
 MICHELLE LOUISE PETERSON)
 who certifies that she is the)
 MANAGER PROPERTY SERVICES of)
 Utilities Management Pty Ltd ABN 25 090 664 878)
 both of 1 Anzac Highway Keswick SA 5035)
 who are personally known to me)

.....

Signature of Witness:
 Angela Jayne Clark
 1 Anzac Highway Keswick 5035
 ph: 8404 5897

Appendix C

Application on behalf of the Minister for Climate, Environment and Water for deposit of a plan of division (D121055) and issue of new certificates of title

LANDS TITLES REGISTRATION
OFFICE
SOUTH AUSTRALIA

**APPLICATION FOR DEPOSIT OF A
PLAN OF DIVISION AND ISSUE OF
NEW CERTIFICATES OF TITLE**

FORM APPROVED BY THE REGISTRAR-GENERAL

PRIORITY NOTICE ID	
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SERIES NO	PREFIX
	RTD

AGENT CODE

LODGED BY: **CROWN SOLICITOR'S OFFICE** **CSOL 22**

CORRECTION TO: **CROWN SOLICITOR'S OFFICE** **CSOL 22**

SUPPORTING DOCUMENTATION LODGED WITH APPLICATION
(COPIES ONLY)

- 1.....
- 2.....
- 3.....
- 4.....
- 5.....

PLEASE ISSUE NEW CERTIFICATES OF TITLE AS FOLLOWS

- 1.....
- 2.....
- 3.....
- 4.....
- 5.....

PICK UP NO.	
-------------	--

PLAN DEPOSITED

CORRECTION	PASSED
------------	--------

REGISTERED
REGISTRAR-GENERAL

CSO 204700 AD OBahn Plan

APPLICATION FOR DEPOSIT OF A PLAN OF DIVISION AND ISSUE OF NEW CERTIFICATES OF TITLE

PRIVACY COLLECTION STATEMENT: The information in this form is collected under statutory authority and is used for maintaining publicly searchable registers and indexes. It may also be used for authorised purposes in accordance with Government legislation and policy requirements.

D. 121055

LAND DESCRIPTION

The whole of the land comprised in Crown Record Register Book Volume 6175 Folio 948, Volume 6175 Folio 947, Volume 6175 Folio 946, Volume 6170 Folio 713, Volume 6170 Folio 714, Volume 6170 Folio 712, Volume 5943 Folio 443, Volume 6043 Folio 262, Volume 5807 Folio 966, Volume 6175 Folio 949 and Volume 5756 Folio 652; and

Allotment 116 in Deposited Plan 81642 being portion of the land comprised in Crown Record Volume 6102 Folio 712; and

The whole of the land in Certificate of Title Volume 5559 Folio 809

APPLICANT(S) (Full name and address of all Registered Proprietors of land divided)

MINISTER FOR CLIMATE, ENVIRONMENT AND WATER of Adelaide SA 5000 on behalf of the CROWN

THE APPLICANT HEREBY APPLIES FOR:-

- (a) the deposit and registration of the plan of division to which this application relates; and
- (b) the issue of new Certificates of Title for each of the allotments delineated in the said plan in the following manner.

INSTRUCTIONS:

Please deposit the accompanying plan numbered D121055 note and issue the following:

(by reason of the deposit of an instrument dated / / 2023 in the GRO as numbered /2023 the easements have vested and are subject to the covenants set out therein pursuant to Section 16(4) of the *Adelaide Park Lands Act 2005*)

- 1) Pursuant to Section 3 of the Roads (Opening & Closing) Act 1991, portion of Closed Road lettered A & B on PP 15/0034 will merge and vest with adjoining Park Lands and portion of Park Lands will be opened as Road as numbered 1, 2, 3, 4 & 5 on PP 15/0034 and vest as Public Roads as set out on the accompanying plan as evidenced by Road Process Order dated 2 September 2021.
- 2) A new Certificate of Title for an Easement in Gross to issue in the name of Distribution Lessor Corporation (Lease 8890000) of 1 Anzac Highway Keswick SA 5035 over portion of Allotment 53 marked P as set out in DP 121055 (as varied from the position marked M in Certificate of Title Volume 5559 Folio 809).
- 3) Easement in Gross Certificate of Title to issue in the name of the Minister for Infrastructure and Transport of Adelaide SA 5000 over that portion of Allotment 50.52.53.54.55.56.57 marked B as set out in DP 121055
- 4) Easement in Gross Certificate of Title to issue in the name of The Corporation of the City of Adelaide of GPO Box 2252 Adelaide SA 5001 over that portion of Allotment 51 marked C as set out in DP 121055
- 5) Easement in Gross Certificate of Title to issue in the name of the Minister for Infrastructure and Transport of Adelaide SA 5000 over that portion of Allotment 52 marked D as set out in DP 121055
- 6) Easement in Gross Certificate of Title to issue in the name of the Minister for Infrastructure and Transport of Adelaide SA 5000 over that portion of Allotment 52.53 marked E as set out in DP 121055
- 7) Easement in Gross Certificate of Title to issue in the name of the Minister for Infrastructure and Transport of Adelaide SA 5000 over that portion of Allotment 53 marked F as set out in DP 121055
- 8) Easement in Gross Certificate of Title to issue in the name of the Minister for Infrastructure and Transport of Adelaide SA 5000 over that portion of Allotment 53 marked G as set out in DP 121055
- 9) Easement in Gross Certificate of Title to issue in the name of the Minister for Infrastructure and Transport of Adelaide SA 5000 over that portion of Allotment 53 marked H as set out in DP 121055
- 10) Easement in Gross Certificate(s) of Title to issue in the name of Distribution Lessor Corporation (Lease 8890000) of 1 Anzac Highway Keswick SA 5035 over that portion of Allotment 53 marked K
- 11) Easement in Gross Certificate of Title to issue in the name of the Minister for Infrastructure and Transport of Adelaide SA 5000 over that portion of Allotment 55.56.57 marked R as set out in DP 121055
- 12) Easement in Gross Certificate of Title to issue in the name of the Minister for Infrastructure and Transport of Adelaide SA 5000 over that portion of Allotment 53 marked J as set out in DP 121055.
- 13) New Crown Records to issue for the following:

PARCEL NO.	CUSTODIAN	PURPOSE
<p>Allotment 50 in D121055 in the Hundred of Adelaide in the Area named Adelaide</p>	<p>The Corporation of the City of Adelaide of GPO Box 2252 Adelaide SA 5001</p> <p><i>Subject to free and unrestricted right of way over land marked A on D112873 & Subject to Easement for Infrastructure purposes over land marked B on D121055 to Minister for Infrastructure and Transport</i></p> <p><i>OL022555 Annual licence to Electranet Pty Ltd (A C N 094 482 416) for commercial or industrial purposes commencing on 30/06/2003 and expiring on 29/06/2019</i></p>	<p>Parkland Purposes</p>
<p>Allotment 51 in D121055 in the Hundred of Adelaide in the Area named Adelaide</p>	<p>Minister for Infrastructure and Transport of Adelaide SA 5000</p> <p><i>Subject to Easement for Drainage Purposes over the land marked C in D121055 to The Corporation of the City of Adelaide</i></p>	<p>Public Transport Purposes</p>
<p>Allotment 52 in D121055 in the Hundred of Adelaide in the Area named Adelaide</p>	<p>The Corporation of the City of Adelaide of GPO Box 2252 Adelaide SA 5001</p> <p><i>Subject to free and unrestricted right of way over land marked A on D112873 & Subject to Easement for Infrastructure purposes over land marked B on D121055 to Minister for Infrastructure and Transport & Subject to Easement for Drainage Purposes over portion of the land marked D on D121055 to the Minister for Infrastructure and Transport & Subject to Easement for Maintenance Purposes over the land marked E on D121055 to the Minister for Infrastructure and Transport</i></p> <p><i>OLO 22555 Annual licence to Electranet Pty Ltd (A C N 094 482 416) for commercial or industrial purposes commencing on 30/06/2003 and expiring on 29/06/2019</i></p>	<p>Parkland Purposes</p>

Continued over

PARCEL NO.	CUSTODIAN	PURPOSE
<p>Allotment 53 in D121055 in the Hundred of Adelaide in the area named Adelaide</p>	<p>The Corporation of the City of Adelaide of GPO Box 2252 Adelaide SA 5001</p> <p><i>Subject to Easement over the land marked N on D111680 to Distribution Lessor Corporation (subject to Lease 8890000) &</i></p> <p><i>Subject to Easement over the land marked P on D121055 to Distribution Lessor Corporation (subject to Lease 8890000) &</i></p> <p><i>Subject to Easement for Infrastructure purposes over that portion of the land marked B on D121055 to the Minister for Infrastructure and Transport &</i></p> <p><i>Subject to Easement for Maintenance purposes over the land marked E on D121055 to Minister for Infrastructure and Transport &</i></p> <p><i>Subject to Right of Way for Access purposes over that portion of land marked F on D121055 to the Minister for Infrastructure and Transport &</i></p> <p><i>Subject to Easement for Maintenance Purposes over that portion of land marked G on D121055 to Minister for Infrastructure and Transport &</i></p> <p><i>Subject to Easement for Access purposes over that portion of land marked H on D121055 to Minister for Infrastructure and Transport &</i></p> <p><i>Subject to Easement for electricity supply purposes over portion of the land marked K on D121055 to Distribution Lessor Corporation (subject to Lease no.8890000) &</i></p> <p><i>Subject to Easement for the transmission of electricity by underground cable over portion of the land marked J on D121055 to Minister for Infrastructure and Transport</i></p>	<p>Parkland Purposes</p>

Continued over

PARCEL NO.	CUSTODIAN	PURPOSE
Allotment 54 in D121055 in the Hundred of Adelaide in the area named Adelaide	<p>The Board of the Botanic Gardens and State Herbarium (as successor to Governors of the Botanic Garden) of North Terrace Adelaide SA 5000</p> <p><i>Subject to Easement for Infrastructure purposes over that portion of the land marked B on D121055 to the Minister for Infrastructure and Transport</i></p>	Botanic Park and Garden purposes
Allotment 55 in D121055 in the Hundred of Adelaide in the area named Adelaide	<p>The Board of the Botanic Gardens and State Herbarium (as successor to Governors of the Botanic Garden) of North Terrace Adelaide SA 5000</p> <p><i>Subject to Easement over the land marked L on D121055 to Distribution Lessor Corporation (subject to Lease no.8890000) &</i></p> <p><i>Subject to Easement for Infrastructure purposes over portion of the land marked B on D121055 to Minister for Infrastructure and Transport &</i></p> <p><i>Subject to Easement for Access purposes over portion of the land marked R on D121055 to the Minister for Infrastructure and Transport</i></p>	Botanic Park and Garden purposes
Allotment 56 in D121055 in the Hundred of Adelaide and Yatala in the area named North Adelaide	<p>The Corporation of the City of Adelaide of GPO Box 2252 Adelaide SA 5001</p> <p><i>Subject to Easement for Infrastructure Purposes over portion of the land marked B on D121055 to the Minister for Infrastructure and Transport &</i></p> <p><i>Subject to Easement for Access purposes over that portion of the land marked R on D121055 to the Minister for Infrastructure and Transport</i></p>	River purposes

Continued over

PARCEL NO.	CUSTODIAN	PURPOSE
<p>Allotment 57 in D121055 in the Hundreds of Adelaide and Yatala in the area named North Adelaide</p>	<p>The Corporation of the City of Adelaide of GPO Box 2252 Adelaide SA 5001</p> <p><i>Subject to Easement for Infrastructure Purposes over that portion marked B on D121055 to the Minister for Infrastructure and Transport &</i></p> <p><i>Subject to Easement for Access purposes over that portion of land marked R on D121055 to the Minister for Infrastructure and Transport</i></p>	<p>Parkland Purposes</p>
<p>Allotments 114 and 115 in D81642 (balance land in CR 6102/712) in the Hundreds of Adelaide and Yatala in the area named North Adelaide</p>	<p>The Corporation of the City of Adelaide of GPO Box 2252 Adelaide SA 5001</p>	<p>Parkland Purposes</p>

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DATED.....

EXECUTION BY APPLICANT(S)

PURSUANT TO THE *CROWN LAND MANAGEMENT ACT, 2009*

THE COMMON SEAL of)
MINISTER FOR CLIMATE,)
ENVIRONMENT AND WATER)
was affixed hereto by authority)
of the Minister in the presence of)

.....
Signature of WITNESS

.....
Print Full Name of Witness (BLOCK LETTERS)

.....
Position Held:

.....
Address of Witness

.....
Business Hours Telephone No

This plan does not contravene Section 131 of the
Planning, Development and Infrastructure Act, 2016

.....
Registered Conveyancer

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CERTIFICATE OF CONSENT FOR THE DEPOSIT OF A PLAN OF DIVISION

CONSENTING PARTY (Full Name and Address)

DISTRIBUTION LESSOR CORPORATION (subject to Lease no.8890000) of 1 Anzac Highway Keswick SA 5035

NATURE OF ESTATE OR INTEREST HELD

Accepts an easement for electricity supply purposes over K (subject to Lease no.8890000)

STATEMENT OF EFFECT ON ESTATES OR INTERESTS OF CONSENTING PARTIES

ESTATE / INTEREST AFFECTED	EFFECT ON ESTATE OR INTEREST HELD OR CLAIMED	CONSIDERATION / VALUE
Easement marked K	Vested in DISTRIBUTION LESSOR CORPORATION (Subject to Lease no.8890000)	NIL

*strike through the inapplicable

** insert relevant effect on estate or interest

I/We the consenting party

- (1) certify my/our consent to the deposit of the accompanying plan of division in the Lands Titles Registration Office.
- (2) acknowledge that the deposit of the plan will affect my/our estate or interest to the extent set out in the above Statement of Effect panel.

EXECUTION BY CONSENTING PARTY

DATED

DISTRIBUTION LESSOR CORPORATION Execution - Refer attached Annexure “ “

PRIVACY COLLECTION STATEMENT: The information in this form is collected under statutory authority and is used for maintaining publicly searchable registers and indexes. It may also be used for authorised purposes in accordance with Government legislation and policy requirements.

To be completed by lodging party

Office Use Only

ANNEXURE to RTD dated
over Crown Record Volume 6175/948 & Others

NUMBER

DEALING: APPLICATION FOR DEPOSIT OF A PLAN OF DIVISION - D121055
APPLICANT: MINISTER FOR CLIMATE, ENVIRONMENT AND WATER

DISTRIBUTION LESSOR CORPORATION of 1 Anzac Highway Keswick SA 5035 consents to the creation of easement K as set out on the accompanying plan and applies under Section 31 of the Electricity Corporations (Restructuring & Disposal) Act 1999 for Lease 8890000 to be registered over the within easement/s marked K and CKI UTILITIES DEVELOPMENT LIMITED ABN 65 090 718 880 and PAI UTILITIES DEVELOPMENT LIMITED ABN 82 090 718 951 each incorporated in The Bahamas and SPARK INFRASTRUCTURE SA (No.1) PTY LTD ABN 54 091 142 380 SPARK INFRASTRUCTURE SA (No.2) PTY LTD ABN 19 091 143 038 and SPARK INFRASTRUCTURE SA (No.3) PTY LTD ABN 50 091 142 362 each incorporated in Australia all of 1 Anzac Highway Keswick SA 5035 ("SAPN Lessees") as the lessees pursuant to Lease no. 8890000 CONSENT to the within application

SIGNED in my presence by)
DISTRIBUTION LESSOR CORPORATION)
by its attorneys pursuant to Power of Attorney No.)
8895055 AND by the Attorneys of each of the)
SAPN Lessees)
CKI UTILITIES DEVELOPMENT LIMITED)
ABN 65 090 718 880 Pursuant to)
Power of Attorney No. 8857195)
PAI UTILITIES DEVELOPMENT LIMITED)
ABN 82 090 718 951 Pursuant to)
Power of Attorney No. 8857196)
SPARK INFRASTRUCTURE SA (No.1) PTY LTD)
ABN 54 091 142 380 Pursuant to)
Power of Attorney No. 8857197)
SPARK INFRASTRUCTURE SA (No.2) PTY LTD)
ABN 19 091 143 038 Pursuant to)
Power of Attorney No. 8857199)
SPARK INFRASTRUCTURE SA (No.3) PTY LTD)
ABN 50 091 142 362)
Pursuant to Power of Attorney No. 8857198)

PATRICK JAMES MAKINSON)
who certifies that he is the)
COMPANY SECRETARY of)
Utilities Management Pty Ltd ABN 25 090 664 878)
and)
MICHELLE LOUISE PETERSON)
who certifies that she is the)
MANAGER PROPERTY SERVICES of)
Utilities Management Pty Ltd ABN 25 090 664 878)
both of 1 Anzac Highway Keswick SA 5035)
who are personally known to me)

.....

.....

Signature of Witness:
Angela Jayne Clark
1 Anzac Highway Keswick 5035
ph: 8404 5897

Appendix D

Application for the variation of easement between the Minister for Climate, Environment and Water and Distribution Lessor Corporation (to vary existing easement rights)

LANDS TITLES REGISTRATION OFFICE

SOUTH AUSTRALIA

**APPLICATION FOR
EXTINGUISHMENT / VARIATION
OF EASEMENT**

FORM APPROVED BY THE REGISTRAR-GENERAL

PRIORITY NOTICE ID	
--------------------	--

STAMP DUTY DOCUMENT ID:	
-------------------------	--

SERIES NO	PREFIX
	VE

AGENT CODE

LODGED BY: **CROWN SOLICITOR'S OFFICE** **CSOL 22**

CORRECTION TO: **CROWN SOLICITOR'S OFFICE** **CSOL 22**

SUPPORTING DOCUMENTATION LODGED WITH APPLICATION
(COPIES ONLY)

- 1.....
- 2.....
- 3.....
- 4.....
- 5.....

PLEASE ISSUE NEW CERTIFICATE(S) OF TITLE AS FOLLOWS

- 1.....
- 2.....
- 3.....
- 4.....
- 5.....

CORRECTION	PASSED
REGISTERED	
REGISTRAR-GENERAL	

APPLICATION FOR ~~EXTINGUISHMENT~~/VARIATION OF EASEMENT

(Pursuant to s28 of the Crown Land Management Act 2009)

** Strike through the inapplicable*

PRIVACY COLLECTION STATEMENT: The information in this form is collected under statutory authority and is used for maintaining publicly searchable registers and indexes. It may also be used for authorised purposes in accordance with Government legislation and policy requirements.

LAND DESCRIPTION (SERVIENT)

The whole of the land in Crown Record Volume 6170 Folio 712 and Piece 2 in DP 111680 being portion of the land comprised in Crown Record Volume 6170 Folio 713

LAND DESCRIPTION (DOMINANT)

The whole of the land comprised in Certificate of Title Volume 5559 Folio 80

SERVIENT PROPRIETOR(S) (Full name and address)

MINISTER FOR CLIMATE, ENVIRONMENT AND WATER of Adelaide SA 5000

DOMINANT PROPRIETOR(S) (Full name and address)

DISTRIBUTION LESSOR CORPORATION of 1 Anzac Highway Keswick SA 5035 (subject to Lease 8890000)

CONSIDERATION (Words and figures)

To deposit a plan of division under the Adelaide Park Lands Act 2005 and for no monetary consideration (value does not exceed \$100.00)

EXISTING EASEMENT TO BE EXTINGUISHED / VARIED (Describe precisely)

The Easement created by RLG 8525750 over that portion of Allotment 1 and Piece 2 in DP 111680 marked "M"

To the Registrar-General,

We, the *Servient / Dominant proprietor(s) above described, hereby request you to:

- (a)* ~~Extinguish the easement(s) above described~~

- (b)* Vary the easement(s) above described to the position of that portion of Allotment 53 marked "P" in DP 121055

- (c)* ~~Extend the appurtenance of the easement(s) to~~

** Strike through the inapplicable*

DATED.....

CERTIFICATION **Delete the inapplicable*

Dominant Proprietor(s)

*The Certifier has taken reasonable steps to verify the identity of the dominant proprietor or his, her or its administrator or attorney.

*The Certifier holds a properly completed Client Authorisation for the Conveyancing Transaction including this Registry Instrument or Document.

*The Certifier has retained the evidence to support this Registry Instrument or Document.

*The Certifier has taken reasonable steps to ensure that the Registry Instrument or Document is correct and compliant with relevant legislation and any Prescribed Requirement.

Signed By:

for: *Crown Solicitor's Office*

on behalf of the Dominant Proprietor

Servient Proprietor(s)

*The Certifier has taken reasonable steps to verify the identity of the servient proprietor or his, her or its administrator or attorney.

*The Certifier holds a properly completed Client Authorisation for the Conveyancing Transaction including this Registry Instrument or Document.

*The Certifier has retained the evidence to support this Registry Instrument or Document.

*The Certifier has taken reasonable steps to ensure that the Registry Instrument or Document is correct and compliant with relevant legislation and any Prescribed Requirement.

Signed By:

Angela Jayne Clark
Registered Conveyancer

for: *SA Power Networks*

on behalf of the Servient Proprietor

CONSENT – State Commission Assessment Panel

CONSENT FOR THE EXTINGUISHMENT-/ VARIATION OF EASEMENT

CONSENTING PARTY (Full Name and Address)

CKI UTILITIES DEVELOPMENT LIMITED ABN 65 090 718 880, **PAI UTILITIES DEVELOPMENT LIMITED** ABN 82 090 718 951, **SPARK INFRASTRUCTURE SA (No.1) PTY LTD** ABN 54 091 142 380, **SPARK INFRASTRUCTURE SA (No.2) PTY LTD** ABN 19 091 143 038 and **SPARK INFRASTRUCTURE SA (No.3) PTY LTD** ABN 50 091 142 362

all of 1 Anzac Highway Keswick SA 5035 ("**SAPN Lessees**")

NATURE OF ESTATE OR INTEREST HELD

Estate as Lessee pursuant to Lease No. 8890000

I/We the consenting party consent to the within ~~extinguishment~~/variation of easement.

** Strike through the inapplicable*

EXECUTION BY CONSENTING PARTY

DATED

CKI UTILITIES DEVELOPMENT LIMITED ABN 65 090 718 880,
PAI UTILITIES DEVELOPMENT LIMITED ABN 82 090 718 951,
SPARK INFRASTRUCTURE SA (No.1) PTY LTD ABN 54 091 142 380,
SPARK INFRASTRUCTURE SA (No.2) PTY LTD ABN 19 091 143 038 and
SPARK INFRASTRUCTURE SA (No.3) PTY LTD ABN 50 091 142 362
all of 1 Anzac Highway Keswick SA 5035 ("**SAPN Lessees**")
as the lessees pursuant to Lease no. 8890000 **CONSENT** to the within application

SIGNED in my presence by the Attorneys of each of the SAPN Lessees
CKI UTILITIES DEVELOPMENT LIMITED ABN 65 090 718 880 Pursuant to Power of Attorney No. 8857195,
PAI UTILITIES DEVELOPMENT LIMITED ABN 82 090 718 951 Pursuant to Power of Attorney No. 8857196,
SPARK INFRASTRUCTURE SA (No.1) PTY LTD ABN 54 091 142 380 Pursuant to Power of Attorney No. 8857197,
SPARK INFRASTRUCTURE SA (No.2) PTY LTD ABN 19 091 143 038 Pursuant to Power of Attorney No. 8857199, and
SPARK INFRASTRUCTURE SA (No.3) PTY LTD ABN 50 091 142 362 Pursuant to Power of Attorney No. 8857198

STEVEN HATSITSOPANIDIS
who certifies that he is the
COMPANY SECRETARY of
Utilities Management Pty Ltd ABN 25 090 664 878
and

ANDREW MICHAEL PATRICK GIANARAKIS
who certifies that he is the
MANAGER PROPERTY SERVICES of
Utilities Management Pty Ltd ABN 25 090 664 878
both of 1 Anzac Highway Keswick SA 5035
who are personally known to me

Signature of Witness:
Angela Jayne Clark
1 Anzac Highway Keswick 5035
Phone: 8404 5897

CONSENT FOR THE EXTINGUISHMENT-/ VARIATION OF EASEMENT

CONSENTING PARTY (Full Name and Address)

MINISTER FOR INFRASTRUCTURE AND TRANSPORT of Adelaide SA 5000

NATURE OF ESTATE OR INTEREST HELD

Estate as Custodian of Crown Record Volume 6170 Folio 713

I/We the consenting party consent to the within ~~*extinguishment/*~~variation of easement.

** Strike through the inapplicable*

EXECUTION BY CONSENTING PARTY

DATED

SIGNED for and on behalf of the
**MINISTER FOR INFRASTRUCTURE
AND TRANSPORT** by
his duly constituted Attorney pursuant
to Power of Attorney No. 13405184
who has not received a notice of the
revocation of that Power of Attorney
in the presence of:

.....
Witness

.....
C/- Department of Infrastructure
and Transport
GPO Box 1533
ADELAIDE SA 5001
Tel: 8343 2222

.....
**Manager, Real Estate, Property, AGS
Department of Infrastructure
and Transport
Mohammed Elgazzar**
[Full Name of Attorney]
Address:
C/- Department of Infrastructure
and Transport
GPO Box 1533
ADELAIDE SA 5001

CONSENT FOR THE EXTINGUISHMENT-/ VARIATION OF EASEMENT

CONSENTING PARTY (Full Name and Address)

THE CORPORATION OF THE CITY OF ADELAIDE of GPO Box 2252 Adelaide SA 5001

NATURE OF ESTATE OR INTEREST HELD

Estate as Custodian of Crown Record Volume 6170 Folio 712

I/We the consenting party consent to the within ~~*extinguishment/~~*variation of easement.

** Strike through the inapplicable*

EXECUTION BY CONSENTING PARTY

DATED

SIGNED as Delegate for THE CORPORATION OF THE CITY OF ADELAIDE under *Section 44 of the Local Government Act 1999 / Section 20 of the Development Act 1993 (*delete the inapplicable)

.....
Signature of DELEGATE

.....
Print Full Name (BLOCK LETTERS)

.....
Position Held:

Appendix E

Plan of Division & Road (Opening & Closing)

APPROVED - NOT YET DEPOSITED

PURPOSE:	ROADS (OPENING & CLOSING) ACT 1991, DIVISION AND REDESIGNATION OF PARCELS	AREA NAME:	ADELAIDE, NORTH ADELAIDE	RE-APPROVED:	
MAP REF:	6628/42/H, 6628/42/A	COUNCIL:	THE CORPORATION OF THE CITY OF NORWOOD PAYNEHAM AND ST. PETERS THE CORPORATION OF THE CITY OF ADELAIDE		 <h2 style="margin: 0;">D121055</h2> SHEET 1 OF 25 <small>62496_text_01_v07_Version_7</small>
LAST PLAN:		DEVELOPMENT NO:		DEPOSITED:	

AGENT DETAILS:	JOHN C BESTED & ASSOCIATES PTY LTD 362 MAGILL RD KENSINGTON PARK SA 5068 PH: 83327111 FAX: 83641829	SURVEYORS CERTIFICATION:	I ASHLEY GREG WINDOW , a licensed surveyor do hereby certify - 1) That this plan has been made from surveys carried out by me and correctly prepared in accordance with the Survey Act 1992. 2) That the field work was completed on the 7th day of September 2021 25th day of January 2023 Ashley Window Licensed Surveyor
AGENT CODE:	JCBA		
REFERENCE:	17930.2		

SUBJECT TITLE DETAILS:									
PREFIX	VOLUME	FOLIO	OTHER	PARCEL	NUMBER	PLAN	NUMBER HUNDRED / IA / DIVISION	TOWN	REFERENCE NUMBER
CR	6175	948		ALLOTMENT(S) COMPRISING PIECES	(23*,24*)	D	112873 ADELAIDE		
CR	6175	947		ALLOTMENT(S)	22	D	112873 ADELAIDE		
CR	6175	946		ALLOTMENT(S)	21	D	112873 ADELAIDE		
CR	6170	713		ALLOTMENT(S) COMPRISING PIECES	(2*,4*)	D	111680 ADELAIDE		
CR	6170	714		ALLOTMENT(S) COMPRISING PIECES	(3*,5*)	D	111680 ADELAIDE		
CR	6170	712		ALLOTMENT(S)	1	D	111680 ADELAIDE		
CR	5943	443		ALLOTMENT(S)	102	D	66751 ADELAIDE		
CR	6043	262		SECTION(S)	574		ADELAIDE		
CR	5807	966		ALLOTMENT(S)	6	F	41835 ADELAIDE YATALA		
PT CR	6102	712		ALLOTMENT(S)	116	D	81642 ADELAIDE YATALA		
CR	6175	949		ALLOTMENT(S)	26	D	112873 ADELAIDE		
CR	5756	652		SECTION(S)	640		ADELAIDE		
			RTD	CLOSED ROAD ADJACENT TO 2* AND 5* IN D111680			ADELAIDE		



D121055

SHEET 2 OF 25

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SUBJECT TITLE DETAILS:

PREFIX	VOLUME	FOLIO	OTHER	PARCEL	NUMBER	PLAN	NUMBER HUNDRED / IA / DIVISION	TOWN	REFERENCE NUMBER
OTHER TITLES AFFECTED: CT 5559/809									

EASEMENT DETAILS:

STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF	CREATION
EXISTING	50.52	SHORT	FREE AND UNRESTRICTED RIGHT(S) OF WAY	A			TG11788231 TG11788232 TG11788233
EXISTING	53	LONG	EASEMENT(S)	N		DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000)	RLG 8525750
EXISTING	55	LONG	EASEMENT(S)	L			RLG 11238081
VARY FROM	1. PIECE 2 IN D111680	LONG	EASEMENT(S)	M IN D111680		DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000)	RLG 8525750
VARY TO	53	LONG	EASEMENT(S)	P		DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000)	RLG 8525750
NEW	50.52.53.54.55.56.57	LONG	EASEMENT(S)	B	FOR INFRASTRUCTURE PURPOSES	THE MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT	
NEW	51	SHORT	EASEMENT(S)	C	FOR DRAINAGE PURPOSES	THE COUNCIL FOR THE AREA	
NEW	52	SHORT	EASEMENT(S)	D	FOR DRAINAGE PURPOSES	THE MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT	
NEW	52.53	LONG	EASEMENT(S)	E	FOR MAINTENANCE PURPOSES	THE MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT	
NEW	53	LONG	RIGHT(S) OF WAY	F	FOR ACCESS PURPOSES	THE MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT	
NEW	53	LONG	EASEMENT(S)	G	FOR MAINTENANCE PURPOSES	THE MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT	



D121055

SHEET 3 OF 25

62496_text_01_v07_Version_7

EASEMENT DETAILS:

STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF	CREATION
NEW	53	LONG	EASEMENT(S)	H	FOR ACCESS PURPOSES	THE MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT	
NEW	53	LONG	EASEMENT(S)	K	FOR ELECTRICITY SUPPLY PURPOSES	DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000)	
NEW	55.56.57	LONG	EASEMENT(S)	R	FOR ACCESS PURPOSES	THE MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT	
NEW	53	SHORT	EASEMENT(S)	J	FOR THE TRANSMISSION OF ELECTRICITY BY UNDERGROUND CABLE	THE MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT	

ANNOTATIONS: THE ADJOINING BOUNDARY BETWEEN RUNDLE ROAD AND ALLOTMENT 51 MARKED Y.Z FORMS A PLANE BETWEEN THE NOMINATED HEIGHTS.
 THE ADJOINING BOUNDARY BETWEEN ALLOTMENT 52 AND ALLOTMENT 51 MARKED XA.XB.XC.XD.XE.XF.XG.XH.XJ.XK FORMS A PLANE BETWEEN THE NOMINATED HEIGHTS.
 THE ADJOINING BOUNDARY BETWEEN ALLOTMENT 53 AND ALLOTMENT 51 MARKED XL.XM.XN.XP.XQ.XR.XS.XT.XV.XW.XX FORMS A PLANE BETWEEN THE NOMINATED HEIGHTS.
 AUTHORITY FOR DATA FOR ALLOTMENT 55 COMPILED FROM (ADELAIDE & PARKLANDS PG'S 76.100.50.83.62.49 HD ADELAIDE)
 TOP OF BANK & CENTRE-LINE OF THE RIVER TORRENS PLOTTED FROM D81642 AND DCDB.
 ROADS OPENED UNDER THE ROADS (OPENING AND CLOSING) ACT 1991 NUMBERED 58 TO BE NAMED DEQUETTEVILLE TERRACE. NUMBERED (59.60) TO BE NAMED HACKNEY ROAD. NUMBERED (61.62) TO BE NAMED PARK ROAD.
 PRELIMINARY PLAN REFERENCE: 15/0034
 ALLOTMENT 54 (CR 5943/443) DOES NOT FORM PART OF THE DIVISION PROCESS.
 NO OCCUPATION EXISTS ON SURVEYED BOUNDARIES OF SUBJECT LAND UNLESS SHOWN OTHERWISE
 FIELD DATE IS INCORRECT AND SHOULD READ 1/11/2017.

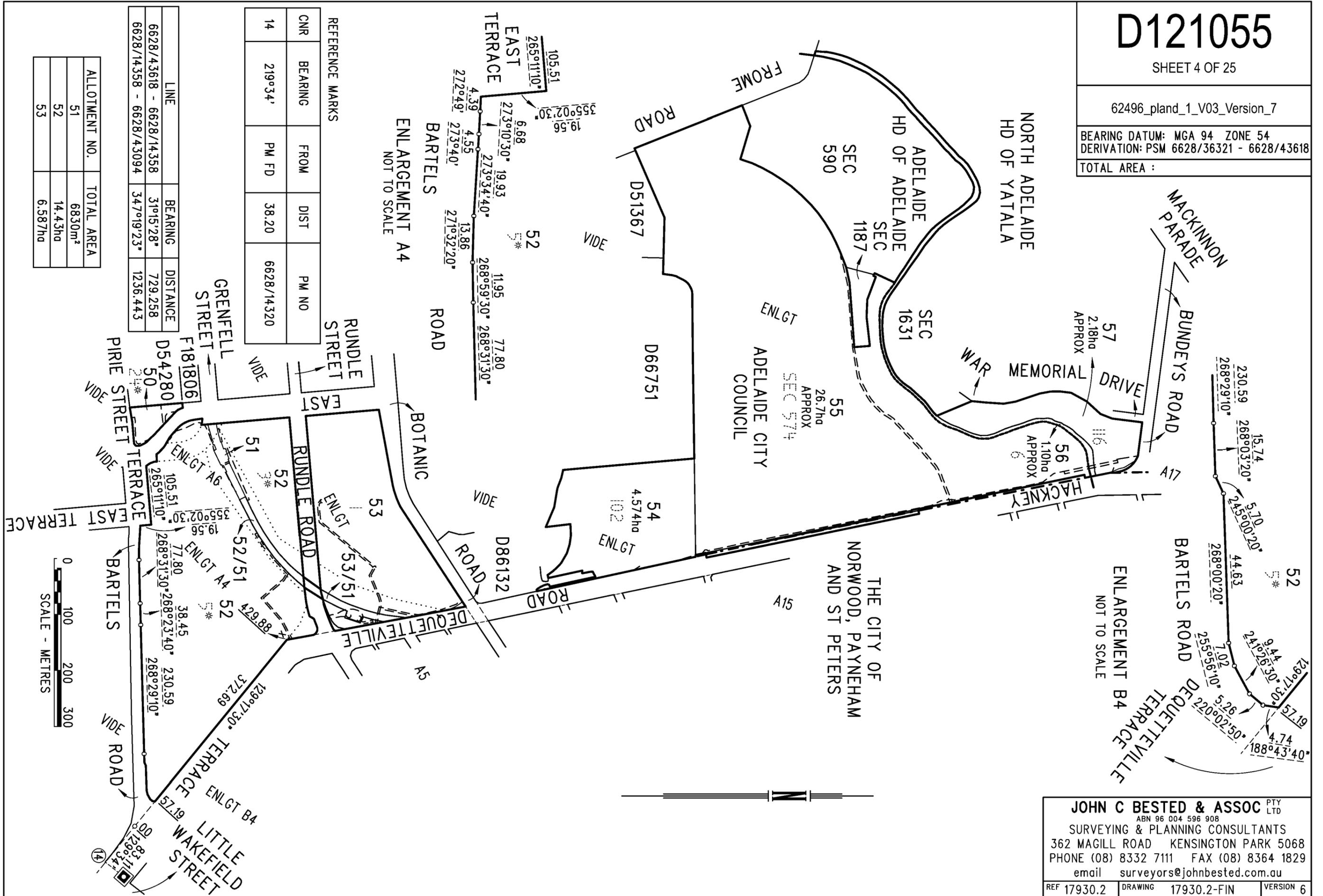
D121055

SHEET 4 OF 25

62496_pland_1_V03_Version_7

BEARING DATUM: MGA 94 ZONE 54
DERIVATION: PSM 6628/36321 - 6628/43618

TOTAL AREA :



REFERENCE MARKS

CNR	BEARING	FROM	DIST	PM NO
14	219°34'	PM FD	38.20	6628/14320

LINE	BEARING	DISTANCE
6628/43618 - 6628/14358	31°15'28"	729.258
6628/14358 - 6628/43094	347°19'23"	1236.443

ALLOTMENT NO.	TOTAL AREA
51	6830m ²
52	14.43ha
53	6.587ha

JOHN C BESTED & ASSOC PTY LTD
ABN 96 004 596 908
 SURVEYING & PLANNING CONSULTANTS
 362 MAGILL ROAD KENSINGTON PARK 5068
 PHONE (08) 8332 7111 FAX (08) 8364 1829
 email surveyors@johnbested.com.au

REF 17930.2 DRAWING 17930.2-FIN VERSION 6

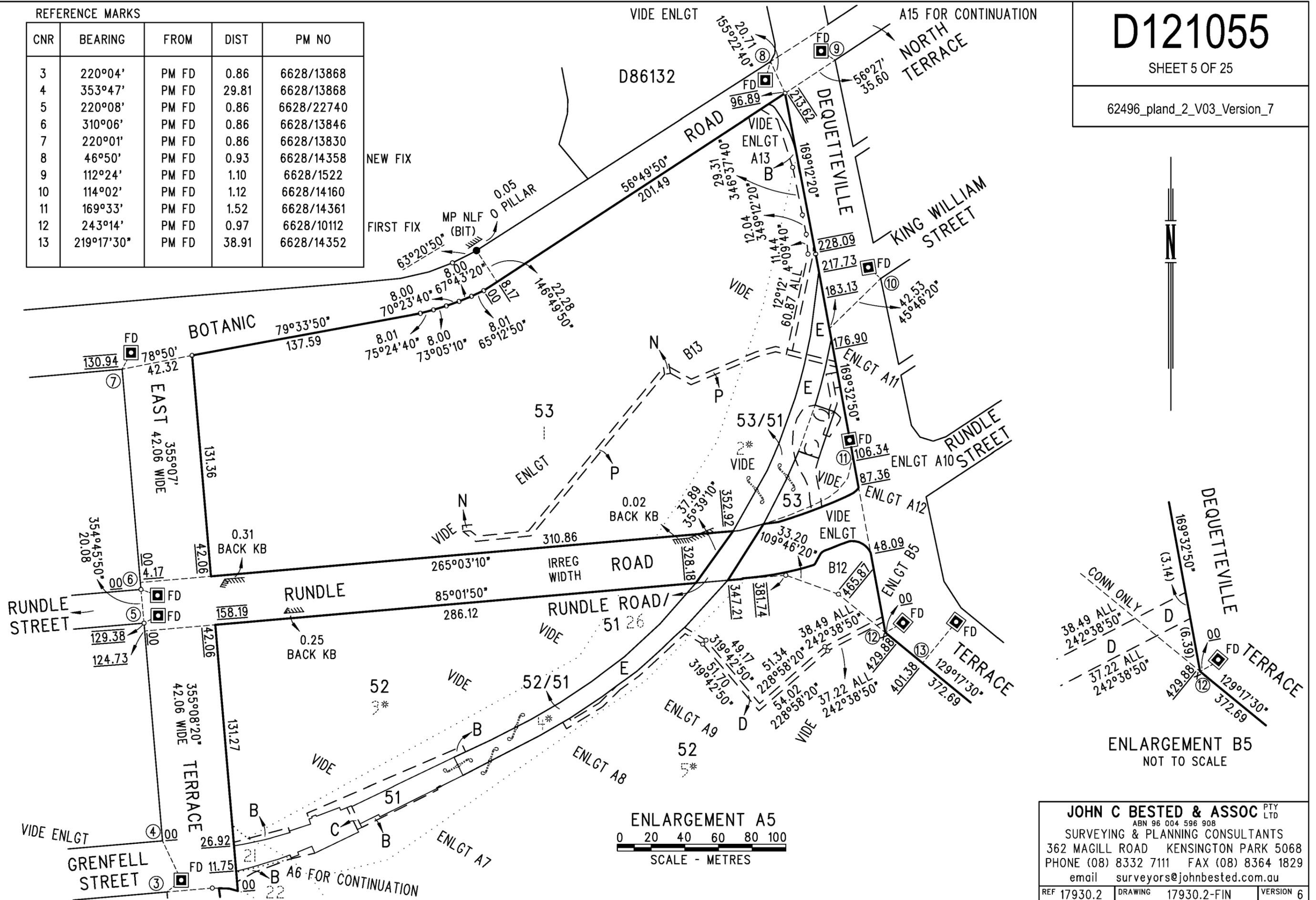
REFERENCE MARKS

CNR	BEARING	FROM	DIST	PM NO
3	220°04'	PM FD	0.86	6628/13868
4	353°47'	PM FD	29.81	6628/13868
5	220°08'	PM FD	0.86	6628/22740
6	310°06'	PM FD	0.86	6628/13846
7	220°01'	PM FD	0.86	6628/13830
8	46°50'	PM FD	0.93	6628/14358
9	112°24'	PM FD	1.10	6628/1522
10	114°02'	PM FD	1.12	6628/14160
11	169°33'	PM FD	1.52	6628/14361
12	243°14'	PM FD	0.97	6628/10112
13	219°17'30"	PM FD	38.91	6628/14352

D121055

SHEET 5 OF 25

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ENLARGEMENT B5
NOT TO SCALE

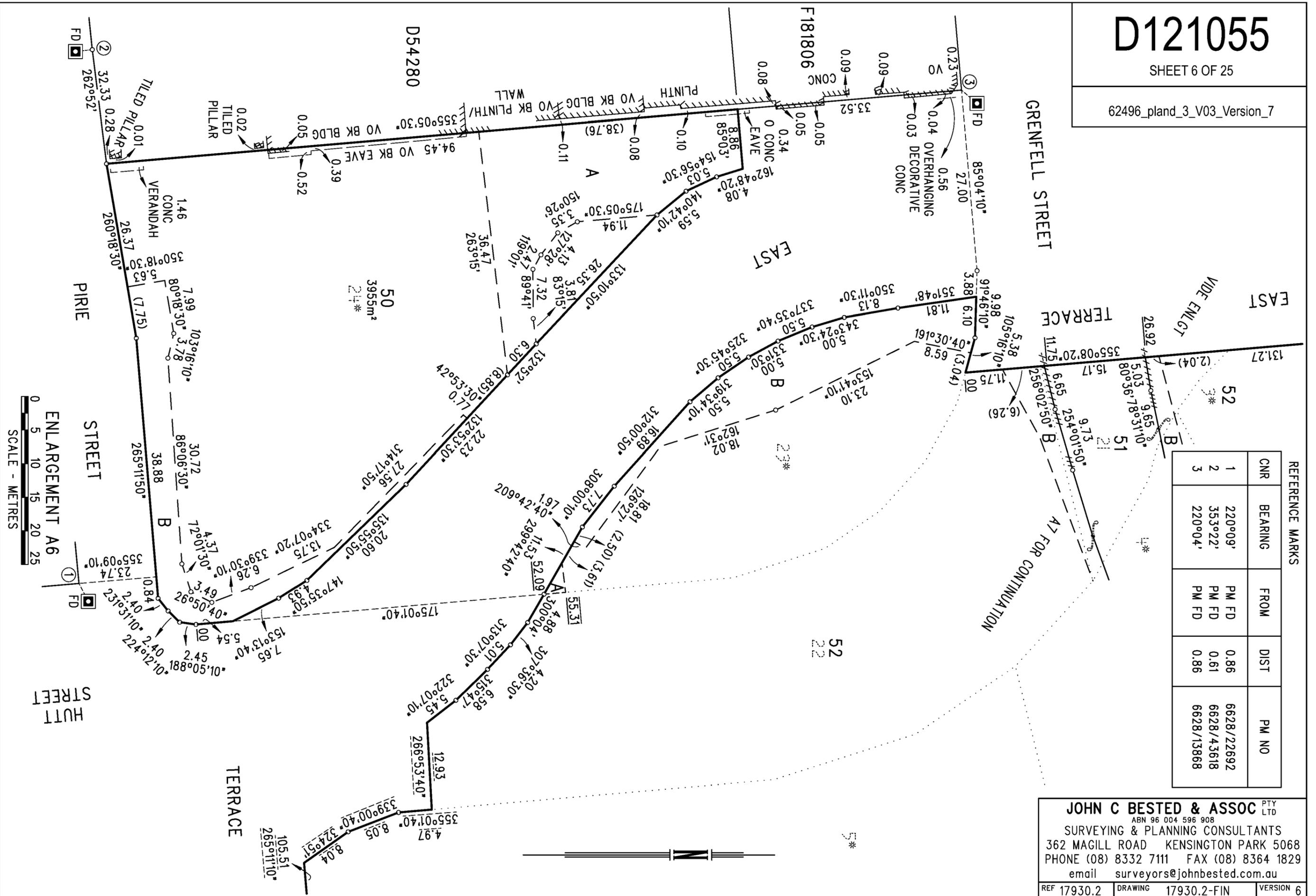
JOHN C BESTED & ASSOC PTY LTD
 ABN 96 004 596 908
 SURVEYING & PLANNING CONSULTANTS
 362 MAGILL ROAD KENSINGTON PARK 5068
 PHONE (08) 8332 7111 FAX (08) 8364 1829
 email surveyors@johnbested.com.au

REF 17930.2 | DRAWING 17930.2-FIN | VERSION 6

D121055

SHEET 6 OF 25

62496_pland_3_V03_Version_7



REFERENCE MARKS					
CNR	BEARING	FROM	DIST	PM NO	
1	220°09'	PM FD	0.86	6628/22692	
2	353°22'	PM FD	0.61	6628/43618	
3	220°04'	PM FD	0.86	6628/13868	

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ABN 96 004 596 908
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 email surveyors@johnbested.com.au

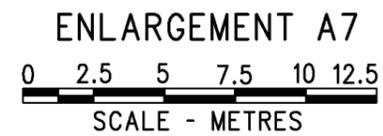
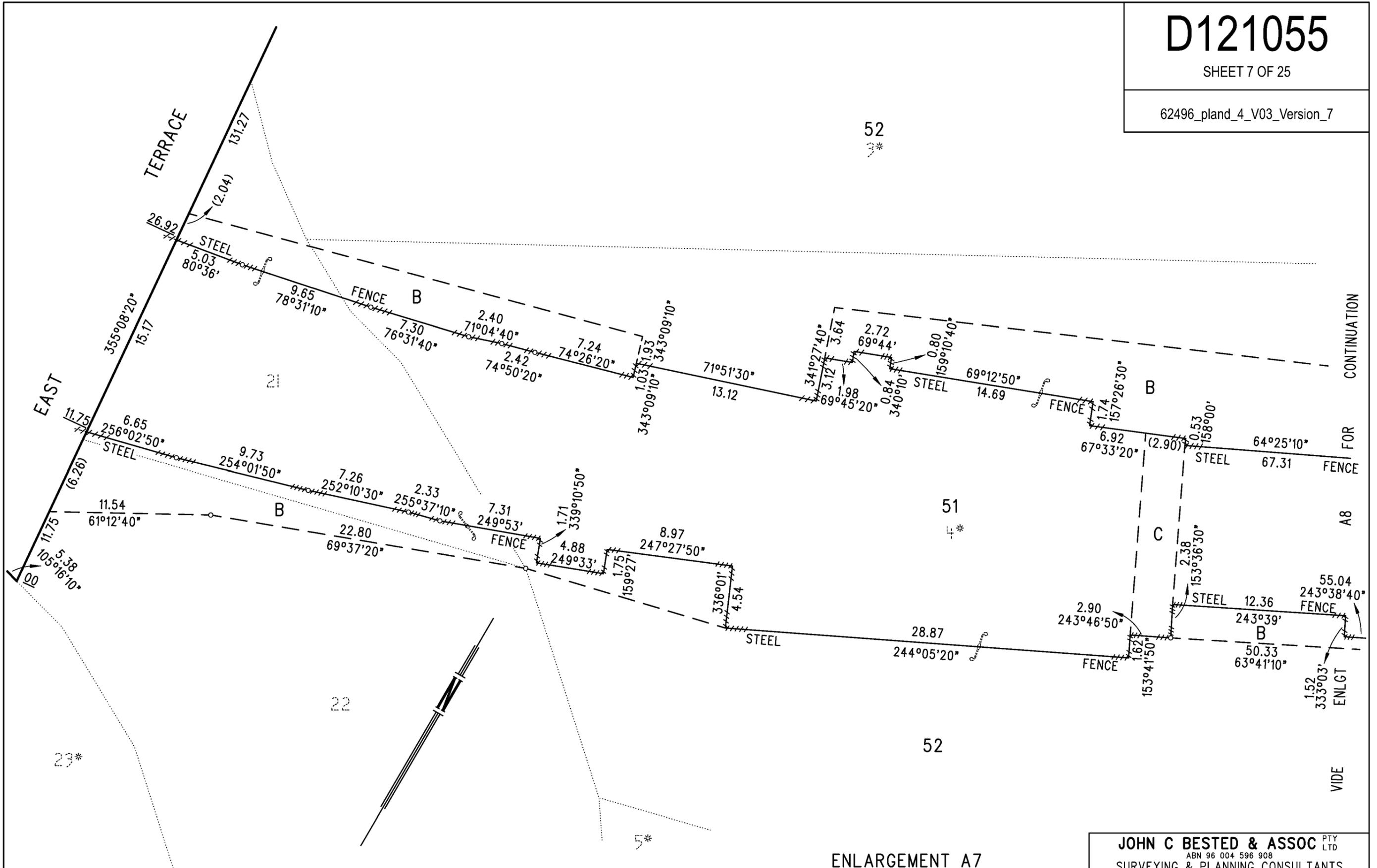
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SHEET 7 OF 25

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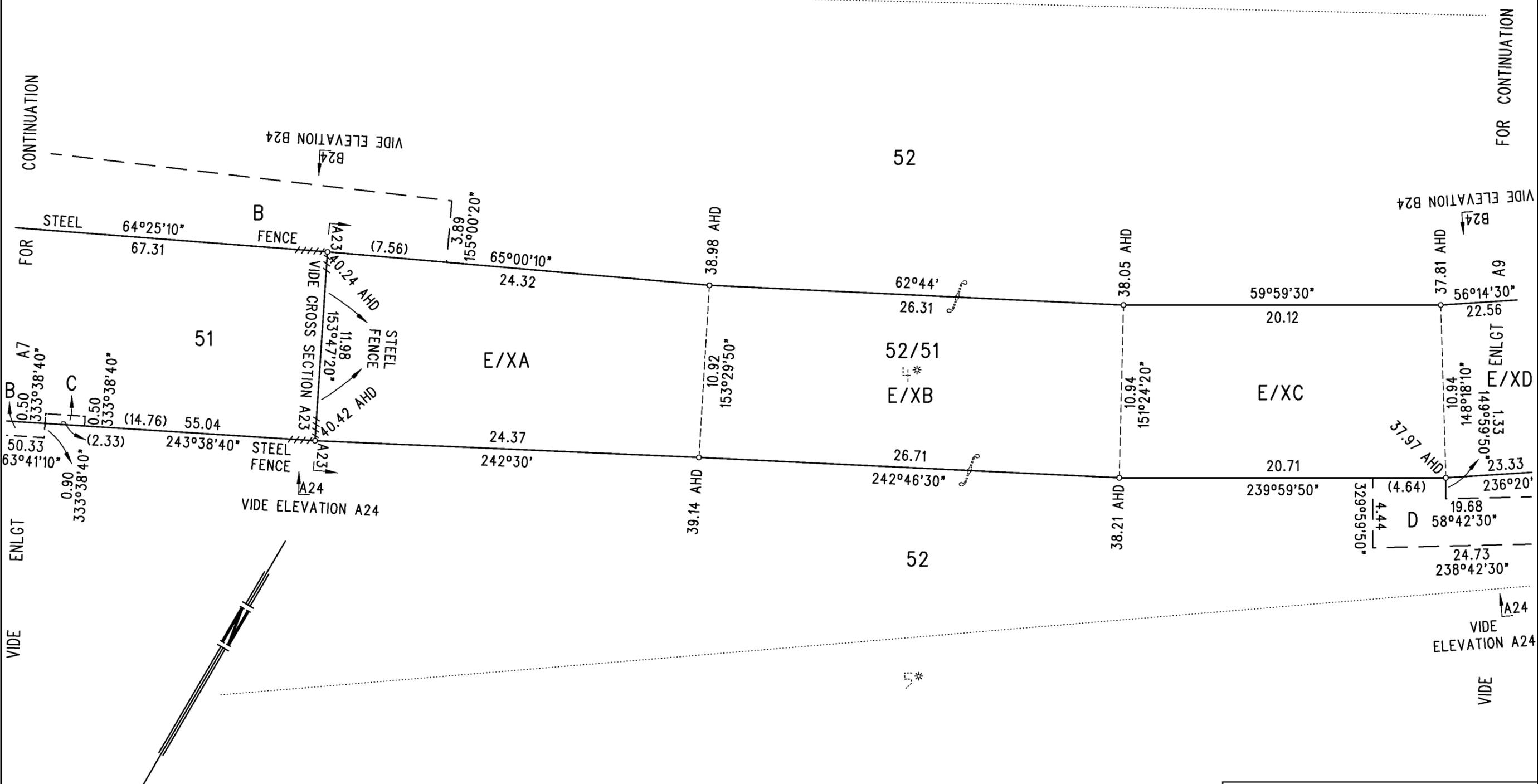
JOHN C BESTED & ASSOC PTY LTD
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 362 MAGILL ROAD KENSINGTON PARK 5068
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REF 17930.2 DRAWING 17930.2-FIN VERSION 6

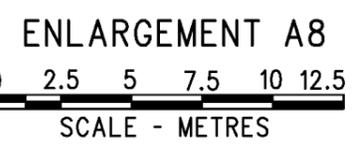
D121055

SHEET 8 OF 25

62496_pland_5_V03_Version_7



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JOHN C BESTED & ASSOC PTY LTD
 ABN 96 004 596 908
 SURVEYING & PLANNING CONSULTANTS
 362 MAGILL ROAD KENSINGTON PARK 5068
 PHONE (08) 8332 7111 FAX (08) 8364 1829
 email surveyors@johnbested.com.au

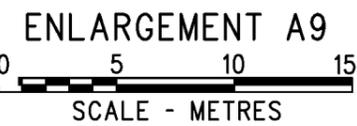
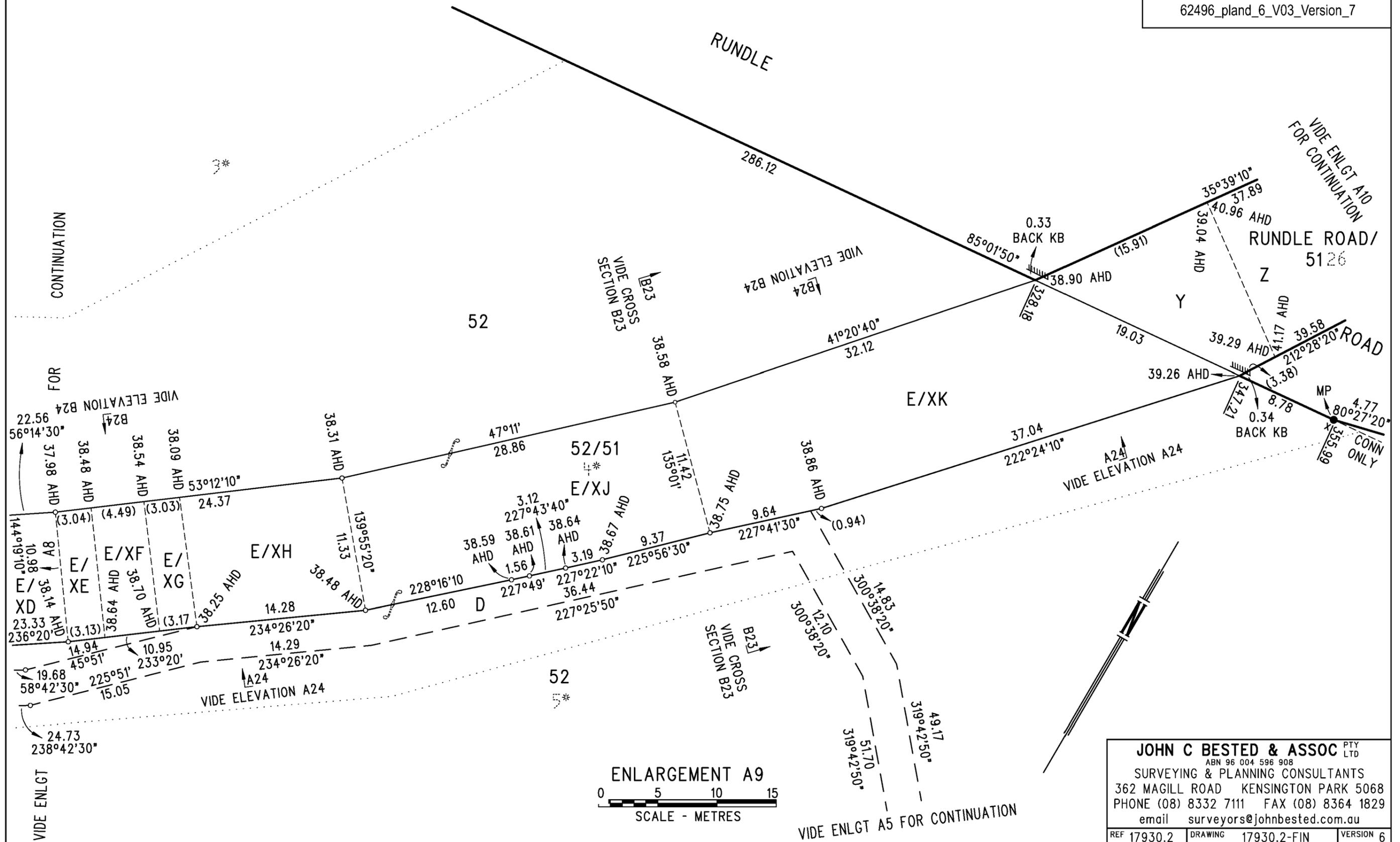
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D121055

SHEET 9 OF 25

62496_pland_6_V03_Version_7

Page 100



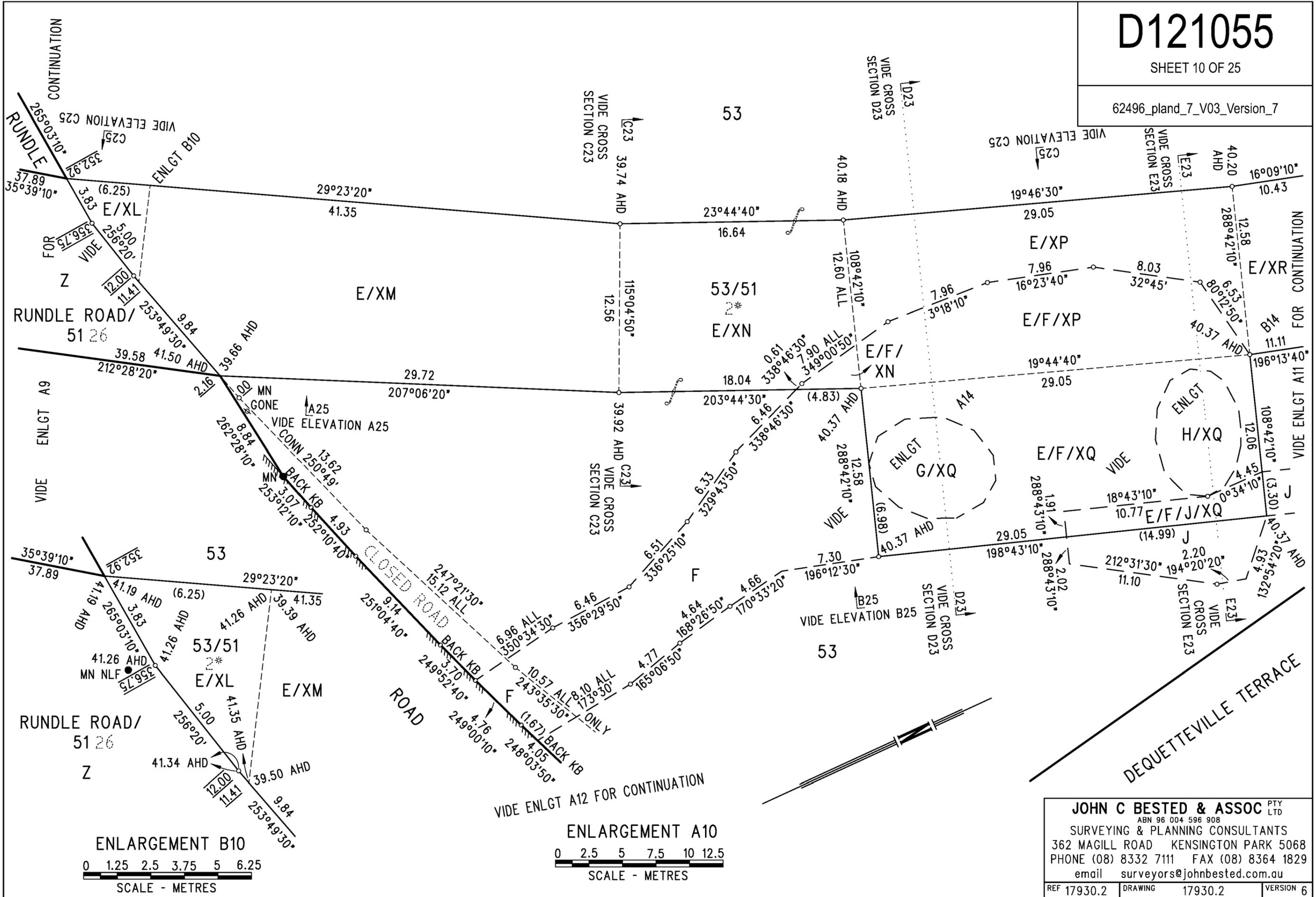
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 362 MAGILL ROAD KENSINGTON PARK 5068
 PHONE (08) 8332 7111 FAX (08) 8364 1829
 email surveyors@johnbested.com.au

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SHEET 10 OF 25

62496_pland_7_V03_Version_7



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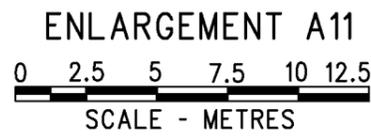
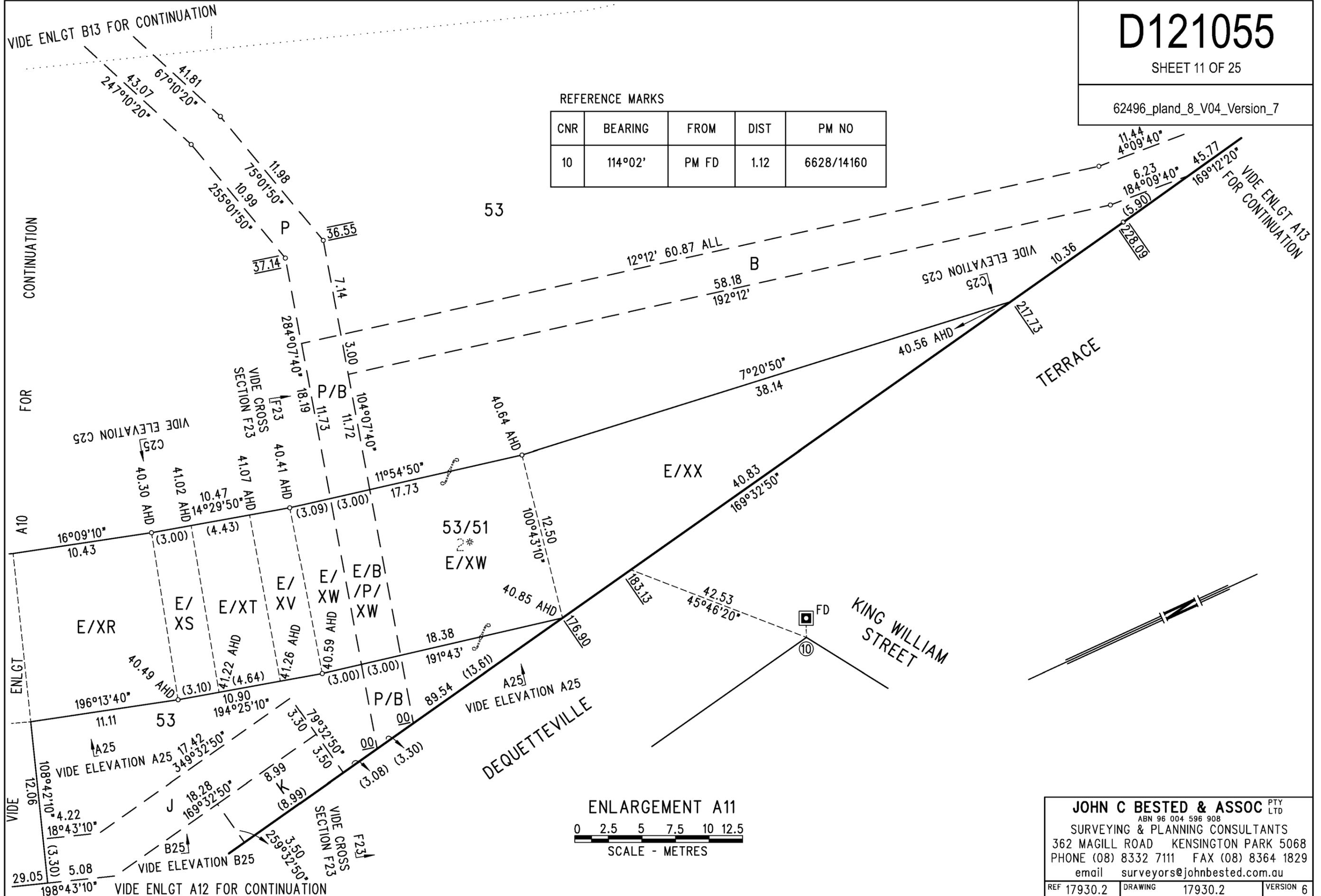
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SHEET 11 OF 25

62496_pland_8_V04_Version_7

REFERENCE MARKS

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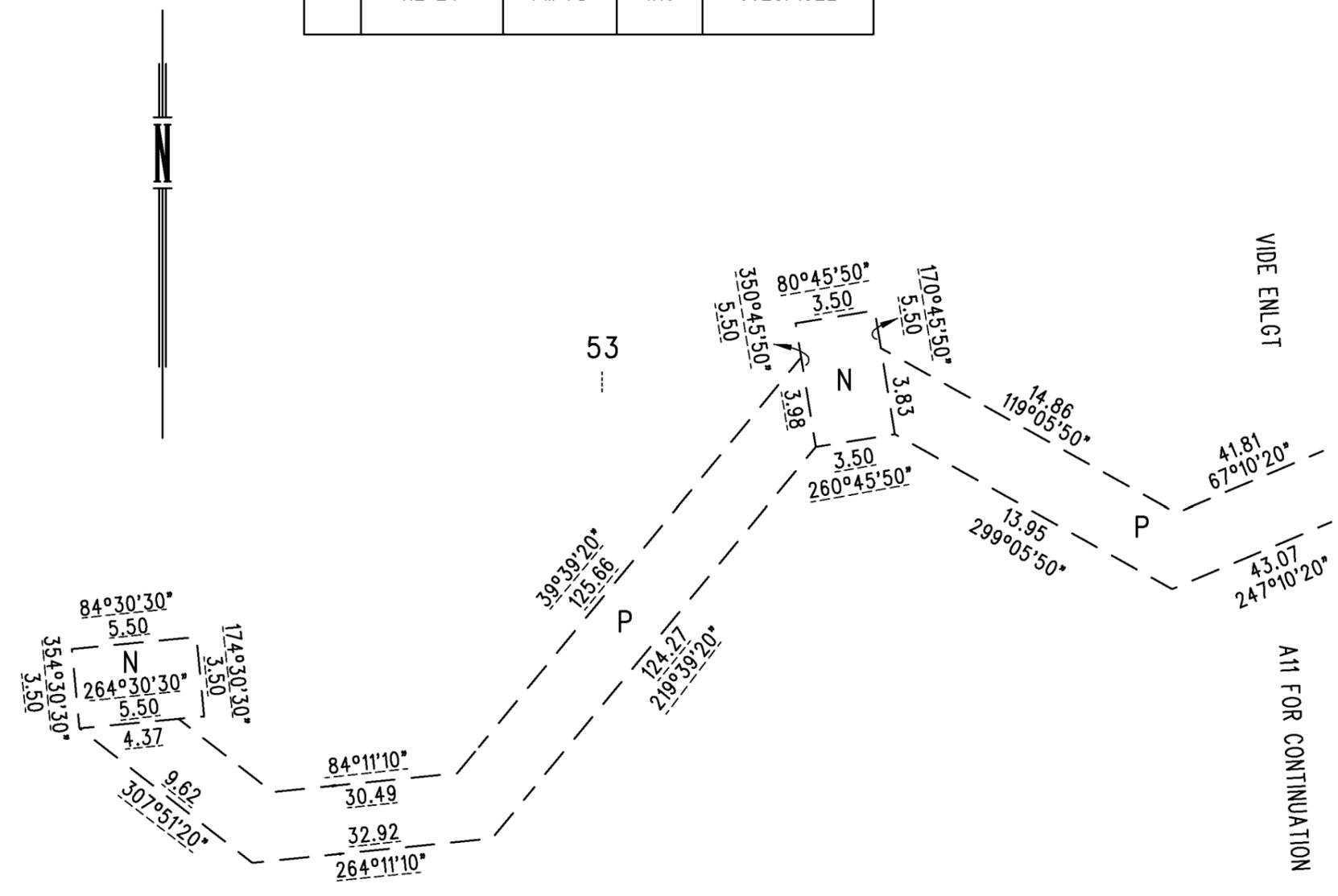
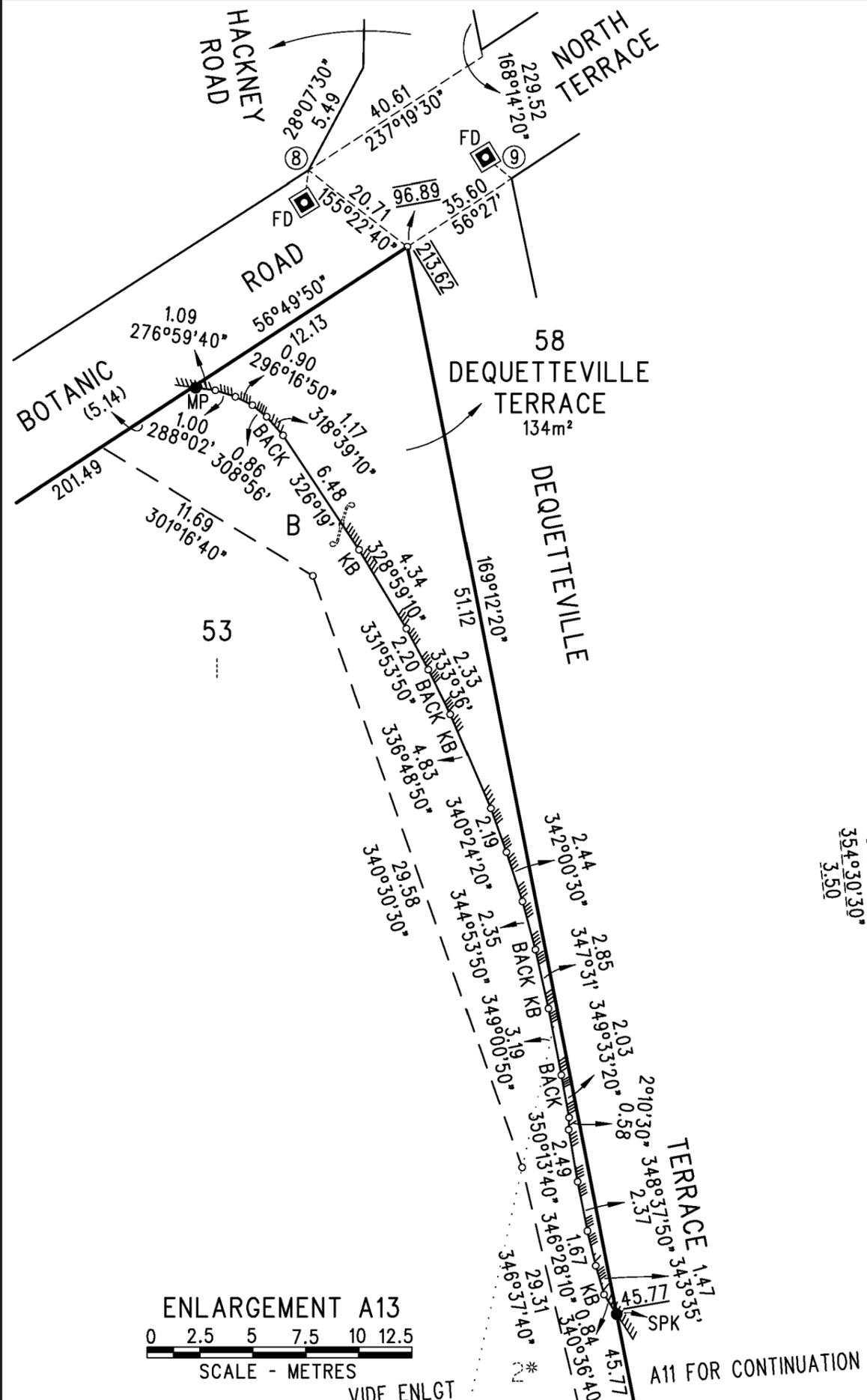
SHEET 13 OF 25

62496_pland_10_V03_Version_7

REFERENCE MARKS

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8	46°50'	PM FD	0.93	6628/14358
9	112°24'	PM FD	1.10	6628/1522

NEW FIX



ENLARGEMENT B13
NOT TO SCALE

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SHEET 15 OF 25

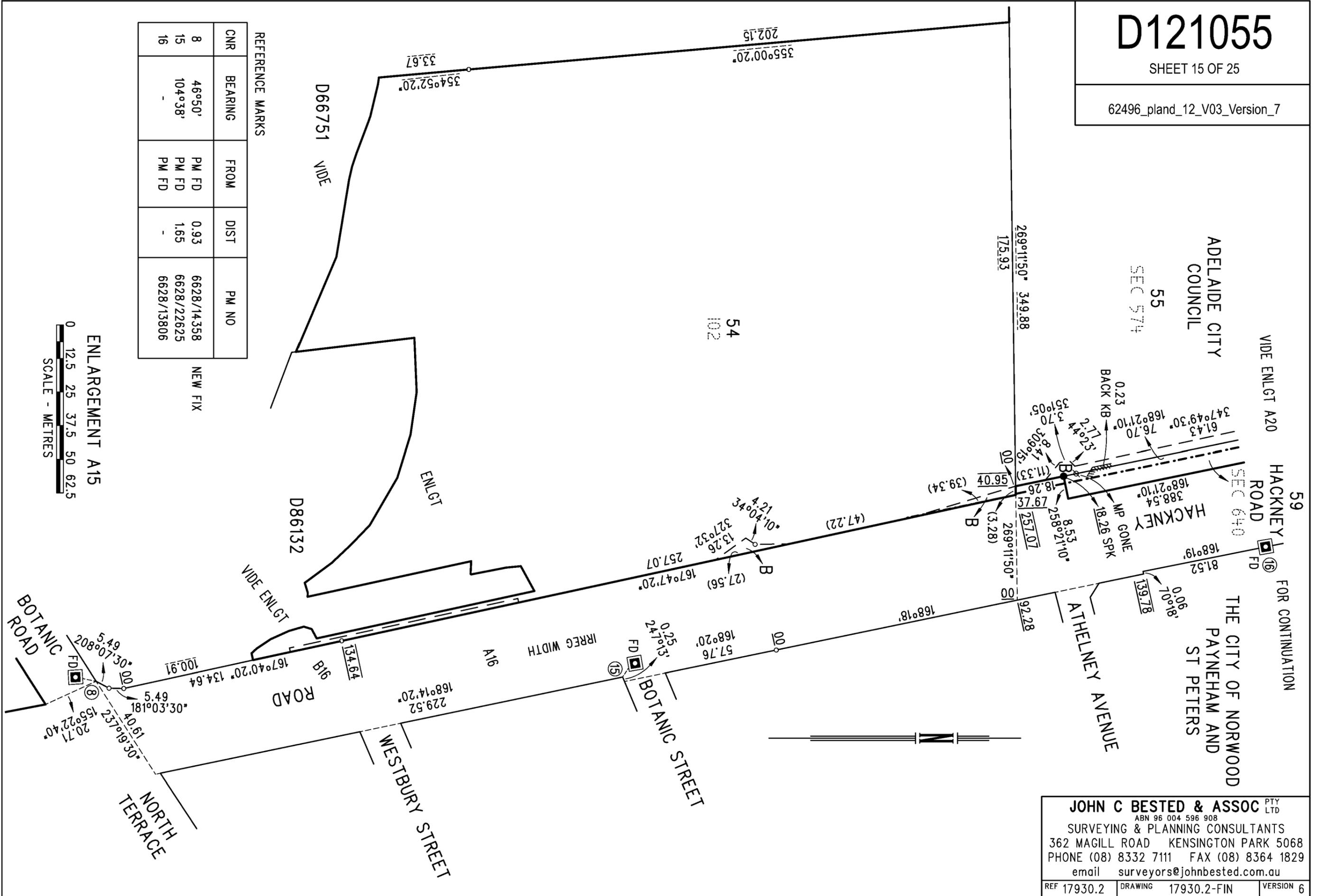
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CNR	BEARING	FROM	DIST	PM NO
8	46°50'	PM FD	0.93	6628/14358
15	104°38'	PM FD	1.65	6628/22625
16	-	PM FD	-	6628/13806

REFERENCE MARKS

NEW FIX

ENLARGEMENT A15
SCALE - METRES
0 12.5 25 37.5 50 62.5



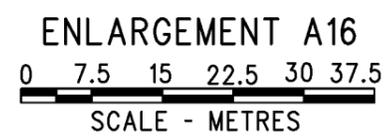
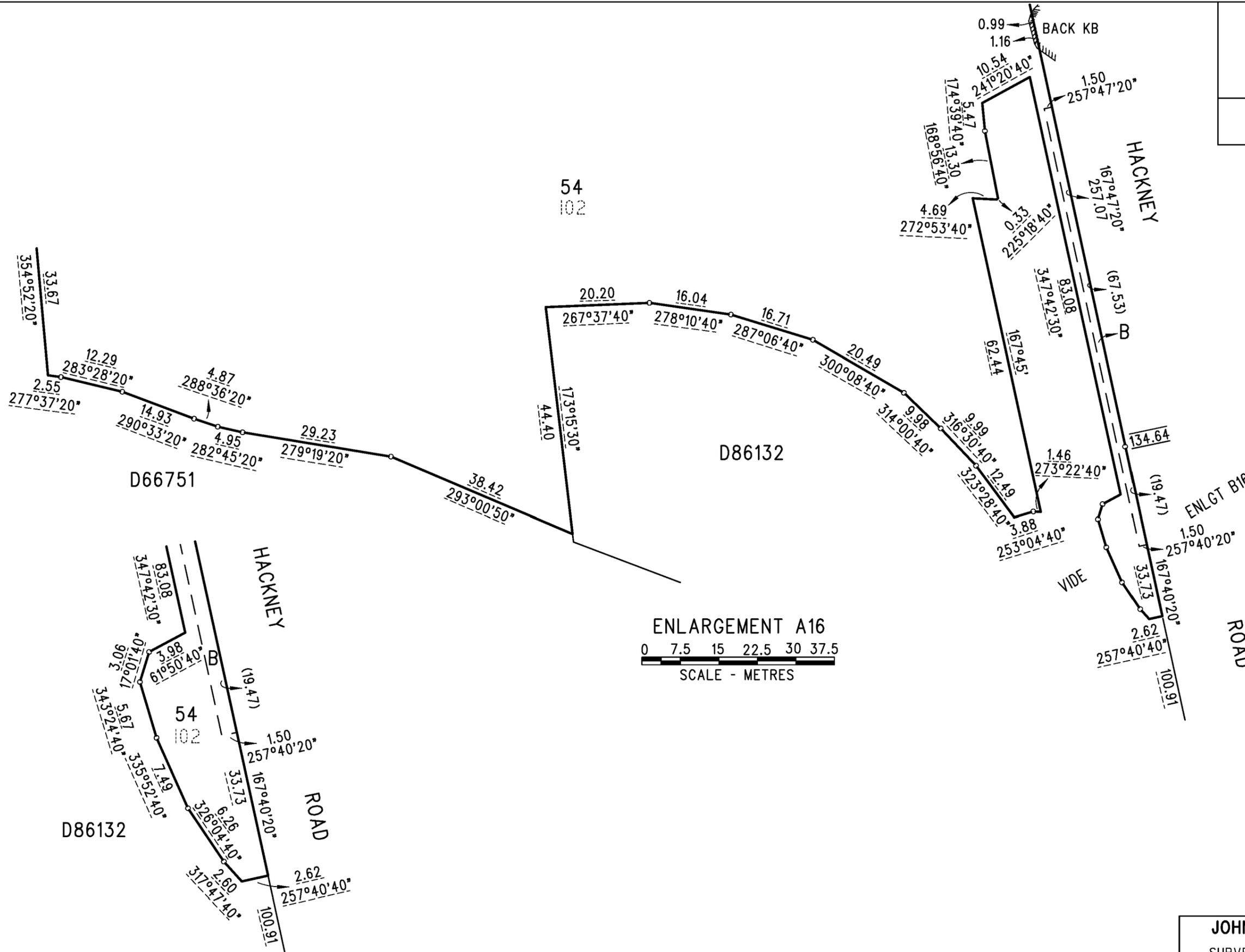
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SHEET 16 OF 25

62496_pland_13_V03_Version_7



ENLARGEMENT B16
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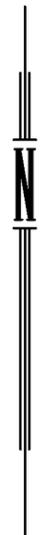
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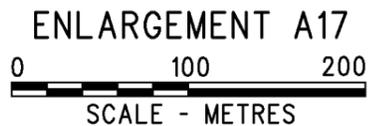
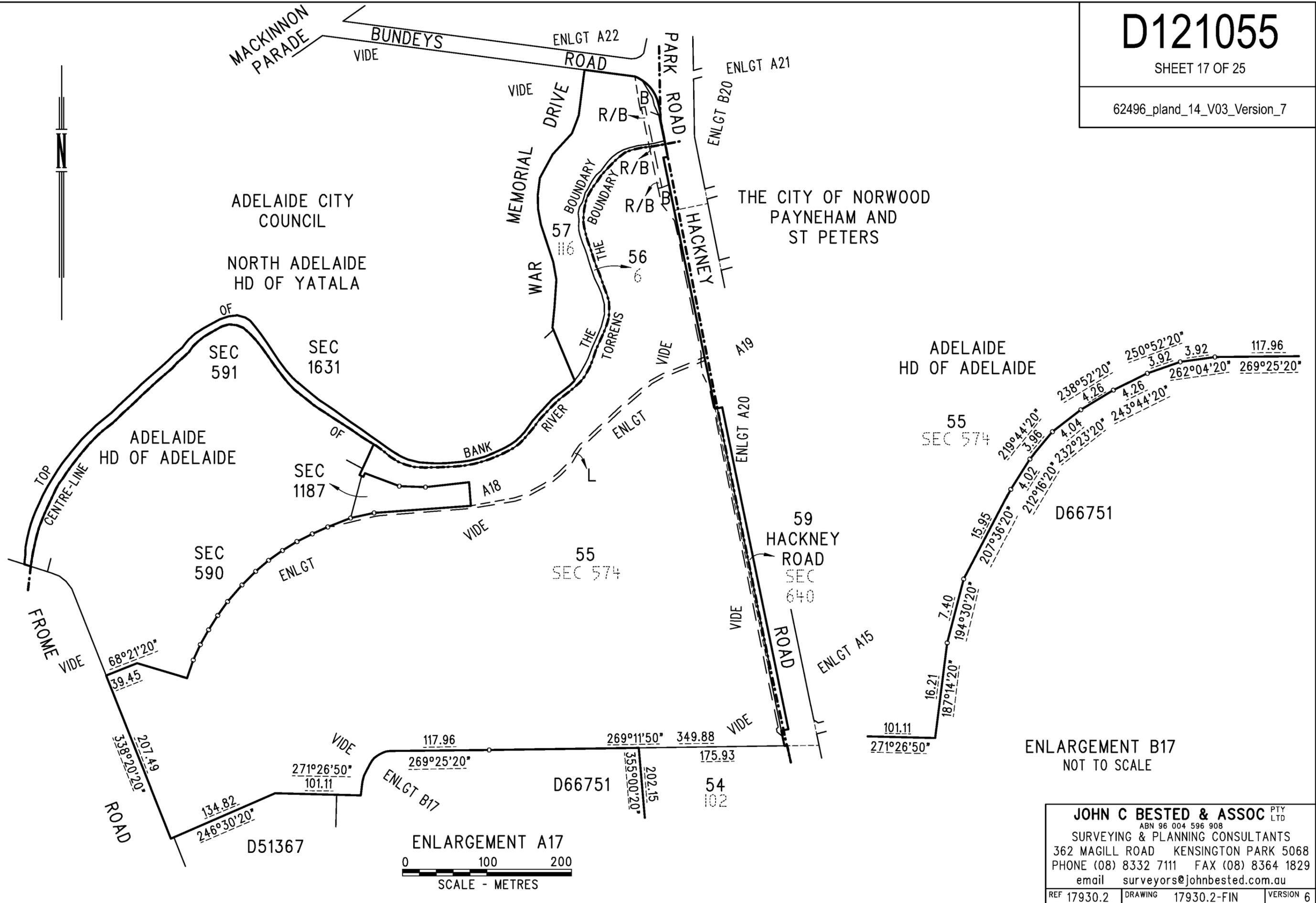
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SHEET 17 OF 25

62496_pland_14_V03_Version_7



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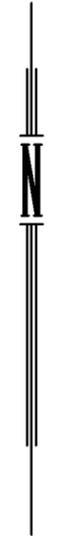
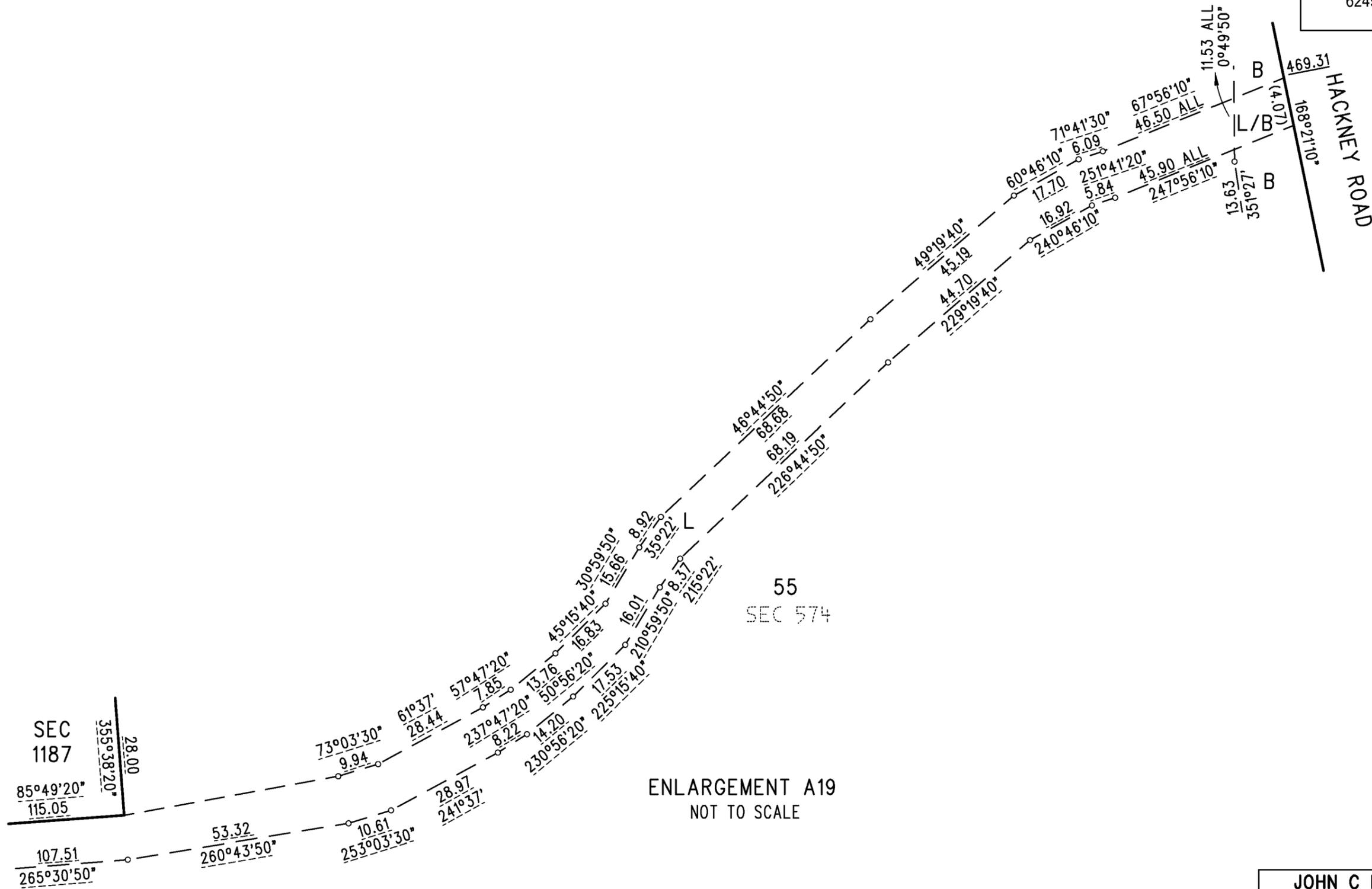
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SHEET 19 OF 25

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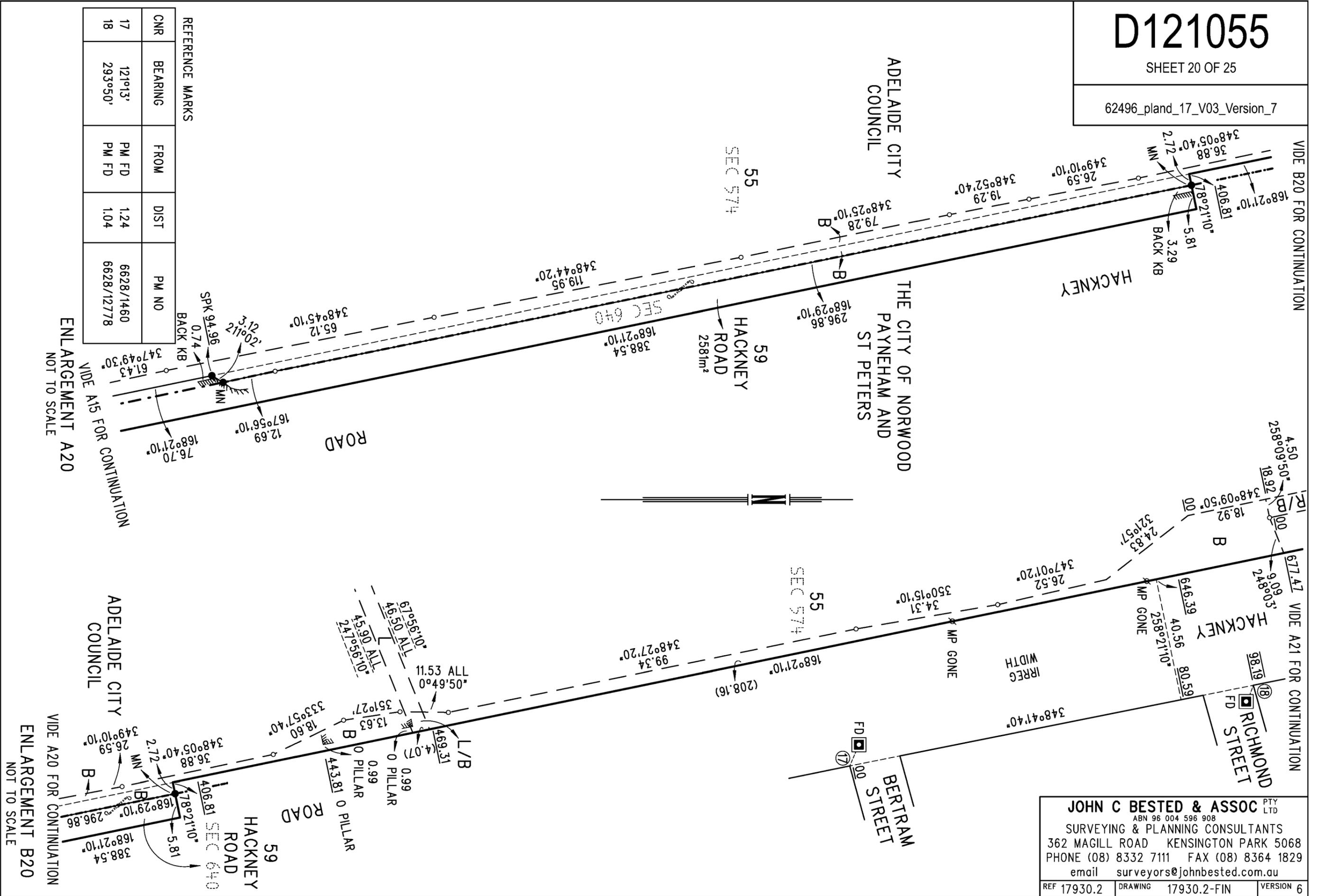
REF 17930.2	DRAWING 17930.2-FIN	VERSION 6
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SHEET 20 OF 25

62496_pland_17_V03_Version_7

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CNR	BEARING	FROM	DIST	PM NO
17	121°13'	PM FD	1.24	6628/1460
18	293°50'	PM FD	1.04	6628/12778



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SHEET 21 OF 25

62496_pland_18_V03_Version_7

VIDE ENLGT A22 FOR CONTINUATION

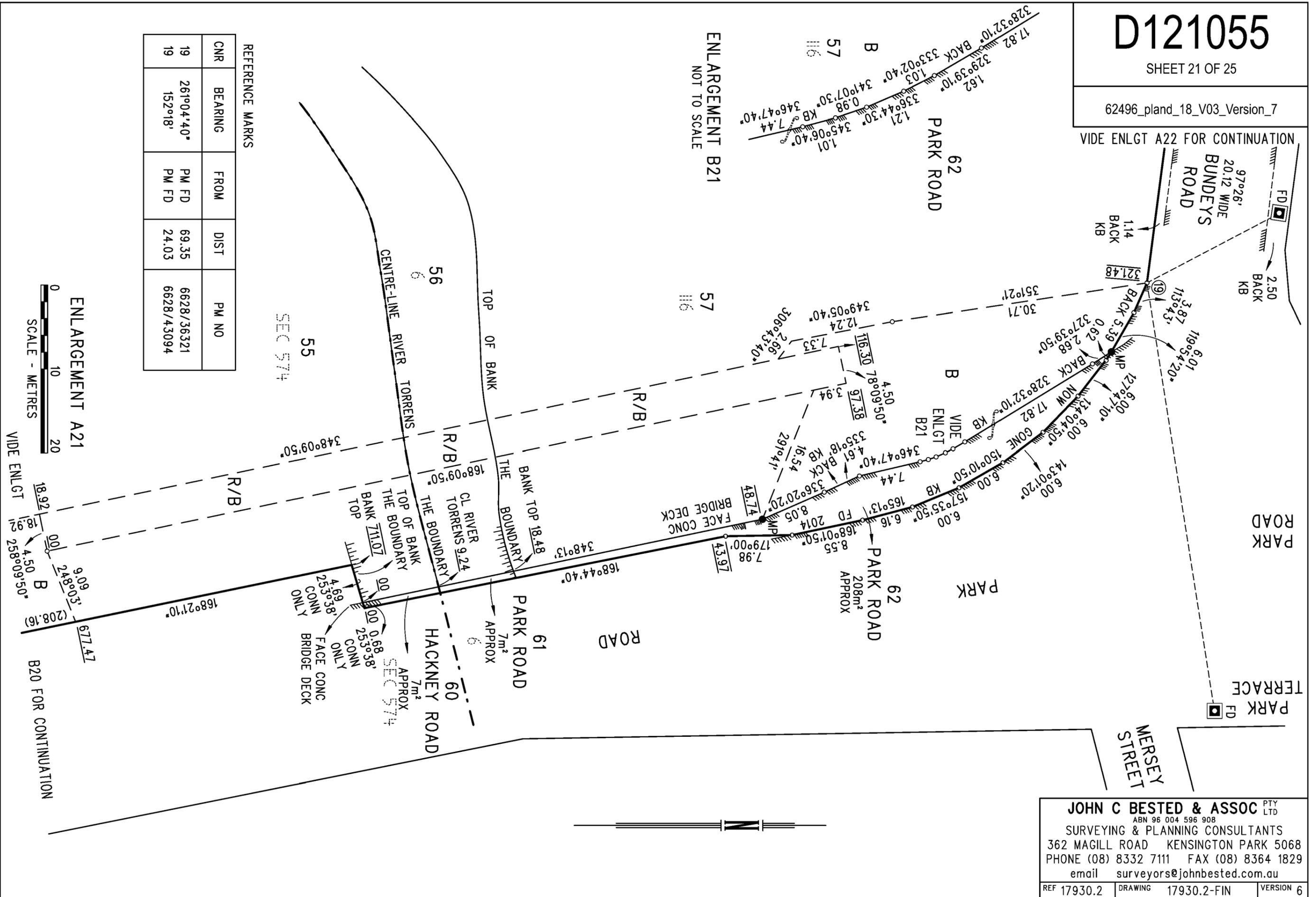
REFERENCE MARKS				
CNR	BEARING	FROM	DIST	PM NO
19	261°04'40"	PM FD	69.35	6628/36321
19	152°18'	PM FD	24.03	6628/43094



VIDE ENLGT

B20 FOR CONTINUATION

ENLARGEMENT B21
NOT TO SCALE



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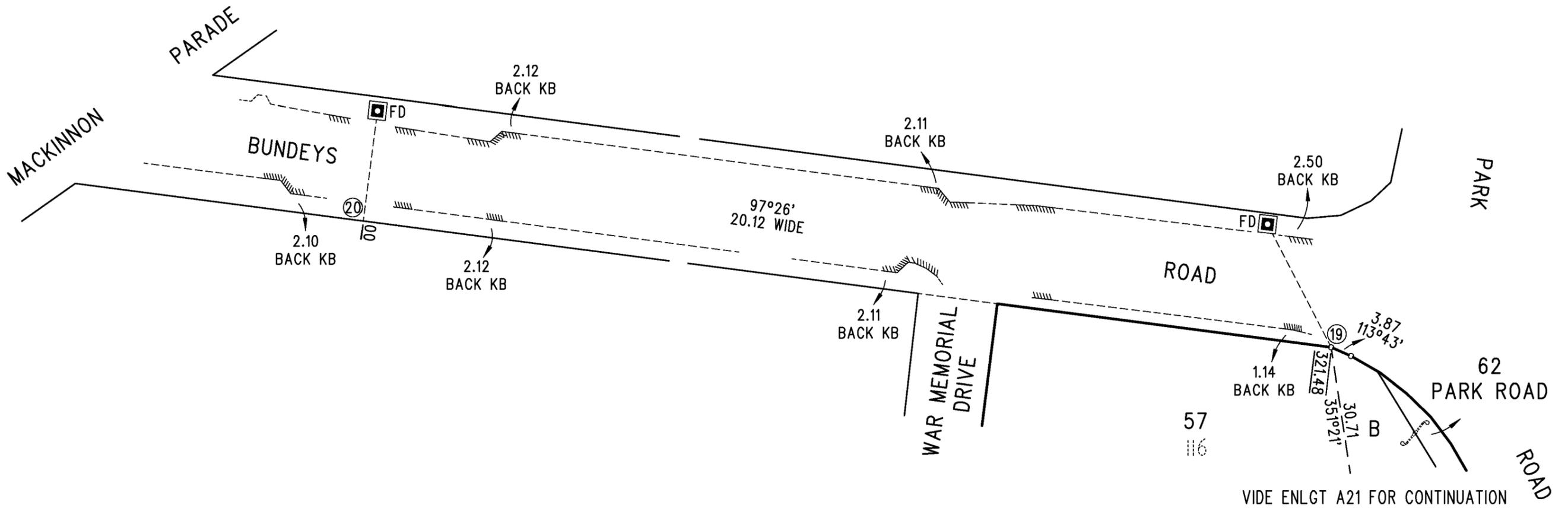
D121055

SHEET 22 OF 25

62496_pland_19_V03_Version_7

REFERENCE MARKS

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19	152°18'	PM FD	24.03	6628/43094
20	187°26'	PM FD	18.86	6628/43093



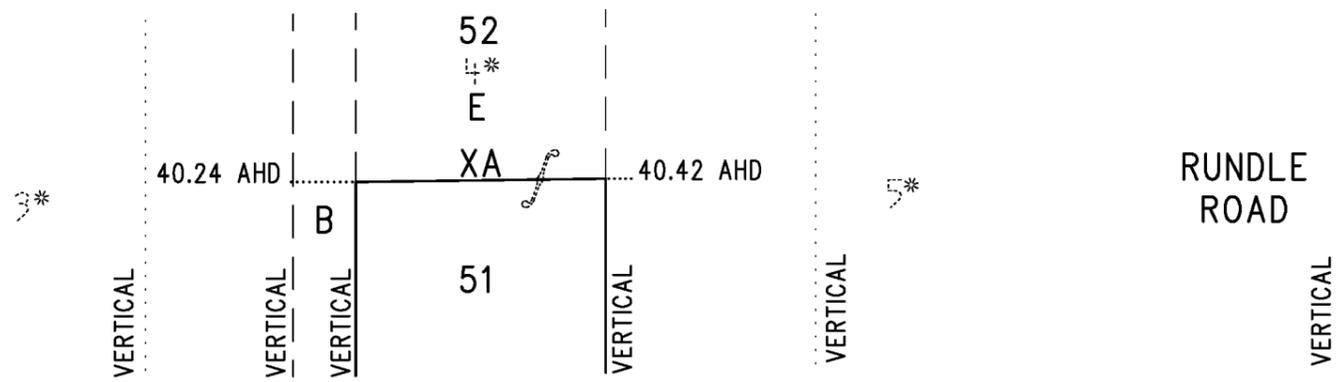
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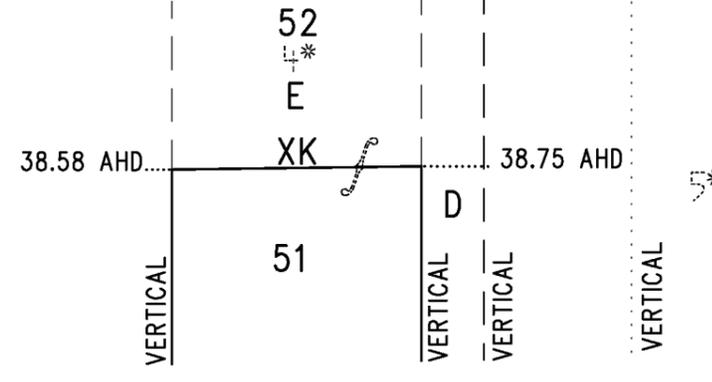
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SHEET 23 OF 25

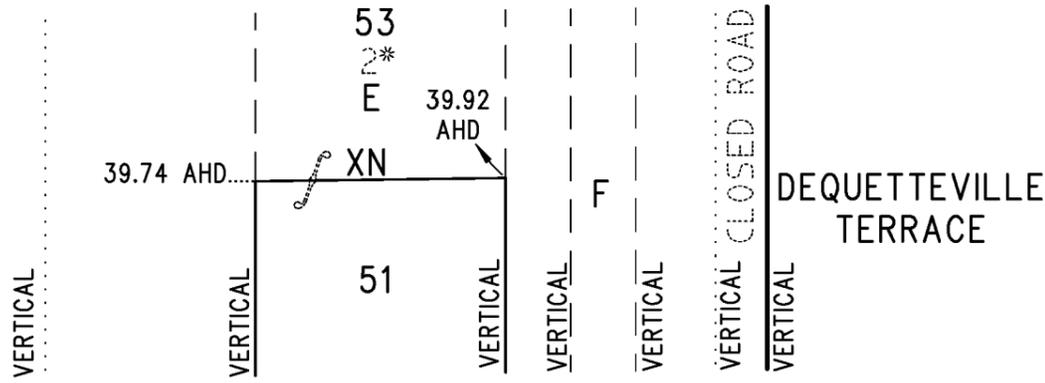
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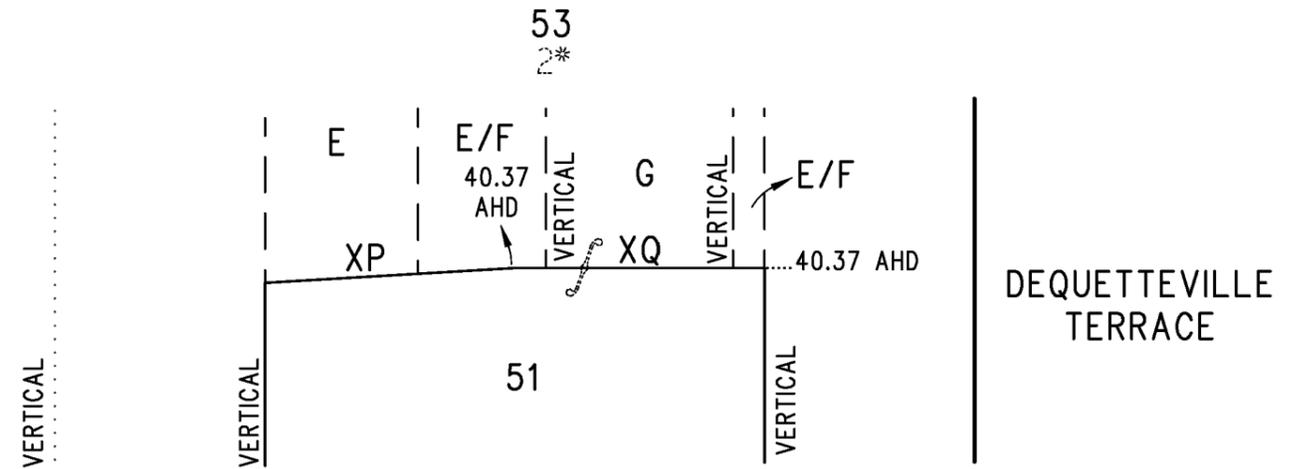
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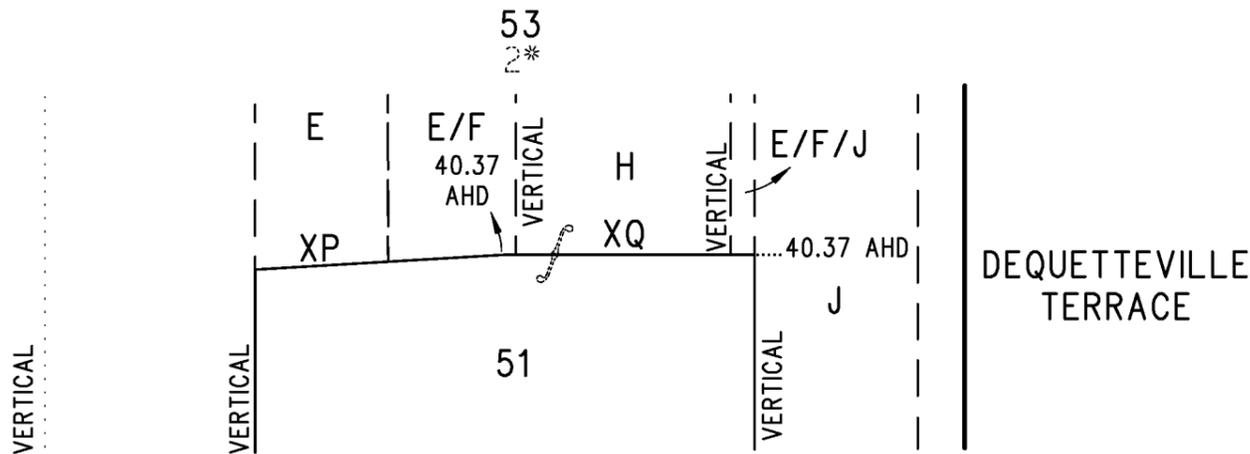
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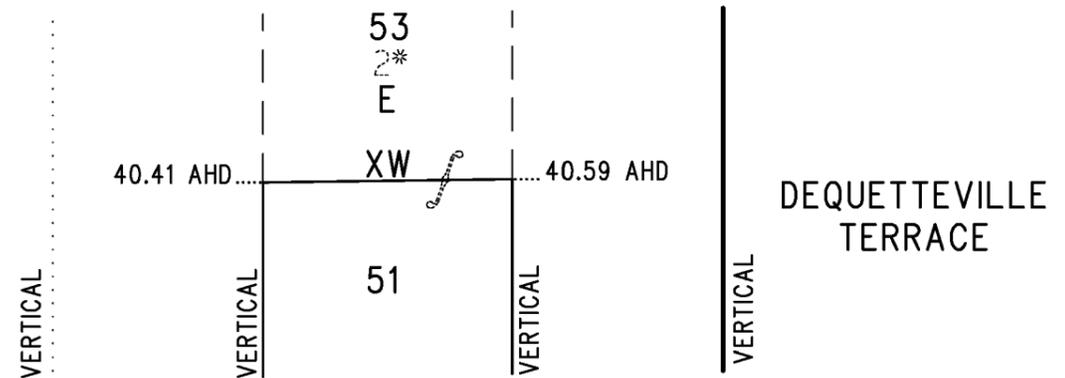
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CROSS SECTION D23
NOT TO SCALE



CROSS SECTION E23
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CROSS SECTION F23
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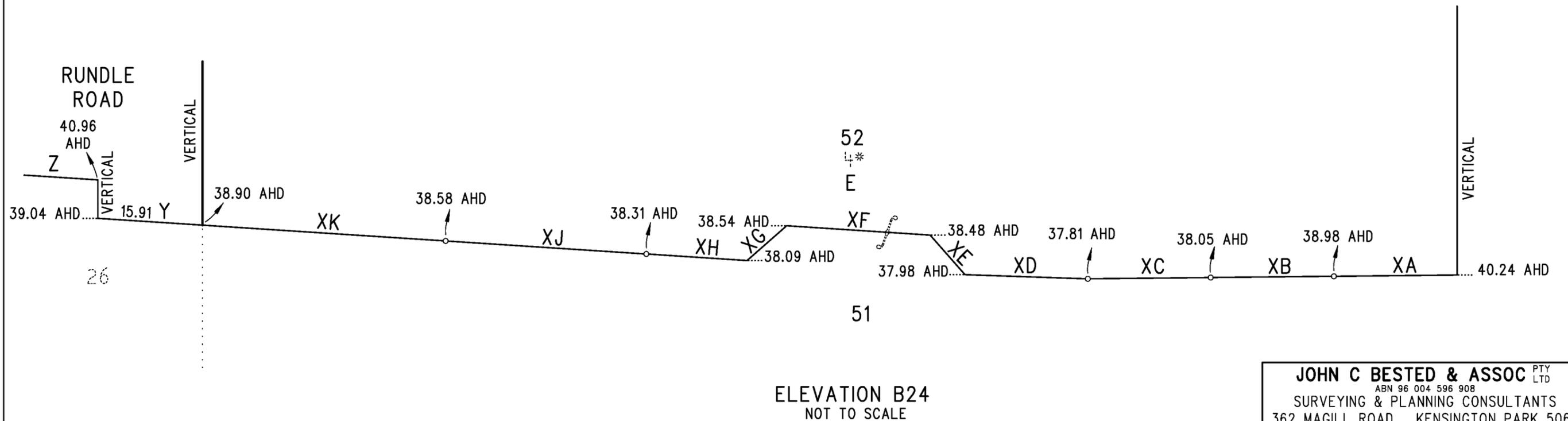
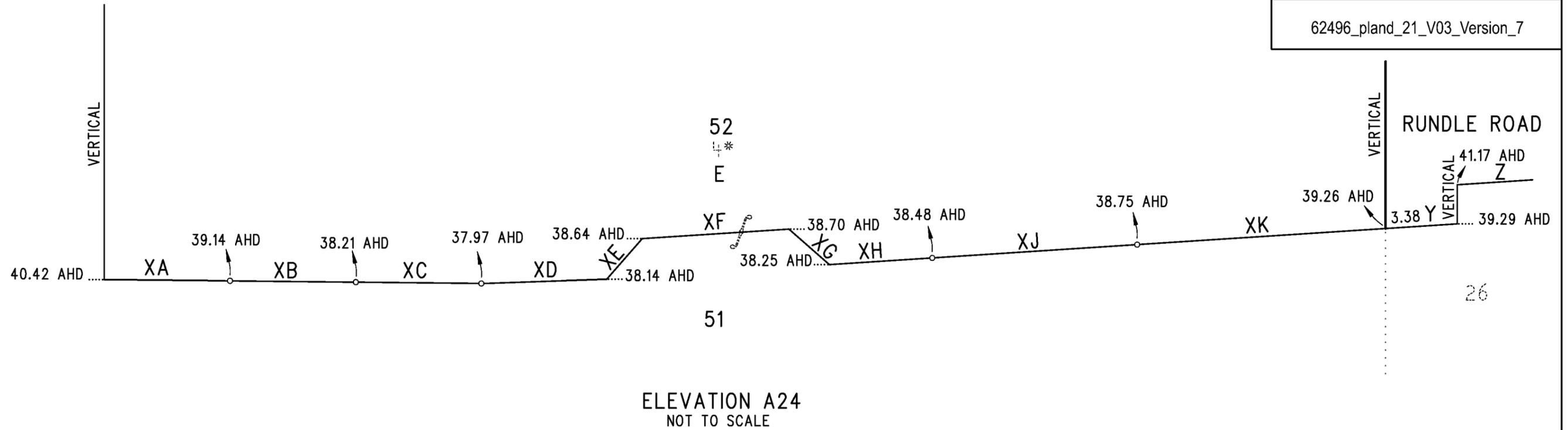
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SHEET 24 OF 25

62496_pland_21_V03_Version_7



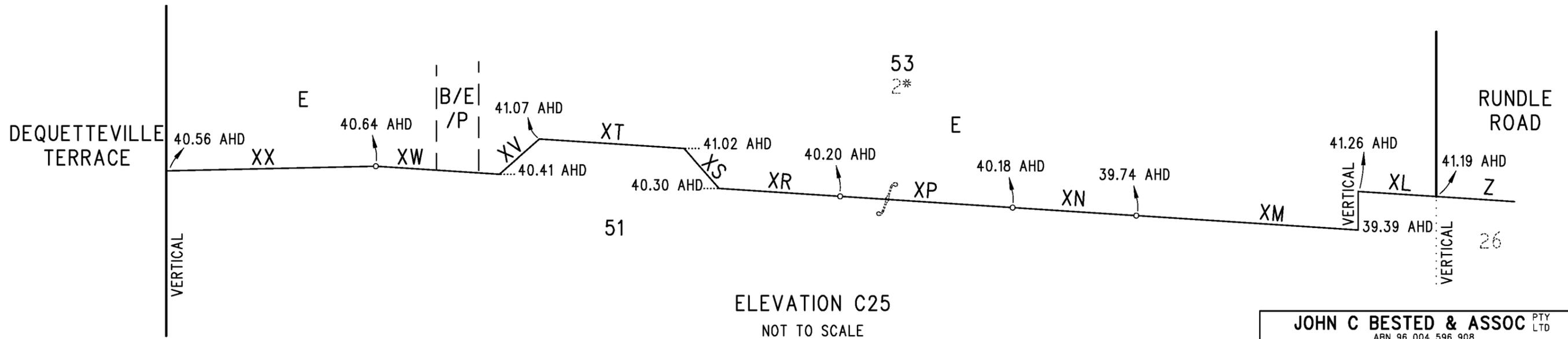
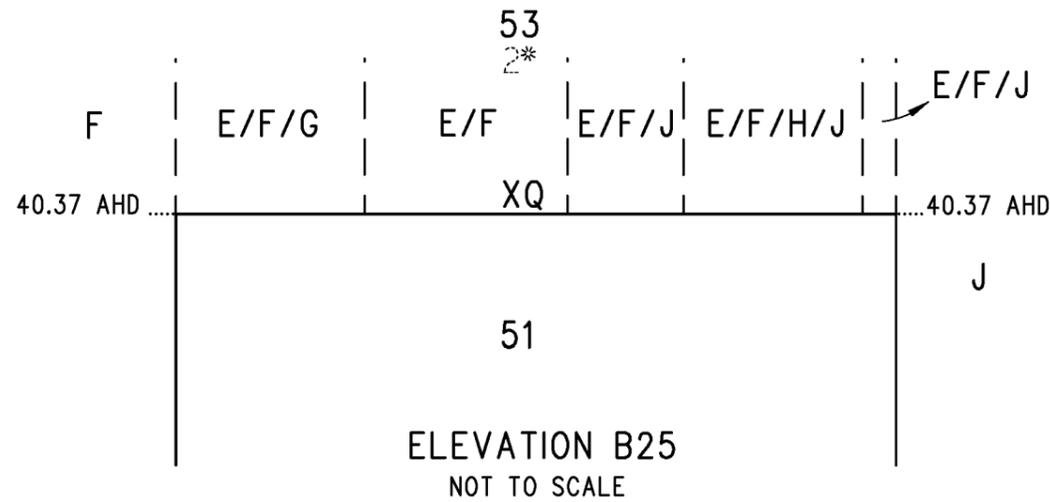
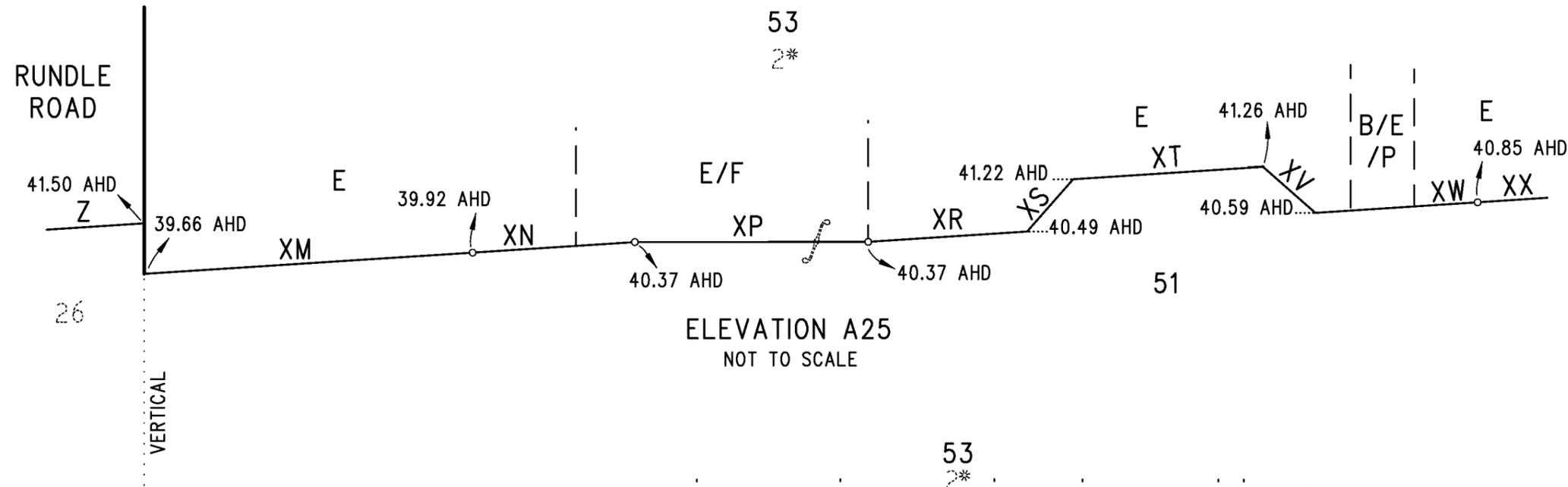
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SHEET 25 OF 25

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REF 17930.2 DRAWING 17930.2 VERSION 6

Appendix F

GRO Plan to vary Adelaide Park Lands Plan GRO 01/2014

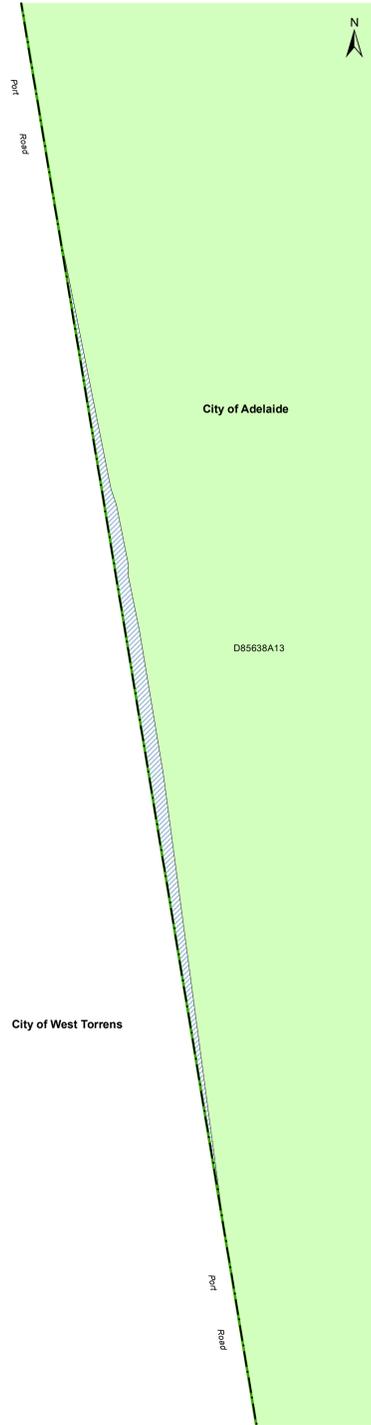
Legend

- Outer Boundary of Adelaide Parklands (F48818)
- Adelaide Parklands Boundary - centreline of road reserve (as shown)
- Adelaide Parklands Boundary - adopted from cadastral boundaries
- Local Government Area Boundary
- Hundred Boundary
- Adelaide Park Lands roads vested in The Corporation of the City of Adelaide

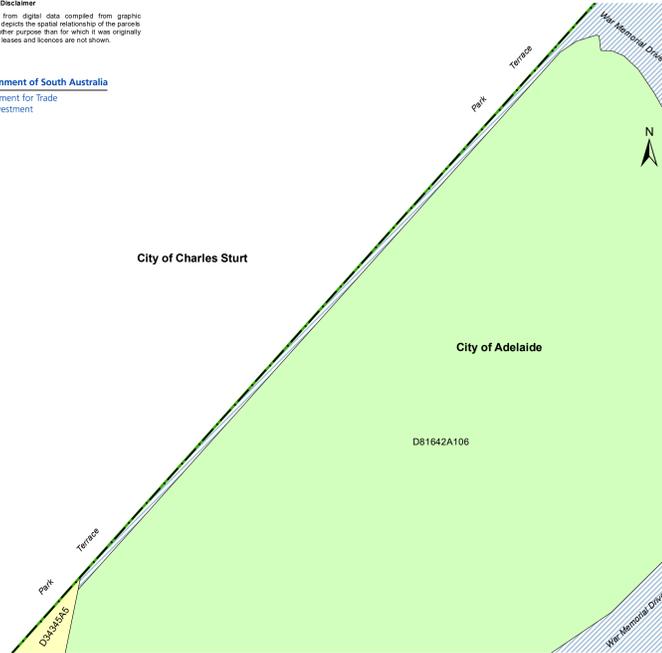
Adelaide Park Lands

- Vested in or Under the Care, Control and Management of The Corporation of the City of Adelaide
- Vested in or Under the Care, Control and Management of The Crown or a State Authority
- Not included in Adelaide Park Lands (by Section 14 (3), (C) & (D) of Adelaide Park Lands Act 2005)
- Tenure at different levels (refer to plan for details)

Disclaimer
This plan has been produced from digital data compiled from graphic documents of varying accuracy. It depicts the spatial relationship of the parcels and should not be used for any other purposes than for which it was originally supplied. Easements and Council leases and licences are not shown.

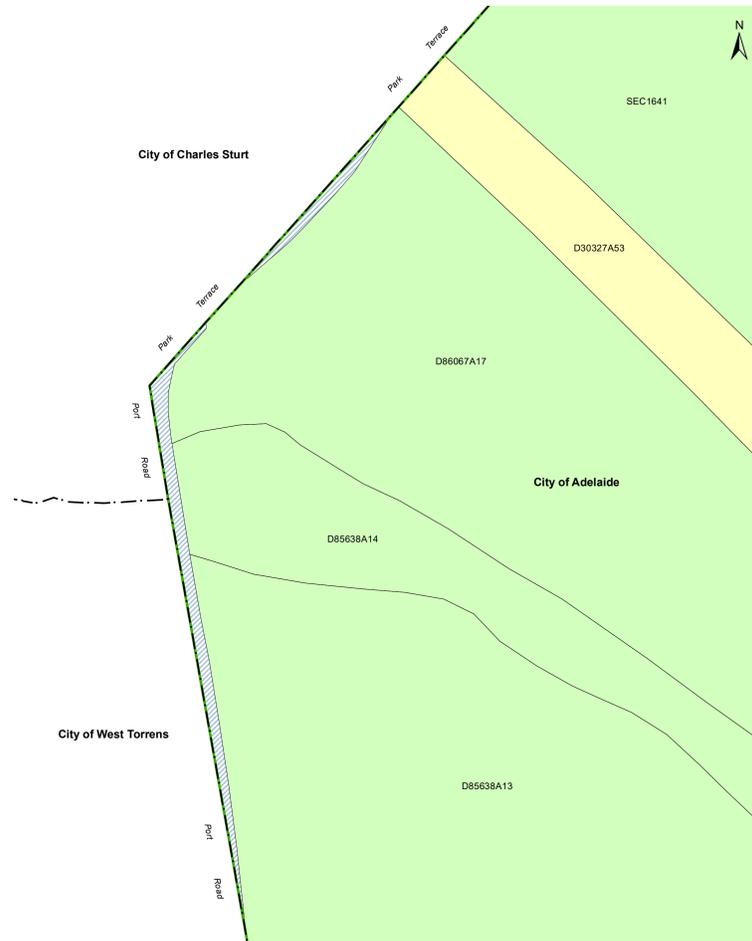


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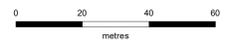
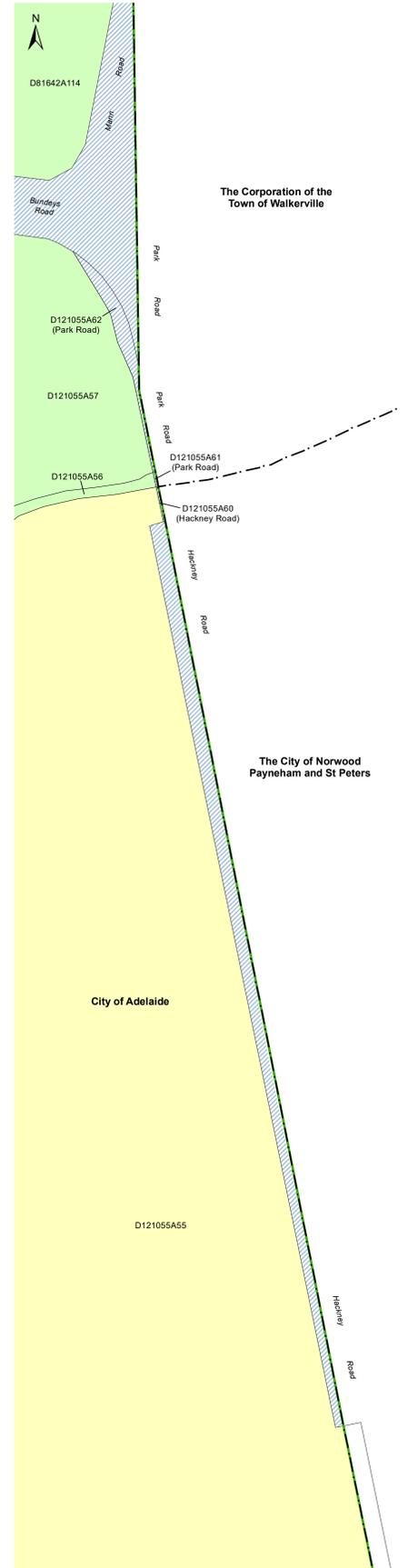


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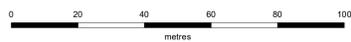
ENLARGEMENT Q3



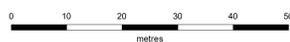
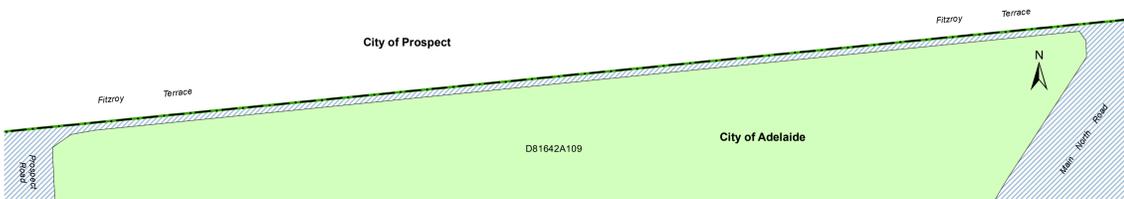
ENLARGEMENT J3



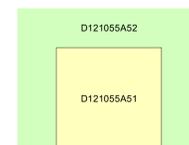
ENLARGEMENT W3



ENLARGEMENT N3

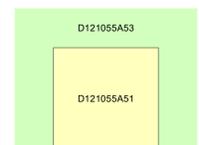


ENLARGEMENT P3



Not to Scale
CROSS SECTION C1

For height restriction details
vide D121055



Not to Scale
CROSS SECTION C2

For height restriction details
vide D121055

Easement B

- The extent of Easement B is shown in this map [Link 3 view [here](#)].
- A portion of Easement B will exist over Park Lands that are under the care, control and management of the City of Adelaide (with the balance of the easement being granted over land that is under the care, control and management of the 'Board of the Botanic Gardens and State Herbarium').
- The easement will be in favour of the Minister for Transport and its purpose will be for 'infrastructure' associated with the O-Bahn.
- The easement will entitle the Minister to install, maintain or replace infrastructure associated with the O-Bahn on the easement land - where 'infrastructure' refers primarily to the cables required for electrical and data transmission, but also refers to the shared use path and bridge over the River Torrens/Karrawirra Parri.

Easement C

- The extent of Easement C is shown in this map [Link 4 view [here](#)].
- The easement will be granted over land that is under the care, control and management of the Minister for Transport.
- The easement will be in favour of the City of Adelaide and its purpose will be for 'drainage' (where 'drainage' refers to stormwater).
- The easement will entitle the City of Adelaide to install, maintain or replace stormwater drainage infrastructure on the easement land.

Easement D

- The extent of Easement D is shown in this map [Link 5 view [here](#)].
- The easement will be granted over Park Lands that are under the care, control and management of the City of Adelaide.
- The easement will be in favour of the Minister for Transport and its purpose will be for 'drainage' (where 'drainage' refers to the stormwater that has collected in the O-Bahn tunnel and is piped to an SA Water sewer main in Dequetteville Terrace).
- The easement will entitle the Minister to install, maintain or replace stormwater drainage infrastructure on the easement land.

Easement E

- The extent of Easement E is shown in this map [Link 6 view [here](#)].
-
- The easement will be granted over Park Lands that are under the care, control and management of the City of Adelaide.
- The easement will be in favour of the Minister for Transport and its purpose will be for 'maintenance' of the O-Bahn tunnel.
- The easement will entitle the Minister to access the easement land and do whatever is necessary to 'maintain' the O-Bahn tunnel.

Easement F

- The extent of Easement F is shown in this map [Link 7 view [here](#)].
- The easement will be granted over Park Lands that are under the care, control and management of the City of Adelaide.
- The easement will be in favour of the Minister for Transport and its purpose will be for 'access'.
- The easement will entitle the Minister to drive over or park on the easement land for the purpose of accessing and maintaining the O-Bahn tunnel and pods.

Easement G

- The extent of Easement G is shown in this map [Link 8 view [here](#)].
- The easement will be granted over Park Lands that are under the care, control and management of the City of Adelaide.
- The easement will be in favour of the Minister for Transport and its purpose will be for 'maintenance' of the 'Southern Pod'.

Easement H

- The extent of Easement H is shown in this map [Link 8 view [here](#)].
- The easement will be granted over Park Lands that are under the care, control and management of the City of Adelaide.
- The easement will be in favour of the Minister for Transport and its purpose will be for 'access' to the 'Northern Pod'.

Easement J

- The extent of Easement J is shown in this map [Link 9 view [here](#)].
- The easement will be granted over Park Lands that are under the care, control and management of the City of Adelaide.
- The easement will be in favour of the Minister for Transport and its purpose will be for 'the transmission of electricity by underground cable'.
- The easement will entitle the Minister to access the easement land to install, maintain or replace infrastructure for the transmission of electricity for the O-Bahn service.

Easement K

- The extent of Easement K is shown in this map [Link 9 view [here](#)].
- The easement will be granted over Park Lands that are under the care, control and management of the City of Adelaide.
- The easement will be in favour of Distribution Lessor Corporation and its purpose will be for 'electricity supply'.
- The easement will entitle Distribution Lessor Corporation to access the easement land to install, maintain or replace electrical infrastructure (which is currently a transformer).

Easement P

- The extent of Easement P is shown on this map [Link 10 view [here](#)].
- Easement P is a partial re-alignment of a previous easement (Easement M), which is also shown on the plan (as the 'hatched' area).
- The easement being 'varied' is over Park Lands that are under the care, control and management of the City of Adelaide.
- The easement is (and will be) in favour of Distribution Lessor Corporation, with its purpose being for 'electricity supply'.

Easement R

- The extent of Easement R is shown in this map. [Link 11 view [here](#)].
- Some of the easement being granted will be over Park Lands that are under the care, control and management of the City of Adelaide (with the balance of the easement being granted over land that is under the care, control and management of the 'Board of the Botanic Gardens and State Herbarium').
- The easement will be in favour of the Minister for Transport and its purpose will be for 'access' to the pedestrian bridge.
- The easement will entitle the Minister to access the bridge (and surrounding banks of the river) in order to maintain the bridge.

Electric Vehicle (EV) Transition Roadmap

Strategic Alignment - Environmental Leadership

Public

Tuesday, 17 October 2023

Infrastructure and Public Works Committee

Program Contact:

Sarah Gilmour - Associate Director Park Lands, Policy & Sustainability

Approving Officer:

Ilia Houridis - Director City Shaping

EXECUTIVE SUMMARY

At its meeting on 28 March 2023, Council requested a report on an Electric Vehicle (EV) Transition Roadmap (the Roadmap) for consideration as part of the 2024/25 budget process.

The purpose of this report is to present the Roadmap to Council for approval. Consistent with Council's decision, this report includes:

- The role of Council compared to other stakeholders with respect to leading, partnering or advocating for increased EV charging infrastructure.
- Changes required to planning, infrastructure, investment and engagement approaches to enable increased EV charging infrastructure.
- Options for an expanded series of trials of EV charging infrastructure.
- Explores establishment of a reference panel to guide a coordinated approach to investment and delivery of increased charging infrastructure.
- Identifies available partnership opportunities with other levels of government.

The Roadmap provides strategic recommendations in the short-term (1-3 years) and identifies priority charging locations across the City of Adelaide that respond to city resident and user needs. These recommendations and locations are proposed to be incorporated into a consolidated Climate and Sustainability Strategy to be presented to the Audit and Risk Committee by December 2023.

RECOMMENDATION

The following recommendation will be presented to Council on 24 October 2023 for consideration

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE RECOMMENDS TO COUNCIL THAT COUNCIL

1. Approves the Electric Vehicle (EV) Transition Roadmap contained in Attachment A to Item 7.3 on the Agenda for the meeting of the Infrastructure and Public Works Committee held on 17 October 2023.
2. Notes the directions from the Electric Vehicle (EV) Transition Roadmap will be incorporated into a consolidated Climate and Sustainability Strategy to be presented to the Audit and Risk Committee by December 2023.
3. Notes the Electric Vehicle (EV) Transition Roadmap will inform budget proposals for 2024/25 to be considered by Council through the annual business plan and budget process.
4. Notes the following actions from the Electric Vehicle (EV) Transition Roadmap will commence in 2023/24:
 - 4.1. Facilitate the deployment of EV charging infrastructure with the City of Adelaide by establishing a clear framework for the rollout of EV chargers at strategic locations.

- 4.2. Enable the market-led provision of on-street EV chargers in select locations which support the transition to EVs and minimise impacts on the public realm.
 - 4.3. Work with private sector providers to trial on-street charging in residential areas with limited private off-street charging and constrained charging options.
-

IMPLICATIONS AND FINANCIALS

City of Adelaide 2020-2024 Strategic Plan	Strategic Alignment – Environmental Leadership 4.4 Support our community to transition to a low carbon economy through education, incentives and appropriate infrastructure.
Policy	The Roadmap delivers on Council's Carbon Neutral Strategy 2015-2025 and Climate Action Plan 2022-2025
Consultation	The Roadmap is informed by engagement across City of Adelaide, neighbouring local governments, State Government, industry, community representative groups and stakeholders.
Resource	Not as a result of this report
Risk / Legal / Legislative	Council has a role to advocate to the Department for Infrastructure and Transport (DIT) to bring South Australia in line with other States with respect to standardised signage, rules and expiation fees as it relates to EV parking. Current such matters are not addressed under the <i>Road Traffic Act 1961</i> .
Opportunities	The provision of public EV charging infrastructure aims to support residents in areas with constrained off-street charging options and provide destination charging that supports the city's economic competitiveness and appeal to visitors for shopping, employment, tourism, and enjoyment of the Adelaide Park Lands.
23/24 Budget Allocation	Funding is allocated in the Climate Change Adaptation Initiative Fund (CCAIF) for this financial year.
Proposed 24/25 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	The Roadmap has a three-year delivery focus from 2023/24 financial year to 2025/26 financial year.
23/24 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	The Roadmap proposes a partnership model to expand EV charging infrastructure in the city to reduce upfront capital costs and ongoing maintenance of the charging network.
Other Funding Sources	City of Adelaide will approach the Australian Renewable Energy Agency (ARENA) regarding funding opportunities aligned with the Roadmap.

DISCUSSION

Context

1. Australia's uptake of electric vehicle (EVs) is expected to rise rapidly over the next decade. According to the EV Council, [State of EV's Report - July 2022](#), in 2022 EV sales (as a proportion of new vehicle sales) was 6.5% in South Australia, and in 2023 is already more than double all of 2022.
2. In Australia, Governments of all levels are preparing for rapid increase in EV uptake, including:
 - 2.1. On 9 May 2023, Council endorsed its [Climate Action Plan 2022-2025](#) which aims to accelerate the shift to electric vehicles including installation of 100 public electric vehicle and bicycle chargers by 2025; and integration of 75% electric vehicles into the City of Adelaide's light passenger vehicle fleet by 2025.
 - 2.2. In December 2020, the South Australian Government released its [EV Action Plan](#) with the vision to be a national leader in EV uptake and smart charging by 2025, harnessing renewable energy to lower motoring costs, air, noise and carbon pollution, and reduce electricity costs for all South Australians.
 - 2.3. In April 2023, the Australian Government released a [National EV Strategy](#). The National EV Strategy sets a vision to increase the uptake of EVs (EVs) to reduce our emissions and improve the wellbeing of Australians.
3. The purpose of this report is to present an EV Transition Roadmap (the Roadmap) to Council for approval (**Attachment A**) and respond to the matters decided by [Council on 28 March 2023](#).
4. In 2022, transport emissions accounted for around 35% of the City of Adelaide's community's carbon footprint while Councils vehicle fleet accounted for around 8% of the City of Adelaide's total corporate emissions.
 - 4.1. Transitioning 10,000 internal combustion vehicles to EVs would reduce carbon emissions by approximately 22,000 tonnes annually, a reduction of 2.3% of the total community emissions (which includes all City users, not only City of Adelaide residents).
 - 4.2. Thus, supporting the uptake of EVs through the provision of public EV chargers has the potential to reduce community and corporate carbon emissions over time.

Role of Council

5. Council's decision sought information on the role of Council compared to other stakeholders with respect to leading, partnering or advocating for increased EV charging infrastructure.
6. Governments and Councils have invested, owned and operated EV charging infrastructure to spur initial supply and support the early adopters. EV charging in the City of Adelaide, including Council owned EV infrastructure is summarised in Link 6 view [here](#).
7. With growth in the EV market, there is increasing incentive for commercial charging providers to deliver infrastructure, which is changing the role of government.
8. Local governments are now opting to partner with private charging providers, while maintaining an overarching coordination role and ensuring charging supply meets broader city objectives, without needing to own and operate infrastructure themselves.
9. The Roadmap identifies three roles for the City of Adelaide to support the EV transition, being to:
 - 9.1. Lead - support a market-driven rollout of appropriately rated EV chargers by defining Design and Operating Guidelines, pricing structures, signage and approach to parking enforcement, expression of interest procedures and potential incentive schemes.
 - 9.2. Partner - partner with private third parties who own EV chargers and manage charging services. The third-party is then responsible for installation, operation and maintenance of the charging infrastructure.
 - 9.3. Influence - play an advocacy and influence role to facilitate the rollout of EV charging infrastructure.

Planning, Infrastructure, Investment and Engagement

10. Council's decision sought information on changes required to planning, infrastructure, investment and engagement approaches to enable increased EV charging infrastructure.
11. It is anticipated that 80% to 90% of EV owners will charge their EV at home or at work. In 2022, reform to the National Construction Code (NCC) saw the introduction of EV-Readiness requirements. South Australia's requirements will take effect from October 2024, as follows:

- 11.1. 100% of car parking spaces in apartment buildings constructed will be EV-Ready
- 11.2. 10% of office car parking spaces will be EV-Ready
- 11.3. 20% of other commercial buildings will be EV-Ready.
- 12. City of Adelaide has high job density and large numbers of existing high density and apartment buildings with low levels of private charging infrastructure. This will create demand for public EV charging which can be supported through on-street and UPark charging solutions.
- 13. Council's submission to the Planning System Implementation Review endorsed in January 2023 identified a gap in the Planning and Design Code as it relates to EV policy. Administration is awaiting the release of the State Government's response to the Planning System Implementation Review, and is otherwise continuing to advocate for the inclusion of policies within the Planning and Design Code that support the EV transition.
- 14. The Roadmap is informed by an analysis (using the City Plan digital tool), which identifies priority public charging locations for investment in EV infrastructure in the City of Adelaide (Figure 1 and page 57 of the **Attachment A**).
- 15. Administration is monitoring funding opportunities, such as the Australian Renewable Energy Agency (ARENA) programs and considering third party partnerships to deliver the Roadmap.

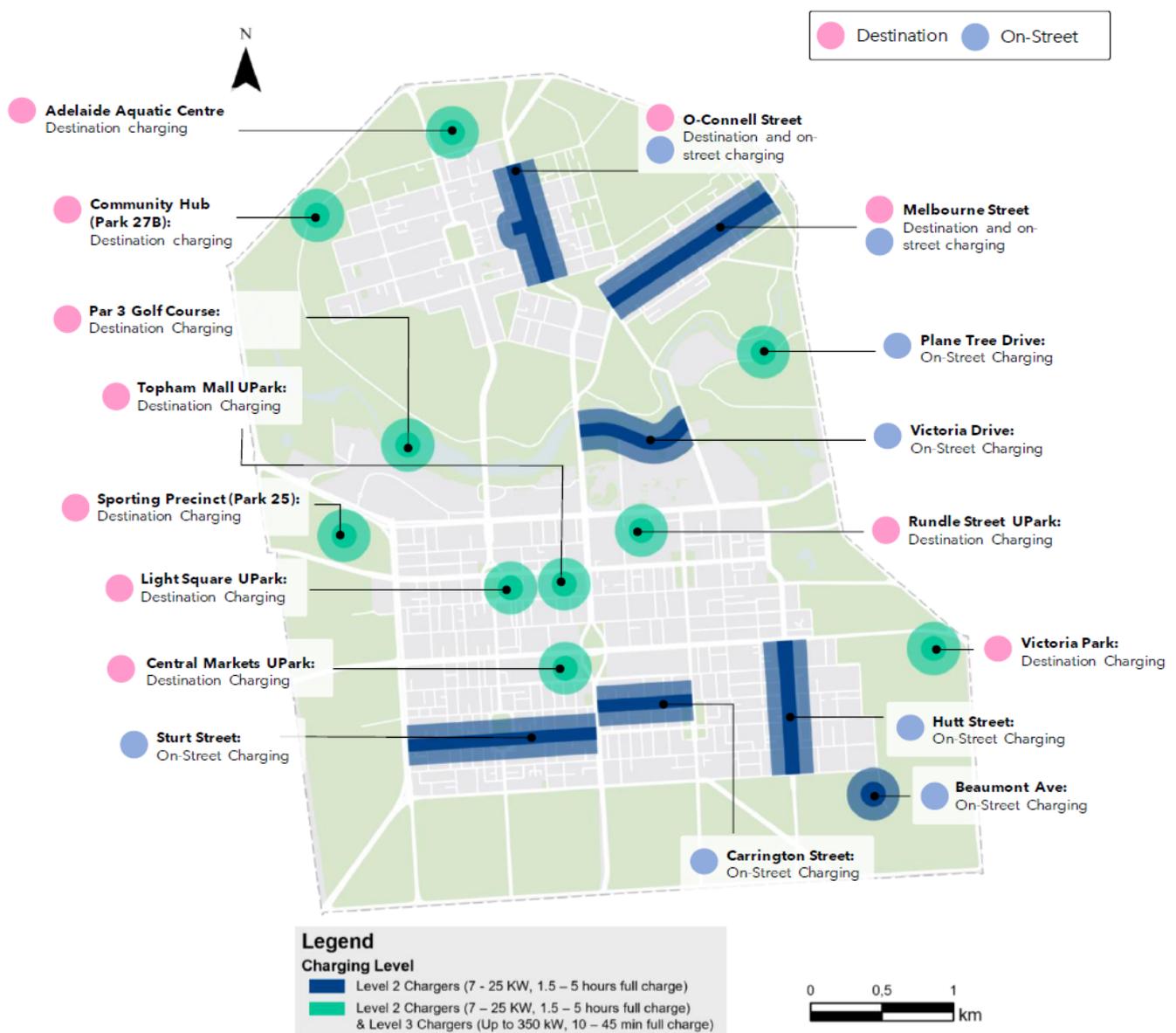


Figure 1 Priority Public Charging Locations

EV Charging Trials

- 16. Council's decision sought to identify options for an expanded series of trials of EV charging infrastructure.

17. Pilot projects (refer to page 60 of **Attachment A**) can be considered that directly respond to key challenges in the City of Adelaide, such as:
 - 17.1. Supporting the transition to EV charging for residents in existing apartment buildings
 - 17.2. Providing on-street charging in select locations with limited off-street charging options and where it does not result in unintended amenity impacts.

Reference Panel

18. Council's decision sought exploration of the establishment of a reference panel to guide a coordinated approach to investment and delivery of increased charging infrastructure.
19. The advice on establishing an EV panel was that there would be greater value in using a broader city-wide transport and parking reference panel than a panel with EV specific focus.

Partnerships

20. Council's decision sought to identify available partnership opportunities with other levels of government.
21. The Roadmap identifies roles for Council to Partner and Influence, this includes:
 - 21.1. Partnering with industry for the provision of destination charging in UPark facilities
 - 21.2. Delivering a pilot project in an apartment building
 - 21.3. A coordinated government approach to on-route and hub EV charging networks.

Next steps

22. Pending a decision by Council on the Roadmap, the strategic recommendations and priority charging locations across the City of Adelaide will be incorporated into a consolidated Climate and Sustainability Strategy to be presented to the Audit and Risk Committee by December 2023 for delivery and oversight by Council through its City Planning, Development and Business Affairs Committee.
23. The Roadmap recommends seven steps in the short term (1-3 years) (page 58 and page 59 of **Attachment A**), which City of Adelaide can undertake for the provision of EV charging infrastructure across the city.
24. The below actions are proposed to commence in the current 2023/24 financial year:
 - 24.1. Facilitate the deployment of EV charging infrastructure with the City of Adelaide by establishing a clear framework for the rollout of EV chargers at strategic locations.
 - 24.2. Enable the market-led provision of on-street EV chargers in select locations which support the transition to EVs and minimise impacts on the public realm.
 - 24.3. Work with private sector providers to trial on-street charging in residential areas with limited private off-street charging and constrained charging options.

DATA AND SUPPORTING INFORMATION

Link 1 – [Electric Vehicle Council - State of Electric Vehicles \(EV\)'s Report - July 2022](#)

Link 2 – [City of Adelaide - Climate Action Plan 2022 – 2025](#)

Link 3 – [South Australian Government Electric Vehicle Action Plan](#)

Link 4 – [National Electric Vehicle Strategy](#).

Link 5 – [Council minutes, Tuesday 28 March 2023](#)

Link 6 – EV charging infrastructure in the City of Adelaide

ATTACHMENTS

Attachment A – City of Adelaide Electric Vehicle Transition Roadmap

- END OF REPORT -



ELECTRIC VEHICLE CHARGING INFRASTRUCTURE TRANSITION ROADMAP

CITY OF ADELAIDE

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EXECUTIVE SUMMARY

CONTEXT

As a result of aligned policy at all levels of government - electric vehicle (EV) uptake will increase exponentially over the coming 10 years, independent of the level of action taken by the CoA.

The CoA has a high population density, particularly those living in apartments, compared to other parts of the metropolitan area - as well as high job density. Both of these factors create demand for EV charging beyond what can be provided in private residences - which will require on-street and off-street charging solutions.

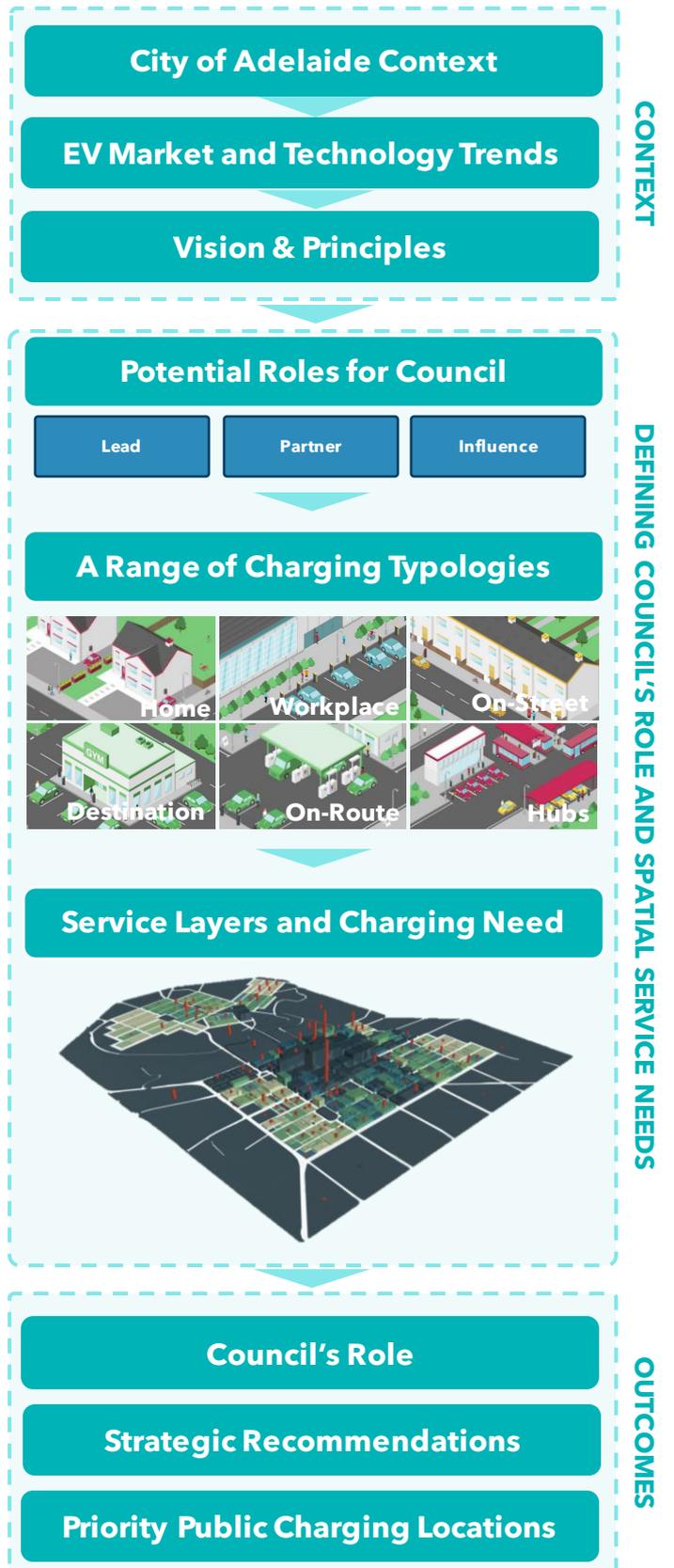
The most recent amendments to the National Construction Code (NCC) in Australia stipulate that starting from October 2024, 100% of car parking spaces in new apartment buildings must be EV-Ready (as well as 10% of office car parking and 20% of other commercial parking spaces), however publicly available solutions will still be needed as existing building stock is upgraded over time to support EVs.

With visitors continuing to bring their cars to the CBD and North Adelaide, accommodating EVs is important for the CoA in maintaining its attractiveness as a destination. Public charging solutions will be required to maintain the CoA as a preferred destination for visitors.

The city must determine how to effectively provide EV charging infrastructure in response to these requirements.

This document articulates council's role in facilitating the rollout of EV charging infrastructure, provides strategic recommendations for key steps in the short-term (1-3 years) and identifies priority charging locations across the CoA to respond to city user needs.

PROCESS FOR DEVELOPING THIS ROADMAP



EXECUTIVE SUMMARY

NETWORK VISION & PRINCIPLES

Based on the broader livability objectives of CoA combined with the growth in EV uptake, the CoA's overarching role should be to balance market demand for accessible EV charging infrastructure with broader built environment, land use and integrated transport outcomes.

The Vision and Network principles below provide guidance for the rollout of charging infrastructure.

In addition to these principles, there is an important integrated transport overlay that should also influence supply of charging infrastructure - discussed further in this section.

CoA should seek to strategically influence and implement charging infrastructure while facilitating liveable, healthy neighbourhoods.

EV CHARGING NETWORK VISION

Public EV charging infrastructure in the CoA is available for all user types who need it - catalysing the uptake of EVs in Adelaide. The city's EV charging network is developed such that it contributes to an overall sustainable transport system and maintains the city as an attractive place to live, work, and as an exciting destination for a range of visitor types - contributing to Adelaide becoming one of the world's first Carbon Neutral Cities.

	Driving a Carbon Neutral City	<ul style="list-style-type: none"> • Aligned to sustainability action plans and objectives • Powered by renewable energy • Integrated with active transport infrastructure
	Fosters attractive and competitive destinations	<ul style="list-style-type: none"> • Aligned to key destinations • Facilitates a range of visitor types across the Council area • Supports businesses, events, and visitations
	User-Oriented, convenient and consistent	<ul style="list-style-type: none"> • Interoperable, allowing charging for various vehicle types • Reliable and minimizes network downtime and disruption • Conveniently located to support city users
	Future-ready and innovative	<ul style="list-style-type: none"> • Seeks to leverage new technologies • Seeks opportunities for pilots and trials • Leverages digital technology for management
	Fair and equitable	<ul style="list-style-type: none"> • Meets the needs of all city user types, including residents • Equitable provision to support all levels of socio-economic status • Equitable provision to support businesses
	Leverages partnerships and collaboration	<ul style="list-style-type: none"> • CoA are active across advocacy, education, partnership and provision • Charging infrastructure is delivered in partnerships with the private sector where appropriate • Electric vehicle owners have access to information on latest trends and opportunities

EXECUTIVE SUMMARY

THE CITY OF ADELAIDE'S ROLE

It is recommended that CoA's overarching role should be to use its influence and market power to strike a balance between market demand for accessible EV charging infrastructure and broader integrated transport and city outcomes.

STRATEGIC RECOMMENDATIONS: 7 KEY ACTIONS		CoA ROLE
1	Facilitate the deployment of EV charging infrastructure within the CoA by establishing a clear framework for the rollout of EV chargers at strategic locations.	LEAD <i>Year 1</i>
2	Enable the market-led provision of on-street EV chargers in select locations which support the transition to EVs and minimise impacts on public realm.	LEAD <i>Year 1 - 3</i>
3	Work with private sector providers to lead on-street charging trials in residential areas with limited private off-street charging and constrained charging options.	LEAD <i>Year 1 - 3</i>
4	Partner with industry for the provision of destination charging within U-Park facilities.	PARTNER <i>Year 1 - 3</i>
5	Work with residential strata corporations to remove the barriers of installing EV charging infrastructure within multi-unit dwellings constructed prior to October 2024.	PARTNER <i>Year 1 - 3</i>
6	Advocate to the State Government for a coordinated approach to on-route and hub EV charging networks that considers the aspirations of the City of Adelaide for our community, environment, economy and places.	INFLUENCE <i>Year 1 - 3</i>
7	Advocate to the State Government for inclusion of EV charging provisions in legislation and statutory documents such as the Planning and Design Code and that pertain to EV parking for charging.	INFLUENCE <i>Year 1 - 3</i>

EXECUTIVE SUMMARY

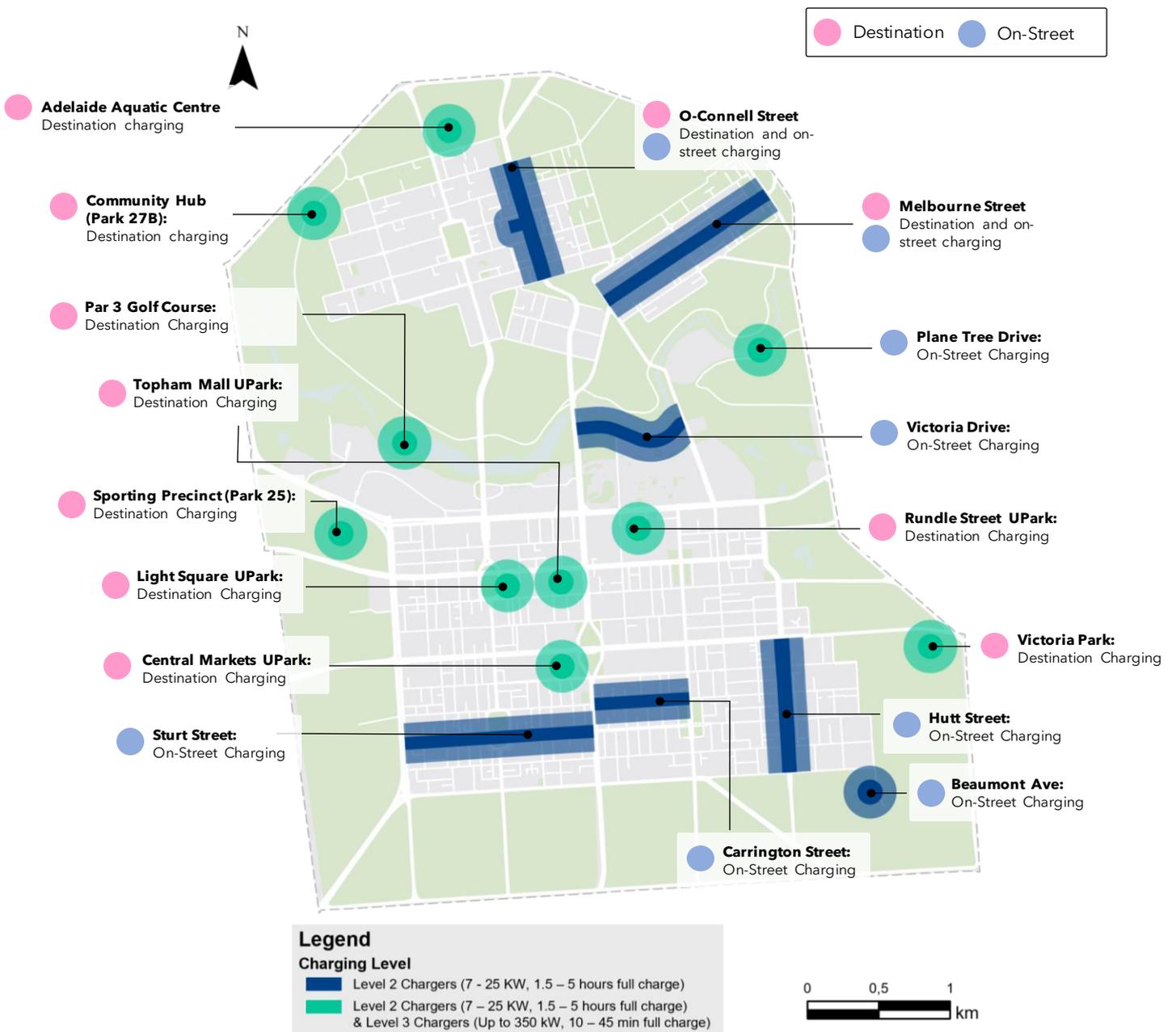
RECOMMENDED PRIORITY LOCATIONS

A summary of priority public charging projects is shown on the map below, represented by a combination of destination and on-street charging.

The public charging initiatives are prioritised based on the areas across the CoA with the highest density of relevant user types and resulting likely demand for EV chargers.

The implementation of on-street charging should be implemented to align with broader amenity and place objectives.

For example, while Hutt Street is identified as a priority location, charging may be provided around Hutt Street area to achieve the same objective if parking is reduced on the main street as part of main street upgrades.



CONTEXT

Relevant policy, existing situation and market trends.

CONTEXT

OVERVIEW

CoA aims to reduce carbon emissions, where transport contributes to 35% of the community's carbon footprint (City of Adelaide Climate Action Plan 2022-2025). Electrification of on-road transport is crucial in meeting the city's objectives outlined in the Climate Action Plan.

For CoA's vehicles, a three-stage rollout of EVs has been outlined in the Zero Emission Vehicle (ZEV) Plan 2019-2030, with the final stage targeting 100% adoption of ZEVs for cars, motorcycles, and buses, and over 50% adoption for light and heavy trucks by 2030.

The provision of charging infrastructure is vital for future-proofing the city and supporting residential, tourism, and business growth. Since 2018, 54 council owned EV chargers have been installed in the city. The demand for charging infrastructure is expected to surge as EV adoption grows.

Almost 90% of the CoA residential population live in medium and high-density housing, including apartments, townhomes, and character buildings (Profile ID). It poses technical and economic challenges to install EV charging infrastructure retrospectively on sites.

Emphasizing public charging infrastructure in the city's EV transition will contribute to its economic competitiveness and appeal to visitors for shopping, employment, tourism, and the Park Lands.

PURPOSE OF THIS DOCUMENT

This document provides recommendations as to the role of CoA in the provision and facilitation of EV charging across the city over the coming years.

The structure of this document is as follows:

- Policy, demographics and land use context relevant to EV adoption across the CoA.
- Market and technology overview, including potential growth scenarios in EV adoption over the coming 10 years.
- Vision and network principles for the rollout of EV charging infrastructure across the CoA, encompassing planning, infrastructure, and investment.
- A roadmap for the deployment of EV charging infrastructure in CoA.



Electric Vehicle Charging Infrastructure at the Joinery, Flinders Street (Source: City of Adelaide)

POLICY CONTEXT NATIONAL AND STATE

NATIONAL CONTEXT

In April 2023, the Australian Government released a National Electric Vehicle Strategy. The Strategy includes a focus on the following commitments:

- Reducing tax on the purchase of new EVs.
- Allocating funds for green car loans.
- Supporting EV adoption in multi-unit dwellings.
- Supporting the deployment of EV charging infrastructure.
- Providing subsidies for new battery electric and hydrogen fuel cell vehicles.
- Modernizing electricity grids to support EV charging demand.

Key initiatives to facilitate the rollout of EV charging infrastructure include:

- \$500 Million through the Driving the Nation Fund.
- \$20.5 Million to support EV uptake through the Clean Energy Finance Corporation.
- A national network of EV chargers on major highways at an average interval of 150km, delivered in partnership with NRMA, an Australian insurance organisation offering roadside assistance.
- A net zero Australian public service by 2030, including 75% low emissions vehicle for new Commonwealth fleet passenger vehicle purchases and leases by 2025.

STATE CONTEXT

Transport is the State's largest emitting sector (Australian Department of Climate Change, Energy, the Environment and Water). As such, the South Australian Government is committed to the electrification of on-road transport.

In 2020, the State Government released the Electric Vehicle Action Plan, which outlines their ambition to bring forward the adoption of EVs and achieve a 50% reduction in State greenhouse gas emissions by 2030 from 2005 levels. The Action Plan includes actions to make EVs the common choice for motorists by 2030, and the default choice by 2035.

Key South Australian targets include:

- All new car sales in the State are electric by 2035.
- By 2030, the government fleet, private taxi and rideshare vehicles will be electric and fully electric commercial fleets will be common.
- By 2030, an aim to have 170,000 EVs on South Australian roads and integrate 1 million EVs into the electricity system by 2040.
- By July 2027 or when EVs make up 30% of new car sales (whichever comes first), road users will be charged 2.5c/km for Battery Electric Vehicles (BEVs) and 2c/km for Plug-in Hybrid Electric Vehicles (PHEVs).

Key State initiatives to support the uptake of EVs in South Australia include:

- Subsidies of \$3,000 for up to 7,000 EVs, along with 3 years of free registration for vehicles first registered between October 2021-June 2025.
- A grant of \$12.4M to Royal Automobile Association (RAA) for a state-wide EV charging network with 530 chargers across 140 sites, over 75% of which are in rural areas. CoA has benefitted from this grant.
- Grant funding of \$3.2M for 9 trials aimed at generating and sharing knowledge about EV smart charging, including charging patterns and preferences.
- Delivering the EV Fleet Pledge Program: businesses shift to zero-emission EVs. CoA is a member of this program.

However, SA remains one of the few states without specific legislation to allow enforcement action against non-EVs parking in designated EV charging bays.

Incentives for Zero Emission Vehicle (ZEV) purchase in South Australia:

In South Australia, new light Zero Emissions Vehicles (ZEVs) are offered three years exemption from registration fees when purchased between 28 October 2021 - 30 June 2025. South Australia also offers a \$3,000 subsidy for the purchase of new light ZEVs valued (inc. retail price, import tariffs, delivery costs, GST and LCT) under \$68,750 - capped at 7,000 vehicles.

Nationally, there are also tax incentives associated with EV adoption - with Fringe Benefit Tax (FBT) waived for the lease of eligible EVs and associated car expenses.

In South Australia ZEVs for passengers (not commercial vehicles) incur the least expensive registration costs among both new and existing passenger vehicles. They fall into the same price bracket as vehicles with 1 to 4 cylinders. The annual registration cost for a passenger ZEV or a vehicle with 1-4 cylinders is less expensive than other vehicle types: \$145 less than the cost for a 6-cylinder passenger vehicle; up to \$455 less than the cost for a Ute or Van weighing more than 1.5 tonnes.

POLICY CONTEXT CITY OF ADELAIDE

A CARBON NEUTRAL AGENDA

The CoA is striving to become one of the world's first carbon-neutral cities. To accomplish this, the Council has developed a Carbon Neutral Strategy 2015-2025 and a Climate Action Plan 2022-2025. The Climate Action Plan specifically prioritises installing an additional 100 public EV and bicycle chargers between 2022 and 2025 in collaboration with partners. It also aims to certify U-Parks as a carbon-neutral service to offset customer emissions.

The Council has undertaken building energy retrofits, purchased EVs, installed PV solar systems, coordinated the procurement of 100% of its electricity from renewable sources and from 2020 has achieved Carbon Neutral certification through Climate Active. To support community emission reduction, CoA has implemented a fast-charging network for EVs that operates solely on renewables and supported over 700 community projects through the Sustainability Incentives Scheme SIS (over \$1.5M investment since 2015).

There are numerous benefits associated with public EV charging, including encouraging the uptake of EVs, ensuring the city remains an attractive and convenient place to visit for EV drivers, and providing alternative options for residents with difficulties charging at home.

The transition to EVs will be a major contributor to reducing carbon emissions in the CoA. The Council is focused on investing in and advocating for better transportation infrastructure to create a more efficient and sustainable transportation system. This will involve improving access and mobility throughout the city and North Adelaide, contributing to the Council's overarching goal of achieving carbon neutrality.

Existing key initiatives that have been implemented for EV charging infrastructure include:

The Sustainability Incentives Scheme:

- 50% up to \$250 - Electric bicycle charging station
- 50% up to \$1,000 - Electric vehicle one way charging station (7 kW to <50 kW)
- 25% up to \$2,000 - Electric vehicle 'smart'* charging station (7 kW to < 50 kW)

Electric Vehicle Demand Management Rebate:

- 25% up to \$1,000 Stand-alone system
- 50% up to \$10,000 Network-integrated system

The CoA is also an inaugural member of the South Australian Government's EV Fleet Pledge program and is implementing one of the 9 State Government funded Smart EV Charging Trials.

The CoA has published the Zero Emissions Vehicle Plan 2019-2030, outlining priority action plans, procurement strategies, and budget for the CoA's EV fleet. Through the second half of 2024 the Council will develop a Transport Strategy which will include the redistribution of car traffic in the city.

Electric Vehicle adoption is key to CoA's ambitions:

The uptake of EVs in the CoA is aligned to the city's key aspirations of being a sustainable, healthy and attractive place to live, work and play. Incentives and EV charging infrastructure are being implemented citywide, but a well-planned rollout is vital to accommodate anticipated EV uptake in the future.

CITY OF ADELAIDE RESIDENT PROFILE

DEMOGRAPHICS SUMMARY

As a capital city local government area, the CoA has a unique population and demographics profile relative to the broader Greater Adelaide metropolitan area. This creates specific implications for the rollout of EV charging infrastructure.

Compared with Greater Adelaide, the CoA has:

- A much higher population density, reflected in a much larger share of the resident population living in apartments – 53.8% compared with the Greater Adelaide average of 5.8%. As a result, a larger share of the city's existing residents are likely to face challenges relating to EV charging provision and space for off-street parking.
- A higher rate of residents that work in their own suburb census boundary (58.1% compared with 14.4% of the Greater Adelaide average), and a higher rate of residents who use active travel for their journeys to work (34.9% compared with 3.7%). As EV ownership grows in the city, there could be a higher proportion kept at home during the day as they are not needed for work travel.
- A lower rate of motor vehicle ownership. There is a much higher rate of dwellings without a motor vehicle (31.3%) compared to the Greater Adelaide average of 7.7%, with car-free and single car households totalling 80.9% of residences within the CoA.
- The high job density in the CoA combined with the much higher rate of car ownership and use for journeys to work in Greater Adelaide has implications for the city's visitor profile (next page) – the city has a large influx of workers each day from the broader Greater Adelaide region that use parking facilities throughout the day. As more vehicles electrify, parking facilities will need to be ready to support EV charging.

Table 1: CoA contextual statistics

Contextual Statistics	City of Adelaide	Greater Adelaide
Population-weighted population density*	144.6	24.2
Job-weighted job density**	543.7	126.2
Population growth (2011-2021)	+28%	+14%
Motor vehicles per adult resident	0.63	0.97
Change in motor vehicles per adult (2011-2021)***	+6.7%	+2.7%
Dwellings without a motor vehicle (%)	31.3%	7.7%
Single car households (%)	49.6%	37.2%
Residents who live in apartments (%)	53.8%	5.8%
Apartments as % of dwellings	59.6%	9.1%
Journey to work by private vehicle	46.5%	87.1%
Journey to work by public transport	17.7%	8.5%
Journey to work by active travel	34.9%	3.7%
% of residents that work in their own suburb	58.1%	14.4%
Index of Relative Socio-economic Advantage and Disadvantage Score	1058	983.4

The City of Adelaide's City Plan has an ambition for a 50,000 people to be living in the City of Adelaide by 2036.

* Population-weighted population density: Density of the population, with the density at each census meshblock weighted by the number of people in that meshblock. Meshblocks with more people are weighted higher, returning the population density at which the average resident lives.

** Same as above, but for jobs. Job density at which the average worker works.

*** Percentage change in total motor vehicles owned per capita (i.e. relative to the change in total number of adults).

CITY OF ADELAIDE CITY USER SURVEY

A DIVERSE CITY USER BASE

Tourism significantly boosts Adelaide's economy, contributing about one-fifth to total employment in South Australia (idcommunity, 2023). In 2021/2022, there were 125,000 international visitor nights and 4.2 million domestic visitor nights in CoA, resulting in roughly 1.3 million domestic day trips.

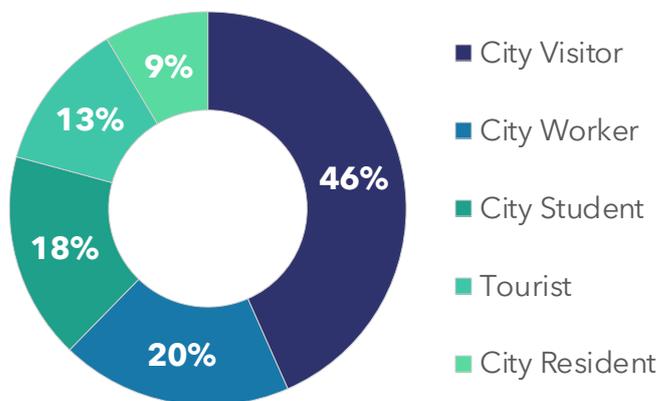
Survey responses from the City User Profile 2022 reveal various CoA user types. It should be highlighted that this survey was only carried out over a single day. The survey conducted in-person interviews with 2,028 city users to understand usage patterns, behaviors, and perceptions in the city.

46% of the people surveyed were classified as visitors (i.e., do not live in the city and come to the city for reasons other than work or study).

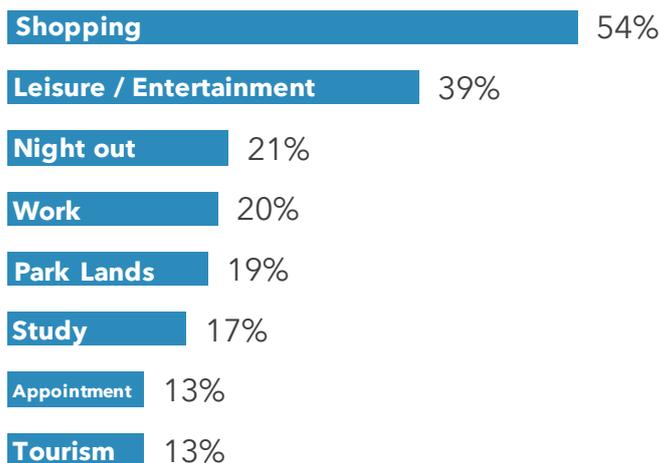
- Among user types, city workers stand out significantly (20%), reflecting the city's role as a thriving hub of employment and business in Greater Adelaide. Around 40% of city workers use public transport, and 40% rely on private vehicles to access jobs within the city - highlighting the influx of private vehicles due to CBD workers.
- Students make up a large proportion of the city's users, comprising 18% of the respondents. The travel mode data reveals that 59% of students prefer public transport, with only 20% driving to the city for education.
- Of the survey respondents, city residents comprise the smallest percentage (9%). Their preference for walking (65%) suggests vehicle owners leave them at home during the day.
- The diverse reasons for visiting the city reflect its dynamic nature - with shopping, work, entertainment, and dining as key motivations.
- The CoA attracts various users, with workers and students comprising the highest proportions - 72% and 56% respectively visiting daily/most days, whereas only 16% of total city visitors come at the same frequency.

The city's population increases significantly during the day due to its range of visitor types. A significant proportion of these people drive to the city. Considering to what extent the city should provide EV charging infrastructure to this cohort and for what purpose is an important policy question.

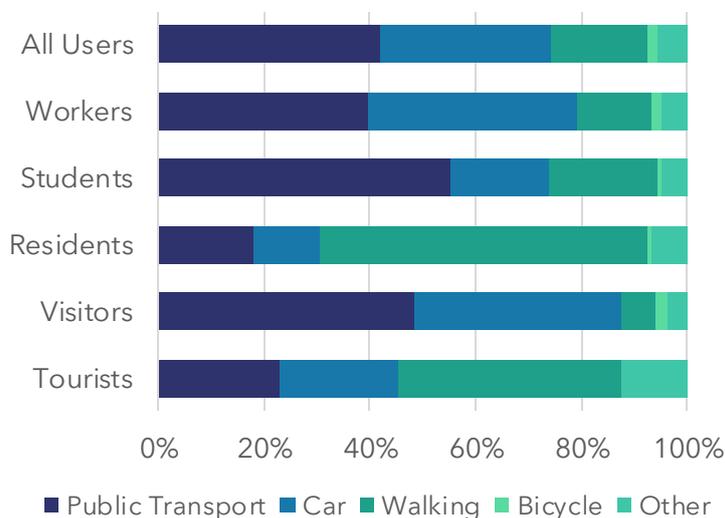
CITY OF ADELAIDE USER TYPES



REASONS FOR VISITING THE CITY OF ADELAIDE



TRAVEL MODE BY USER TYPE



Source: City User Profile 2022 (Self-Reported by Users)

CITY OF ADELAIDE LAND USE PROFILE

A DIVERSE LAND USE MIX

The CoA has a vibrant mix of land uses across its 16 square kilometres, creating a diverse mix of travel attractors for residents and visitors from across Adelaide.

Commercial and retail commercial areas occupy 7.9% and 5.6% of the CoA respectively (13.5% combined), while residential areas cover 12.2%. A large portion of the CoA is comprised of the Adelaide Park Lands.

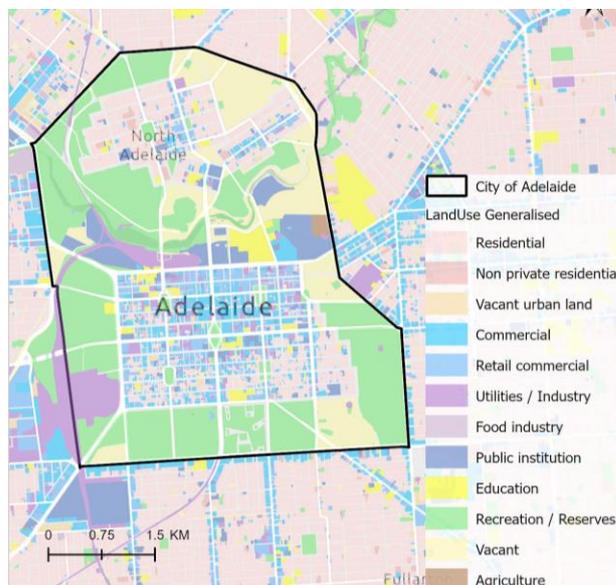
Utilities and industry make up 11.4% and public institutions account for 12.6% of the city's land.

Adelaide features iconic landmarks in the bustling Adelaide Central Activities District, renowned educational institutions, and healthcare facilities of regional significance. The city thrives culturally with attractions like the Adelaide Zoo, Adelaide Museum, and Art Gallery of South Australia. Adelaide's commitment to recreation is evident through the preservation of Adelaide Park Lands and Karrawirra Parri / River Torrens.

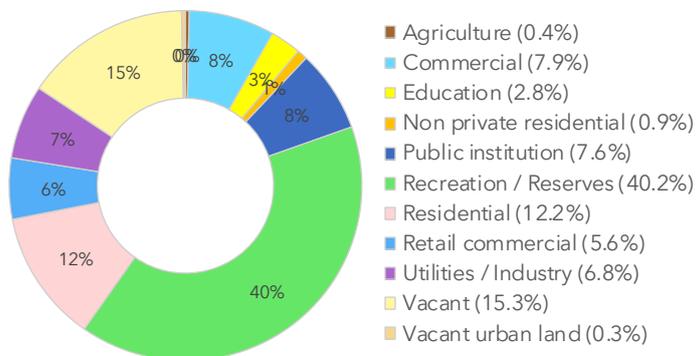
Thriving industries in the city, including accommodation and food services, retail trade, professional, scientific and technical services, and health care and social assistance, all contribute to attracting 315,000 daily visitors, 12,000 city businesses, and 130,000 city workers from across Greater Adelaide and South Australia more broadly.

The provision of EV charging across the CoA will need to consider a range of functions and typologies to serve the diverse land use mix that exists across the city. EV charging provision should be strategically planned to ensure the CoA retains its attractiveness as a place where people live and visit to work, shop and play.

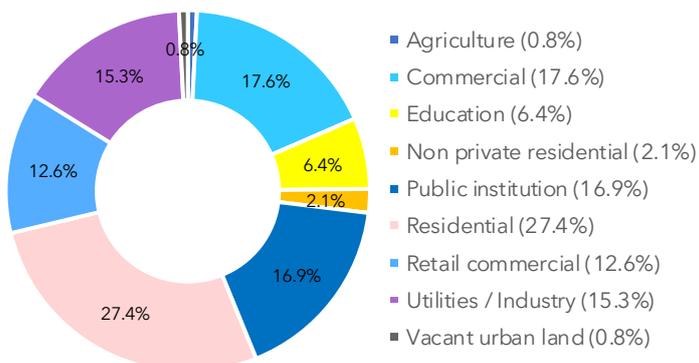
* This data is sourced from the Land Use Generalised Dataset from the Office of Valuer-General South Australia. This layer is a general parcel-based land use derived from the valuation information and land parcel boundaries. The categories are assigned based on economic use of the land, and the predominance of any activity on that land parcel to impart that characteristic on the parcel as a whole. It should be noted that while ~15.3% of the City of Adelaide is classified 'Vacant' - a large portion of this is Park Lands public space.



LAND USE COMPOSITION (INC. PARK LAND)*



LAND USE COMPOSITION (EX. PARK LAND & VACANT)



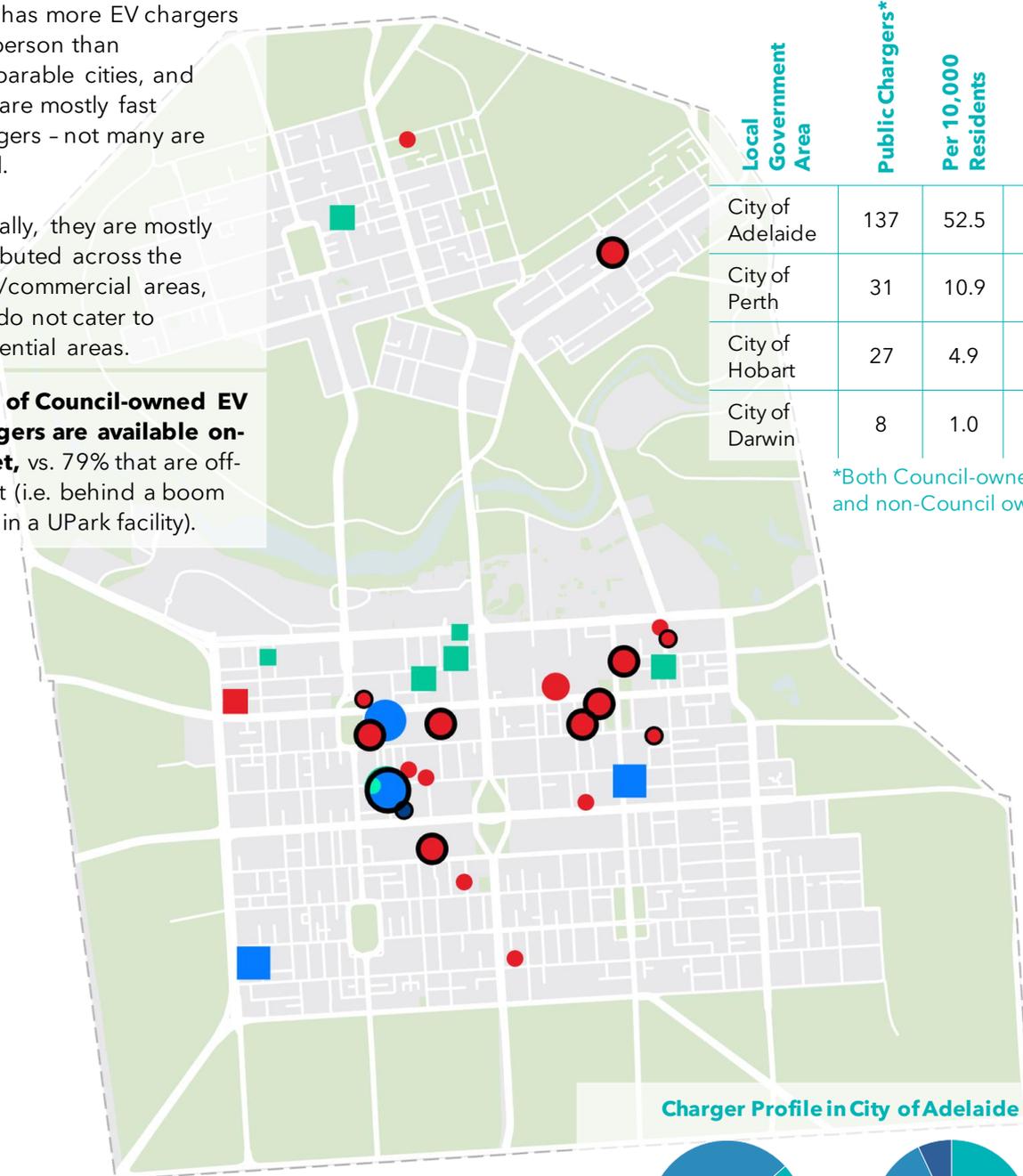
CHARGING INFRASTRUCTURE CURRENT PROVISION

EV CHARGERS ACROSS THE CITY OF ADELAIDE (COUNCIL AND PRIVATELY OWNED)

CoA has more EV chargers per person than comparable cities, and they are mostly fast chargers – not many are rapid.

Spatially, they are mostly distributed across the retail/commercial areas, and do not cater to residential areas.

21% of Council-owned EV chargers are available on-street, vs. 79% that are off-street (i.e. behind a boom gate in a UPark facility).



Local Government Area	Public Chargers*	Per 10,000 Residents	Per 10,000 Jobs
City of Adelaide	137	52.5	10.5
City of Perth	31	10.9	1.8
City of Hobart	27	4.9	4.7
City of Darwin	8	1.0	1.6

*Both Council-owned (54) and non-Council owned

Legend

Charging Capacity

- N/A
- 2.5 - 7 kW (Slow)
- 7 - 25 kW (Fast)
- 25 - 350 kW (Ultra Fast/ Rapid)

Charger Type

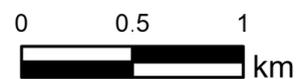
- Type 2
- J-1772
- J-1772 and Wall (NZ/AU)
- Tesla
- Type 2, CHAdeMO, and CCS/SAE

Owner (Outline)

- Council
- Other

Status (Shape)

- Publicly Accessible
- Private



CITY OF ADELAIDE'S EV CHARGING USERS

USAGE OF EV CHARGERS IN THE CITY OF ADELAIDE

CoA's current charging network is internet-connected, allowing anonymised data to be collected about its usage. This data can help to understand the demands on the current network, and the differing demands from different user categories.

CHARGING PATTERNS

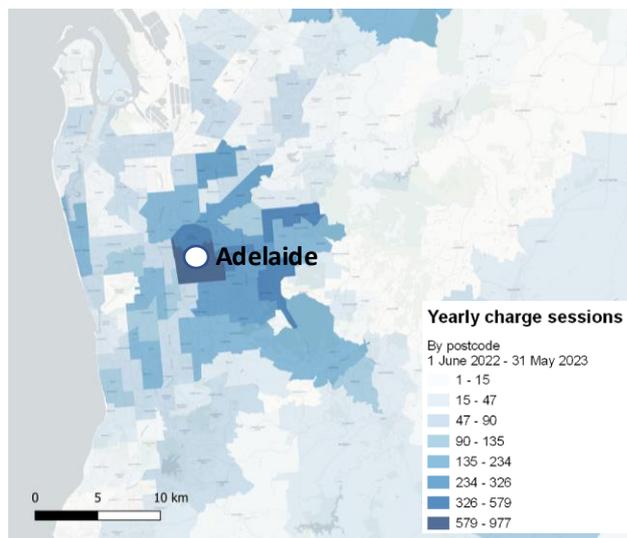
Over the last six years, the number of daily charging sessions in CoA has increased rapidly (right) as EV adoption continues to accelerate, and as CoA develops their charging provisions.

Breaking down charging sessions by driver postcode (right) shows that CoA residents account for approximately 12% of charging sessions - more than any other postcode area. Driver postcodes also reveal that those who live further from the city (and are therefore likely to be driving further) tend to use chargers for longer periods of time.

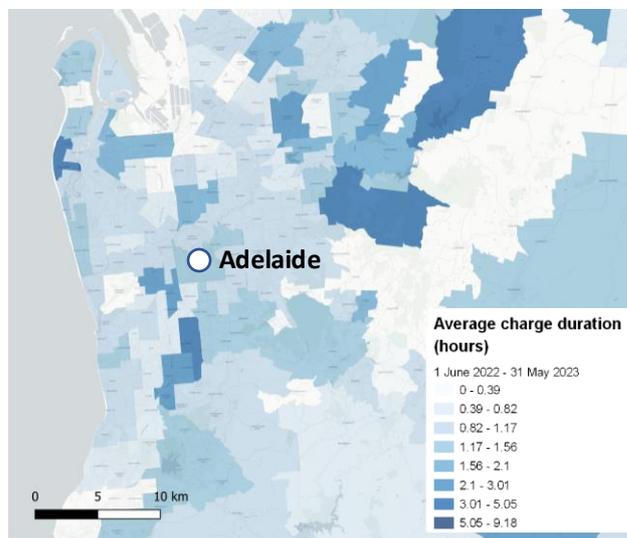
In summary:

- CoA residents account for more charging sessions in CoA than any other postcode area.
- Although CoA residents account for the most charging sessions, they don't charge for the longest periods.
- The overall usage of charging facilities is increasing, and the supply of EV chargers will need to also grow to keep pace with demand for EV charging.
- In 2023, 75 RAA chargers have been added to the local network, contributing to meeting the growing demand.

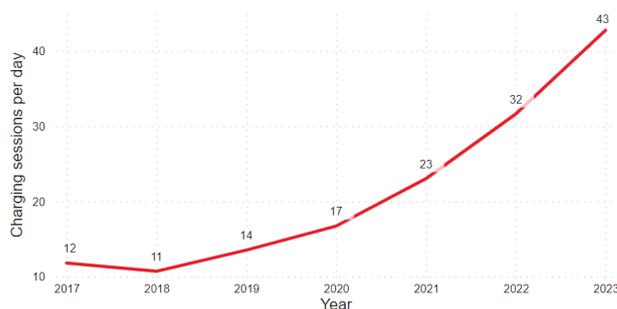
ANNUAL CHARGING SESSIONS BY HOME POSTCODE (JUNE '22 - MAY '23)



AVERAGE CHARGE DURATION BY HOME POSTCODE (JUNE '22 - MAY '23)



AVERAGE DAILY CHARGING SESSIONS



MARKET DEMAND EXISTING EV UPTAKE

CoA IS LEADING THE NATION

Vehicle ownership in the CoA indicates strong transition to low emissions vehicles (AAA EV Index):

- Battery Electric Vehicle (BEV) ownership in the CoA was 0.87% on January 31, 2023. This represents a BEV penetration rate higher than the South Australian and the Australian Capital LGA averages.
- There is a substantial update of hybrid and plug-in hybrid (PHEV) vehicles registered in the CoA, comprising 6.87% of registered vehicles in January 2023.
- By gross registrations, Adelaide (postcode 5000) has the highest number of BEVs and PHEVs in South Australia.
- Benchmarked against individual Australian capital cities, the CoA ranks 4th in terms of Battery Electric Vehicle (BEV) penetration rate and is leading the way in Hybrid/Plug-in Hybrid Electric Vehicle (PHEV) adoption.

Table 2: Low Emission Vehicle Adoption (AAA EV Index)

Adoption (Jan '23)	5000	5006
BEV Registrations	149	57
BEV Registrations Rank in SA	1	12
BEV Penetration	0.79%	1.21%
BEV Penetration Rank in SA	16	2
Hybrid/PHEV Registrations	1485	138
Hybrid/PHEV Reg Rank in SA	1	76
Hybrid/PHEV Penetration	7.85%	2.92%
Hybrid/PHEV Pen Rank in SA	2	20

Table 3: Low Emissions Vehicle LEV Adoption in LG Areas (AAA EV Index)

Penetration rates (Jan '23)	BEV	Hybrid/ PHEV
City of Adelaide Adelaide CBD (5000)	0.87% 0.79%	6.87% 7.85%
City of Melbourne Melbourne CBD (3000)	0.88% 1.14%	5.19% 7.31%
City of Sydney City of Sydney CBD (2000)	1.19% 1.37%	5.18% 7.91%
Brisbane City Council Brisbane CBD (4000)	0.72% 1.08%	3.22% 10.76%
City of Perth Perth CBD (6000)	0.63% 0.44%	3.81% 3.22%
City of Hobart Hobart CBD (7000)	0.93% 0.80%	2.64% 3.51%
City of Darwin Darwin CBD (800)	0.15% 0.16%	2.87% 5.36%



ALL FUELS



INTERNAL COMBUSTION



BEV



HYBRID/PHEV

City of Adelaide	23,640	92.3% (21,811)	0.87% (206)	6.87% (1,623)
Australian Capital LGAs	1,305,398	95.7% (1,249,040)	0.75% (9,788)	3.57% (46,570)
South Australia	1,433,444	97.9% (1,403,202)	0.23% (3,306)	1.88% (26,936)
Australia	38,530,710	97.7% (37,661,982)	0.38% (145,420)	1.88% (723,308)

MARKET DEMAND TRENDS

NEW EV SALES ARE INCREASING

In South Australia, new battery electric car sales surged 174% in the first quarter of 2023 compared to the same period last year.

The growth in sales is attributed to the increasing uptake of BEVs, with the sale of PHEVs remaining relatively consistent across the last year.

There has been a lagging supply of EVs relative to demand. However, a range of low cost BEVs are entering the Australian market in 2023, at a price of less than \$50,000.

This new, lower cost vehicle supply is likely to unlock latent demand for BEVs and as a result will result in further accelerated uptake in the immediate term.

BEV vehicle sales in South Australia surged by **174%** in the first quarter of 2023 compared to the same period last year, outpacing the national growth rate of 158% for new EV sales across Australia in the same period.

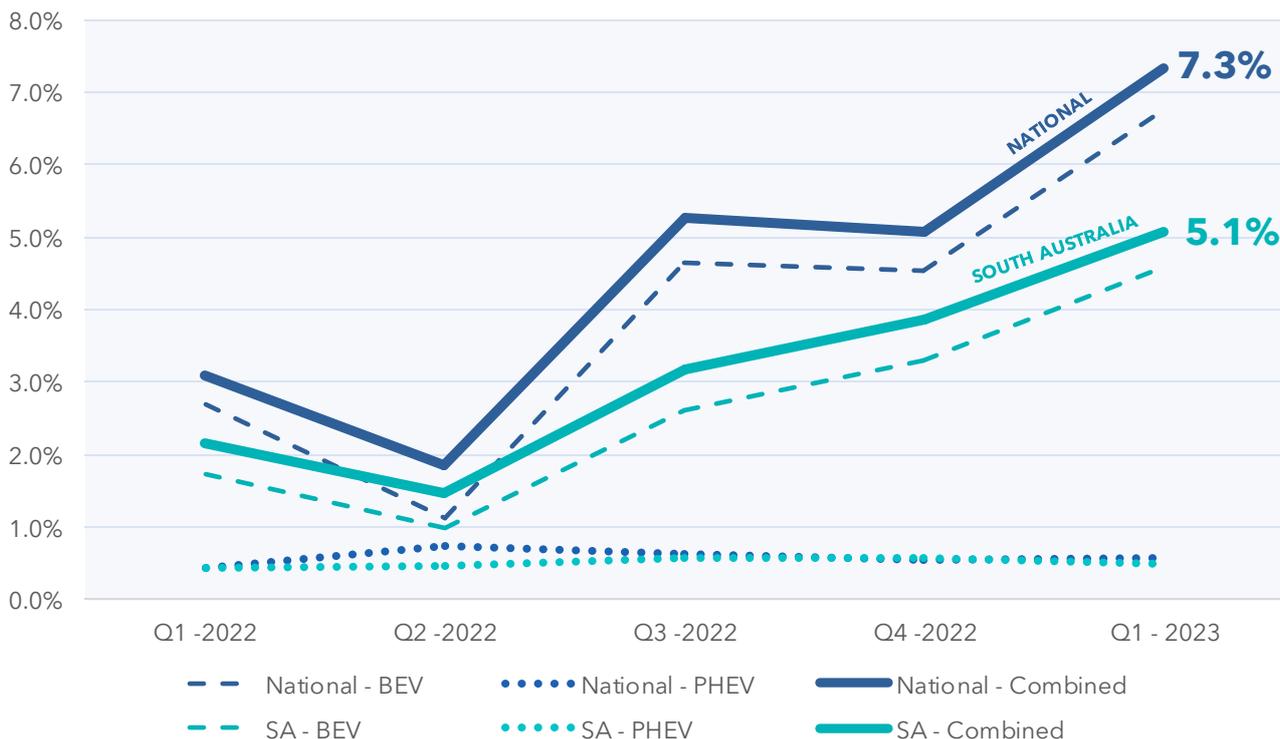
South Australia's share of national BEV sales has only slightly increased from 2.1% of total vehicle sales in Q1 2022 to 5.1% in Q1 2023. However, it still lags behind the nationwide share of 7.3%

South Australians have been more likely to purchase a new BEV and less likely to purchase a new PHEV compared to the national average.

While South Australia is catching up in EV sales, it still lags the national average for EV sales as a percentage of total new vehicle sales (shown below).

(Source: AAA EV Index)

BATTERY ELECTRIC AND PLUGIN HYBRID AS PERCENTAGE OF TOTAL VEHICLE SALES



(Source: AAA EV Index)

MARKET DEMAND POTENTIAL GROWTH

GROWTH FORECASTS

In November 2022, the Commonwealth Scientific and Industrial Research Organisation (CSIRO) provided updated EV uptake projections to the Australian Energy Market Operator (AEMO). The projections comprised of four scenarios, which have been adopted for this study and are shown in the figure below.

Adopting these scenarios for the CoA, the uptake of hydrogen fuel cell vehicles (FCEVs) has not been considered as part of this analysis. Due to the high vehicle costs and refuelling infrastructure requirements, even under the 'hydrogen export' scenario FCEVs are not projected to achieve a significant share of the EV market, with only ~5% share assumed under the CSIRO modelling by 2050.

The growth projections for EVs in the CoA highlights the need to plan for, and facilitate the implementation of, EV charging infrastructure across the city. The four growth scenarios adopted by CSIRO projections for AEMO estimate that the EV market penetration (EV fleet share) will be between 13-39% by 2033.

All growth scenarios indicate an increase in demand for EV charging to varying degrees.

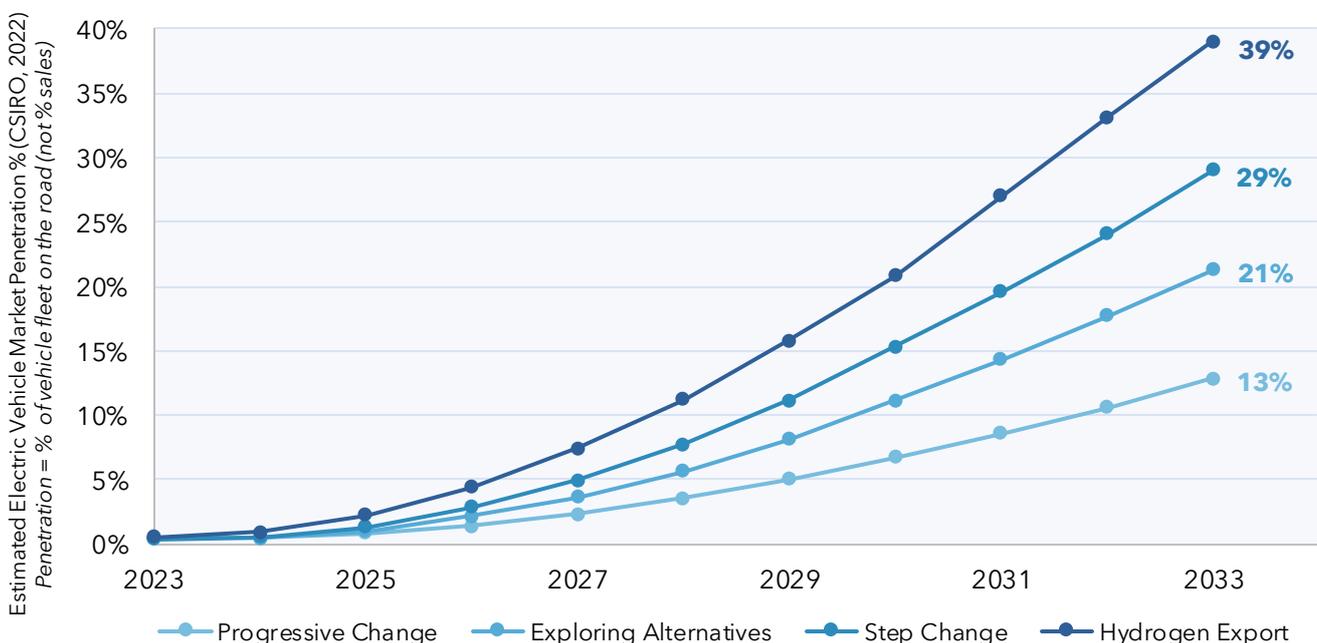
Based on a growth in jobs in the Adelaide CBD in conjunction with a shift towards sustainable modes of transport - if the average daily commuters driving to the CBD in 2033 remains relatively similar to today (50,000), this would equate to between 6,500 and 19,500 EVs entering CoA, per day, for work alone. This is in addition to resident owned EVs which would be permanently parked within CoA.

The CoA currently provides 18,300 parking spaces across the City and North Adelaide, including 3,000 paid on-street parking spaces and 6,000 paid off-street parking spaces.

Assuming that parking assets remain constant while jobs and population grow, and considering the EV market share projected by CSIRO, by 2033 EVs could occupy 13 to 39% of the parking space. However, it is expected that between 80-90% of EV drivers will charge their EVs at home.

While these forecasts are updated each year (and will not be exact), they do send a clear message that EV uptake will increase and that Council-owned assets will need to be EV-Ready to support the growing number of EVs.

POTENTIAL GROWTH SCENARIOS



CHARGING INFRASTRUCTURE TECHNOLOGY

OVERVIEW

EV charging infrastructure can be categorised by levels, modes and types. Average Modern EVs can travel 4.8 km per kWh. Very Efficient EVs achieve 6.4 km per kWh. Less Efficient EVs achieve 4 km per kWh. The most efficient EVs achieve ratings of ~6.7 km per kWh. Due to limitation in the size of the battery, this would translate to an average driving range of 300-600 km per charge for typical EVs. Based on commercial rates of between 32c and 68c per kWh (RAA charging network), a full charge for an EV with a typical 40 kWh battery would cost between \$13 and \$27.

EV user charging patterns vary based on multiple factors.

Research indicates shorter weekday driving distance, with morning and evening peaks in charging (University of Melbourne, 2022). On weekends, driving distances are often longer, indicating leisure or road trips. Home charging is the most preferred location, especially during evenings, and is favored by those with rooftop solar panels. Workplace charging is the second preferred location, while public charging is less prominent. Charging behavior often aligns with off-peak electricity rates, with high activity around 10:00 pm to 1:00 am. (University of Queensland, 2022)

Driving and charging patterns of PHEV owners vary from that of BEV owners, given that PHEVs are not purely reliant on charging.

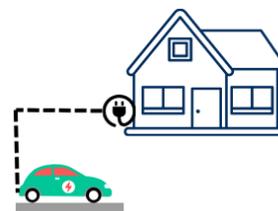
CHARGING LEVELS

Slow Chargers (Level 1)

Level 1 Chargers are typically used in standalone domestic homes to 'top up' daily use of EVs. They use existing power points (10-15A, single phase), in combination with a special cable which connects from the vehicles to the wall. This method will add between 10-20km of range per hour when charged. Level 1 chargers are not commonly used to fully charge an EV overnight.

Typical Characteristics

-  2.5-7kW
-  8-12 hours full charge
-  At-home charging
-  Unearthed and AC household Outlet Type 1 & 2 plugs



Typical cost: <\$500 + installation

Fast Chargers (Level 2)

Level 2 Chargers are dedicated AC EV chargers up to 7kW (32A single phase) or 21kW (three-phase). These are typically installed in homes, apartment complexes, shopping centres and other locations where vehicles will be parked for a long period of time. This method will add up to 40km of range per hour and will deliver a full recharge overnight.

Typical Characteristics

-  7-25kW
-  1.5-5 hours full charge
-  At-work/ destination charging
-  Unearthed and AC with wall attachment Type 1 & 2 plugs



Typical cost: \$900 - \$3,000 + installation

Rapid / Ultra Rapid (Level 3)

Level 3 Chargers are fast and ultra-fast DC chargers, with power ranging from 25kW to 350kW (40-500 Amp, three phase). They are typically found at commercial locations like expressways, shopping centres, and hubs. At 350 kW, these chargers can deliver up to ~350km of range in 10 minutes, with a full charge only taking 10-15 minutes.

Typical Characteristics

-  25-350kW
-  10-45min full charge
-  On route charging/ charging hub
-  Tethered DC only All Plugs



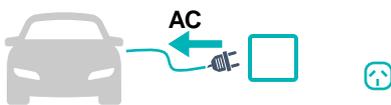
Typical cost: \$25,000 - \$150,000 + installation

CHARGING INFRASTRUCTURE TECHNOLOGY

CHARGING MODES

'Mode' refers to the electronic communication between the vehicle and the power source. Therefore, the mode determines the extent to which the charger can determine the percentage of charge, governed by four different modes. The purpose of this is to avoid overcharging and ensure batteries are charged in a safe and sustainable manner.

Mode 1



A **Mode 1** charger is directly connected from the vehicle to a standard at home socket without specialist safety systems. Their use has been banned in the US and UK over safety concerns. They are typically associated with Level 1 charging and are mostly used for scooters and electric bikes.

Mode 2



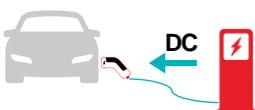
A **Mode 2** charger is a direct home socket to vehicle system, but unlike Mode 1 it has a control box safety system attached to the AC cable. These are commonly used in Level 1 charging and can support both simple and smart charging.

Mode 3



A **Mode 3** charger is permanently connected to the electricity network and is typically associated with Level 2 charging. They take the form of wall boxes, commercial charging points and automatic charging systems.

Mode 4



A **Mode 4** charger supplies DC power and is often called a rapid or super charger. It requires a current converter external to the vehicle to convert from AC to DC and can recharge vehicles much faster than the other three modes. They are associated with Level 3 charging.

CHARGING TYPES

'Type' refers to the model of plug associated with the charging cable and the vehicle inlet. There are two main plug types (Type 1 and Type 2) which are commonly used across different EV models and manufacturers, as well as some specialty plug types.



Type 1 plugs are single-phase plugs that allow for a charging power level of up to 7.4kW. These are typically used in residential charging settings and are also known as J1772 plugs. Type 1 plugs are typically associated with Level 1 charging.



Type 2 plugs are single-phase plugs with three-phase capabilities. When used in private bays, they have charging power levels of up to 22kW. In public charging stations, Type 2 plugs can have power levels of up to 43kW. Most public charging stations are equipped with Type 2 sockets, however EVs can typically be charged by both Type 1 and 2 plugs. *Type 2 plugs are typically associated with both Level 1 and 2 charging.*



Tesla superchargers are bespoke modified Type 2 plugs which can only be used by Tesla vehicles. By using two of the plug's pins for DC charging, *Tesla plugs are able to deliver significantly more power than standard Type 2 plugs of up to 120kW.*



CHAdeMO are plugs used at DC charging stations which can be installed as a second socket by vehicle manufacturers next to the AC charging socket on the EV. These plugs are typically associated with Level 3 charging.



Combined Charging system (CCS) Combo 1 and 2 are based on Type 1 and 2 plugs by adding two additional pins at the base. CCS's are made for DC fast charging. However, the connectors can be used for both AC and DC charging up to 350kW. CCS plugs are typically associated with Level 3 charging.

CHARGING INFRASTRUCTURE TECHNOLOGY

STANDARDS WILL BE NECESSARY

Leading jurisdictions have been considering the impacts and trends of EV uptake over the last few decades. By tailoring policies, incentives and regulations, global leaders have facilitated EV uptake, while minimising downstream costs and increasing charging convenience.

Consistent across geographies is the need to set clear targets for EV uptake over the coming years. Leaders have responded to EV targets by introducing incentives for EV purchasing in parallel with strict and ambitious regulation for charging infrastructure within buildings and in the public domain. Particularly for buildings, setting clear requirements for EV-Readiness provisions, sets the minimum compliance for developers to make their buildings accessible for EVs.

Minimum compliance is an influential tool, as it sets a baseline and ensures new buildings are future-proofed for growing EV uptake.

Regulating provisions during the design phase and before construction allows for a more affordable approach from the outset, while avoiding retrofit costs and additional costs down the line.

DEFINING EV-READINESS

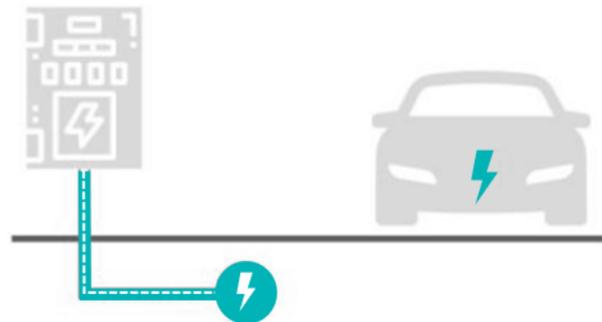
The international standard for EV-Readiness, in reference to an individual car parking bay, follows the three definitions of EV-Readiness: 'EV-Capable', 'EV-Ready' and 'EV-Installed' - each of which are shown on the right of this page.

Leading jurisdictions provide clear guidelines and standards on national or regional levels for EV-Readiness. Norway is largely regarded as the global leader in EV uptake since the emergence of the technology, however its new building regulations are not as strict as some measures in the United States (US) and the United Kingdom (UK).

The following page summarises international building codes, compared against Australia's newly introduced amendments to the National Construction Code to make provisions for EV-Readiness in new apartment, office and other commercial buildings.

EV-Capable Parking Space

Install electrical panel capacity with a dedicated branch circuit and continuous raceway from the panel to the future EV parking spot.



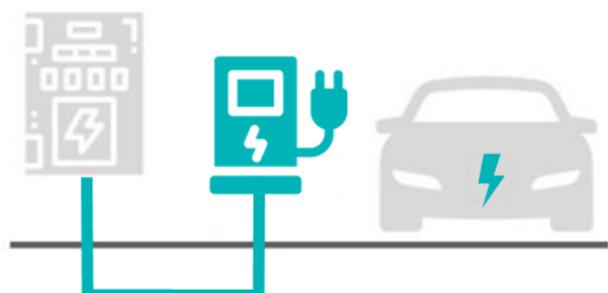
EV-Ready Parking Space

Install electrical panel capacity and raceway with conduit to terminate in a junction box or 240-volt GPO.



EV-Installed Parking Space

Install a minimum number of Level 2 EV charging stations.



CHARGING INFRASTRUCTURE STATUTORY PLANNING

AUSTRALIA HAS INTRODUCED STANDARDS

The provision of EV infrastructure relates to the proportion of total parking bays required within a building to allow the easy future installation of charging infrastructure. This includes the proportion of parking bays, the category of EV-Readiness provided and distinction between building types. A summary of the relevant requirements for EV-Ready Buildings across multiple international jurisdictions' building codes is supplied in Table 4 below.

In 2022, reform to the National Construction Code (NCC) in Australia saw the introduction of EV-Readiness requirements. SA has implemented a transitional extension and these will be in effect from October 2024.

While some international jurisdictions (Norway and San Francisco) have greater mandated requirements, the NCC amendments will facilitate the expansion of EV charging capabilities across new building types in the CoA.

Table 4: Provision of EV charging infrastructure - global standards (EV-I=EV-Installed; EV-R=EV-Ready; EV-C=EV-Capable)

Jurisdiction	Source	Detached dwelling	Apartment	Office	Destination
International	International Green Construction Code, 2021	-	20% EV-R (10< bays)	4% EV-R (20< bays) 8% EV-C 1 EV-I (10< bays)	4% EV-R (20< bays) 8% EV-R staff parking (20< bays)
European Union	Energy Performance of Buildings Directive, 2020	-	100% EV-C (10< bays)	20% EV-C, 1 EV-I (10< bays)	20% EV-C, 1 EV-I (10< bays)
United States					
California	CALGreen, 2020	-	10-20% EV-C	6-10% EV-C	6-10% EV-C
San Francisco, CA	Green Building Code, 2018	-	100% EV-R (developers can choose to voluntarily substitute five Level 2 EV-Installed/Ready/Capable bays with 1 rapid DC charging station)		
San Jose, CA	CALGreen, 2020	-	10% EV-I, 20% EV-R, 70% EV-C	10% EV-I, 40% EV-C	-
Canada					
Vancouver, BC	Building Code Bylaw 10908, 2019	1 EV-R bay	100% EV-R	10% EV-R	-
United Kingdom					
London	The London Plan, 2021	-	20% EV-R, remaining EV-C	10% EV-R, 10% EV-C (DC rapid chargers to be voluntarily provided on a case-by-case basis)	
Europe					
Oslo, NO	EVSE Building Regulation, 2017	-	50% EV-R	50% EV-R	50% EV-R
Australia					
Australia	National Construction Code, 2022		100% EV-R	10% EV-R	20% EV-R
South Australia	Planning and Design Code	<i>No current dedicated provisions within the Code relating to EV charging infrastructure for residential or commercial buildings.</i>			

SUMMARY

The CoA is the densest residential and employment centre in South Australia. This creates unique challenges and opportunities for the EV transition.

- National, State and local policy and planning is aligned to facilitate the decarbonisation of the economy - with transport being a major component in this transition (transport accounts for the highest percentage of South Australia's current emissions).
- The CoA has a high population density, particularly those living in apartments, compared to other parts of the metropolitan area - as well as high job density. Both of these factors create demand for EV charging beyond what can be provided in private residences - which will require on-street and off-street charging solutions.
- Compared with the Greater Adelaide average, the CoA has an environmentally sustainable resident transport profile - with only 46.5% of residents using private vehicles for journeys to work, with the remainder walking, cycling or using public transport. This likely results in a higher relative proportion of residential vehicles remaining in the city during the day, creating possible implications for off-peak charging load.
- Evidenced by the land use composition, the city has a diverse range of activity-generating land use, and subsequent visitors - making it a destination of choice for living, working, shopping, and recreation.
- While there remains a range of possible growth scenarios for EVs in South Australia, it can be expected that EV uptake will increase exponentially over the coming decade. Lower cost EVs entering the Australian market in 2023 are likely to unlock latent demand and drive uptake in the immediate term.
- The CoA owns and operates a large number of parking assets across the City and North Adelaide - equating to 6,000 paid off-street parks, and an additional 12,000+ on-street parks (both paid and unpaid). The City will need a clearly defined role in supporting the transition to EV's.
- CoA has demonstrated strong growth in BEVs and hybrids, demonstrating a community willingness for lower emissions vehicles. This suggests that if this position is retained then there could be even higher adoption in the CoA compared with the projected national average for 2033 of up to 39% of vehicles on the road.
- Amendments to the National Construction Code (NCC) in Australia will see 100% of car parking spaces in apartment buildings constructed from October 2023 be EV-Ready. Similarly, 10% of office car parking spaces and 20% of other commercial buildings will be EV-Ready.
- However, the above standards only apply to new builds. There are a large amount of apartment dwellings, or dwellings without off-street parking in the CoA that will require EV charging retrofit or access to a reliable EV charging network.

IMPLICATIONS FOR THE EV TRANSITION

The current policy environment and existing city context have a number of implications for the EV transition in the CoA:

- As a result of aligned policy at all levels of government - EV uptake will increase exponentially over the coming 10 years, independent of the level of action taken by the CoA. While forecasting EV growth based on demand, it is also important to consider strategies that might discourage car ownership or driving.
- Residential building stock in the CoA currently does not support high penetration of private charging infrastructure. Notably, the most recent amendments to the National Construction Code (NCC) in Australia stipulate that starting from October 2024, 100% of car parking spaces in apartment buildings must be EV-Ready.
- With workers and visitors continuing to use private vehicles to the CBD and North Adelaide, accommodating EVs is important. The updated NCC mandates 10% of office car parking spaces and 20% of other commercial buildings to be EV-Ready. Public charging solutions will be required to maintain the CoA as a preferred destination for visitors. The city must determine how to effectively provide EV charging infrastructure in response to these requirements.

In addition, current market and technology trends have the following implications for the EV transition in the CoA:

- EV uptake will grow among the CoA residents, business community workers and visitors. As a result, an increasing number of daily visitors using the city's parking assets will be driving EVs.
- Transitioning Council-owned parking assets to EV-Readiness may require additional electricity/switchboard capacities and other infrastructure works, however this does present an opportunity for the CoA.
- Given the CoA ambitions to be both a thriving community of residents but also of visitors, an equitable rollout of public charging that considers the diverse range of land use typologies that exist within the city is recommended.
- The adoption of EVs not only alters the facility requirements for parking buildings, but it also has implications for the structural integrity and design of the new buildings due to EVs being significantly heavier than internal combustion engine (ICE) vehicles.
- The additional weight of EVs also has implications for the structural integrity of existing multilevel U-Park facilities.

THE CITY'S ROLE & STRATEGIC RECOMMENDATIONS

Recommended role of the City of Adelaide in EV charging provision and associated strategic recommendations

OVERVIEW

The CoA is positioned within the EV ecosystem with both a high level of vested interest in EV charging across the system and a high ability to influence the rollout of EV charging infrastructure over time.

The diagram to the right illustrates the process used to define Council’s role in the rollout of EV charging infrastructure.

Key elements of this process are:

- **Vision-Led:** It is crucial that the EV charging network evolves in-line with the city’s ambition and principles.
- **A Range of Potential Roles:** There are a range of potential roles that CoA could take within the EV charging ecosystem, ranging from investing or owning to partnering with third-party providers.
- **A Range of Charging Typologies:** There is a range of different charging typologies that are suited to differing user needs.
- **Spatial Charging Need:** It is important to understand charging needs spatially, define where certain charging typology types are suited and needed, and what Council’s role should be in different contexts.
- **Council’s Role and Initiatives:** This approach results in a place-based outcome whereby CoA’s role is tailored to spatial contexts across the city (e.g. it may be different in dense urban activity centre vs. mixed use or residential - even for the same charging typology).



NETWORK VISION & PRINCIPLES

Based on the broader liveability objectives of CoA combined with the growth in EV uptake, the CoA's overarching role should be to balance market demand for accessible EV charging infrastructure with broader built environment, land use and integrated transport outcomes.

The Vision and Network principles below provide guidance for the rollout of charging infrastructure.

In addition to these principles, there is an important integrated transport overlay that should also influence supply of charging infrastructure - discussed further in this section.

CoA should seek to strategically influence and implement charging infrastructure while facilitating liveable, healthy neighbourhoods.

EV CHARGING NETWORK VISION

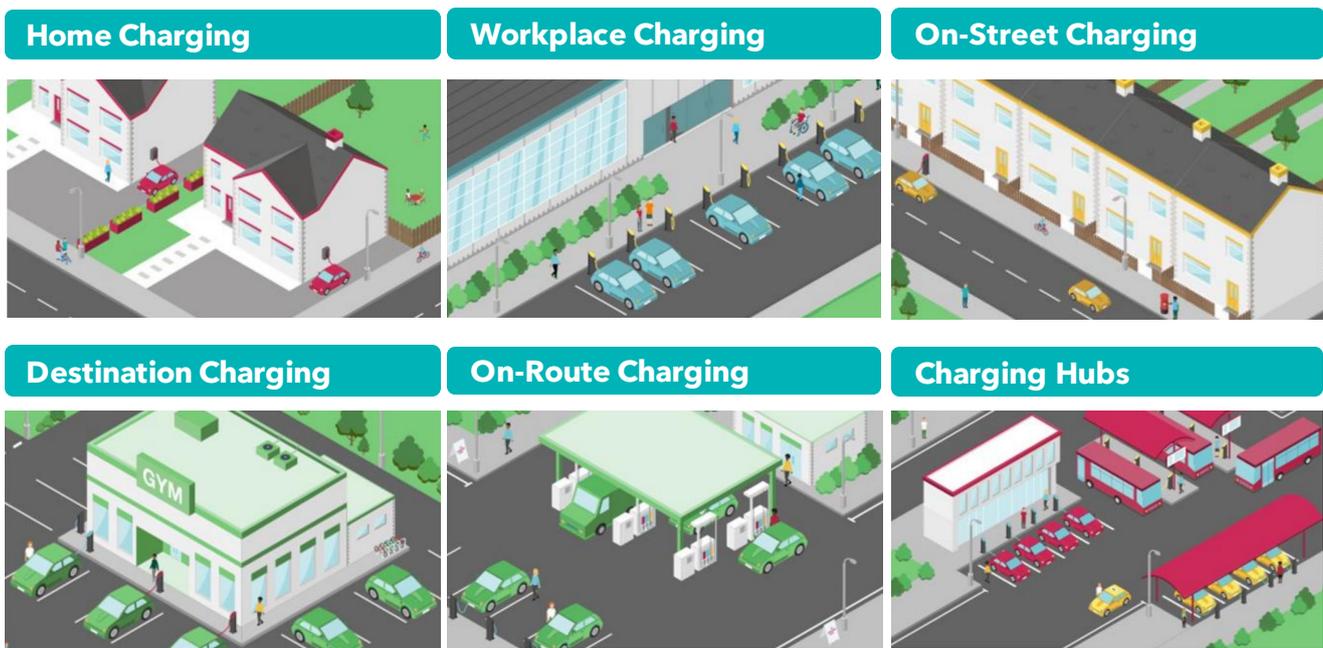
Public EV charging infrastructure in the CoA is available for all user types who need it - catalysing the uptake of EVs in Adelaide. The city's EV charging network is developed such that it contributes to an overall sustainable transport system and maintains the city as an attractive place to live, work, and as an exciting destination for a range of visitor types - contributing to Adelaide becoming one of the world's first Carbon Neutral Cities.

	Driving a Carbon Neutral City	<ul style="list-style-type: none"> • Aligned to sustainability action plans and objectives • Powered by renewable energy • Integrated with active transport infrastructure
	Fosters attractive and competitive destinations	<ul style="list-style-type: none"> • Aligned to key destinations • Facilitates a range of visitor types across the Council area • Supports businesses, events, and visitations
	User-Oriented, convenient and consistent	<ul style="list-style-type: none"> • Interoperable, allowing charging for various vehicle types • Reliable and minimizes network downtime and disruption • Conveniently located to support city users
	Future-ready and innovative	<ul style="list-style-type: none"> • Seeks to leverage new technologies • Seeks opportunities for pilots and trials • Leverages digital technology for management
	Fair and equitable	<ul style="list-style-type: none"> • Meets the needs of all city user types, including residents • Equitable provision to support all levels of socio-economic status • Equitable provision to support businesses
	Leverages partnerships and collaboration	<ul style="list-style-type: none"> • CoA are active across advocacy, education, partnership and provision • Charging infrastructure is delivered in partnerships with the private sector where appropriate • Electric vehicle owners have access to information on latest trends and opportunities

A RANGE OF POSSIBLE CHARGING TYPOLOGIES

There are a range of different charging typologies that have potential applications in different contexts across the city. Please refer to Appendix A for more details.

The role Council should ideally play in facilitating implementation will depend both on the charging typology, and the place-based context.



There are general trends in charging levels depending on typology (for example, lower charging level for home chargers vs. generally higher charging levels for short-term charging locations such as on-route or charging hubs).

However, specific charging levels provided may be specific to the location, it's urban context, infrastructure constraints and associated user preferences. An overview of general charging levels that are most common among the various charging typologies is shown below.

 SLOW Level 1 2.5-7kW 8-12 hours full charge	 FAST Level 2 7-22kW 1.5-5 hours full charge	 RAPID/ ULTRA-RAPID Level 3 25-350kW 10-45 minutes full charge
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Home	
Workplace	
On-Street	
Destination	
On-Route	
Charging Hub	

COUNCIL ROLES OWNERSHIP VS. PARTNERSHIP

With exponential growth expected in the EV market - the provision of EV charging infrastructure will change from what has up until now been in many cases supported by government to spur initial demand in the industry and convey sustainability objectives.

The EV charging market is now building momentum and will become a large-scale endeavor with a range of private entities seeking to supply charging to vehicle owners.

This maturing market may require government intervention in some cases - such as to ensure equitable distribution of EV charging for lower socio-economic groups.

However, as a capital city with significant demand drivers (e.g. population density, employment density and activity density) - significant market failure is unlikely and CoA are well positioned to partner for EV charging provision, particularly through more market-led models such as private ownership and operation.

	Invest, Own, Operate: <i>Council Owned, Council Operated</i>	Partner: <i>Council Owned, Privately Operated</i>	Partner: <i>Council Coordinated, Privately Owned and Operated</i>
Business Model	Council pays for contractors to install chargers and pays for the equipment and installation. Council then operates.	Council pays for contractors to install chargers, paying for the equipment and installation. Council then contracts Charge Point Operators to operate.	Council identifies charging opportunities/needs and seeks proposals from private sector operators to install and operate.
Organisational Change	Highest	Moderate	Lowest
Key Benefits	<ul style="list-style-type: none"> • Council maintains direct control. • High density of EV chargers through combined Council and private provision. • Additional revenue stream for Council. • Can spur initial growth. 	<ul style="list-style-type: none"> • Council does not bear the risk of building, operating and maintaining. • Council can receive a revenue stream from the operator (in addition to e.g. car parks). 	<ul style="list-style-type: none"> • Council does not bear the risk of building, operating and maintaining. • Council does not bear investment risk associated with technological change. • High density of EV chargers can be achieved in high activity areas (such as CBDs). • Potential revenue stream from permitting and licensing
Key Disbenefits	<ul style="list-style-type: none"> • Council carries significant technological risk. • Council carries financial risk. • Council is required to undergo significant organisational change. • Additional operating costs for Council (e.g. staffing). 	<ul style="list-style-type: none"> • Relies on Council capital outlay, asset management and renewal. • Council carries technological risk. • Revenue uncertainty. • Council still requires additional operational expertise to manage charging network. 	<ul style="list-style-type: none"> • Driven by commercial returns, there is a chance of inequitable provision if fully market-led. • Without regulation or subsidies charging could become expensive.
Suitability	As a capital city, most charging demand can likely be met by the market without the need for widespread Council ownership and operation. CoA is not a private business, and therefore alternative models (partnership) could effectively manage the associated risks.	While in theory this model avoids operational risk there is still ownership risk associated with changing technologies. Initial capital is required, and while funding from a granting body or the State Government is possible, it should not be assumed as the default. CoA can adopt this model in specific circumstances however private ownership is preferred to avoid key risks.	As a capital city, CoA has the opportunity to leverage the market to supply EV charging infrastructure while avoiding key risks. CoA can play a coordination role and provide incentives/subsidies in select cases if required to achieve equitable outcomes.



INCREASING SUITABILITY AS EV MARKET MATURES

COUNCIL ROLES OWNERSHIP VS. PARTNERSHIP

While Governments and Councils have invested, owned and operated EV charging infrastructure to spur initial supply and support the early adopters - there is increasing incentive for commercial charging providers to respond to increasing market demand, changing the role of government.

Instead, local government are opting to partner with private charging providers, while maintaining an overarching coordination role and ensuring charging supply meets broader city objectives, without needing to own and operate themselves.

This model is highly applicable for CoA as a centre of heightened demand in Adelaide.

- With technology changing rapidly, CoA can avoid technological risk associated with charging infrastructure that may be obsolete or outdated in 5-10 years.
- If CoA receives Government funding in targeted instances to support EV charging equity, it can partner with operators for operation similar to the current model employed by the CoA in some UPark destinations.
- Even under this model, there is still organisational change and capacity building needed to manage the Council-owned charging network.
- The exception to this would be investing in the installation of charging infrastructure for its own fleet, where Council can own and operate its own charging stations at its depot.
- As the EV market transitions from early adopters to a broader majority, the demand for EV charging will increase significantly and as such, there will be greater incentives for commercial EV charging suppliers to respond.
- As a capital city, there will be heightened market demand in CoA that is likely to incentivise private sector operators to provide charging infrastructure.
- Considering potential challenges like high installation costs, uncertainties in return on investment, usage rates, demand fluctuations, and risks of technology obsolescence and costly upgrades, CoA should prioritise partnerships with charging suppliers over investing and owning itself.
- Rather than owning infrastructure itself, CoA can form arrangements with private operators on a select basis where support is needed to achieve equitable provision across the city.
- Adopting a 'leadership' and 'partnership' role assumes no net additional operating cost of chargers to the CoA due to a private sector delivery and maintenance model.
- Providing EV charging facilities at UPark to maintain market share and competitiveness in the provision of parking.

COUNCIL ROLES LEAD, PARTNER AND INFLUENCE

Depending on the context and demand drivers specific to each location, the CoA may need to lead, partner or influence as appropriate.

The three roles for CoA are summarised below, which form the basis for the strategic recommendations forming the roadmap at the end of this section.

LEAD

Leadership by CoA does not need to involve investing, owning and operating charging infrastructure.

While Council already owns and operates a significant portfolio of parking assets across CoA, it is able to lead by preparing the necessary frameworks to enable the strategic and equitable rollout of EV charging across the city, as identified in the Recommended Locations section of this report.

Under this model Council would support a market-driven rollout of appropriately rated EV chargers by establishing a clear framework which defines Design and Operating Guidelines for public EV charging Infrastructure, pricing structures, signage and approach to parking enforcement, expression of interest procedures and potential incentive schemes.

Under a market-based provision model, this role would not require significant CoA operating resources for the charging infrastructure itself.

PARTNER

Under this role Council partners with private third parties who own EV chargers and manage charging services. The third-party is then responsible for installation, operation and maintenance of the charging infrastructure.

This does not mean CoA is foregoing revenue, as there are options for licence fees or lease of space for charging operators.

Specific agreements could vary, dependent on business models, noting current existence of advertising supported models.

Under this model, CoA would both partner to enhance the EV charging supply in existing U-Park facilities, as well as enabling strata corporations of multi-unit dwellings to meet National Construction Code EV Ready standards. CoA can play an active role in supporting this transition.

INFLUENCE

Under this role CoA plays an advocacy and influence role to facilitate the rollout of EV charging infrastructure.

This may include advocating to the South Australian Government for subsidies or support for EV charging suppliers (or residents, or strata communities).

It may involve advocating for broader State transport outcomes that influence the need for various charging typologies.

The CoA may advocate for a coordinated approach to the planning of on-route and charging hub charging typologies across Greater Adelaide, particularly in consideration of the city's aspirations for community, environment, economy and place.

COUNCIL ROLES LEAD, PARTNER AND INFLUENCE

In addition to leading on establishing the right frameworks before partnering for EV charging supply, CoA should play an active role in influencing and informing a range of stakeholders to both accelerate the EV charging transition and achieve its broader integrated transport objectives.

Influencing includes upwards through advocacy to the State Government, as well as influencing outcomes across the city by controlling locations and design outcomes of public charging. Information should be consistent across CoA and provide clear guidance on EV charging installation.

RECOMMENDED COUNCIL ROLES

LEAD AND PARTNER



- It is recommended that CoA leads and then partners with private sector companies for their expertise, experience, and efficiency in handling EV infrastructure.
- Council's primary role should be identifying land and parking spaces - where it can provide long term lease arrangements for private operators to provide infrastructure.
- Under this model, CoA does not take the technological and operational risk.
- It is important that clear agreements around maintenance are established up front so that charging stations are operational when users need them.
- Private sector involvement brings about innovation, competition, and diverse offerings in the EV charging market, leading to improved services and options for users.

INFLUENCE



- CoA should translate a clear policy direction into outcomes at a local level through aligning charging provision with broader city objectives and facilitating high-quality urban realm outcomes.
- CoA should advocate for ample State and Federal Government funding to back EV infrastructure, covering station installation, maintenance, upgrades, and expansion.
- Establishing clear State-level strategies is vital to manage congestion from future population growth.
- Promoting incentives and subsidies is necessary to boost EV adoption and drive the installation of charging infrastructure.

CASE STUDY EXAMPLES



LEAD: Hornsby Shire Council

To ensure fair and unbiased charging practices, it is crucial to establish a strong framework encompassing site selection criteria, design considerations, parking configurations, charging technology, and leasing arrangements when entering a partnership.



PARTNER: Nottingham City Council

With a grant from the UK Government, NCC partnered for the installation and management of 400+ charging points across the Council area, as well as creating a package of measures to support businesses and residents to transition - including a business incentive scheme (up to 75% NCC matched funding).



PARTNER: Oxford City Council

While the Oxford City Council received a grant from the UK Government to invest in EV charging infrastructure - they still opted to contract out the operations of this infrastructure to the private sector. Commercial operators leased the charge points for up to eight years, handling maintenance, operations, and customer service.



PARTNER: Maribyrnong City Council

The Electric Vehicles Charging Infrastructure Policy specifies the consideration of EV charging in new developments, which has been aligned to the Sustainable Design Assessment in the Planning Process (SDAPP) Framework for sustainability assessment in the planning process.

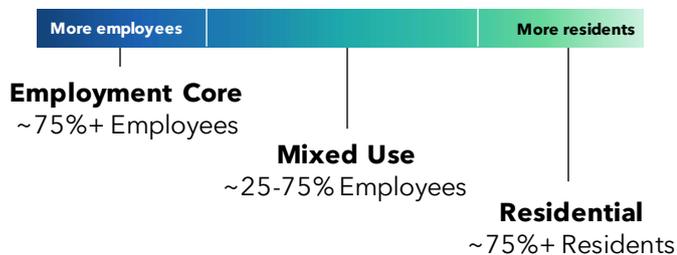
SERVICE LAYERS OVERVIEW

DEFINING SERVICE LAYERS

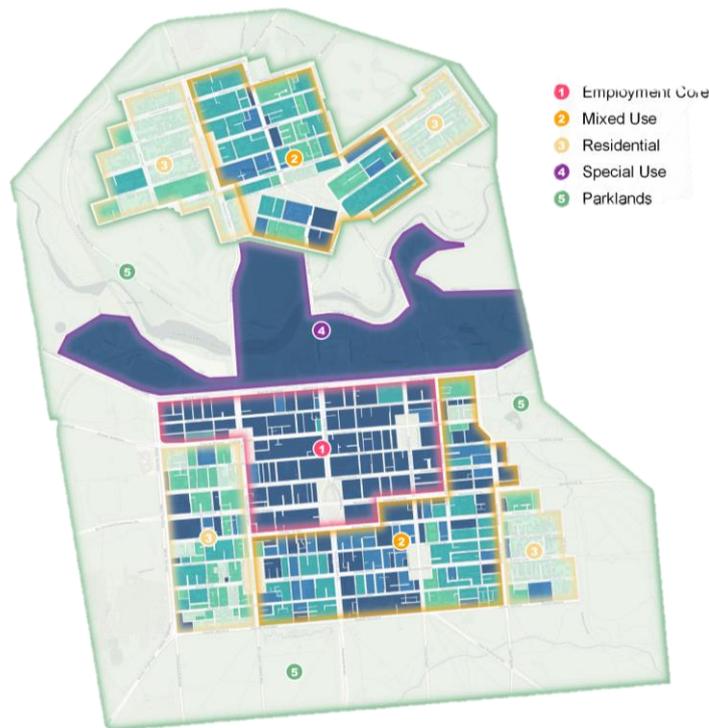
The urban composition and associated user types across the CoA varies, and as such different charging typologies will be required in different combinations depending on the urban context.

By defining broad 'service layers' across the CoA, charging typologies are considered with more nuance and distinctions as Council's role across these different areas is articulated.

Three core service layers are defined based on composition of employees and residents:



Two additional service layers are defined with unique characteristics - the Park Lands and Special Use Precincts.



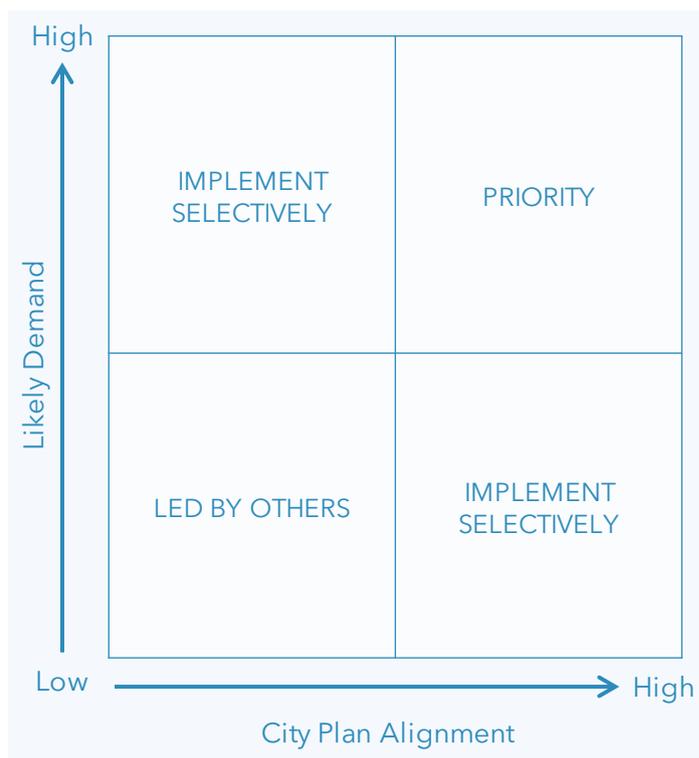
PRIORITISATION APPROACH

For each service layer, a prioritization approach has been applied to assess each charging typology against two factors:

- 1. Likely Demand:** Based on the composition of user types across this service layer, what is the likely demand for a given charging type?
- 2. City Plan Alignment:** What are the broader integrated transport principles that are emerging from the City Plan that influence how charging should be considered/applied/controlled in each distinctive service layer?

Each charging typology is assessed at service layer level using this prioritization matrix, highlighting priority charging types, those that should be implemented selectively, and those that should be discouraged or are not applicable.

The results of this process are summarized to define CoA's role in different contexts.



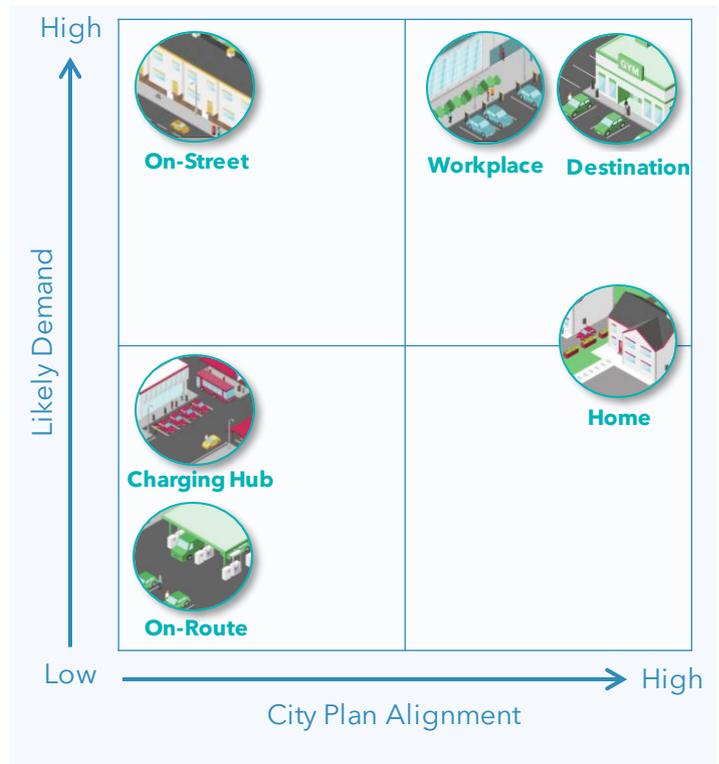
SERVICE LAYERS EMPLOYMENT CORE

DEMAND / NEED

- Highest employment density in the CoA
- Highest aggregation of destinations in the CoA
- Some residential however lower levels of residential density than other residential/mixed use areas.

CITY PLANNING PRINCIPLES

- Core employment centre with walking as the primary travel mode within the high-density precinct;
- Streets are pedestrian-oriented with high amenity (i.e. not cluttered);
- On-street parking spaces transition to higher value use (e.g. parklets); and
- Increasing public transport and active travel mode share for access to the service layer over time, and a shift away from private vehicles.



KEY CHARGING TYPOLOGIES - EMPLOYMENT CORE



Workplace

With the highest employment density across the CoA, private vehicles will undoubtedly make up some portion of the travel demand for employees, and as such businesses providing car parking will be expected to provide EV charging infrastructure over time.

Likely Charging Levels

Level 2 charging (7-25kW, 1.5-5 hours full charge)



Destination

With a range of destinations across the employment core, destination charging will be required to support visitors. To support integrated transport outcomes, destination charging should be prioritised off-street.

Likely Charging Levels

Mix of Level 2 and Level 3 charging (7-25kW chargers, 1.5-5 hours full charge / 25-350kW chargers, 10-45-minute full charge)



Home

There are a number of residents who live within the employment core. While residential density is lower across the general area than other parts of CoA, those residents that do live in this area are mostly living in apartment buildings. Those who own private vehicles will want/require charging solutions.

Likely Charging Levels

Level 1 charging (2.5-7kW, 8-12 hours full charge)

RECOMMENDED
COA ROLE

Council informs and promotes the benefits of the EV transition to encourage businesses to install EV charging in their parking spaces or to have business EV fleets charge in UPark facilities.

Council partners with charging providers to facilitate the provision of EV charging in UPark facilities, and advocates to facilitate broader destination charging rollout.

Council considers intermediary solutions for apartment dwellers in setting up at-home charging and opportunities to support residents with EV charging in UPark facilities.

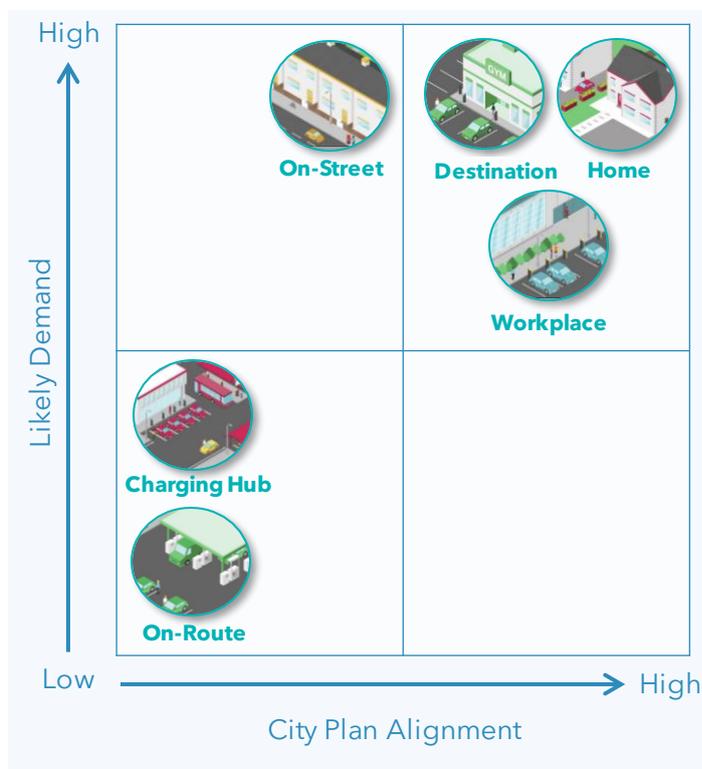
SERVICE LAYERS MIXED USE

DEMAND / NEED

- Combination of moderate to high employment density and moderate to high residential density.
- Relatively high aggregation of activity generating land use, such as restaurants, particularly on 'main streets' such as Melbourne Street and Hutt Street.
- Relatively high concentration of hotels.

CITY PLANNING PRINCIPLES

- Mixed use areas offer a diverse range of opportunities in close proximity to residents, with active travel prioritized for local movements.
- Residents have access to a diverse range of mobility options and are less reliant on private vehicles than Greater Adelaide generally.
- Residents who own private vehicles are not reliant on them for short distance local journeys.



KEY CHARGING TYPOLOGIES - MIXED USE AREAS



Home

Mixed use areas maintain a relatively high night-time residential population. Residents who own EVs in mixed use areas will want charging infrastructure, however many live in apartment dwellings making this more challenging at home. Yet, numerous reside in apartment buildings predating changes to the NCC, posing challenges for home EV charging.

Likely Charging Levels

Level 1 charging (2.5-7kW, 8-12 hours full charge)



Destination

These areas offer a high availability of purpose-built visitor parking, such as at the Central Market. EV charging infrastructure is likely to be considered on a case-by-case basis by the owner and operator.

Likely Charging Levels

Mix of Level 2 and Level 3 charging (7-25kW chargers, 1.5-5 hours full charge / 25-350kW chargers, 10-45-minute full charge).



Workplace

While not as dense as the employment core, there are a number of jobs throughout the mixed-use areas of the City and North Adelaide which will likely see employers under pressure to provide EV charging solutions.

Likely Charging Levels

Level 2 charging (7-25kW, 1.5-5 hours full charge)

RECOMMENDED COA ROLE

Council considers intermediary solutions for apartment dwellers in setting up at-home charging and opportunities to support residents with U-Parks with EV charging.

Council partners with charging providers to facilitate the provision of EV charging in U-Park facilities and advocates to facilitate broader destination charging rollout through change to the Planning and Design Code.

Council informs and promotes the benefits of the EV transition to encourage businesses to install EV charging in their parking spaces or to have business EV fleets charge in U-Parks.

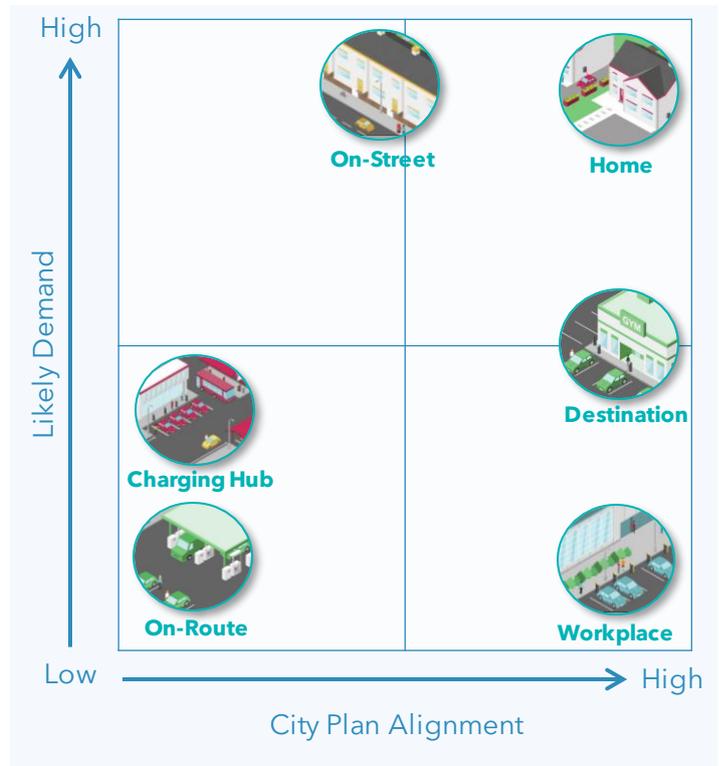
SERVICE LAYERS RESIDENTIAL

DEMAND / NEED

- Primarily residential land use with a mix of activity generating land uses throughout.
- Primary demand for charging from residents.
- Generally lowest levels of activity density.

CITY PLANNING PRINCIPLES

- Streets are walkable and cyclable, contributing to healthier communities and active travel to broader destinations within the CoA.
- Over time, residential areas (which do have some local amenities however generally lower than other areas of the City) will diversify in land use, with a growing number of supermarkets and other everyday destinations within walking distance of residents.



KEY CHARGING TYPOLOGIES - RESIDENTIAL AREAS



Home

At-home charging will be in demand for residents, including those in apartment dwellings without access to charging facilities, as well as those with and without off-street parking. Where possible, at-home charging should be encouraged over public infrastructure, reliance on which would impact city amenity.

Likely Charging Levels

Level 1 charging (2.5-7kW, 8-12 hours full charge)



Destination

These are purpose-built visitor parking areas that with EV charging infrastructure is typically evaluated individually by the owner and operator, especially in retail settings.

Likely Charging Levels

Mix of Level 2 and Level 3 charging (7-25kW chargers, 1.5-5 hours full charge / 25-350kW chargers, 10-45-minute full charge).



On-Street

On-Street charging risks negatively impacting residential amenity and therefore should be carefully applied only where truly needed, such as in locations where off street parking capacity is limited. Most suitable near adjacent local amenities (e.g. near Melbourne Street in North Adelaide).

Likely Charging Levels

Level 2 Charging (7-25kW chargers, 1.5-5 hours full charge).

RECOMMENDED COA ROLE

Council informs and considers opportunities to provide intermediary solutions for apartment dwellers while they arrange at-home charging solutions (e.g. through utilisation of nearby destination charging).

Council can leverage U-Parks and destination charging to support residents who may not have access to home chargers.

Council considers the provision of on-street charging only where no off-street alternative is available, and plays a coordination role in controlling urban realm outcomes to avoid oversupply in residential areas.

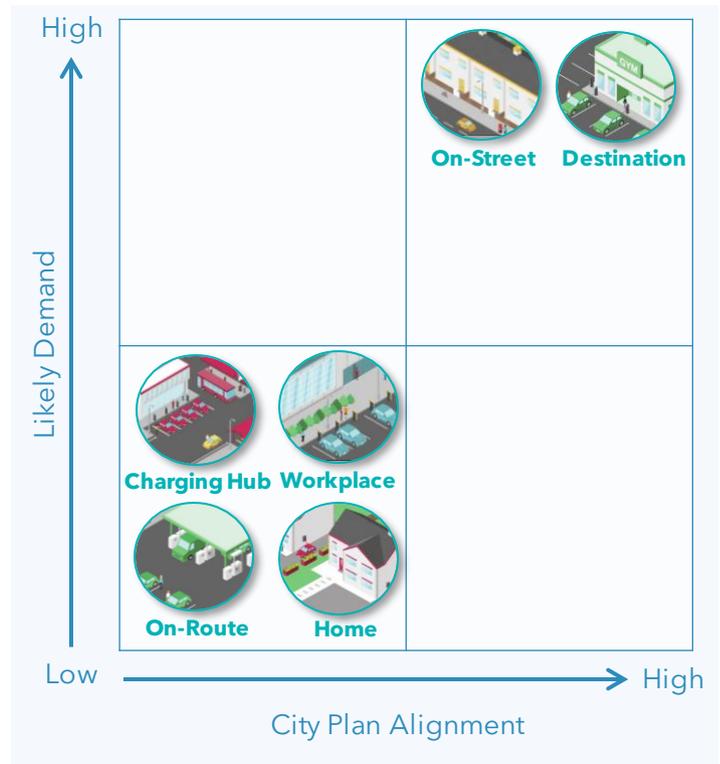
SERVICE LAYERS PARK LANDS

DEMAND / NEED

- Primarily comprised of open space, sporting and recreation destinations.
- Limited residential and employment density - primarily open space and spatially dispersed recreation/sporting destinations.
- EV charging in Park Lands should only be based on existing parking assets and aligned to key destinations.

CITY PLANNING PRINCIPLES

- The Park Lands are increasing in thriving activity, predicated around active transport (walking and cycling) throughout the Park Lands Trail which connects key recreational destinations across the Park Lands.
- Space is allocated to open space and recreational use rather than development structures or car parking.



KEY CHARGING TYPOLOGIES - PARK LANDS



Destination

There are a number of destinations within the Park Lands such as sporting and recreational venues that have dedicated parking spaces. These existing parking spaces will require EV charging over time. Decisions should be made in the overall context of reducing car parking in the Park Lands.

Likely Charging Levels

Mix of Level 2 and Level 3 charging (7-25kW chargers, 1.5-5 hours full charge / 25-350kW chargers, 10-45-minute full charge).



On-Street

Visitors attending events, playing sport or other recreational activities in the Park Lands, often park on the street, especially around Victoria Park and Beaumont Road. On-street parking comprises a major portion of parking for access to the Park Lands.

Likely Charging Levels

Level 2 charging (7- 25kW, 1.5-5 hours full charge)

RECOMMENDED COA ROLE

Council considers the installation of EV charging at selected destinations in Park Lands, where opportunity exists.

Council considers the installation of on-street charging only where it supports the use of the Park Lands and minimizes impacts on the public realm.

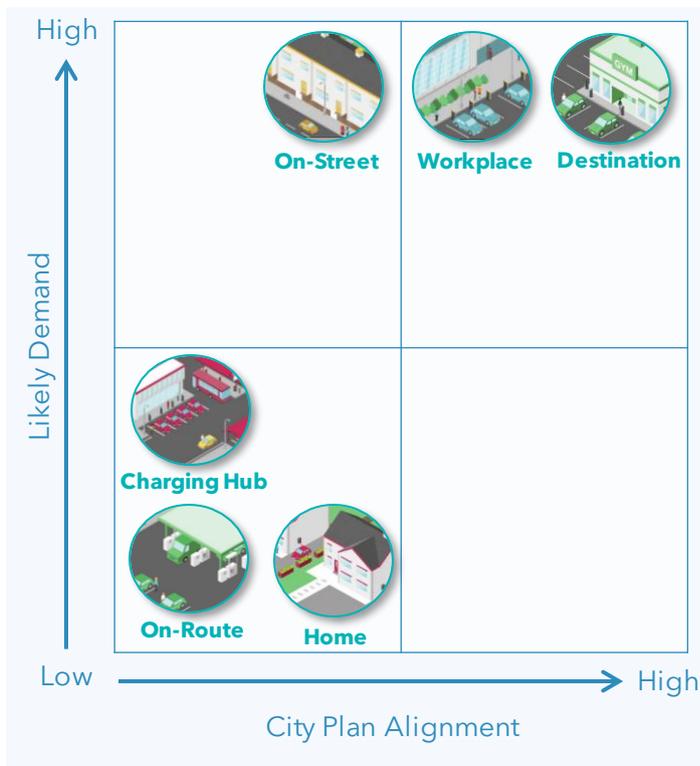
SERVICE LAYERS SPECIAL USE PRECINCTS

DEMAND / NEED

- Land uses such as hospitals, Adelaide Oval, the Botanic Gardens, are considered special use precincts and attract a range of visitors from across Adelaide and even South Australia more broadly.
- Charging demand will be higher as visitors are on average travelling further to access special use precincts.

CITY PLANNING PRINCIPLES

- Special use precincts generally have off-street parking provision or are well-supported by public transport.
- The precincts themselves are walkable and pedestrianized.
- During special events, where demand is increased, parking controls are introduced to encourage off-street parking and more efficient transport options (public transport and active travel).



KEY CHARGING TYPOLOGIES - SPECIAL USE PRECINCTS



Destination

Special Use Precincts draw visitors with specific purposes at these destinations (e.g. hospitals). Special use precincts may also attract a larger number of visitors for events (e.g. Adelaide Oval).

Likely Charging Levels

Mix of Level 2 and Level 3 charging (7-25kW chargers, 1.5-5 hours full charge / 25-350kW chargers, 10-45-minute full charge)



Workplace

Special Use Precincts are also often major employment hubs, whether this be hospitals or sporting venues. Employee parking spaces at these locations will require EV charging over time.

Likely Charging Levels

Level 2 charging (7- 25kW, 1.5-5 hours full charge)



On-Street

Some on-street parking spaces are provided for special use precincts however off-street parking is prioritised. On-street parking supports special events however can also be time-limited.

Likely Charging Levels

Level 2 & 3 charging (7- 25kW, 1.5-5 hours full charge, 25- 350kW chargers, 10-45- minute full charge)

RECOMMENDED COA ROLE

Council advocates for the installation of EV charging at special use precincts to support visitors. Where assets are Council owned, Council seeks partnerships for EV charging provision.

Council advocates for the installation of EV charging at special use precincts to support employees. Where assets are Council owned, Council seeks partnerships for EV charging provision.

Council partners for the provision of on-street charging only where no off-street alternative is available, and plays a coordination role in controlling urban realm outcomes. Off-street charging is prioritised.

CITYWIDE SUPPORTING INITIATIVES

PARTNERSHIP REQUIREMENTS

Business Model Context

Revenue for charging operators can come from several sources, including:

- Per-session fees paid by users
- Time-based membership fees paid by users
- Advertising
- Grants and subsidies
- Co-location with a revenue-generating activity
- As a benefit related to the purchase of a vehicle or service.

The business model of an operator may influence the services they provide to the public, and their requests through contractual agreements.

Secondary Revenue Streams

Secondary revenue streams may allow charging to be delivered at a lower cost to the public but will often carry trade-offs that must be considered.

For example, advertising exclusivity that extends beyond one charging site may negatively impact unrelated advertising assets. Co-locating or sharing the space with other revenue streams may have implications on safety or land-use requirements. An operator's high reliance on grants and subsidies to run effectively may impact its ability to sustain operations long-term.

The CoA should ensure partner opportunities will align with broader Council goals and requirements.

Data and Privacy

Many charging operators provide integrated, internet-connected solutions that collect some level of customer data.

Operators' privacy and data collection policies should be vetted to ensure any operator partnering with the CoA has a strong commitment to protecting user data.

Simultaneously, the CoA may require a level of usage reporting from operators to help inform future decisions.

PARTNERSHIP OPPORTUNITIES

In the employment core:

- Partnership with charging providers and operators to increase EV charging capacity in Council UParks over the coming 10 years.

In mixed use areas:

- Partnerships with off-street parking operators would support EV charging infrastructure to predominantly be off-street.
- Partnering with charging providers to facilitate the provision of on-street charging in select locations.

In residential areas:

- Partnering with charging manufacturers for the provision of on-street charging infrastructure where required.
- Engage with residents on benefits and processes for EV charging installation.

Park Lands:

- Partnerships with charging manufacturers will allow EV charging to be provided in select off-street and on-street locations on Council land.

In the special use precinct:

- Partnerships with charging manufacturers and existing off-street parking operators may allow increased EV charging access without requiring on-street infrastructure.
- Engage with key building owners throughout special use precinct, such a hospital.

CITYWIDE SUPPORTING INITIATIVES

INFRASTRUCTURE REQUIREMENTS

Technical Standards

Charging infrastructure is subject to a range of standards, which are evolving as understanding of EVs improves. For example, IEC 61851 is an international standard which details requirements for EV charging systems. Construction codes may constrain or detail requirements for EV charging provisions. Standards and requirements around hardware and fire safety will need to be considered on a case-by-case basis.

Design Guidelines

The CoA has a vested interest in ensuring public spaces are safe, inviting, and accessible.

CoA has detailed standards and guidelines for street furniture and temporary footpath installations, but existing published documents do not cover EV charging infrastructure.

As with other types of street furniture and infrastructure, CoA should influence the design of EV charging infrastructure by providing minimum standards for providers to meet.

- **Pedestrian Access:** Particularly in the case of on-street charging, infrastructure must be designed to avoid obstructing pedestrian or cyclist movement or creating trip hazards.
- **Lighting and Night-time Safety:** The environments that chargers are placed in should encourage diversity and allow all users to feel safe, particularly at night. Perceptions of night-time safety can be drastically impacted by design factors such as lighting and visibility.
- **Materials and Space Design:** Ensuring EV charging infrastructure suits the heritage and character of the city will be important in larger-scale charger roll-outs. This may be particularly important for operators with advertising as a revenue stream.

Access to Chargers

Public chargers run in partnership with CoA should allow access to all residents and visitors with minimal prerequisites.

For example, a user's access to a charger should not be limited by vehicle brand, and access should not require the user to hold another service or membership.

FUNDING

State or Federal support may be available for some public charging networks.

Federal Government Funding

The Australian Renewable Energy Agency (ARENA) has previously funded projects based on their ability to accelerate innovation and address barriers around EV rollout.

Projects previously funded by ARENA include:

- **Metro Advertising Revenue Funded Electric Vehicle Charging Trial (South Australia, \$948k):** 21 EV charging stations, funded by advertising revenue, in car parks and public spaces across LGA areas in South Australia.
- **Chargefox Future Fuels Public Fast Charging (Adelaide & Perth, \$1.4m):** 16 fast (100kW) public charging stations across Adelaide and Perth, particularly in blackspots.
- **Ampol Addressing Blackspots Fast Charging (NSW, QLD, VIC & WA, \$7.05m):** 100 fast charging stations across four states in Australia as part of Ampol's branded retail network.

For an ARENA grant application to be successful, it will need to demonstrate its ability to accelerate innovation and understanding beyond simply providing access to charging infrastructure.

ARENA has run a series of EV charging rounds with different focusses. There isn't an open round aligned to the City of Adelaide's Roadmap currently however there could be a round in the future. It is recommended that the City of Adelaide meet with ARENA to present their plan and get guidance on how ARENA might fund part of their EV Roadmap implementation.

State Government Funding

The South Australian Government is currently investing in a state-wide EV charging network, and smart charging trials (including within the Adelaide CBD).

The South Australian Government is not currently offering subsidies to residents and businesses for installing on-site private charging. The CoA currently offers incentives for installing e-bike and EV charging stations.

RECOMMENDATIONS THE CITY'S ROLE

It is recommended that CoA's overarching role should be to use its influence and market power to strike a balance between market demand for accessible EV charging infrastructure and broader integrated transport and city outcomes.

RECOMMENDATIONS FOR COA'S ROLE BY TYPOLOGY ACROSS SERVICE LAYERS

	 Destination	 Workplace	 Home	 On-Street	 On-Route	 Charging Hub
Employment Core	L / P / I	I	P / I	L / I	I	I
Mixed Use	L / P / I	I	P / I	L / I	I	I
Residential	L / P / I	-	P / I	L / I	I	I
Park Lands	L / P / I	-	-	L / I	I	I
Special Use Precinct	L / P / I	L / P / I	-	L / I	I	L / I

L Lead
P Partner
I Influence

 Priority & CoA's most active role
 Priority

 Implement selectively
 Led by others

STRATEGIC RECOMMENDATIONS

Seven steps are recommended in the short term (1-3 years) which comprise of CoA leading, partnering and influencing for the provision of EV charging infrastructure across the city.

These steps relate to the recommended locations identified in the following section of this report and align with the targets set in the Climate Action Plan 2022-2025.

STEP 1 - Facilitate the deployment of EV charging infrastructure within the CoA by establishing a clear framework for the rollout of EV chargers at strategic locations.

CoA Role: **LEAD**

Timing:

Year 1

The framework should give regards to:

- Design and Operating Guidelines for public EV charging infrastructure (parking bay designs, safety, signage)
- Pricing (time of day, integrated tariffs, payment mechanisms)
- Signage and approach to parking enforcement
- Expression of Interest (EOI) process for manufacturers and operators.
- Consider incentives* for more rapid deployment.

* such as Sustainability Incentive Scheme (SIS).

STEP 2 - Enable the market-led provision of on-street EV chargers in select locations which support the transition to EVs and minimise impacts on public realm.

CoA Role: **LEAD**

Timing:

Year 1-3

Use the Framework, in particular the EOI, to deploy appropriately rated EV chargers at strategic on-street locations, identified on Page 56.

TARGET (Climate Action Plan 2022-2025)- Install an additional 100 public EV and bicycle chargers between 2022-2025 in collaboration with partners.

STEP 3 - Work with private sector providers to trial on-street charging in residential areas with limited private off-street charging and constrained charging options.

CoA Role: **LEAD**

Timing:

Year 1-3

Investigate and pilot innovative on-street charging models for areas with constrained charging options (refer Page 56).

This should only be considered where it does not result in negative impacts on the public realm including footpaths, verges, and street trees.

TARGET (Climate Action Plan 2022-2025)- Install an additional 100 public EV and bicycle chargers between 2022-2025 in collaboration with partners.

STRATEGIC RECOMMENDATIONS

STEP 4 - Partner with industry for the provision of destination charging within U Park facilities.

CoA Role:	PARTNER	Timing:	Year 1-3
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Provide additional off-street publicly accessible charging in Council-controlled car parks across the City and North Adelaide. This action should be preceded by a U-Park business case.

TARGET - (Climate Action Plan 2022-2025) - Install an additional 100 public EV and bicycle chargers between 2022-2025 in collaboration with partners.

STEP 5 - Work with residential strata corporations to remove the barriers of installing EV charging infrastructure within multi-unit dwellings constructed prior to October 2024

CoA Role:	PARTNER	Timing:	Year 1 - 3
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Work with strata corporations of multi-unit dwellings constructed prior to 2024 to identify the barriers and solutions to enable them to meet the National Construction Code EV Ready* development standards for new developments.

Work to deliver a pilot project for apartment residents by year three.

** All electrical infrastructure except the charger is installed.*

STEP 6 - Advocate to the State Government for a coordinated approach to on-route and hub EV charging networks that considers the aspirations of the City of Adelaide for our community, environment, economy, and places

CoA Role:	INFLUENCE	Timing:	Year 1 - 3
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Establish partnerships with key infrastructure providers, transport operators, ride share platforms, EV retailers and member-based organisations, including Department for Infrastructure and Transport (DIT), Department for Energy and Mining (DEM), South Australian Power Networks (SAPN), Ausgrid, Uber, taxi operators and the Royal Automobile Association (RAA).

STEP 7 - Advocate to the State Government for inclusion of EV charging provisions in legislation and statutory documents such as the Planning and Design Code and that pertain to EV parking for charging

CoA Role:	INFLUENCE	Timing:	Year 1 - 3
-----------	------------------	---------	-------------------

Seek opportunities to support the transition to EVs through the Planning and Design Code (in-line with the National Construction Code).

Advocate for legislation pertaining to enforcing EV parking for charging (signage, exclusive parking for charging and related expiation fees).

RECOMMENDED LOCATIONS

Council initiatives to support EV charging infrastructure rollout

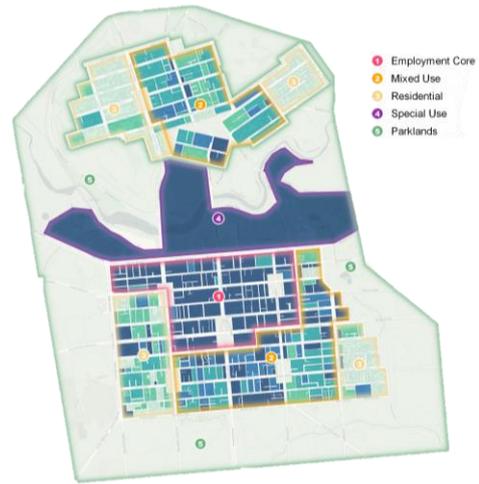
OVERVIEW

This section identifies a series of initiatives aligned to the service layer approach outlined in the previous section for the City's EV transition.

The section has the following components:

1. **Charging Need:** Identify charging need across the CoA based on key user types. These are the three primary user types that are of priority:
 1. Residents
 2. Employees
 3. Visitors
2. **Priority Initiatives:** Based on the areas of highest need, identify two categories of initiatives across CoA to drive the rollout of EV charging infrastructure:
 - a) **Public Charging Initiatives:** Where Council may be required to play it's most active role in partnering or facilitating the provision of public charging to support the EV transition.
 - b) **Broader Initiatives:** Initiatives to support the rollout of EV across the CoA by all stakeholders, including residents and businesses.

Service Layers



Charging Need



User types: Residents, Employees and Visitors

Priority Initiatives

The following two pages visualize four charging need indicators across the city that represent the three primary user types in the city.

By mapping these indicators spatially across the city, priority areas being to emerge. Charging responses may be different based on service layer - with initiatives identified across each service layer in the remainder of the section.

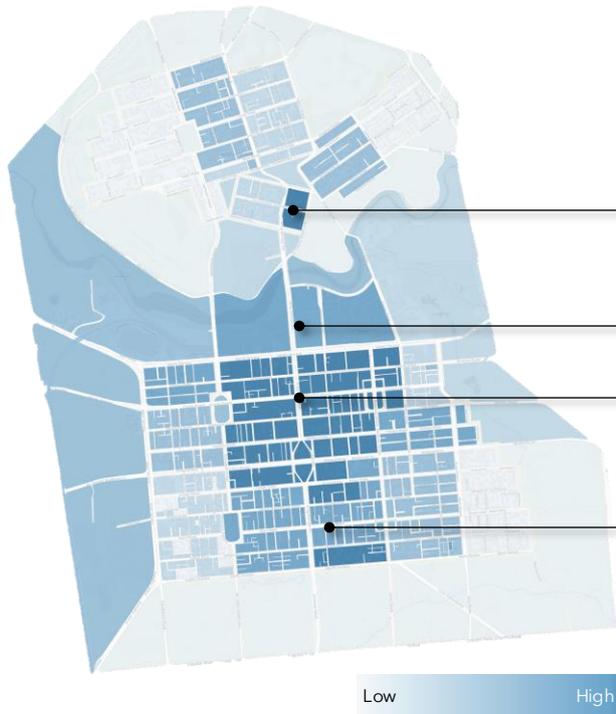
User type	Indicator
Residents	<ul style="list-style-type: none"> • Residential density • Apartment dwelling density
Employees	<ul style="list-style-type: none"> • Employment density
Visitors	<ul style="list-style-type: none"> • Activity density*

*Activity density is the density of activity-generating destinations (such as retail shops, medical, post offices, cafes, etc.)

CHARGING NEED USER-ORIENTED INDICATORS

EMPLOYMENT DENSITY

Key user types: Employees



North Adelaide has moderate employment density concentrated at key locations (Women's and Children's Hospital)

Universities and Royal Adelaide Hospital act as major employment hubs

Core employment area

Moderate employment density relative to the rest of the CBD

ACTIVITY DENSITY

Key user types: Visitors



Main Streets (Melbourne Street and O'Connell Street)

Rundle Street/Rundle Mall and North Terrace

Adelaide Central Markets

Main Street (Hutt Street)

CHARGING NEED USER-ORIENTED INDICATORS

RESIDENTIAL POPULATION DENSITY

Key user types: Residents



Consistent spread of residential density across North Adelaide

North Terrace high density living

North-West of CBD

Southern area of CBD in mixed use areas

APARTMENT DENSITY

Key user types: Residents



North Adelaide, particularly around Main Streets (Melbourne Street and O'Connell Street)

To the direct South and East of Light Square

Throughout the East of the CBD

Throughout the South of the CBD

CHARGING NEED PRIORITY LOCATIONS

HIGHEST LIKELY DEMAND

To assist with prioritising locations where Council should consider intervening to support public charging infrastructure, City Blocks which sit within the highest 20% of one or more of the 4 charging need indicators have been identified.

Over time, the market will drive a distribution of EV charging across the CoA, however in the short term - the locations shown on the map below indicate where highest demand for EV charging is likely to be over the short to medium term.

As a result, they highlight where to start. The city can seek to actively facilitate EV charging in these locations.

The following pages identify priority locations for public charging infrastructure across the CoA based on user-oriented indicators, by again dividing the area into the distinct service layers identified.

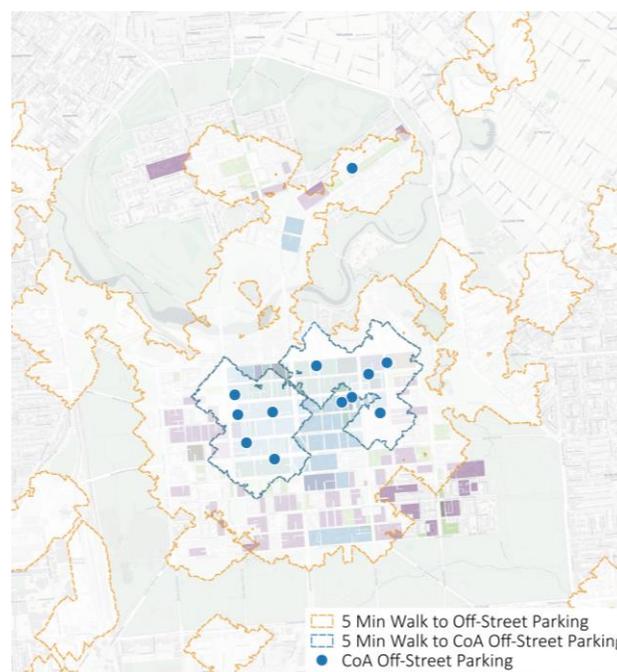
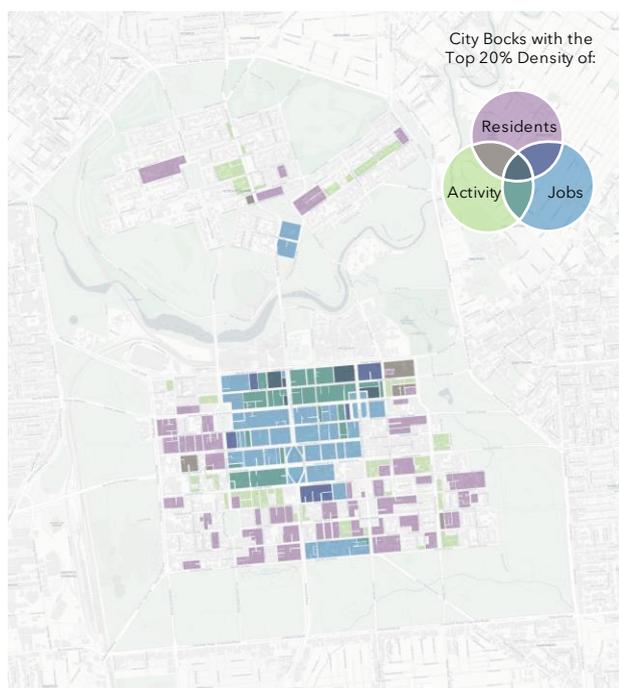
OFF-STREET PARKING GAP ANALYSIS

The previous chapter highlights that the city's role in facilitating the provision of on-street charging should focus on selective implementation. Where off-street parking is available, prioritising off-street charging is preferable.

The map below shows the 5-minute walk-shed boundary around existing CoA off-street parking supply, highlighting where coverage is good, and where gaps exist.

Almost all of the CBD, and much of North Adelaide is within a 5-minute walk of an off-street parking facility. Partnering with and incentivising the operators of these locations to support charging could allow much of the city's public charging needs to be handled by off-street destination charging, freeing streets and footpaths for other uses.

The key locations that may require on-street parking solutions due to a lack of coverage by off street facilities are the south end of Hutt Street and the north end of O'Connell Street.



EMPLOYMENT CORE PRIORITY LOCATIONS

AREA SUMMARY

Much of the anticipated charging demand in the employment core is likely to be met by businesses providing workplace EV charging allocation in existing on-site parking facilities.

Destination charging will be essential for both visitors and workers, especially in areas characterized by dense activity-generating destinations and employment hubs, such as the Rundle Mall precinct. Ride-share drivers will likely utilise some of this charging capacity.

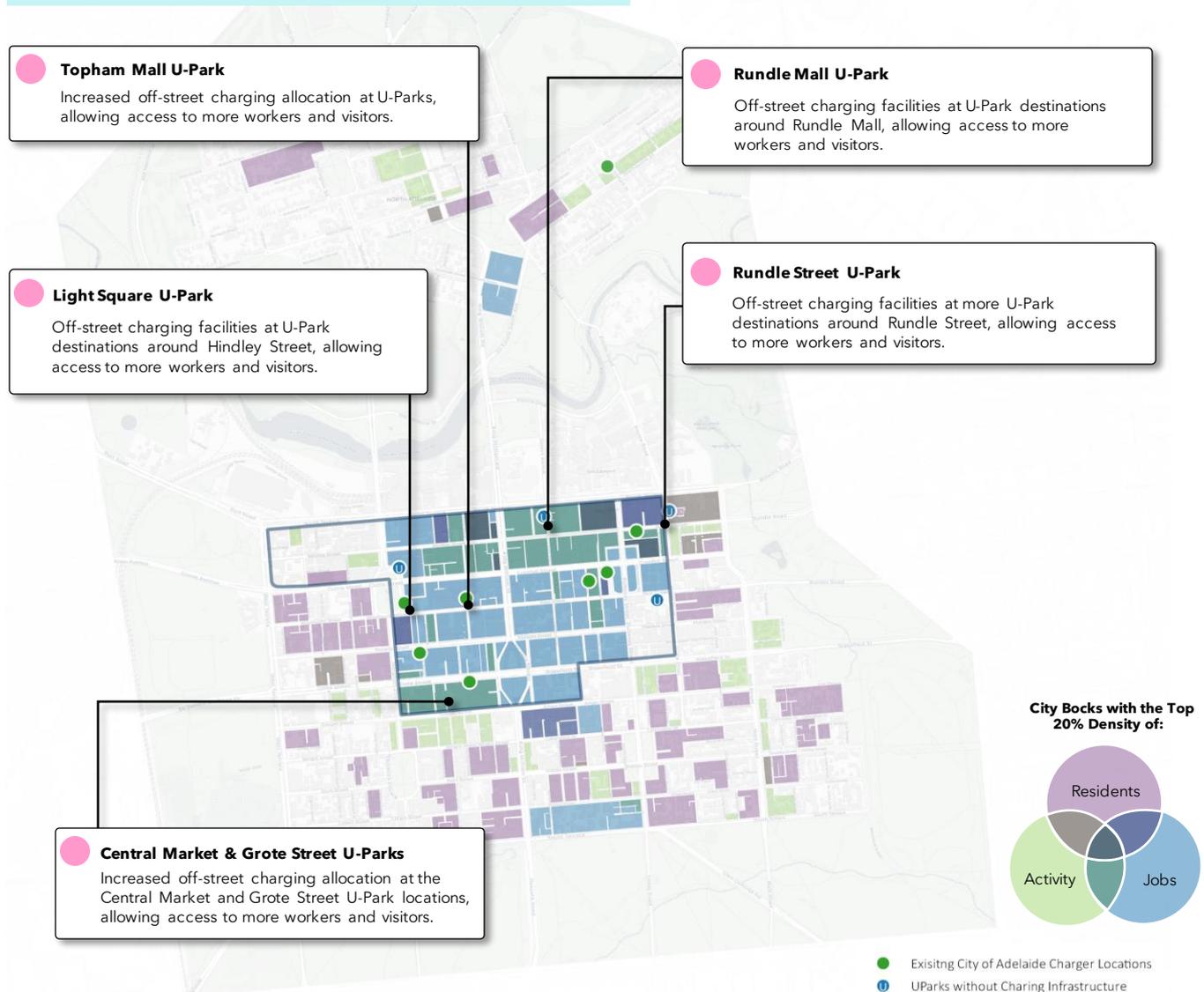
Facilitating installation of charging infrastructure in this area requires careful planning to ensure public transport remains a competitive option. Encouraging more private vehicle trips could increase congestion and parking needs.

KEY COUNCIL PUBLIC CHARGING INITIATIVES

The city already provides destination charging at a number of UPark facilities within the employment core. Future business plans should evaluate opportunities to implement EV charging in UPark facilities without or with limited existing infrastructure, and expand the charging offering in UParks with existing charging infrastructure.

PRIORITY PUBLIC CHARGING LOCATIONS

● Destination Charging



MIXED USE PRIORITY LOCATIONS

AREA SUMMARY

At-home charging will fulfil the needs of many residents (e.g. Flinders East, Halifax Street, and East End) but will require support from building owners and strata organisations. Off-street residential charging should be prioritised where possible.

A high number of jobs exist throughout the mixed-use area, with high concentrations on South Terrace and Angus Street. EV charging facilities in existing off-street workplace parking will be important.

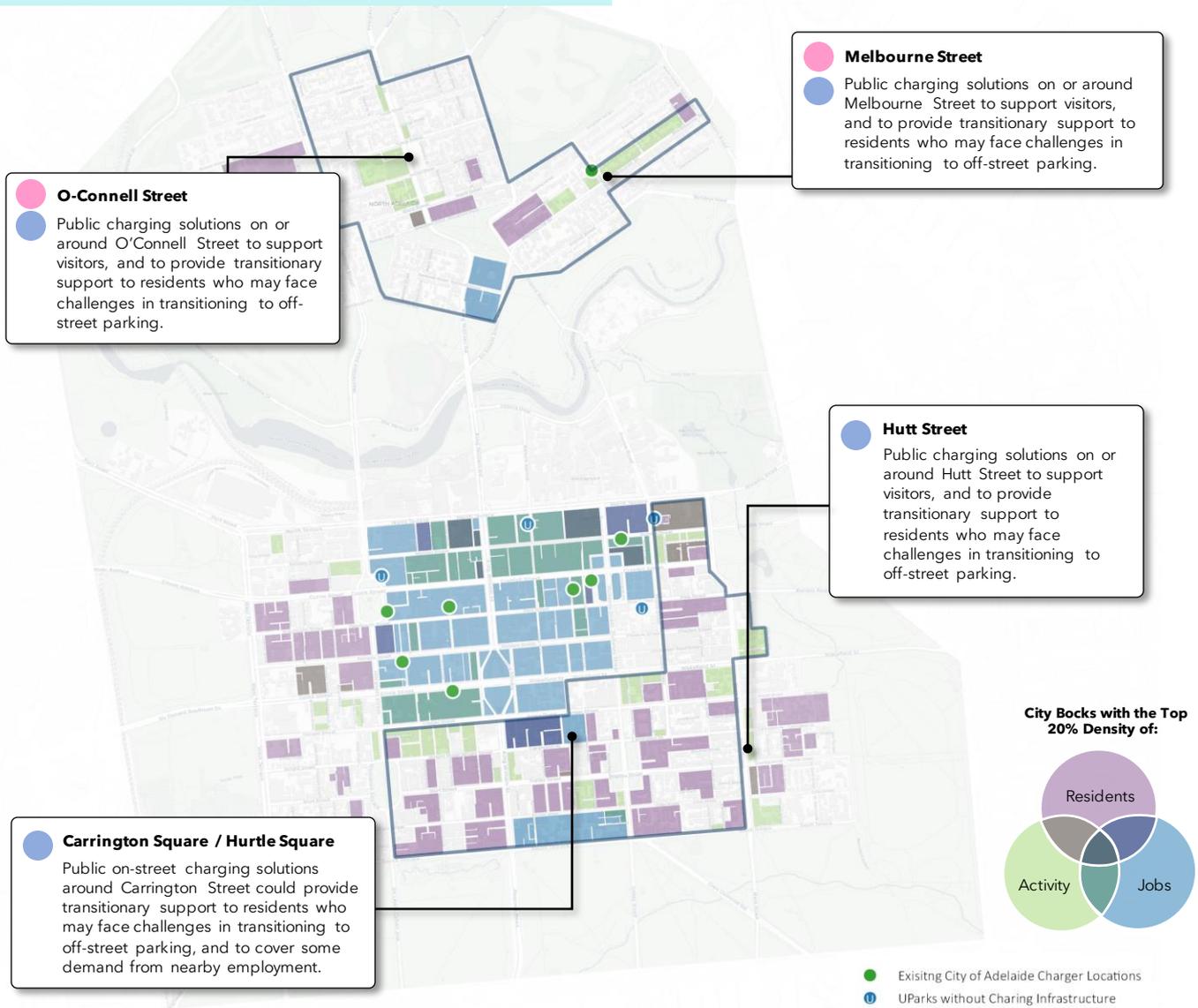
KEY COUNCIL PUBLIC CHARGING INITIATIVES

Some UPark locations (Frome Street and Pirie Flinders) can provide intermediary solutions for some apartment residents and visitors to activity-generating destinations.

EV charging infrastructure could be provided at existing on-street parking along selected main streets (O'Connell Street, Melbourne Street, and Hutt Street). Well considered time controls and pricing would allow this to meet the needs of visitors, as well as nearby residents, and should be considered on a case-by-case basis.

PRIORITY PUBLIC CHARGING LOCATIONS

● Destination Charging ● On-Street Charging



RESIDENTIAL PRIORITY LOCATIONS

AREA SUMMARY

Wherever possible, at-home charging should be encouraged over public charging infrastructure for residential use.

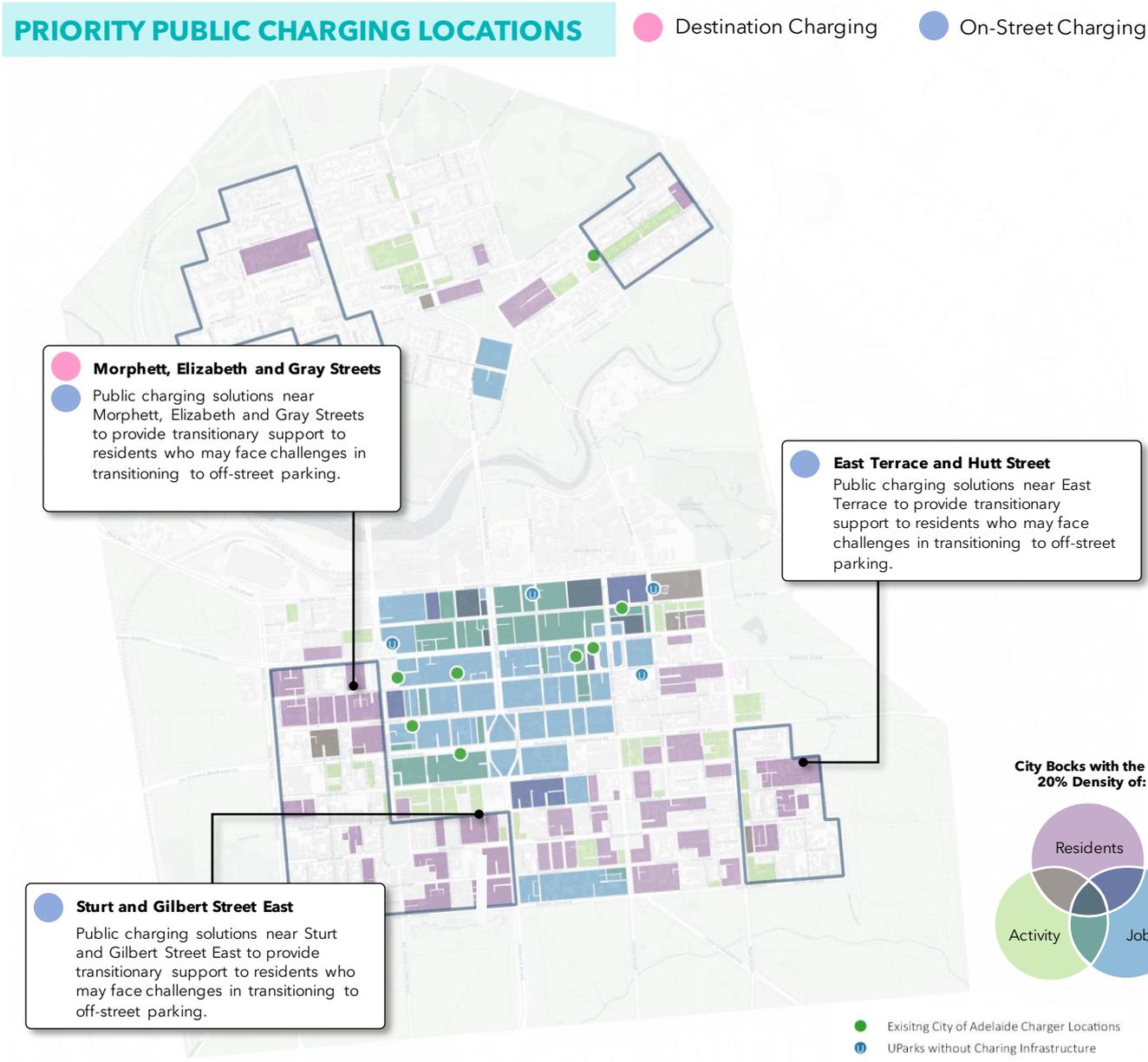
Much of the population within the city live in apartments or other high-density housing and may not have access to off-street charging where they live. Where possible, apartments and similar developments should be encouraged and incentivised to provide charging provisions for residents.

Placement, pricing and management of on-street charging should be considered carefully to ensure it does not displace installation of off-street and at-home charging facilities.

KEY COUNCIL PUBLIC CHARGING INITIATIVES

Three priority locations are identified where public off-street and on-street charging solutions may be required to support the residential transition to EVs in areas where there are high population/apartment dwelling densities:

1. Morphett, Elizabeth and Gray Streets
2. Sturt and Gilbert Street East
3. East Terrace.



PARK LANDS PRIORITY LOCATIONS

AREA SUMMARY

The Park Lands currently offer substantial destination parking facilities. This parking is attractive to users of the Park Lands' recreation and sporting facilities (particularly after-hours/weekends) as well as workers and other visitors whose ultimate destination is deeper within the CoA area.

If areas of the Park Lands are to remain as off-street parking locations, facilitating some level of EV charging will become needed over time.

Time limits and pricing could be especially important for these areas to avoid turning the Park Lands into a more attractive all-day parking and charging location for city workers, while ensuring charging facilities remain useful to recreational visitors.

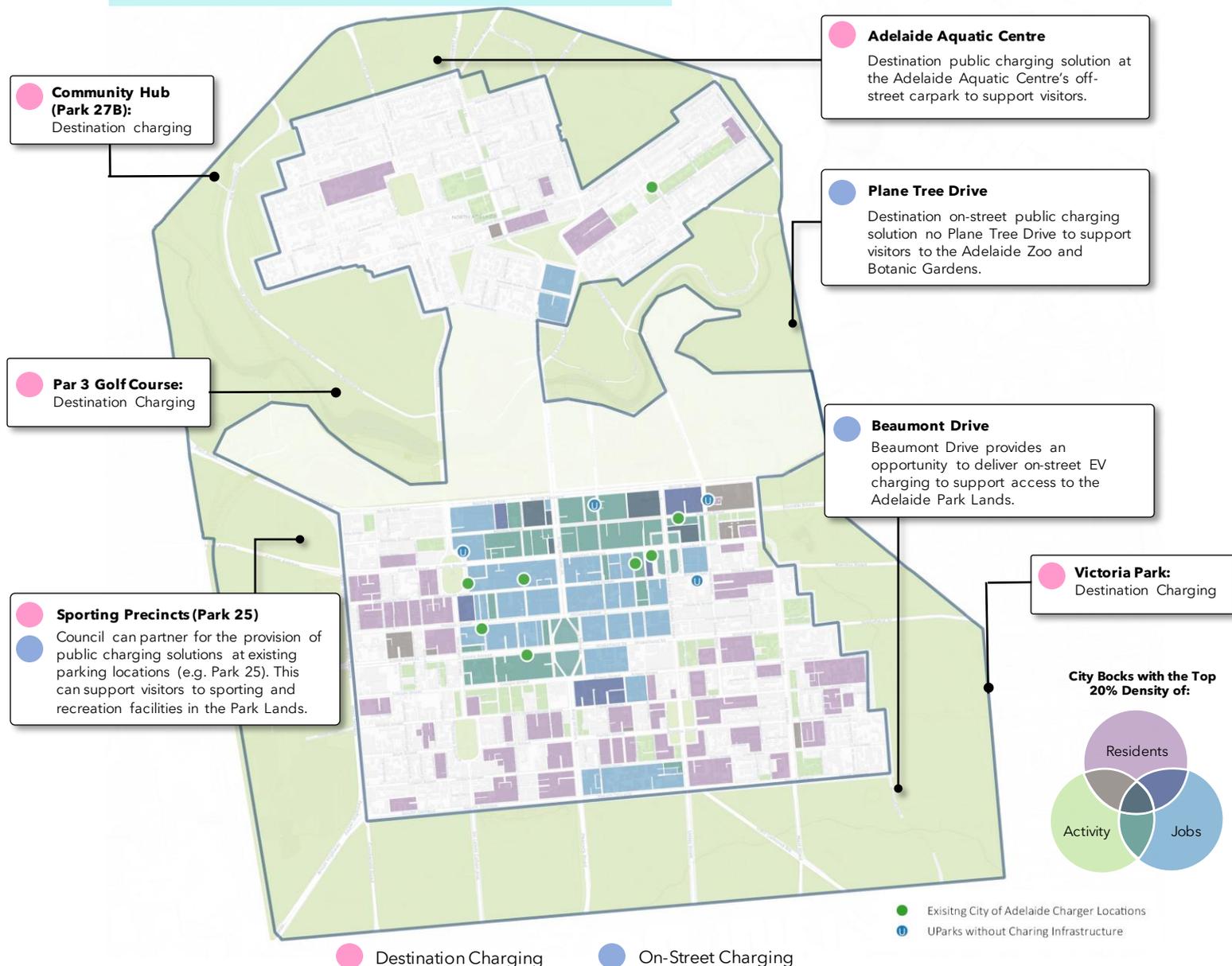
KEY COUNCIL PUBLIC CHARGING INITIATIVES

Priority areas should include on-street parking on Plane Tree Drive (for Adelaide Zoo and the Botanic Gardens) in partnership with State Government (owns/manages). Other on-street charging should be evaluated cautiously to maintain city amenity.

Off-street charging may be considered in other key areas where parking exists and is likely to remain. However, it should avoid inducing further demand for parking.

Future re-developments such as the Adelaide Aquatic Centre and Victoria Park should make provisions for EV charging.

PRIORITY PUBLIC CHARGING LOCATIONS



SPECIAL USE PRECINCT PRIORITY LOCATIONS

AREA SUMMARY

Significant quantities of off-street parking already exist throughout these areas (e.g. Festival Plaza, Adelaide Oval, Royal Adelaide Hospital, and the Adelaide Convention Centre).

Existing off-street facilities in these areas also provide significant parking capacity which supports other areas within the city. These off-street parking locations are not operated by CoA. Existing off-street parking locations will require a focus on EV charging facilities over time, and provision of EV chargers would be considered on a case-by-case basis by owners and operators.

Some on-street parking spaces are available in these areas, but have limited capacity compared to nearby off-street parking.

KEY COUNCIL PUBLIC CHARGING INITIATIVES

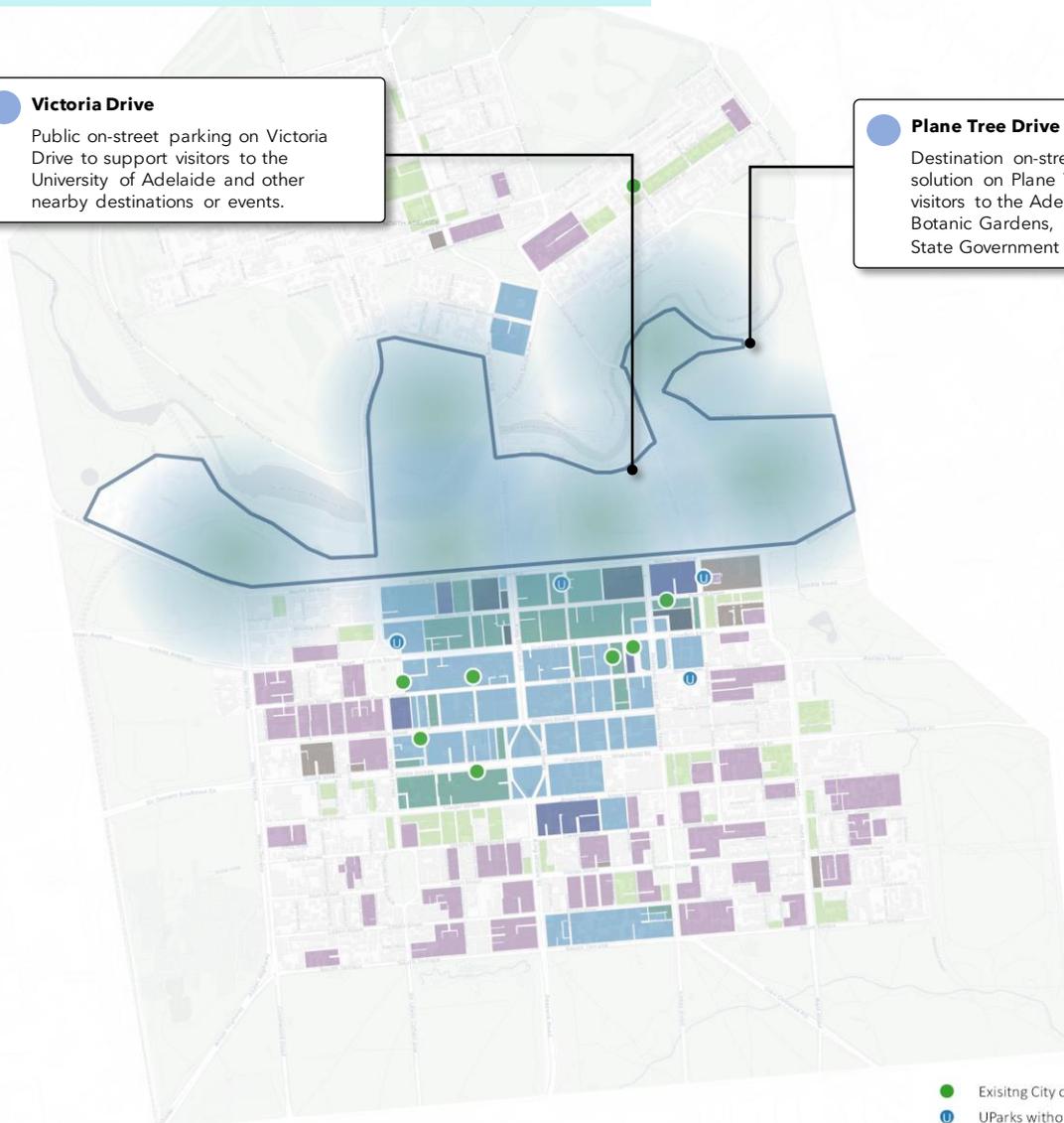
Some on-street parking spaces may be viable candidates for on-street charging facilities, particularly with strict time limits. In particular, Victoria Drive could provide access to EV charging for university employees, students, or visitors, and a small number of Adelaide Oval event patrons.

PRIORITY PUBLIC CHARGING LOCATIONS

● Destination Charging ● On-Street Charging

Victoria Drive
Public on-street parking on Victoria Drive to support visitors to the University of Adelaide and other nearby destinations or events.

Plane Tree Drive
Destination on-street public charging solution on Plane Tree Drive to support visitors to the Adelaide Zoo and Botanic Gardens, in partnership with State Government (owns/manages).



City Blocks with the Top 20% Density of:



● Existing City of Adelaide Charger Locations
● UParks without Charging Infrastructure

POTENTIAL GRID IMPACTS

GRID IMPACTS SUMMARY

- On-site power requirements will need to be considered on a case-by-case basis in coordination with SAPN and the switchboard owner. Especially to support destination, apartment buildings and workplace charging typologies (likely Level 2), such as required within the employment core, mixed use and the Park Lands.
- Level 3 chargers within the employment core and mixed use areas are likely to trigger a switchboard upgrade through SAPN application.
- As the employment core and mixed use areas are predominantly situated in the core of the CBD, there currently sufficient short term grid capacity based on consultation with SAPN and review of power mapping. However, further detailed analysis is required over the medium- to long-term, as it is speculated that cumulative capacity may trigger grid augmentation.
- Some areas are likely to have relatively high concentrations of Level 2 and 3 chargers. This is particularly the case in the employment core and special use precincts.
- Home charging (Level 1) has relatively low power requirements compared to other charging infrastructure, minimising its overall grid impact. This is particularly relevant within the mixed use and residential areas.
- Within the residential areas grid impacts may be further mitigated by encouraging smart chargers, integrating homes with renewable energy sources, or implementing time-of-use tariffs in peak consumption times.
- Coordination with SAPN will be required for higher-powered charging at off-street or on-street locations within the residential and Park Lands areas.
- The Park Lands is more suited to faster destination charging (Level 2 or above), requiring high electrical capacity. It may also be possible to run connections from lighting poles
- Depending on location, electrical infrastructure in some areas may be limited - particularly for off-street parking within the Park Lands and the special use precinct and will need to be coordinated with SAPN.
- Areas within the special use precinct tend to have high electrical capacity, but locations will need to be considered on a case-by-case basis to ensure electrical infrastructure exists and has high enough capacity to support destination charging typologies.

SECTION SUMMARY

SUMMARY

Assessing EV charging needs across the CoA through a user-centric lens (focusing on three key city user types - residents, employees and visitors) highlights key priority locations across the city where Council can intervene to support the EV charging transition.

Public charging infrastructure in the CoA is recommended to either be 'destination charging' or 'on street charging'. As such, priority public charging responses of these typologies can be facilitated by CoA in these priority locations.

In defining where should take priority, the City Blocks with the highest 20% density of population, employment and activity (representing visitors) are prioritized across each of the service layers defined.

Destination and on-street charging will not be the only charging solution. The community will also play a role and as such Council should engage with residents, employers and asset owners in the city to influence and inform home charging, workplace charging, and private destination charging.

The next section summarises the priority public charging interventions and broader Council initiatives.

SUMMARY

Summary of transition initiatives.

PRIORITY PUBLIC CHARGING LOCATIONS

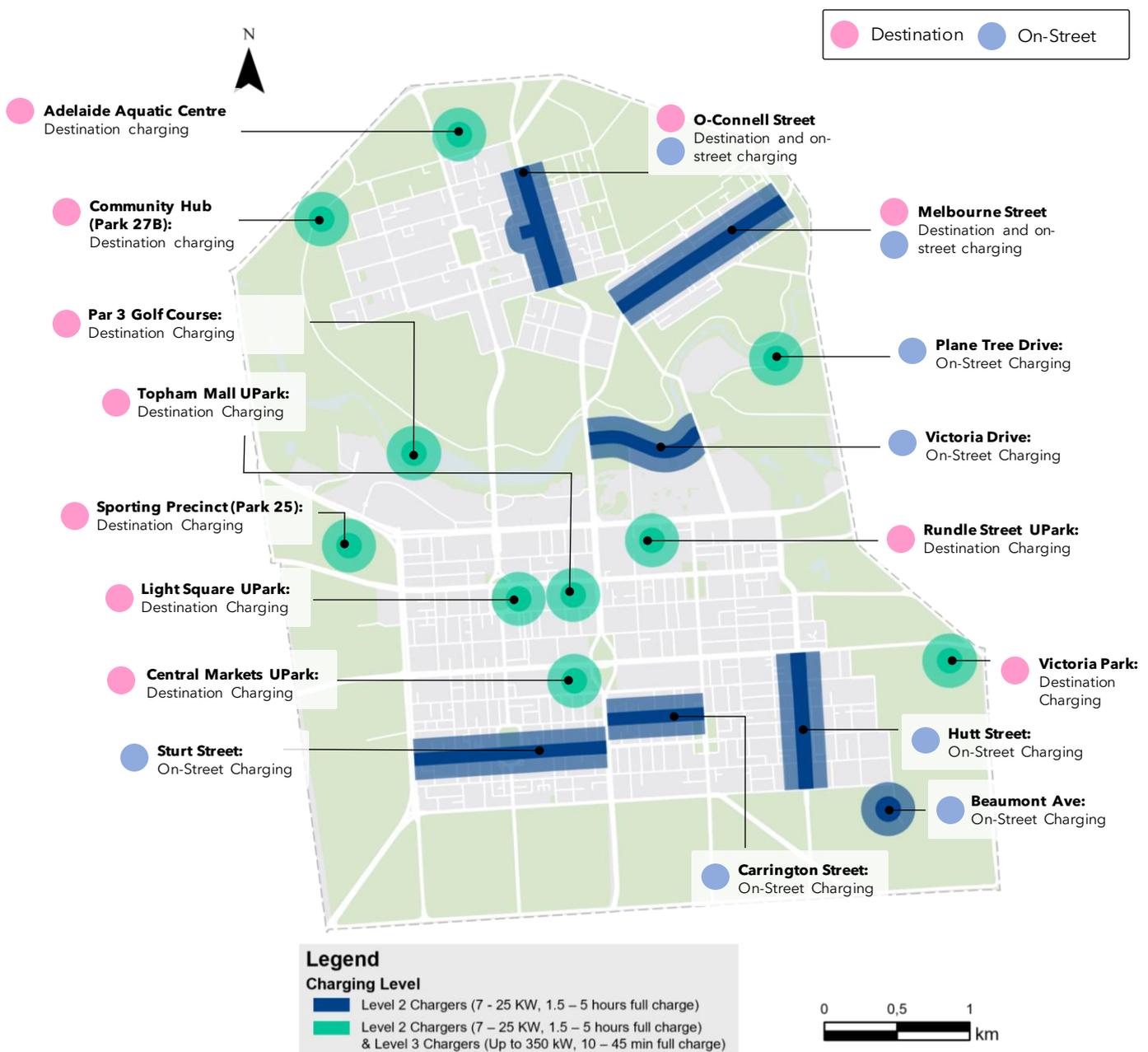
SUMMARY

A summary of priority public charging initiatives is shown on the map below, represented by a combination of destination and on-street charging. These are overlaid against a base map of existing charging infrastructure.

The public charging initiatives are prioritised based on the areas across the CoA with the highest density of relevant user types.

While destination and on-street charging make up the priority public charging typologies across CoA, residential and employment charging will make up an important part of the mix too.

Key initiatives to support the holistic rollout of the preferred charging typologies across CoA are detailed on the following pages.



STRATEGIC RECOMMENDATIONS

Seven steps are recommended in the short term (1-3 years) which comprise of CoA leading, partnering and influencing for the provision of EV charging infrastructure across the city.

These steps relate to the recommended locations identified in the following section of this report, and align with the targets set in the Climate Action Plan 2022-2025.

STEP 1 - Facilitate the deployment of EV charging infrastructure within the CoA by establishing a clear framework for the rollout of EV chargers at strategic locations.

CoA Role: **LEAD**

Timing:

Year 1

Prepare a Framework to support a market driven roll out of appropriately rated EV chargers at strategic locations identified on Page 61.

The framework should give regards to:

- Design and Operating Guidelines for public EV charging infrastructure (parking bay designs, safety, signage)
- Pricing (time of day, integrated tariffs, payment mechanisms)
- Signage and approach to parking enforcement
- Expression of Interest process for manufacturers and operators.
- Consider incentives* for more rapid deployment.

* such as Sustainability Incentive Scheme

STEP 2 - Enable the market-led provision of on-street EV chargers in select locations which support the transition to EVs and minimise impacts on public realm.

CoA Role: **LEAD**

Timing:

Year 1-3

Use the Framework, in particular the EOI, to deploy appropriately rated EV chargers at strategic on-street locations, identified on Page 61.

TARGET (Climate Action Plan 2022-2025)- Install an additional 100 public EV and bicycle chargers between 2022-2025 in collaboration with partners.

STEP 3 - Work with private sector providers to trial on-street charging in residential areas with limited private off-street charging and constrained charging options.

CoA Role: **LEAD**

Timing:

Year 1-3

Investigate and pilot innovative on-street charging models for areas with constrained charging options (refer Page 61).

This should only be considered where it does not result in negative impacts on the public realm including footpaths, verges, and street trees.

TARGET (Climate Action Plan 2022-2025)- Install an additional 100 public EV and bicycle chargers between 2022-2025 in collaboration with partners.

STRATEGIC RECOMMENDATIONS

STEP 4 - Partner with industry for the provision of destination charging within U Park facilities.

CoA Role:	PARTNER	Timing:	Year 1-3
-----------	----------------	---------	-----------------

Provide additional off-street publicly accessible charging in council-controlled car parks across the City and North Adelaide (refer Page 61). This action should be preceded by a UPark business case.

TARGET - (Climate Action Plan 2022-2025) - Install an additional 100 public EV and bicycle chargers between 2022-2025 in collaboration with partners.

STEP 5 - Work with residential strata corporations to remove the barriers of installing EV charging infrastructure within multi-unit dwellings constructed prior to October 2024

CoA Role:	PARTNER	Timing:	Year 1 - 3
-----------	----------------	---------	-------------------

Work with strata corporations of multi-unit dwellings constructed prior to 2024 to identify the barriers and solutions to enable them to meet the National Construction Code EV Ready* development standards for new developments.

Work to deliver a pilot project for apartment residents by year three.

** All electrical infrastructure except the charger is installed.*

STEP 6 - Advocate to the State Government for a coordinated approach to on-route and hub EV charging networks that considers the aspirations of the City of Adelaide for our community, environment, economy, and places

CoA Role:	INFLUENCE	Timing:	Year 1 - 3
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Establish partnerships with key infrastructure providers, transport operators, ride share platforms, EV retailers and member-based organisations, including Department for Infrastructure and Transport (DIT), Department for Energy and Mining (DEM), South Australian Power Networks (SAPN), Ausgrid, Uber, taxi operators and the Royal Automobile Association (RAA).

STEP 7 - Advocate to the State Government for inclusion of EV charging provisions in legislation and statutory documents such as the Planning and Design Code and that pertain to EV parking for charging

CoA Role:	INFLUENCE	Timing:	Year 1 - 3
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Seek opportunities to support the transition to EVs through the Planning and Design Code (in-line with the National Construction Code).

Advocate for legislation pertaining to enforcing EV parking for charging (signage, exclusive parking for charging and related expiation fees).

PILOT PROJECT OPPORTUNITIES

OBJECTIVE

Pilot projects present the opportunity to test new technologies or solution concepts with users to validate them, facilitate learning among stakeholders, and if successful – scale up these solutions to address key needs across the CoA.

Pilot projects should involve users through the pilot process, seeking to understand their objectives and incorporate their feedback.

STRATEGIC FOCUS

Pilot projects can be considered to directly responds to key challenges in the CoA:

1. Supporting the transition to EV charging for apartment residents.
2. Provide on-street charging in select locations but while minimising any unintended amenity impacts.

POTENTIAL PILOT: TRANSITIONARY SOLUTION FOR APARTMENT RESIDENTS

Installing EV charging in apartment buildings has additional complexities for residents. Navigating strata corporations can take time, as approvals and permissions are required from strata committees or body corporates.

Due to the high number of apartment dwelling residents in the CoA – Council could consider piloting a ‘transitionary solution’ to support residents who have off-street apartment parking however are facing delays associated with installing EV charger due to these factors.

This solution would involve Council using its influence over U-Park charging and on-street charging to provide discounted access to public charging for residents who apply for a specific charging permit under these conditions.

CoA could also consider providing funding to assist charger installation.

Key elements of this possible pilot would be:

- Materials around benefits of installing EV charging infrastructure communicated to strata corporations.
- Public charging permits are issued to applicants who have off-street parking however require time to navigate their strata committee.
- Discounted charging can be provided by CoA, using public charging station (U-Park or on-street).
- The permit is time-limited, it expires after (e.g. ~12 months).
- May require evidence of strata application, such as copy of letter/proposal sent to strata committee.

POTENTIAL PILOT: INNOVATIVE TECHNOLOGY FOR ON-STREET PARKING

In priority areas where on-street charging is required, there is an opportunity to trial emerging on-street charging solutions that potentially avoid the need for complex public works.

One such example is the supply of on-street charging directly from light poles, utilising existing infrastructure and potentially avoiding the clutter that is associate with on-street chargers.

A possible location is around Hutt Street and East Terrace. These areas were highlighted in the prioritisation exercise as lacking public charging supply, while also not having any nearby off-street parking locations. Therefore, on-street charging will likely be part of the charging solution mix in this area.

Technological solutions should be assessed for their charging Level and cost to install vs. more traditional on-street chargers from private suppliers.

APPENDIX A

Description of key charging typologies, user group needs, and key considerations.

CHARGING TYPOLOGIES HOME

Home Charging

Home charging is the cheapest and most convenient option, typically done as slow charging overnight. Studies worldwide indicate it's the most preferred, with 50-90% of EV owners charging at home. (University of Melbourne, 2022)

LIKELY TARGET USERS

- Residents with off-street parking



USER GROUP NEEDS

- Easy installation and accessibility of charging equipment at residences.
- Availability of charging stations with different power levels (e.g., Level 1, Level 2) to accommodate various EV models and user preferences.
- Integration with renewable energy sources for eco-friendly charging options.
- Smart charging features, such as vehicle-to-grid (V2G), that allow users to schedule charging times and optimize usage. Additionally, these features also allow the city to optimize energy distribution according to demand, thereby reducing stress on the grid.
- Safety features, such as ground fault protection and thermal monitoring, to ensure safe charging at home.

TECHNOLOGY TYPES

- Primarily Level 1 chargers however may also be Level 2 Chargers depending on resident preferences

CITY IMPLICATIONS

- More challenging for high-density dwellings, including both apartments and single-story landed homes, given reduced number of residential parks per residence.
- Higher apartment dwellings in CoA will impact supply and create demand for public charging to support residents.
- Supports decarbonisation of resident-generated on-road transport in the CoA, reducing community transport emissions.
- Higher active travel and public transport journeys to work within CoA may result in higher energy demand during the day if vehicles stay at home to charge.

CONSIDERATIONS

- On existing properties, the onus is on the user to arrange installation.
- Challenges need to be addressed in terms of retrofitting existing high-density dwellings, including apartment buildings, and collaborating with strata community organisations.
- Clear and consistent information is needed to better support user uptake particularly in the earlier stages of EV adoption.
- Potential for grants to be made available by State and Federal schemes, however, there are currently limited in the Australian context.

CHARGING TYPOLOGIES WORKPLACE

Workplace Charging

Workplace charging is typically provided in private car parks. Charging can be slow or fast and offers a convenient way to recharge an EV for employees and business fleets.

LIKELY TARGET USERS

- Employees
- Business fleet users



USER GROUP NEEDS

- Sufficient charging stations to meet the demand of employees with EVs.
- Integration with employee parking systems for seamless access and utilization.
- Charging solutions that can accommodate both short-duration (e.g., during work hours) and long-duration (e.g., overnight) charging needs.
- Smart charging features, such as vehicle-to-grid (V2G), that allow users to schedule charging times and optimize energy usage.
- Management tools for employers to track energy usage and billing.
- Compatibility with different EV models and charging standards.
- Charging stations that are accessible for users with different levels of physical ability.

CITY IMPLICATIONS

- Additional energy demand during the day.
- Businesses within Adelaide contribute to lowering the overall community emissions of the transport sector.
- Risk being dispersed and not coordinated (driven by businesses who want to adopt).
- It is possible that this could create an incentive for workers to drive (rather than use public transport or active transport) to work, contributing to peak traffic congestion in the CoA.
- Employees without adequate parking space will require charging solutions at nearby parking facilities (CoA U-Park facilities and commercial parking facilities).

TECHNOLOGY TYPES

- Type 2 is increasingly recognised as the global norm, meaning that for charging stations lacking built-in cables, a Type 2 to Type 2 plug will be necessary.

CONSIDERATIONS

- Parking space availability at businesses vs. worker visitors to the CoA who drive and park in other parking facilities.
- Potential for grants to be made available by the City of Adelaide (through the Sustainability Incentive Scheme) or State and Federal schemes, however there are currently limited in the Australian context.

CHARGING TYPOLOGIES ON-STREET

On-Street Charging

Standalone pillars, typically 'fast' chargers provide on-street charging options. Kerbside charging points can avoid cables trailing across footpaths.

LIKELY TARGET USERS

- Business, retail and residential users, and visitors without off-street parking.



USER GROUP NEEDS

- Easy access and visibility of charging stations in public areas.
- Integration with parking management systems to ensure fair usage and availability.
- Robust and durable charging infrastructure to withstand outdoor conditions.
- Integration with navigation systems or mobile apps to locate and reserve charging spots.
- Fast charging options for efficient use of limited parking time.
- Real-time availability information to help users plan their charging stops.
- Charging stations that are accessible for users with different levels of physical ability.

CITY IMPLICATIONS

- Creates conflict between users who do/don't need EV charging due to often-limited on-street parking.
- May require additional parking enforcement to manage.
- It is possible that EV charging can create local benefits for adjacent businesses by attracting EV drivers.
- Can contribute to reduced public amenity and generate more private vehicle traffic on main streets and urban activity centres where charging off-street would otherwise be preferred from an urban realm perspective.
- Can create safety concerns (e.g. trip hazards for pedestrians) with insurance implications.

TECHNOLOGY TYPES

- On-Street charging is most likely to be Level 1 or Level 2, however may also be Level 3 in some cases as these charger types are often used over a shorter time period. However, it is important for the city to remain open to future technologies and be prepared for potential changes.

CONSIDERATIONS

- Parking management to ensure that users have access when they need it, and others don't block spaces when not charging.
- Funding and arranging installation can be time consuming, especially where the grid is constrained.
- Consider whether on-street parking should be provided in core walkable areas, or whether off-street parking should be prioritised.

CHARGING TYPOLOGIES DESTINATION

Destination Charging

Fast charging is provided at destinations where the user may park for several hours, e.g. shopping centres and public car parks.

LIKELY TARGET USERS

- Destination visitors.



USER GROUP NEEDS

- Sufficient charging infrastructure at or near destinations such as hotels, restaurants, and shopping centers.
- Charging solutions that cater to both short-duration (e.g., during meal breaks) and longer-duration (e.g., overnight stays) charging requirements.
- User-friendly payment options, including integration with loyalty programs or reservations.
- Charging stations located near amenities or services to enhance user experience.
- Compatibility with different EV models and charging standards.
- Charging stations that are accessible for users with different levels of physical ability.

CITY IMPLICATIONS

- Businesses may consider the provision of EV charging infrastructure as an attractor for customers.
- Could encourage private vehicle travel rather than more sustainable transport choices (i.e. public transport or active travel).
- Could be provided in an uncoordinated way across the Council area if independently rolled out by private sector.

TECHNOLOGY TYPES

- Destination Chargers are most likely Level 2 or Level 3 chargers.

CONSIDERATIONS

- Risk of uncoordinated rollout if not strategically planned or managed - based on individual investment decisions at destinations.
- Could be strategically implemented in Council UParks.

CHARGING TYPOLOGIES ON-ROUTE

On-Route Charging

On-route charging is used to top-up midway through a long journey, for example at highway service stations.

LIKELY TARGET USERS

- Business travel users.
- Private leisure users.
- Freight and logistics.



USER GROUP NEEDS

- Well-distributed charging infrastructure along expressways and major travel routes, especially catering to the needs of ride-sharing EV drivers.
- Fast charging stations to minimize charging time during long-distance travel.
- Clear signage and information about charging station locations and availability.
- Integration with navigation systems or mobile apps to plan and locate charging stops.
- Reliability and availability of charging stations, considering high demand during peak travel times.
- Ensure that charging stations are accessible for users with different levels of physical ability.

TECHNOLOGY TYPES

- Typically, Level 3 chargers to provide rapid charging for through traffic.

CITY IMPLICATIONS

- Likely to attract private vehicles to the CoA that may not have any other journey purpose (i.e. not contributing to the broader City economy).
- Negative transport outcomes for the city as whole if users are coming to the city only to use these chargers (without an actual trip purpose).
- If implemented, needs to be integrated with broader transport interventions, i.e. not hinder or negatively impact on cycleways.
- They could be strategically located near underutilized destinations to attract traffic to the area, boost the economy, and alleviate stress on high-density areas.

CONSIDERATIONS

- Market segmentation, resulting in incompatibility across charging equipment and payment and data infrastructure.
- Risk of attracting more vehicles to the CoA if not implemented with a broader transport strategy.
- Sufficient grid capacity must be available to accommodate high powered charging.

CHARGING TYPOLOGIES CHARGING HUBS

Charging Hubs

Charging hubs can be at centralised or out-of-town locations. Hubs can include different types of users, as part of a multi-modal transport strategy.

LIKELY TARGET USERS

- Individuals (business, visitors, etc.)
- Taxis, rideshare and public transport.
- Freight and logistics.



USER GROUP NEEDS

- A comprehensive charging infrastructure with multiple charging stations in one location.
- Charging solutions that cater to different types of users, including individual owners, fleet operators, and rideshare services.
- Integration with renewable energy sources and energy storage systems for a sustainable charging ecosystem.
- Access to amenities and services like toilets, food options, and entertainment to enhance the charging experience.
- Efficient management systems to monitor energy usage, billing, and station maintenance.
- Ensure that charging stations are accessible for users with different levels of physical ability.

CITY IMPLICATIONS

- Can contribute to broader economic activity of surrounding area.
- Could be strategically implemented in Council UParks.
- Can be implemented with other modes of transport, e.g. freight, logistics, taxis, buses.
- Likely to attract private vehicles to the CoA that may not have any other journey purpose (i.e. not contributing to the broader City economy).

TECHNOLOGY TYPES

- Typically, Level 2 and Level 3 chargers to cater for fast and rapid charging.

CONSIDERATIONS

- Land availability may be an issue to provide integrated charging offering (i.e. that includes public transport, private vehicles, etc.)
- Grid capacity given high aggregation of EV charging.
- Cross sector and multi-level of government integration is an opportunity – such as the integration of bus charging (local government, state government, industry).

APPENDIX B

Glossary and Acknowledgements

GLOSSARY

TERM	DEFINITION
Electric vehicle (EV)	An automobile that runs entirely or partially on electricity stored in rechargeable batteries, instead of relying solely on internal combustion engines powered by fossil fuels.
Battery electric vehicle (BEV)	An EV that runs solely on electricity stored in rechargeable batteries, producing zero tailpipe emissions.
Fuel cell electric vehicle (FCEV)	An EV that uses a fuel cell to generate electricity by combining hydrogen and oxygen, emitting only water vapor as a byproduct. It does not recharge via a dock like a battery-powered EV but needs refueling with hydrogen.
Hybrid electric vehicle (HEV)	An automobile that combines an internal combustion engine with an electric motor and battery pack. Unlike PHEVs, HEVs cannot be recharged externally and rely on regenerative braking and the internal combustion engine to recharge the battery while driving.
Internal Combustion Engine (ICE)	A vehicle that runs on a traditional internal combustion engine.
Regenerative braking	A technology capturing and storing kinetic energy during braking, converting it into electricity instead of dissipating it as heat.
Plug-in hybrid electric vehicle (PHEV)	A hybrid vehicle that combines an electric motor with an internal combustion engine, allowing for electric-only driving and extended range using gasoline.
Zero-emission vehicle (ZEV)	A vehicle that produces no pollutants during its operation. Both Battery Electric Vehicles (BEVs) and Fuel Cell Electric Vehicles (FCEVs) are examples of zero-emissions vehicles.

ACKNOWLEDGEMENTS

The City of Adelaide acknowledges the organisations who were consulted with throughout the development of this roadmap:

- The Department for Energy and Mining SA
- Electric Vehicle Council of Australia
- SA Royal Automobile Association (RAA)
- The Australian Electric Vehicle Association SA Branch
- Parking Australia
- Tesla
- City of Charles Sturt
- City of Marion
- City of Burnside
- City of Norwood Payneham and St Peters
- City of Unley
- City of Prospect

Capital Project Update – September 2023

Strategic Alignment - Thriving Communities

Public

Tuesday, 17 October 2023

Infrastructure and Public Works Committee

Program Contact:

Mark Goudge, Associate Director
Infrastructure

Approving Officer:

Tom McCready, Director City
Services

EXECUTIVE SUMMARY

This report provides a summary view of the Capital Works Program delivery and financial performance as of 30 September 2023 including a snapshot of headline projects either complete or in progress, future procurement activities and upcoming community consultation and engagement activities.

The Infrastructure Program will present a monthly report to the Infrastructure & Public Works Committee reflecting the previous monthly performance.

RECOMMENDATION

THAT THE INFRASTRUCTURE AND PUBLIC WORKS COMMITTEE

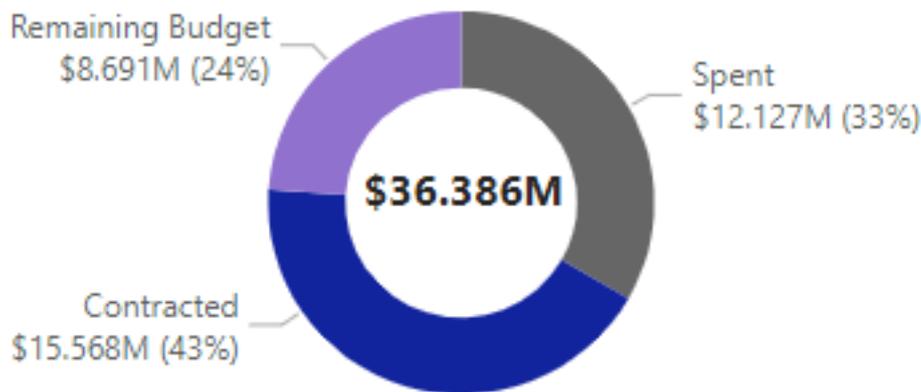
1. Notes the Capital Works Program Update for September 2023 as contained within this report and Attachment A to Item 8.1 on the Agenda for the meeting of the Infrastructure & Public Works Committee held on 17 October 2023.
-

IMPLICATIONS AND FINANCIALS

City of Adelaide 2020-2024 Strategic Plan	Strategic Alignment – Thriving Communities
Policy	Not applicable
Consultation	Consultation to various levels as required for the delivery of each project has or will be undertaken.
Resource	Projects delivered through a combination of Council resources, contract staff and external contractors and suppliers.
Risk / Legal / Legislative	Not applicable
Opportunities	Not applicable
23/24 Budget Allocation	This report tracks capital works performance against the 2023/24 Capital Works budget of \$100.734m.
Proposed 24/25 Budget Allocation	Not as a result of this report
Life of Project, Service, Initiative or (Expectancy of) Asset	Life expectancy of assets varies by asset class.
23/24 Budget Reconsideration (if applicable)	Not as a result of this report
Ongoing Costs (eg maintenance cost)	Ongoing costs for the maintenance of new and/or renewed assets will be factored into future Asset Management and Maintenance Plans, Business Plans and Budgets.
Other Funding Sources	Projects reported on are primarily funded from Councils Capital Budget, however various State and Federal grant funding opportunities have been leveraged against a number of projects.

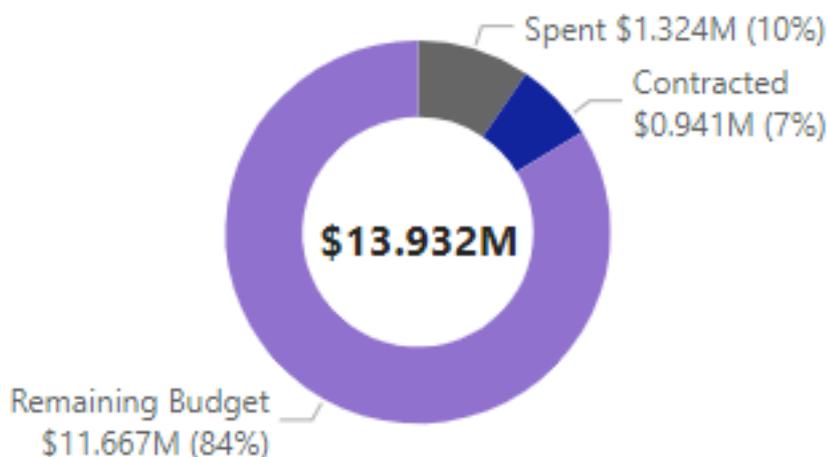
DISCUSSION

1. The total Capital Expenditure Budget for 2023/24 financial year approved by Council is \$100.734m.
2. The Capital Works Program is itemised as follows.
 - 2.1. Major Projects are defined as complex projects identified through Council strategies and plans; the funding allocated within 2023/24 financial period total \$36.386m.
 - 2.2. New and Upgrade Projects are defined as installation of new infrastructure and upgrades to existing infrastructure, identified through Council strategies and plans, the funding allocated within 2023/24 financial period total \$13.932m.
 - 2.3. Renewal Projects are defined as renewals and maintenance works which are aligned to Asset Management Plans and current assets, the funding allocated within 2023/24 financial period total \$50.416m.
3. The monthly Capital Works Update will provide the status of these three capital programs as at the end of each calendar month.
4. Major Projects as at the 30 September 2023 reflects \$12.127m in spend and \$15.568m in contracted works.



5. Example of Major Projects within the category are.
 - 5.1. Central Market Arcade Redevelopment.
 - 5.2. City of Adelaide Bikeways – North / South.
 - 5.3. City Safe CCTV Network Upgrade.
 - 5.4. Rymill Park / Murlawirrapurka (Park 14) Lake Upgrade.
6. Major Project Summary:
 - 6.1 The Central Market Arcade Redevelopment has commenced with demolition works, those works are anticipated to be completed shortly and construction (piling) commencing in Quarter 2.
 - 6.2 Pitt Street project (final section of the Market to Riverbank program) has completed its procurement activity with the construction contract signed and work commencing in Quarter 2.
 - 6.3 Hindley St Main Street Revitalisation project (design) and North-South Bikeway remaining sections (construction) have gone to market with scoped works aimed to commence in Quarter 2.
 - 6.4 Two new projects have been approved by Council during the quarter, namely 218-232 Flinders St and Charles Street streetscape upgrade, which is in design phase.
 - 6.5 City Safe CCTV Network Upgrade under construction with 67% of cameras upgraded to date.

7. New and Upgrade Projects as at the 30 September 2023 reflects \$1.324m in spend and \$0.941m in contracted works.



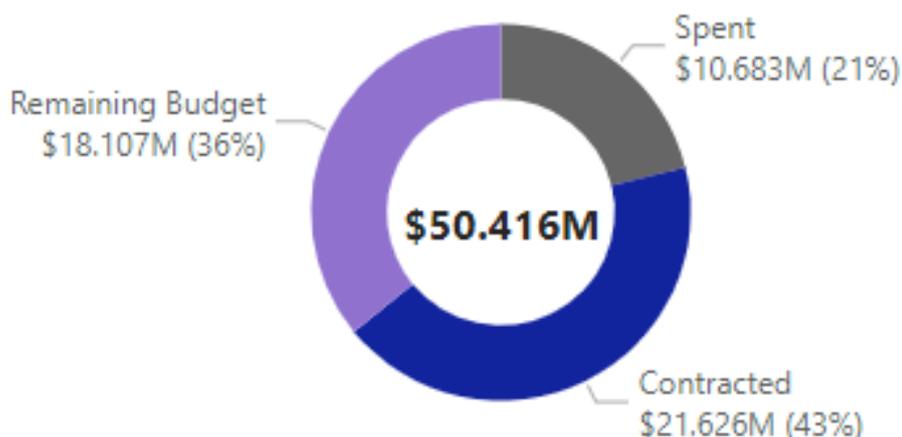
8. Example of New and Upgrade Projects within the category are.

- 8.1. Field Street Improvements.
- 8.2. Torrens Retaining Structure.
- 8.3. Rymill Park / Murlawirrapurka (Park 14) Sustainable Water Supply.
- 8.4. Greener City Streets Program.

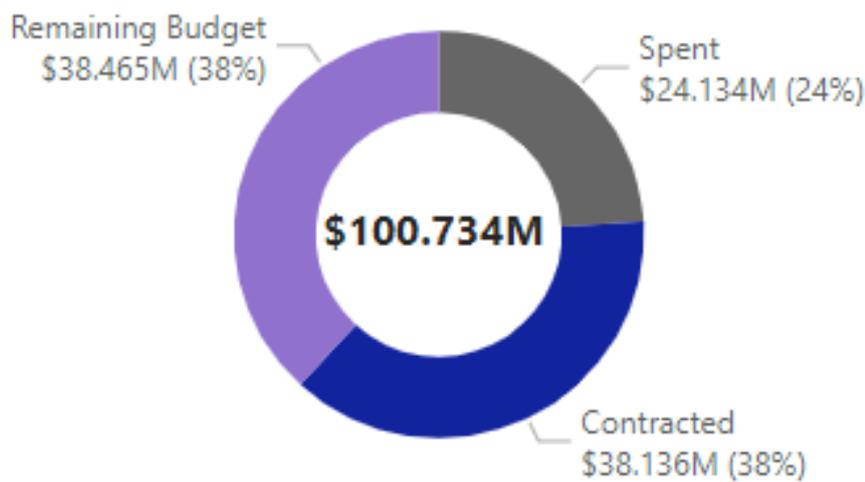
9. New and Upgrade Summary:

- 9.1 Four projects have reached practical completion in Quarter 1, namely Dogs on Leash signage, On Street Parking compliance resourcing, Jeffcott Street /Ward Street Traffic Signal Upgrade project and Place of Reflection.
- 9.2 Traffic Signal Upgrade works at the intersections of Currie St/Morphett St and Morphett St/South Terrace will commence in Quarter 2.
- 9.3 Field Street and the Greener City Streets program have gone to market with contract award and construction commencement expected in Quarter 2.

10. Renewal Projects as at the 30 September 2023 reflects \$10.683m in spend and \$21.626m in contracted works.



11. Example of Renewal Projects within the category are.
 - 11.1. Adelaide Town Hall Facade Conservation Works.
 - 11.2. Jeffcott Street South Renewal Project.
 - 11.3. Parking Meter Solution Renewal.
 - 11.4. Torrens Weir Rehabilitation.
 - 11.5. Road Renewals.
12. Renewal Project Summary:
 - 12.1 Twenty-Five projects have achieved practical completion this quarter, including Wyatt St UPark lift renewals, Town Hall Chiller renewal and several road and footpaths resurfacing projects.
 - 12.2 Several projects have commenced construction, including Adelaide Town Hall Façade Conservation works, Public Lighting LED Renewals, Three Rivers Fountain lighting and the Traffic Signal controller and lantern renewal program.
 - 12.3 Several projects completed their procurement activity this quarter with delivery commencing in Quarter 2/Quarter 3, including Golf Course Horticulture Hub, PC & laptops as well as Network & Security renewals and Irrigation renewal Victoria Square.
 - 12.4 A number of projects are forecasting completion in the next quarter, for example Gawler UPark Façade panel replacement, Francis St stormwater renewals, Bud lighting and switchboard renewals and various road and footpaths renewal projects.
13. There are 403 projects within the approved 2023/24 financial year.
14. Within the 2023/24 Capital Works Program there are currently 88 projects in the Initiate, Concept, and or Detailed Design Phase with a total value of \$ 8.640m.
15. There are 315 projects in the Delivery Phase with a total value of \$ 92.094m.
16. The total expenditure against the Capital Works Program to the end of September 2023 spent \$24.134m with a further \$38.136m contracted, totalling \$62.270m in the first three months.



17. Examples of those works completed or in progress are reflected in **Attachment A - Capital Works Projects in Focus – September 2023**.

18. Summary of commitments and expenditure by asset class for September 2023.

Summary of commitments and expenditure by asset class for September-2023.

Capital Works	No. of Projects	Approved Budget	Commitments	Expenditure	Remaining Budget
Asset Renewals	309	\$50.416M	\$21.626M	\$10.683M	\$18.107M
Corporate Overhead		\$5.500M	\$0.000M	\$1.435M	\$4.065M
Major Projects	11	\$2.279M	\$3.415M	\$0.841M	(\$1.976M)
New/Upgrade Projects	19	\$1.544M	\$0.111M	\$0.055M	\$1.378M
Bridges	4	\$0.250M	\$0.005M	\$0.118M	\$0.127M
Buildings	56	\$10.423M	\$5.743M	\$0.584M	\$4.095M
ICT Renewals	7	\$1.793M	\$1.077M	\$0.159M	\$0.557M
Light'g & Electrical	25	\$2.380M	\$0.349M	\$0.120M	\$1.911M
Park Lands Assets	16	\$0.605M	\$0.751M	\$0.241M	(\$0.387M)
Plant and Fleet	4	\$2.834M	\$2.519M	\$0.578M	(\$0.263M)
Traffic Signal	12	\$2.382M	\$1.413M	\$0.527M	\$0.442M
Transport	98	\$15.065M	\$4.692M	\$5.307M	\$5.066M
Urban Elements	50	\$4.124M	\$0.679M	\$0.264M	\$3.181M
Water Infrastructure	7	\$1.237M	\$0.874M	\$0.453M	(\$0.089M)
Major Projects	27	\$36.386M	\$15.568M	\$12.127M	\$8.691M
New/Upgrade Projects	94	\$13.932M	\$0.941M	\$1.324M	\$11.667M
Total	403	\$100.734M	\$38.136M	\$24.134M	\$38.465M

1. Transport is made up of Roads, Pathways and Kerb and Water Table

2. Plant and Fleet includes Commercial Plant and Fleet

3. Total Project Count: Mixed-Funded projects are only counted once in the total Project Count i.e. they are counted in the sub-totals but not in the Grand Total.

Future Procurement Activities:

- 19. The following procurement activities are currently being undertaken:
 - 19.1 Bud Lighting Removals & Reinstatements.
 - 19.2 Hindley Street - Cost Consultant, Stakeholder Engagement Lead.
 - 19.3 Hindley Street - Design Services.
 - 19.4 North / South Bikeways.
 - 19.5 Gunson St Streetscape Concept Design.
 - 19.6 Gray Street Streetscape Improvements - Consultancy Services.
 - 19.7 Ward Street Design Services.
 - 19.8 Park 6 Lefevre Park Footpath Renewal.

Future Community Consultation and Engagement Activities:

- 20. The following community consultation activities and engagement are ongoing or planned.
 - 20.1 Melbourne Street Upgrade - Government of South Australia funded (October 2023).
 - 20.2 Hutt Street - Entry Rejuvenation Community engagement (October 2023).
- 21. The information provided reflects the first three months of the financial year, future reports will provide more detail in terms of delivery against Council 2023/24 Capital Program.
- 22. Should Council Members wish to understand the progress of a specific project/s outside of those highlighted the Director, City Services and Associate Director, Infrastructure can be contacted to discuss.

ATTACHMENTS

Attachment A – Capital Works Projects in Focus – September 2023

- END OF REPORT -

Capital Works

September Update

Infrastructure & Public Works Committee

This report provides an overview of Capital Projects either complete or progressing for the month of September 2023.



CITY OF
ADELAIDE



Rymill Park Lake

(\$5.1M lake + \$1M (water-source))

Major Project



Rymill Park/Murlawirrapurka (Park 14)
Lake Renewal Project
Completion April 2024



yoursay.cityofadelaide.com.au/rymill-park-lake-renewal

Funding partner:  Government of South Australia  CITY OF ADELAIDE  Building contractor: **catcon**
civil & mechanical contractor

Lake Renewal

Rymill Park/Murlawirrapurka (Park 14)

Completion April 2024

yoursay.cityofadelaide.com.au/rymill-park-lake-renewal

Funding partner:  Government of South Australia  CITY OF ADELAIDE  Building contractor: **catcon**
civil & mechanical contractor

Contract has been awarded and civil works has commenced, major excavation of lake and perimeter boundary shaping.

Community notification including signage has been undertaken in addition to extensive coordination of works with events calendar, most recently Harvest Rock, Gluttony and Adelaide 500. Perimeter promotional hoarding in place.

Program estimated timelines between September 2023 until April 2024.

Jeffcott Street South

(\$2.17M) Renewal



Project is making excellent progress with the western roadside now complete, which includes specialist heritage kerb and water table.

Contractor continues to engage with residents.

Estimated completion of works – December 2023.

Torrens Lake Earth Retaining Structure

(\$715K) New & Upgrade



The project is constructing a support structure (piled retention system) to stabilise and prevent further slumping of the riverbank and pathway near the Uni foot Bridge.

Work is approaching completion with ancillary works to the embankment to be completed.

Estimated completion of works – October 2023

Road resurfacing

(\$6.2M) Renewal



Combined roads projects have a budget of \$6.260m.

Various streets progressing well: West Terrace resal. Hindley Street – depicted.

Stakeholder and events impact management – continuous.

60+ programmed over next six months.

Adelaide Town Hall Façade

(\$4.9M) Renewal



Multi-year funded project to address structural wear, and stonework restoration.

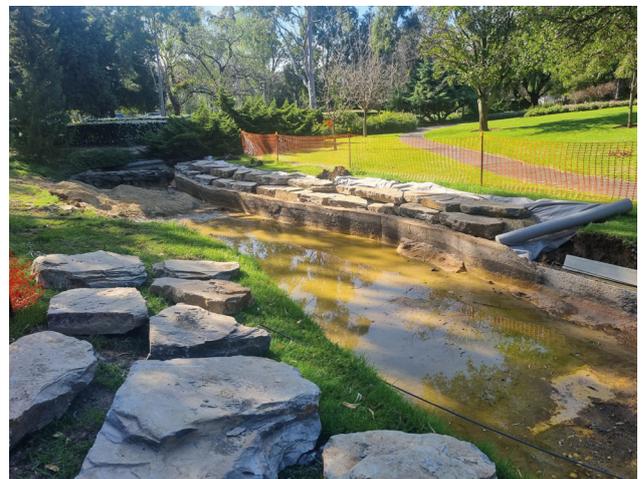
Conservation work has commenced with scaffold installation over Northern face, Pirie Street.

Works on King William Street façade scheduled February 2024.

Stakeholder has included E-News, local media, and notifications to adjacent businesses.

Veale Gardens Reticulated Creek

(\$436k) Renewal



Project is rectifying subsiding riverbanks, pathways, and landscaping.

Latent conditions and bad weather has impacted on delivery.

Stakeholder communication with events team and coordination around bookings continues.