

AGENDA

Mid Month Meeting of Council

To be held at the

Civic Centre

511 Burwood Highway

Wantirna South

On

Tuesday 10 June 2025 at 7:00 PM

This meeting will be conducted as a hybrid meeting



Order of Business

1 Apologies And Requests For Leaves Of Absence	3
2 Declarations Of Conflict Of Interest.....	3
3 Confirmation Of Minutes	3
4 Officer Reports.....	4
4.1 Removal of Section 173 agreements on Westfield Knox Land	4
4.2 Electric Vehicle Charging Infrastructure Policy	8
4.3 Outdoor Dining - Parklets	84
4.4 Minor Grants Program Monthly Report	99
5 Notices Of Motion	112
6 Supplementary Items.....	112
7 Urgent Business	112
8 Confidential Items.....	112

Bruce Dobson
Chief Executive Officer

1 Apologies And Requests For Leaves Of Absence

2 Declarations Of Conflict Of Interest

3 Confirmation Of Minutes

Confirmation of Minutes of Mid Month Meeting of Council on Monday 12 May 2025

4 Officer Reports

4.1 Removal of Section 173 agreements on Westfield Knox Land

Final Report Destination:	Council
Paper Type:	For Decision
Author:	Manager City Projects, Nicola Ward
Manager:	Manager City Projects, Nicola Ward
Executive:	Director, City Liveability, Matt Kelleher

SUMMARY

The report seeks Council's agreement to commence the process to remove two section 173 agreements, made under the Planning and Environment Act 1987 that apply to parcels of land that form part of the Westfield Knox complex. The land is co-owned by Scentre Group and NSW Treasury Corp.

The two section 173 agreements date from 1996. The agreements created obligations in relation to the development of the shopping centre at that time and were made by Council with the previous owners of the shopping centre. The current owners have requested their removal and Council had agreed to remove one of the agreements as part of a prior land purchase process.

Council officers have assessed that all obligations have been met, the agreements are no longer required and that the agreements can be ended and removed from the land titles.

Given the length of time since the agreements were entered into, officers are seeking a Council decision to approve removal of the two section 173 agreements as it is not clear if the existing delegations extend to enable their removal.

RECOMMENDATION

That Council:

1. Approve the removal of Agreement U088399V and Agreement U272004W made under Section 173 of the *Planning and Environment Act 1987* from all relevant titles of the Knox Westfield complex.
2. Authorise the Chief Executive Officer (or their delegate) to execute the removal of both Section 173 Agreements.

1. DISCUSSION

Section 173 of the *Planning and Environment Act 1987* enables Council as Responsible Authority to enter into an agreement with an owner of land covered by the Knox Planning Scheme.

Agreements made under section 173 place obligations on the owner of land and are secured to the title of the land, running with the owner of the land. That means when a land title is transferred after the land is sold, any outstanding obligations pass to the next owner. When a planning permit is issued by the Council, or a planning scheme amendment is adopted to approve a development proposal, a condition of the permit or amendment can be a requirement for the

landowner to enter into a section 173 agreement with the responsible authority. The section 173 mechanism enables Council to secure broader community benefits such as a financial contribution to community facilities and/or other requirements through planning and development processes.

The subject of this report is the proposed removal of two section 173 agreements on multiple titles of land that form part of the Westfield Knox shopping centre. Council has used section 173 agreements over many years to secure community outcomes as Westfield Knox has been developed by its various owners.

There are two Agreement to be removed, both dating from 1996. The Agreements state when they can be ended and the Act sets out the process for removal of agreements off titles. Pending Council's approval, officers have engaged lawyers to finalise the process, liaise with the other parties and register the removal of the Agreements off title.

Registered Section 173 Agreement U272004W

Agreement U272004W (confidential attachment 1) addresses requirements concerning the bus station, car parking, pedestrian linkages and a financial contribution to roads and community facilities. The agreement was made to support the Knox Ozone development. Agreement U272004W sets out that the Agreement be removed by the agreement of all parties pursuant to clause 12 of the Agreement and sections 177(2) and 183 of the Planning and Environment Act 1987.

The land affected by this section 173 Agreement is the land in:

- certificate of title volume 10333 folio 987,
- certificate of title volume 10795 folio 739, and
- certificate of title volume 10795 folio 740.

The costs for removal of this agreement will be shared between the co-owners of Westfield Knox.

Registered Section 173 Agreement U088399V

Agreement U088399V (confidential attachment 2) relates to obligations on car parking, consultation on the bus interchange and pedestrian linkages. These requirements are all now covered in the Development Plan Overlay that applies to the whole site. Agreement U088399V sets out that the Agreement be removed by the agreement of all parties pursuant to clause 10 of the Agreement and sections 177(2) and 183 of the Planning and Environment.

The land affected by this section 173 Agreement is the land in:

- certificate of title volume 12356 folio 113, and
- certificate of title volume 12356 folio 114.

The costs for removal of this agreement are be covered by Council as agreed under a Contract of Sale relating to purchase of land (confidential attachment 3) and can be met within existing resources.

Council officers in the planning and traffic teams have been consulted and are satisfied all requirements have been met and the Agreements can be ended.

Formal correspondence (confidential attachment 4) has been received from both owners of Westfield agreeing that the two section 173 agreements can end and be removed off titles. This was requested by the Council to confirm that both owners agreed to both agreements ending and being removed off titles

2. ENGAGEMENT

This is an administrative action, and no public engagement is required. The Planning and Traffic & Transport teams have been consulted, confirming the agreements are able to be removed.

3. SOCIAL IMPLICATIONS

There are no social implications of removal of the section 173 agreements.

4. CLIMATE CHANGE CONSIDERATIONS

Implementation of the recommendation is considered to have no direct implications or has no direct impacts upon Council's Net Zero 2030 target, the Community Net Zero 2040, exposure to climate risks or climate change adaptation.

5. ENVIRONMENTAL IMPLICATIONS

There are no environmental implications of removal of the section 173 agreements.

6. FINANCIAL AND RESOURCE IMPLICATIONS

The costs of removing the section 173 agreements will be shared between the Council and the two co-owners and can be paid for within existing resources.

7. RISKS

There are no risks with the removal of the Agreements as all obligations have been met.

8. KNOX COMMUNITY AND COUNCIL PLAN 2021-2025

Neighbourhoods, Housing & Infrastructure

Strategy 2.2 - Create, enhance and maintain places and spaces for people to live, work, play and connect.

Strategy 2.3 - Provide, maintain and advocate for accessible and sustainable ways to move around Knox.

Civic Engagement & Integrity

Strategy 5.3 - Ensure our processes are transparent and decisions are accountable.

9. CONFLICT OF INTEREST

The officers contributing to and responsible for this report have no conflicts of interest requiring disclosure under Chapter 5 of the Governance Rules of Knox City Council.

10. STATEMENT OF COMPATIBILITY

There are no legislative obligations under the Human Rights Charter, Child Safe Standards or the Gender Equity Act that are incompatible with the recommendation in this report.

11. CONFIDENTIALITY

Attachment 1, 2, 3 and 4 are included in the confidential agenda, as they contain confidential information pursuant to Council's Governance Rules and Section 66 of the Local Government Act 2020, as they relate to:

- land use planning information that might encourage or enable speculation in land values if prematurely released.
- legal privileged information, being confidential communication between Council and its lawyer created for the dominant purpose of the lawyer providing legal advice to Council.

ATTACHMENTS

Nil

4.2 Electric Vehicle Charging Infrastructure Policy

Final Report Destination:	Mid Month
Paper Type:	For Decision
Author:	Project Manager – Sustainable Futures, Barb Jordan
Manager:	Manager City Futures, Shiranthi Widan
Executive:	Director City Liveability, Matt Kelleher

SUMMARY

The draft Electric Vehicle Charging Infrastructure Policy has been prepared to guide the sustainable expansion and operation of electric vehicle (EV) charging networks within the municipality, on Council owned or managed land. Importantly, the draft Policy proposes to introduce a user-pays system for Council operated Charging Stations, promoting equitable access and sustainable management of this asset into the future. The draft Policy also identifies Council-preferred sites for additional charging infrastructure to guide assessment of any future interest by private Charge Point Operators (CPOs) who seek to locate Charging Stations on Council land at no cost to Council.

The draft Policy sets to establish strong foundation to support the continued growth of electric vehicle adoption by the Knox community and will guide decisions on Council land when approached by CPOs. Its implementation will not only facilitate a transition to low-emission transportation but also supports the community to meet its net zero target as set out in Council's adopted Climate Response Plan.

The draft Policy was approved by Council for the purposes of community consultation on 11 March 2025. Engagement was undertaken over a seven week period through various channels from 11 April 2025 to 5 May 2025.

Two hundred and twenty-two submissions were received to the survey provided on Council's Have Your Say platform. An Engagement Report outlining the feedback received is included as Attachment 1. Overall, the comments and feedback received from those in support of the draft Policy reflect support for Council expanding EV infrastructure, with a focus on environmental benefits of EVs, accessibility for those unable to charge at home, or visitors to Knox, and practical implementation to encourage wider adoption of electric vehicles. From those who oppose the draft Policy, the overall sentiment is that EV charging infrastructure should not be a priority for Council funding and that other community needs should take precedence. There is also scepticism about the environmental benefits and future viability of EVs, as well as concerns about fairness and the role of Council in facilitating growth of EV charging infrastructure. A number of people also opposed the introduction of user fees for Council EV chargers that are currently free for use. Council also received 113 suggestions for additional locations for charging stations.

It is important to emphasise that the draft Policy does not intend for Council to take an active role in implementing new EV charging infrastructure. Rather, the Policy positions Council as an enabler, not a provider, introducing a user pays system for existing Council owned EV charging stations and a decision making framework should a private CPO approach Council about introducing private EV charging stations on Council owned land.

Based on this and in consideration of the submissions received, two minor changes have been made to the draft Policy as well as other editorial changes (see Attachment 2).

Officers consider that there is merit for Council to proceed with adoption of the Policy. This report provides a final Policy (Attachment 3) for Council consideration and adoption, incorporating feedback received from the community.

RECOMMENDATION

That Council:

1. Note the feedback received about the draft Electric Vehicle Charging Infrastructure Policy and officers' response (Attachment 1); and
2. Adopt the Electric Vehicle Charging Infrastructure Policy as set out in Attachment 3.

1. DISCUSSION

Through the Climate Response Plan 2021-2031, Council has committed to a pathway towards net zero community emissions by 2040 with targeted interventions to ensure these targets are reached.

Knox residents rely heavily on private vehicle travel and on-road transport is a significant source of carbon emissions in the municipality, contributing approximately 20% to the municipal emissions profile. Approximately 94% of the trips in Knox are completed in a motor vehicle. Expanding the public Electric Vehicle (EV) Charging Network is one of the key actions identified in the Climate Response Plan as a way of helping the community transition to electric vehicles.

The key objectives for expanding EV charging infrastructure in Knox include to:

- support the uptake of EVs in Knox and the outer eastern suburbs (including those that are unable to upgrade charging infrastructure in apartments and rental properties);
- assist the community to reduce its carbon emissions;
- generate strong public awareness regarding alternative transport modes;
- increase visitation to key local retail hubs improving local economic activity;
- reduce community dependence on imported fossil fuel use; and
- improve overall air quality in local streets including near schools and busy intersections.

While many EV drivers in Knox would have access to home charging, public charging infrastructure will also play a crucial role for those looking to charge their cars faster, for visitors to Knox, or those without access to home charging (such as renters or those living in apartments). 65% of current EV drivers to Council's Have Your Say survey indicated they usually charge their vehicles at home, while just over 25% of drivers indicated they rely on public charging infrastructure.

Types of EV Charging

There are three broad types of EV charging technology currently available in Australia:

- Type 1: Trickle charge from domestic scale plug points at home.
- Type 2: Slow charge between 7kW to 22kW at key destinations (e.g. shopping centres).
- Type 3: Fast to Ultra Rapid charging of up to 350kW at Service stations

Knox's first public charger opened at the Knox Civic Centre in April 2019. As at May 2025, there are 29 public charging bays in Knox. These chargers are both privately owned and Council owned for public use. Of the 29 public chargers, 13 are Type 2 chargers and 16 are Type 3 chargers.

Currently, there are five Council owned public EV charging stations/bays (Type 2) in Knox. These charging bays are located at:

- Knox Regional Netball Stadium (1 charging bay)
- Knox Civic Centre (2 charging bays)
- Fairpark Reserve (2 charging bays).

Council owned or managed charging bays have been utilised by Knox based EV drivers as well as drivers from across Melbourne. In 2024, there have been over 6,000 charging sessions recorded across the three Council owned sites, with the total operational cost being approximately \$21,000 in 2024. This cost is currently borne by Council, as the charging stations are free to use by the community. Data shows that 58% of the drivers using the three Council owned chargers are Knox based drivers, with the average duration of charging being for 2 hours.

In addition, there are currently 16 Type 3 EV charging stations spread across the City of Knox. Nine of these charging stations are located on Council owned carparks through Licence Agreements with third-party charge point operators (seven charging bays with Jolt & two charging bays with Evie). These charging stations are located at:

- Ferntree Gully Train Station,
- Bayswater Train Station,
- Scoresby Village,
- Mountain Gate Shopping Centre,
- Burwood Highway Wantirna (Corner of Tyner Rd),
- High Street Bayswater,
- Studfield Shopping Centre, and
- The Basin Triangle.

EV owners who use the Jolt charging stations receive approximately 20 minutes free charging. This cost is borne by Jolt, the Charging Station operator and not by Council. Any charging beyond the free 20 minutes is currently billed at a rate of 54c/kWh. This fee is collected directly by Jolt.

The remaining 7 DC fast chargers are located on private land.

As the number of EVs increase in Knox, the demand for more public charging stations is likely to grow. It is anticipated that public EV chargers will especially be utilised by renters and those living in apartments that are unable to install charging infrastructure at their premises. As the adoption of electric vehicles grows, a policy is required to ensure the development of a robust, sustainable, and equitable charging network to meet the evolving needs of both EV owners and the wider public.

What the Draft Policy Covers

The draft Electric Vehicle Charging Infrastructure Policy (Attachment 3) is a strategic framework designed to facilitate the expansion and efficient operation of electric vehicle (EV) charging infrastructure in Knox.

It is important to emphasise that the draft Policy does not intend for Council to take an active role in implementing new EV charging infrastructure. Rather, the Policy introduces a user pays system for existing Council owned EV charging stations and a decision making framework should a private

Charge Point Operator approach Council about introducing private EV charging stations on Council owned land.

Key aspects of the draft Policy include:

A. Introduction of a user pays system for Charging Stations

The draft Policy proposes to introduce a user pays system for Council owned and operated chargers, where individuals who use the charging stations contribute to the costs of their operation. This includes covering the cost of installation and maintenance of the charging equipment and operational costs such as software management, data connection and electricity costs. This is necessary for several reasons:

- **Financial Sustainability:** Charging infrastructure, especially public charging stations, are costly to install and operate. Costs for installing new AC charging can be between \$10,000 to \$25,000, with most of the costs largely attributed to getting power to the site. By having users pay for the electricity consumed as well as the maintenance and operational costs, the charging stations can be financially self-sustaining, ensuring that Council does not bear the cost and/or subsidise EV drivers.
- **Encourages Efficient Use:** The 'user pays' system also promotes a more efficient use of the charging infrastructure. It discourages overuse or unnecessary charging, helping to manage demand and ensure that stations are available when and where they are needed most.

Industry experts, many EV drivers and the Electric Vehicle Council have also recommended that free to use chargers are phased out in favour of reliable and well-maintained chargers as the uptake of EVs increase.

B. Equity and Accessibility

The draft Policy provides guidance on suitable, strategic locations for new public charging infrastructure. Preferred sites are nominated in Appendix 1 of the draft Policy (Attachment 3). This is essential because without a well-distributed network of charging stations, there could be disparities in local access, leaving some people unable to charge their vehicles.

The location of EV Charging Stations at other suitable sites not included in Appendix 1, could also be supported (including those nominated through the public engagement process), subject to the assessment process. As such, the draft Policy identifies locations with the following characteristics as suitable:

- **Proximity to Amenities:** Ideally, charging stations should be placed near places where people already spend time, like shopping centres, community facilities or public transportation hubs.
- **Accessibility and Infrastructure:** The location should have adequate power supply and infrastructure for supporting charging stations and where possible, should be designed to allow mobility aid users access in line with Australian standards.

C. Use/Operation

The draft Policy provides guidance on the use and operation of Charging Stations. This includes:

- Avoiding exclusive use of Charging Stations based on EV brand/model or type of customer.
- Requiring operation of Charging Stations to rely on 100% renewable energy.

D. Guidance for Charge Point Operators (CPOs)

The draft Policy helps CPOs by offering strategic insights on Council preferred sites. For example:

- Guidance will be provided on factors like zoning, electrical capacity (if known), and environmental and local considerations that are critical to the successful installation of charging points.
- Ensuring that CPOs are not only reactive to the needs of the market but can also plan ahead to expand the network in a way that supports sustainable EV growth.

E. Community Consultation

Where car parking areas are proposed to be utilised for EV charging, community consultation with all affected businesses, residents or any relevant community groups will be undertaken by Council with input and support by the charge point operator (CPOs).

2. ENGAGEMENT

The draft Policy has been developed with feedback and input from Council departments including Planning, Traffic & Transport and the Property teams. Officer experience in negotiating Licence Agreements on Council sites and discussions with an Inter-Council EV Charging Infrastructure working group have also informed the development of the draft Policy.

The draft Policy was open for public consultation on Council's Have Your Say platform from 11 April 2025 to 5 May 2025.

Council's Have Your Say webpage received 778 visitors, of which 141 downloaded the proposed policy. A total of 222 submissions were received with 60% in support of the draft Policy and 40% opposed.

Additionally, the Facebook post notifying the community of the opportunity to provide feedback on Have Your Say attracted 153 comments (including responses from Council to the comments). Only 8 comments received addressed the actual draft Policy; 14 comments were opposed to EV rollouts; 8 were in support of the draft Policy; 11 were neutral and 45 raised concerns about issues not relevant to the draft Policy such as Council should focus on 'roads, rates and rubbish', and the condition of roads and footpaths. As a general observation, the Facebook comments indicate that many commentors had not read or understood the Policy and its objectives to introduce a user pays system for Council's existing EV charging infrastructure or a decision making framework to assess applications by private Charge Point Operators to locate EV charging infrastructure on Council land. The Facebook comments are also not treated as formal submissions to the draft Policy.

Overall, the comments and feedback received in support of the draft Policy reflects strong support for expanding EV infrastructure, with a focus on environmental benefits of EVs, accessibility for those unable to charge at home, or visitors to Knox, and practical implementation to encourage wider adoption of electric vehicles.

From those who oppose the draft Policy, the overall sentiment is that EV charging infrastructure should not be a priority for Council funding and that other community needs should take precedence. There is also scepticism about the environmental benefits and future viability of EVs, as well as concerns about fairness and the role of Council in facilitating growth in EV charging infrastructure. A number of people opposing the draft Policy are also opposed to the introduction of user fees for EV chargers that are currently free for use.

Council also received 113 suggestions for additional locations for charging stations with Rowville Lakes Shopping Centre, Westfield Knox, Knox Civic Centre, State Basketball Centre and Harcrest Hub receiving multiple nominations. Safety, including adequate lighting and passive surveillance were key considerations recommended by the community when selecting future EV charging sites.

The following table summarises the feedback received from the community and officer responses. Please note one change is recommended to the draft Policy based on community feedback.

Feedback received in support of draft policy	Officer Response
Support for EV Transition: <ul style="list-style-type: none"> Many respondents emphasise the importance of transitioning to electric vehicles (EVs) to combat climate change and improve public health by reducing emissions. There is a belief that government investment in EV infrastructure is crucial to encourage adoption, especially in the early stages. 	<p>The draft policy provides a framework for Council to support the implementation of charging stations through Licence Agreements with CPOs. It is not Council's intention to further invest in the installation of fast charging stations, which can be delivered more effectively through private CPOs.</p> <p>No change to Policy proposed.</p>
Infrastructure Needs: <ul style="list-style-type: none"> Respondents highlight the need for more EV charging infrastructure, especially in areas with increasing apartment populations where home charging may not be feasible. There is a call for better and more widespread charging locations, including public buildings and train stations. There is a belief that having more charging stations will encourage EV adoption and help Australia reach its net zero targets. 	<p>The draft policy supports the prioritisation of charging stations at shopping centres and other community facilities where a high visitor demand is expected with nearby amenities such as public toilets and shelter.</p> <p>No change to Policy proposed.</p>
Environmental, Health & Economic Benefits: <ul style="list-style-type: none"> Many comments focus on the environmental benefits of EVs, such as reducing local pollution and improving air quality, particularly around schools and public areas. Supporting EV infrastructure is seen as a step towards achieving climate goals and reducing the impact of global warming. Some respondents mention that the measure being cost-neutral to Council makes it an easy decision to support due to the potential to generate revenue for the council. 	<p>The draft policy proposes from 1 July 2025, Council operated charging stations will be cost neutral due to EV drivers being charged a user fee. Revenue is being generated through licence fees paid by CPOs for the installation of privately owned charging stations on council owned carparks.</p> <p>No change to Policy proposed.</p>
Equity and Accessibility: <ul style="list-style-type: none"> There is support for making EV charging more accessible and equitable, ensuring that all residents, including those in apartments, 	<p>The draft policy supports the introduction of a user fee for Council operated charging stations. The fees paid by drivers will cover installation, maintenance and operational</p>

Feedback received in support of draft policy	Officer Response
<p>have convenient charging options.</p> <ul style="list-style-type: none"> Some respondents suggest that charging should be fee-based to ensure fairness and cover operational costs and not be a burden on ratepayers. 	<p>costs.</p> <p>No change to Policy proposed.</p>
<p>Positive Community Impact:</p> <ul style="list-style-type: none"> Expanding EV infrastructure is viewed as beneficial for the community, reducing range anxiety and encouraging more people to switch to EVs. Respondents appreciate the council's forward-thinking approach and believe it will enhance the quality of life in the area. Publicly available fast charging is seen as important for both residents and visitors to reduce range anxiety (particularly in older cars with lower range). 	<p>To support the expansion of EV infrastructure, Council negotiated terms under a licence agreement with a CPO to offer EV drivers 20 minutes of free charging. Seven of these charging stations are spread across the municipality. This cost is borne by the CPO and not by Council.</p> <p>No change to Policy proposed.</p>
<p>Practical Considerations:</p> <ul style="list-style-type: none"> Comments mention the need for fast chargers and the importance of maintaining and upgrading existing infrastructure. There are suggestions to implement policies that prevent over-staying of charging spots to ensure turn-over of parking spaces for more users. There are concerns about the safety of makeshift charging solutions (e.g. Cables or unsafe extension cords) if safe and well-maintained public charging stations are not provided. 	<p>The draft Policy supports the introduction of charging users idling fees if they stay longer than the allocated parking limit. This will discourage cars from overstaying.</p> <p>The draft Policy has been amended to reflect the concerns of EV drivers regarding safety whilst charging. The draft Policy now emphasises the need for charging to be in well-lit areas and close to main areas of activity to deter vandalism and provide a sense of security, particularly at night.</p> <p>See Attachment 2</p>

Feedback received in opposition to draft policy	Officer Response
<p>Cost and Financial Concerns:</p> <ul style="list-style-type: none"> Many comments express concerns about the cost of EV infrastructure, arguing that it should not be funded by ratepayers. There is a strong sentiment that EV owners should bear the costs of charging infrastructure, similar to how petrol vehicle owners pay for fuel. Some residents are worried about potential rate increases to fund the 	<p>The draft Policy proposes to introduce a user-pays system for Council operated charging stations. The draft Policy also identifies Council-preferred sites for additional charging infrastructure to guide assessment of any future interest by CPOs who seek to locate charging stations on Council owned sites at no cost to Council. The draft policy does not support Council funding fast EV charging stations in the</p>

Feedback received <u>in opposition</u> to draft policy	Officer Response
infrastructure.	<p>future.</p> <p>No change to Policy proposed.</p>
<p>Prioritisation of Other Issues:</p> <ul style="list-style-type: none"> ○ Several comments suggest that council funds should be allocated to more pressing issues such as healthcare, road maintenance, community safety, and improving bike paths. ○ There is a belief that EV charging infrastructure is not essential at this time and that other community needs should take precedence. 	<p>The draft Policy identifies Council owned car parks where private CPOs can install and operate chargers at their own cost, under a licence agreement with Council. This draft policy is aimed at planning the expansion of charging infrastructure in line with community demand for EVs without using ratepayer funds or impacting core services.</p> <p>No change to Policy proposed.</p>
<p>Scepticism About EVs:</p> <ul style="list-style-type: none"> ○ Some residents are sceptical about the environmental benefits of EVs, citing concerns about battery production, disposal, and the overall lifecycle emissions of EVs. ○ There is a perception that EVs are not the future of transportation, with some comments mentioning alternative technologies like hydrogen fuel cells. 	<p>All extractive industries are harmful to the environment (including fossil fuel used in the majority of vehicles). Stricter policies and consumer pressure is needed to improve outcomes for all such industries. Walking, Cycling and Public Transport remain the most environmentally sustainable transport options and will continue to be a priority for Council. In relation to Hydrogen, the International Energy Agency notes that the global demand for Hydrogen is ‘slowing down’ and shifting to heavy-duty vehicles.</p> <p>No change to Policy proposed.</p>
<p>Equity and Fairness:</p> <ul style="list-style-type: none"> ○ Comments highlight concerns about fairness, particularly the idea that non-EV owners should not subsidise the infrastructure for EV owners. ○ There is a sentiment that providing free charging is unfair to those who cannot afford EVs or who choose to drive petrol vehicles. 	<p>The draft Policy does not support Council funding the installation of fast EV charging infrastructure or absorbing the ongoing costs associated with Council owned chargers. It proposes to introduce a user fee for Council owned chargers. The fees paid by EV drivers will cover installation, maintenance and operational costs.</p> <p>No change to Policy proposed.</p>

Feedback received in opposition to draft policy	Officer Response
<p>Role of Council:</p> <ul style="list-style-type: none"> Many comments argue that providing EV charging infrastructure is not the role of the council and should be left to private enterprises. There is a comparison to petrol stations, with the argument that councils do not provide petrol stations and therefore should not provide EV charging stations. 	<p>The draft Policy provides guidance to CPOs to install and operate EV charging infrastructure on Council owned or managed sites at no cost to Council. It also guides the development of financially sustainable operating models for Council-owned and operated charging stations. Council will receive an income from the licence fees or the user fees. A policy on EV infrastructure provides guidance to prospective CPOs interested in expanding charging infrastructure in Knox. As the largest manager of car parks in Knox, Council is in a good position to guide this expansion and also derive an income.</p> <p>No change to Policy proposed.</p>
<p>Practical Concerns:</p> <ul style="list-style-type: none"> Some residents are concerned about the practicality of EV charging stations, such as the loss of parking spaces and the time it takes to charge an EV. There are also concerns about the reliability and safety of EVs and their charging infrastructure. Concerns were raised that the draft Policy was not clear enough about the need for car parks to be reinstated to their original condition should the EV infrastructure become obsolete and/or who bore the cost of the reinstatement. 	<p>The draft Policy discourages the location of Charging Stations in spaces that have the highest demand for parking turnover in the area (usually restricted by short term parking restrictions) and not replace accessible parking, loading zones, bus zones, taxi zones and/or mail zones.</p> <p>Charging can be done safely in all weather conditions. Public chargers have circuit interrupters to protect against surges and good home chargers come with voltage and circuit protection. EV battery fires remain a rare occurrence - much lower than the risk of an Internal Combustion Engine vehicle fire while refuelling. All of Council's existing and proposed charging locations are in open air car parks with good access for first responders to successfully put out an EV fire. (see: https://www.evfiresafe.com/)</p> <p>Regarding the reinstatement of car parks should EV charging infrastructure become obsolete, a condition would form part of any Licence Agreement to ensure Council land was reinstated to its original condition at the cost of the private CPO. However noting the feedback, an additional wording has been included under Section 4.5 Maintenance and Operation to be clear of</p>

Feedback received in <u>opposition</u> to draft policy	Officer Response
	the reinstatement requirements. The wording is taken from Council's standard Licence Agreement (see Attachment 2).

Officers also presented the draft Policy at the Environment Advisory Committee and the Disability Advisory Committee. Members from other advisory committees were asked to provide input via Council's Have Your Say website.

As a result of the feedback received, the draft Policy has been amended to include the following additions:

- Prioritise charging stations in locations that are in well-lit areas and close to main areas of activity to deter vandalism and provide a sense of security, particularly at night.
- For CPO operated charging stations, at the expiration of the licence agreement CPOs will vacate the licensed area and remove all infrastructure and make good any damage caused by its removal or leave supporting infrastructure in place for future use.
- Other minor editorial changes.

3. SOCIAL IMPLICATIONS

The draft Policy is forecast to have a positive social impact for the community through the encouragement and support for the installation of more EV charging infrastructure in the Knox municipality. This will increase visitation to our local activity centres and retail hubs improving economic activity locally.

4. CLIMATE CHANGE CONSIDERATIONS

The subject of this report has been considered in the context of climate change and as previously stated, is an action contained within the Knox Climate Response Plan 2021 – 2031, which states that Council will support sustainable transport by:

"Identifying and setting aside select parking spaces for EV charging points, and exploring delivery models including partnerships with EV charging service providers, or through requiring EV charging points in new developments in certain zones"

The research, analysis and planning of this draft Policy has considered opportunities to address greenhouse emissions from the transport sector through the expansion of public EV charging stations to help the community transition towards low emission transport options.

5. ENVIRONMENTAL IMPLICATIONS

The installation of an EV Charging Network across the Knox municipality supports the uptake of electric vehicles in Knox and the outer eastern suburbs. This leads to reducing the community's dependence on imported fossil fuel use as well as lead to a reduction in carbon emissions. A shift to electric vehicles will also result in improved air quality near busy intersections and schools, where idling cars often lead to poor local air quality.

6. FINANCIAL AND RESOURCE IMPLICATIONS

The draft Policy will be delivered within existing resources. Council can expect to receive income from both the introduction of user-pays system for Council owned chargers as well as from licence fees for charging stations operated by a third party. The estimated annual income to Council from both Council owned chargers and CPO licence fees is estimated to be approximately \$30,000 per

annum at present. It is proposed that this income is used to offset the cost of maintenance, operation and replacement of Council owned chargers.

It is anticipated that future roll out of fast chargers will largely come from the private sector. Council's role would be to facilitate any interest in CPOs constructing and operating a charger on Council owned car parks. This means the cost of these installations are borne by the CPOs and not by Council.

In 2024, the Council operated chargers at the Civic Centre, Netball Centre and Fairpark Reserve saw over 6,600 individual charging sessions recorded at a total estimated cost of electricity of \$21,000. Council also has a software and maintenance agreement to monitor and service these chargers. Therefore, the total cost of maintenance and operation of the three Council owned chargers is just over \$22,500 per annum.

With the introduction of a user fee, it is expected that utilisation of the charger will decline in the initial stages, although the rate of this expected reduction is currently unknown. For the 2025/26 financial year, the Fees and Charges for Council Operated EV Charging stations (Type 2 – slow charge) is proposed to be 25c/kWh - this is reflective of Council's contract electricity rates as well as the annual software and maintenance cost for each charger. An additional 'idle fee' is proposed in the 2025/26 Fees and Charges to apply for charging periods of 2.25 hours onwards. The idle fee is intended to discourage users from overstaying the 2-hour parking limit that applies to Council owned EV charging parking spaces.

By way of comparison, the user fees for privately operated fast DC chargers range from 50c/kWh to 70c/kWh, and the fees for privately owned and operated slow AC chargers in Knox currently range from 20c/kWh to 35c/kWh.

7. RISKS

The Electric Vehicle (EV) Charging Infrastructure Policy will assist in mitigating the risk of potential property or liability incidents by providing greater efficiency, clarity, consistency, and financial sustainability in managing EV Charging Stations in Knox.

A small number of comments in Council's Have your Say survey indicated respondents were worried about the potential of fire risk. Electric vehicle battery fires are very rare. Research by Australian company EV FireSafe (www.evfiresafe.com) has been able to verify approximately 511 EV battery fires globally since 2010 (as of June 2024) from over 40 million vehicles. Data from Sweden suggests the likelihood of an EV fire is around 20 times less likely than a petrol/diesel vehicle fire, after accounting for the differences in the market share of each vehicle type.

Here in Australia, there are only six verified EV battery fires in road-registered passenger vehicles; one was caused by arson, three were due to an external fire consequently setting the cars alight, one because it was involved in a crash, and one due to hitting road debris which penetrated the battery.

All of Council's existing and proposed charging locations are in open air car parks with good access for first responders to successfully put out any EV fire.

8. KNOX COMMUNITY AND COUNCIL PLAN 2021-2025

Natural Environment & Sustainability

Strategy 3.2 - Prepare for, mitigate and adapt to the effects of climate change.

9. CONFLICT OF INTEREST

The officers contributing to and responsible for this report have no conflicts of interest requiring disclosure under Chapter 5 of the Governance Rules of Knox City Council.

10. STATEMENT OF COMPATIBILITY

There are no legislative obligations under the Human Rights Charter, Child Safe Standards or the Gender Equity Act that are incompatible with the recommendation in this report.

11. CONFIDENTIALITY

There is no content in this report that meets the definition of confidential information from the Local Government Act 2020.

ATTACHMENTS

1. Attachment 1 - Community Engagement Report - EV Charging Infrastructure Policy - May 2025 [**4.2.1** - 42 pages]
2. Attachment 2 - Draft - Electric Vehicle Charging Infrastructure Policy - 2025-2028 - Tracked Changes Version [**4.2.2** - 11 pages]
3. Attachment 3 - Draft - Electric Vehicle Charging Infrastructure Policy - 2025 - 2028 - Clean Version [**4.2.3** - 11 pages]

knox



Engagement Report

Electric Vehicle Charging Infrastructure Policy

May 2025





Contents

Draft Policy Community Consultation.....	2
Contributions Received via Have Your Say website	3
Support for the Policy	3
Summary of Comments in support of the Policy (Have Your Say)	4
Summary of Comments opposed to the Policy (Have Your Say).....	5
Email feedback	6
EV Driver Charging Habits	7
Input from Local residents	7
Future EV charging location suggestions	8
Community suggestions for public EV charging stations	10
Comments in Support of EV Charging Infrastructure Policy (Have Your Say)	11
Email responses received in support of policy	21
Comments in opposition to the EV Charging Infrastructure Policy (Have Your Say)	24
Email responses received in opposition to Policy	38



The following provides a record of key consultation activities undertaken during the development of the Electric Vehicle Charging Infrastructure Policy, 2025.

Draft Policy Community Consultation

Council endorsed the draft Electric Vehicle (EV) Charging Infrastructure Policy for public consultation at the Council meeting on the 11 March 2025. The draft Policy was open for feedback on Council's Have Your Say platform from 11 April 2025 to 5 May 2025.

The engagement was promoted via a range of communication channels including:

- News articles on Councils website
- Social media posts on Facebook and Instagram
- A3 corflute signs at the three Council owned charging stations.
- A3 posters at Council facilities.
- Digital screens in Council's Civic Centre, libraries and leisure centres.
- Presentations at Environment Advisory and Disability Advisory Committees.
- Four hours of in-person pop ups at Bayswater Library and the Civic Centre.
- A message on the PlugShare App for all three Council owned sites.
- Council e-newsletters.
- Digital screens on seven Jolt EV charging station screens at local shopping centres in Ferntree Gully Village, High St Bayswater, Station St Bayswater, Scoresby Village, Studfield Shops, Burwood Hwy Shops Wantirna South and Mountain Gate Shopping Centre (Pictured).





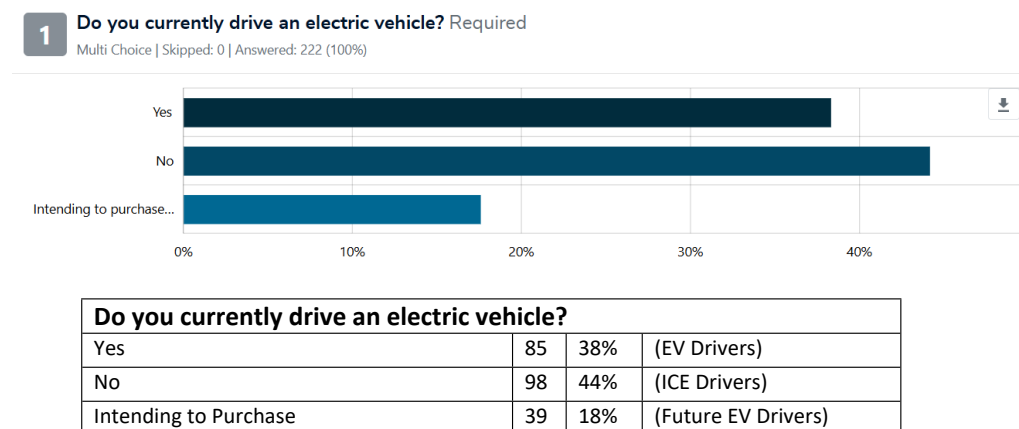
The call to action across all channels asked the community to provide feedback via the Have Your Say webpage. As a result, during the period between 11 April 2025 and 5 May 2025, the Have Your Say page **received 980 visits from 778 visitors**. The policy was **downloaded 141 times**. Six people also sent in written feedback via e-mail.

The Facebook post attracted over **62,000 impressions** (number of times the post was seen) and a **reach of 17,000** (number of unique users) resulting in **513 clicks** on the Have Your Say link. The post also attracted 153 comments and 53 reactions.

Submissions Received via Have Your Say website

Council received a total of **222 submissions** to the Have Your Say platform. The following is an overview of the questions and summary of responses received.

Driver Profile



A slight majority of responses (56%) received through Have Your Say are either current or future EV drivers. For the purposes of this analysis, anyone that answered 'no' to this question are assumed to have no intention of purchasing an electric vehicle and will be referred as ICE (Internal Combustion Engine) drivers.

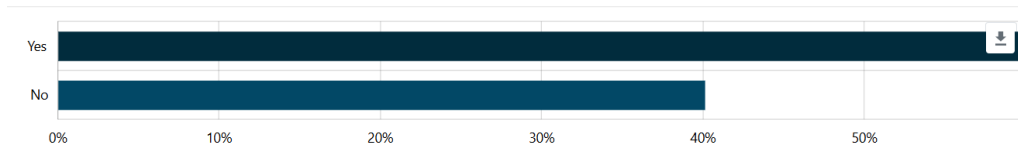


Support for the Policy

2**In general, do you support the main objectives of the draft Electric Vehicle Charging Infrastructure Policy?**

Required

Multi Choice | Skipped: 0 | Answered: 222 (100%)



Support for the main objectives of the draft EV Charging Infrastructure Policy were split 60% in support and 40% oppose.



The majority of the support for the proposed policy came from current EV drivers (31%) and the strongest opposition to the proposed policy was seen from ICE drivers (30%).

	Support Policy (number, %)		Oppose Policy (number, %)	
Current EV Drivers	69	31%	16	7%
Future EV Drivers	32	14%	7	3%
ICE Drivers	32	14%	66	30%
Total	133	60%	89	40%

To avoid officer bias, all comments from Have Your Say were divided into supportive and opposing comments and then summarised through an AI tool, Microsoft Copilot.

Summary of Comments in support of the Policy (Have Your Say)

1. Support for EV Transition:

- Many respondents emphasise the importance of transitioning to electric vehicles (EVs) to combat climate change and improve public health by reducing emissions.
- There is a belief that government investment in EV infrastructure is crucial to encourage adoption, especially in the early stages.

2. Infrastructure Needs:

- Respondents highlight the need for more EV charging infrastructure, especially in areas with increasing apartment populations where home charging may not be feasible.
- There is a call for better and more widespread charging locations, including public buildings and train stations.
- There is a belief that having more charging stations will encourage EV adoption and help Australia reach its net zero targets.

3. Environmental, Health & Economic Benefits:

- Many comments focus on the environmental benefits of EVs, such as reducing local pollution and improving air quality, particularly around schools and public areas.
- Supporting EV infrastructure is seen as a step towards achieving climate goals and reducing the impact of global warming.
- Some respondents mention that the measure being cost-neutral to Council makes it an easy decision to support due to the potential to generate revenue for the council.

4. Equity and Accessibility:

- There is support for making EV charging more accessible and equitable, ensuring that all residents, including those in apartments, have convenient charging options.



- Some respondents suggest that charging should be fee-based to ensure fairness and cover operational costs and not be a burden on ratepayers.

5. Positive Community Impact:

- Expanding EV infrastructure is viewed as beneficial for the community, reducing range anxiety and encouraging more people to switch to EVs.
- Respondents appreciate the council's forward-thinking approach and believe it will enhance the quality of life in the area.
- Publicly available fast charging is seen as important for both residents and visitors to reduce range anxiety (particularly in older cars with lower range).

6. Practical Considerations:

- Comments mention the need for fast chargers and the importance of maintaining and upgrading existing infrastructure.
- There are suggestions to implement policies that prevent long-term occupation of charging spots to ensure turn-over of parking spaces for more users.
- There are concerns about the safety of makeshift charging solutions if safe and well-maintained public charging stations are not provided.

Overall, the comments and feedback received in support of the proposed policy reflects strong support for expanding EV infrastructure, with a focus on environmental benefits, accessibility, and practical implementation to encourage wider adoption of electric vehicles.

Summary of Comments opposed to the Policy (Have Your Say)

1. Cost and Financial Concerns:

- Many comments express concerns about the cost of EV infrastructure, arguing that it should not be funded by ratepayers.
- There is a strong sentiment that EV owners should bear the costs of charging infrastructure, similar to how petrol vehicle owners pay for fuel.
- Some residents are worried about potential rate increases to fund the infrastructure.

2. Prioritisation of Other Issues:

- Several comments suggest that council funds should be allocated to more pressing issues such as healthcare, road maintenance, community safety, and improving bike paths.
- There is a belief that EV charging infrastructure is not essential at this time and that other community needs should take precedence.

**3. Scepticism About EVs:**

- Some residents are sceptical about the environmental benefits of EVs, citing concerns about battery production, disposal, and the overall lifecycle emissions of EVs.
- There is a perception that EVs are not the future of transportation, with some comments mentioning alternative technologies like hydrogen fuel cells.

4. Equity and Fairness:

- Comments highlight concerns about fairness, particularly the idea that non-EV owners should not subsidise the infrastructure for EV owners.
- There is a sentiment that providing free charging is unfair to those who cannot afford EVs or who choose to drive petrol vehicles.

5. Role of Council:

- Many comments argue that providing EV charging infrastructure is not the role of the council and should be left to private enterprises.
- There is a comparison to petrol stations, with the argument that councils do not provide petrol stations and therefore should not provide EV charging stations.

6. Practical Concerns:

- Some residents are concerned about the practicality of EV charging stations, such as the loss of parking spaces and the time it takes to charge an EV.
- There are also concerns about the reliability and safety of EVs and their charging infrastructure.

The overall sentiment among those opposing the proposal is that EV charging infrastructure should not be a priority for Council funding and that other community needs should take precedence. There is also significant scepticism about the environmental benefits and future viability of EVs, as well as concerns about fairness and the appropriate role of Council.

Email feedback

Feedback received via Email (6 respondents) was divided equally between support (3 people) and opposition (3 people) to the Policy.

A resident from The Basin, a Resident from Wantirna South along with another contributor provided strong support for the policy suggesting more charging in well-lit busy areas of shopping centres would be welcomed by drivers. Council also received innovative measures such as a suggestion to explore neighbourhood battery coupled with charging infrastructure to take advantage of the high take up of rooftop solar amongst Knox households.

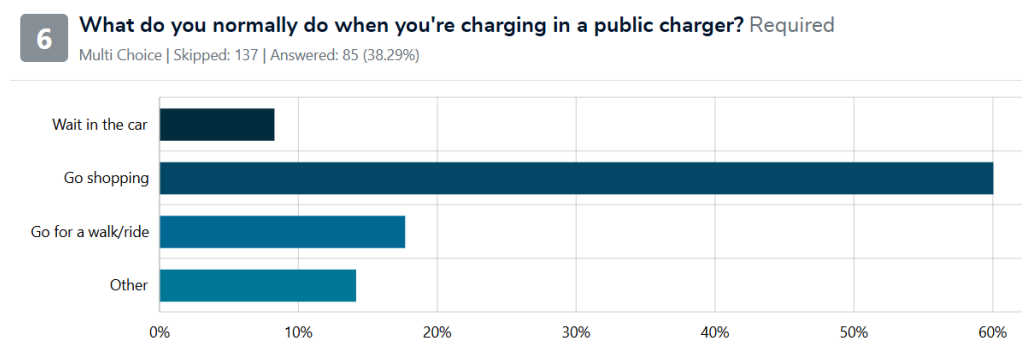
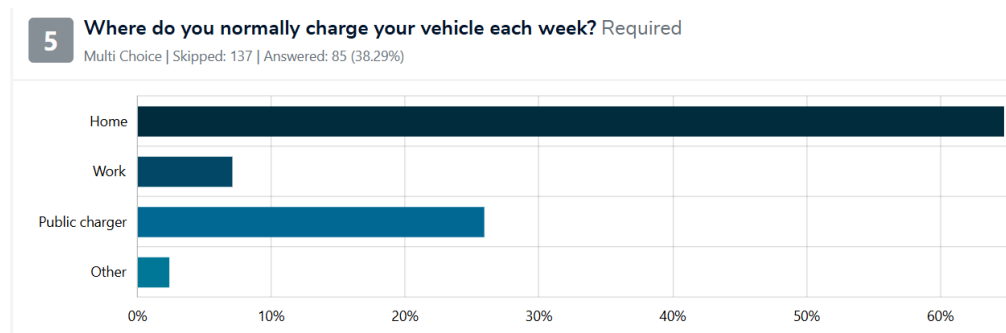
Respondents who emailed in opposition to the policy didn't reveal their place of residence but believe that Council is overstepping its role by supporting EVs and are opposed to



ratepayer funds being used for this purpose, criticisms of EVs also covered battery disposal, use of non-recyclable materials and safety concerns.

EV Driver Charging Habits

Additional responses were sought from current EV drivers on where they usually charge their vehicle and what they usually do while their vehicle is charging at a public charger.



The responses indicate that 65% EV drivers usually charge their vehicle at home. The survey indicated that 26% of EV drivers rely on public charging infrastructure for their normal weekly charging. Survey data also shows that around 60% of the drivers usually go shopping while using the public charging infrastructure in Knox.

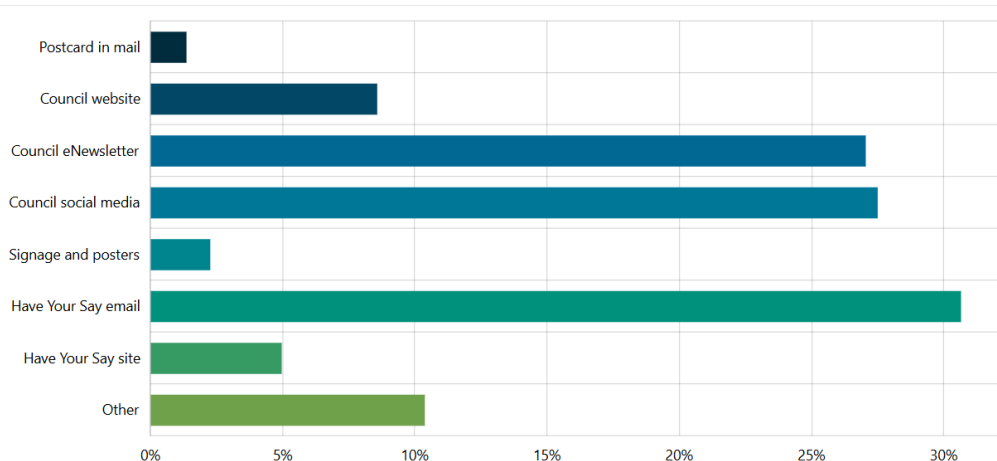
Input from Local residents

The survey was completed largely by Knox residents (96%), indicating that the channels used to promote the Have Your Say have been very effective in reaching the local community.



11 Where did you find out about this engagement? Select all that apply. Required

Multi Choice | Skipped: 0 | Answered: 222 (100%)



The following table outlines the broad community sentiment based on the self-reported location of the contributors.

Policy Support by Location	Support (n)	Oppose (n)	Support (%)	Oppose (n)
The Basin	2	2	50%	50%
Bayswater	9	3	75%	25%
Boronia	14	11	56%	44%
Ferntree Gully/Upper Gully	33	21	61%	39%
Knoxfield	8	8	50%	50%
Lysterfield	6	6	50%	50%
Rowville	18	14	56%	44%
Scoresby	1	4	20%	80%
Wantirna/Wantirna South	36	18	67%	33%
Non-Knox	6	2	75%	25%
Total	133	89	60%	40%

Data on Gender or Age of respondents were not collected for this analysis.

Future EV charging location suggestions

Council received 113 suggestions for additional locations (see next page) for future EV charging station expansion, this includes locations that are Council owned sites (e.g. Tim Neville Arboretum, Lewis Park, Wally Tew Reserve, Leisureworks, Knoxfield Shops) and privately owned sites including Wellington Village, Rowville Lakes, Knox Westfield, Harcrest and Stud Park Shopping Centres. The lack of charging in the Lysterfield, Boronia, Knoxfield and Upper Ferntree Gully areas were also mentioned numerous times by submitters.



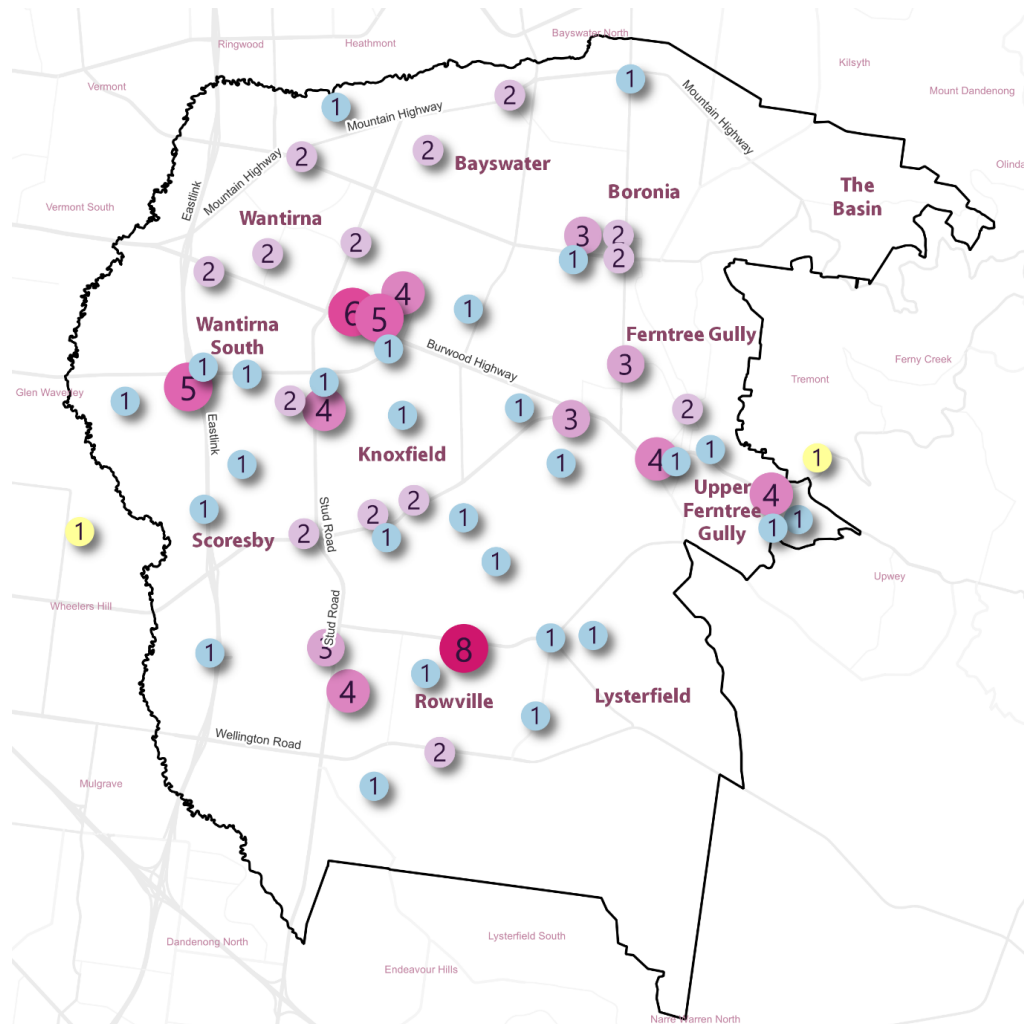
The most nominated in order of frequency are:

1. Rowville Lakes Village (8 nominations)
2. Westfield Knox (6 nominations)
3. Knox Civic Centre (5 nominations)
4. State Basketball Centre (5 nominations)
5. Lewis Park (4 nominations)
6. Harcrest Hub (4 nominations)
7. Stud Park Shopping Centre (4 nominations)
8. Ferntree Gully Village (4 nominations)
9. Upper Ferntree Gully Village (4 nominations)

Safety including adequate lighting and passive surveillance were key considerations recommended by the community when selecting future EV charging sites.



Community suggestions for public EV charging stations



Note: these are community suggestions from the Have Your Say community engagement process. Sites are indicative only and may not be Council owned or managed land. The sites also have not been assessed for suitability based on the criteria proposed in the policy.



Comments in Support of EV Charging Infrastructure Policy (Have Your Say)

Feedback from submitters that support the main objectives of the policy and were asked to elaborate on “Why have you chosen this option?”

Feedback Received*	Officer Response
Right thing to do	Noted
Policy while complicated Looks reasonable	Noted
More charging stations are critical if we want to move away from petrol-powered vehicles and fossil fuels. The positive environmental outcomes are in line with Knox CC and its resident's vision. I live in the harcrest estate and many people have evs- I love how when they drive past I'm not inhaling toxic fumes. I hope to own an EV in the next year.	Noted
i believe going electric is more friendly to the environment	Noted
The policy appears to utilise 3d party providers at no cost to Council. The agreement would ideally also state that cost for repair and damage would be borne by the operator as to not expose Council to costs. Consideration may need to be placed to have charging in perpendicular / angular parking only. Parallel parking would provide extra spots, but the risk with the intrusion into the roadway would be too great.	Noted. The Policy requires the operators to build, own and operate the charger without any costs to Council, this includes repairs or replacements.
Important for all councils to provide safe and available charging capacity for locals, travellers and visitors alike to support adoption of BEVs.	Noted
Anything that increases charging infrastructure is a positive and Knox should be developing more sites.	Noted
I support the need to futureproof the EV direction for the future. I do feel it's better to wait and assess the DDA compliance around EV parking. I also think that the free EV charging stations should be abolished and use pay per use ones as I don't think it fair that EV get free charging and petrol vehicles don't - and rate payers are footing the bill.	The policy proposes to introduce a fee to use Council chargers. It also requires operators to introduce accessible parking spaces in appropriate locations when the Australian Standards are updated.

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
We need more charging stations but I don't want the rates to go up	Noted. The policy proposes to introduce a framework for private charge point operators and EV users to fully fund the installation and maintenance of new EV infrastructure, so that the cost is not incurred by Council.
I picked it because EVs are still better than ICEs. However, extending the Glen Waverley train line to Knoxfield and Lysterfield would be a lot better. There already are too many cars on the roads and they cause ~permanent congestion at the Blackburn Road x High Street Road section.	Noted. Promoting Walking, Cycling and Public Transport are all part of Council's Climate Response Plan and other sustainable transport strategies to reduce transport emissions.
EVs are fine but those who own them should fund the powering of them.	Noted. The policy requires users to pay for the cost of operating and maintaining chargers and private charge point operators to fully fund the installation and maintenance.
It is important to have more EV charging stations to encourage the uptake of EVs	Noted
The demand for EVs is growing year on year	Noted.
For some people, switching to EV is financially impossible. We must not discriminate against these people. The cost of introducing EV must be paid by EV owners or introducers, so fees for them makes sense.	Noted. The policy requires users and private charge point operators to pay for the cost of operating and maintaining chargers.
In an area where we are prone to storm related extended blackouts, having a reliable charger network is incredibly important. The lack of external charging options locally is one of the barriers to our household transitioning to an EV.	Noted. The policy is designed to plan and support the expansion of public charging stations without adding additional costs to Council.
I will be purchasing an EV within the month. If there is no ability to easily accommodate my car, I will choose alternate shopping areas. Despite Knox being the closest.	Noted. The policy aims to encourage location of additional EV chargers in local shopping centres where possible.



Feedback Received*	Officer Response
We need to prepare for the future and need to have charging stations available in the community	Noted
Proposed locations are in public precincts.	Noted
To help the EV owners to find the chargers easily and locally and enhance the environment.	Noted
Because it is planning and addressing the future increased use of EVs and the requirement for increased charging network and seeks to understand what the community wants to set the direction of policy	Noted
Some is good.	Noted
I am happy with the objectives as people are buying and now own electric cars so I believe there is a need for charging stations in carparks	Noted
Increasing the charging infrastructure around Knox will benefit more road users as EVs become more popular.	Noted
EV charging stations on council owned land and facilities is a great idea	Noted
I agree that more available charging stations in activity areas can help drive adoption of EVs.	Noted
Charging availability is a major obstacle for ev ownership. All levels of government should be working towards removing obstacles to ev ownership as they are a significant step in decarbonising our community.	Noted
What do you mean why?	Noted
What an unusual time to ask this question	
EV infrastructure is important	Noted
Anything local government can do to encourage & support green initiatives is a positive step for the local & the wider community	Noted
I want to be able to charge my vehicle	Noted
we need to look after the environment.	Noted
Electric vehicles and transport will assist Australia reach its climate emissions goals	Noted
Yes - it makes good environmental and economic sense to support the deployment of a fiscal and sustainable option for the inevitable need in our community.	Noted
Think of to be a future trend	Noted

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
There is a lack of EV chargers in the area and an increased number of EVs, making it difficult to charge cars due to high demand. Often times these chargers are also faulty, so we need more frequent maintenance and checks on these charging stations.	Noted. The policy and licence agreements require the chargers to be well maintained.
I believe as a Knox resident we have to encourage emissions reductions for our children's futures. The main roadblocks to EV take up is initial purchase cost and concerns with infrastructure. With EV it is about charging (refueling at the destination) rather than refueling to get somewhere. To have appropriate charging at key destinations within the Knox district is key to encouraging the use of council facilities, utilizing local traders and encouraging potential EV operators that do not have the capability for recharging at their residence	Noted
I feel we need to support EV drivers who may not have the capacity to charge at home by having greater access to charging infrastructure in the community.	Noted
I think users should pay for public chargers. I don't think rate payers struggling with cost of living want to contribute to a service that primarily helps wealthier residents.	Noted. The policy requires users and private charge point operators to pay for the cost of operating and maintaining chargers.
Public EV charging would promote the purchase of EV vehicles	Noted
Lack of commercial stations near my home Would have a 20km round trip to closest station Would lose range and time	Noted
I want to see more chargers in Knox	Noted
Improve convenience of EV charging and encourage wider EV adoption in the community	Noted
Well, it seems we are being forced to go electric for vehicles, so we will eventually need somewhere where to charge them while out and about.	Noted. The purchase of EVs is not mandated by any level of government in Australia.
Environmental reasons	Noted
Make more chargers available. A lot of EVs charge over 2h limit and sometimes overnight.	The policy proposes to introduce over-stay/idle fees.

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
Cannot go to council office	The policy proposes to introduce over-stay/idle fees, which is designed to help with turnover of spaces.
Having EV charging where I go shopping etc would remove anxiety about running flat. Would also encourage visitors to area if EV chargers were available.	Noted
EV's appear to be the way of the future	Noted
I think the policy is sensible and fair	Noted
Knox council is a leader in providing charging stations that are free or subsidised and any program to add more chargers is a great boon for residents and guests alike	Noted
It's refreshing to see my local council looking towards the future with this forward planning and also important consultation with the local community. With the multitude of EVs I see while traveling in our local area could make use of these chargers to either top up or require a full charge after a long distance trip.	Noted
I think council needs to support delivery of charging infrastructure in a sustainable way. Seems the plan does this.	Noted
For future charging	Noted
That's the future, like it or not	Noted
It appears to be a well balanced policy that supports the roll out of EV chargers in sensible locations that work well for EV users, especially having toilets and covered areas nearby.	Noted
We might buy an EV car in the future	Noted
Supporting EVs improves local air quality e.g. school pick up and drop off, especially for vulnerable children.	Noted
It sounds like a good plan that's considered options and implications	Noted
EV is eco friendly and quieter.	Noted
Importance of decarbonisation and the role of the council to enable that. EVs are better quality and the future. Co benefits like air quality and noise	Noted
EV is the future of transportation.	Noted
Fair and encompassing	Noted
EVs are the future of transport and we need to be ready	Noted

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
It's a good initiative as more and more EVs are on the road now with very limited infrastructure to support charging.	Noted
Am very conscious of global warming effects. Gas, Coal, Petrol use is doing irreparable damage and harms our Earth. Green energy via Solar Wind and Hydropower power will save our earth for future generations	Noted
Charging infrastructure in Knox needs upgrading, especially given the improving charging speeds of newer vehicles. Slower charging is ok in some cases but I have noted that many people stay well over the 2hr time limits (sometimes up to 6hrs!) on most of the councils current chargers. There really needs to be some disincentive for this as it locks out others from using them. Chargers also should no longer be free, although having the first 7-10kWh (like on the Jolt chargers) for free can encourage turnover. Locating at shopping locations should be encouraged for the slower chargers.	Noted
Better for the environment both in terms of emissions and noise.	Noted
Policy is relatively consistent with reasonable usage and location of charging stations	Noted
More chargers are required to promote wider adoption and provide choice and accessibility for charging	Noted
Need more chargers for those who cannot charge at home	Noted
Not enough charging stations.	Noted
Because the operational costs should be covered by the people who use them	Noted, as per proposed policy.
The ideas are good but the detail and basis for electric vehicles is flawed with the pollution and waste in their construction and decommission. Are they indeed worth it at the current time?	Noted. Worthiness is a value judgement for the individual.
Having a framework brings about consistent approach and establishes any requirements upfront.	Noted
Demand for EV chargers are increasing.. so need more and safe charging locations at low cost especially for the residents of Knox using a unique code given to all residents.. like free parking stickers given by local councils for bayside residents..	Noted. Managing a unique code just for Knox residents is not recommended because of the complexity of managing such a scheme and also taking account of feedback received from the community for Council to not subsidise private vehicle use through free charging.
I support the installation of more chargers in Knox at these accessible locations identified on the map. Especially the fast chargers like the Evie ones or Tesla Superchargers.	Noted. The locations are possible future locations pending interest from Operators. However it should be noted



Feedback Received*	Officer Response
	that the policy does not support the installation of EV charging infrastructure that promotes exclusive use by any car manufacturer.
We already witness and experience the extreme effects of climate change in the last year. We need to do more to slow it down for the future generations. Supporting the transition to EV is a good step forward.	Noted
Need more charging locations	Noted
The plan proposes to introduce more EV Charging Stations within Knox and I strongly believe this is a necessary step forward.	Noted
There will come a point in time when EV is a better option than petrol. It is still not viable for my use but as technology improves it's just a matter of time.	Noted
Policy clearly indicates policy preferences and planning streamlining to prioritise installation of CPOs in designated areas	Noted
A greater availability of EV chargers in the council area will reduce the fears related to EV ownership such as range anxiety. While it will come down to a question of cost/kWh and charging speed, the availability of the chargers will be an overall positive.	Noted
EV are increasing in ownership due to lower running costs. Having locations to charge faster than home charging is vital, and of course brings in another revenue stream for council on land that usually is just a cost center.	Noted
Policy seems reasonable and logical	Noted
Expanding access to charging infrastructure is critical to encouraging EV adoption, reducing emissions, and supporting the city's sustainability goals.	Noted
The more charging stations the better	Noted
Because public EV infrastructure within Knox is still far too limited. Additional charging at all train stations within the council area would be a good start.	Noted. Car parks on train stations are managed by VicTrack.
Because I believe in climate change. EVs are the future if we are serious about net zero.	Noted
More public chargers needed in Knox	Noted
EV infrastructure needs to be increased and supported in the Knox area	Noted
EVs can be charged using sustainable solar energy which reduces pressure on natural limited resources	Noted



Feedback Received*	Officer Response
In general more ev infrastructure is important	Noted
I think the expansion of the charging network by the council can only be a positive thing. I have owned by EV for less than 3 months and in that time utilising chargers available in Knox is often not possible because they're in use at the time I think of utilising them. I do my majority of charging at home as I have the facilities but a lot of Knox residents might not have this nor will they with the governments push to increase the population of Knox. More apartments and dense housing will mean less private space for EV. Electric vehicles and the use of electricity for power is the future so this is a positive step for Knox.	The policy proposes to introduce over-stay/idle fees, which is designed to help with turnover of spaces.
The Council must meet demand for EV charging stations, which is increasing.	Noted
I think the demand for electric vehicle infrastructure is only going to grow, and I would like to benefit from such a policy.	Noted
I'm planning to buy a EV but it's expensive.	Noted
I welcome the council's vision on ev charger plan.	Noted
We need more charging locations, that are effective and low cost. Council should be able to utilise public buildings to have solar and allow rate payers to use that solar energy in their vehicles for a low cost	Noted. The user fees are proposed to be set by Council's annual budget process.
Future need for more EV charging stations to support owners of EV vehicles.	Noted
Better infrastructure needs to be rolled out in Victoria for adoption of EV cars. Charging speed and convenience is lagging behind.	Noted
Knox Council should be encouraging the addition of EV charging sites, especially when the amount of apartments in City of Knox are increasing - generally without suitable charging infrastructure for tenants. These are the people who are charging across nature strips and footpaths. This must be discouraged by making it trivial for apartment tenants to charge - more sites, less costs.	Noted
Having greater charging infrastructure is essential to encourage EV uptake	Noted
It's improving more equitable access as it's charging a fee for staying longer than 2 hours.	Noted
Building the ground work for mass adoption of transport electrification. Which I see the benefits with lesser pollution for local communities. I.e. around schools, shopping centre car parks and on the streets.	Noted
It allows the strengthening of EV charging infrastructure.	Noted
We need more EV take up. I'd assume all owners can charge at home to some extent, but publicly available fast charging for residents and visitors is important	Noted

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
without providing legitimate charging stations, people will make their own solutions, some potentially dangerous or using other people's/business power	Noted
I believe that the government is going to have the be the first to invest in EV infrastructure to encourage adoption	Noted
I support EVs and I am really pleased to hear that Council is supporting our community who have EVs and are living more sustainably because they are doing the hard work for others who chose not to lower their emissions.	Noted
I believe that lots more needs to be done to help Australia reach net zero targets, and EV's are a great step towards achieving that. Having more charging stations will help encourage more buyers and promote sustainable alternative to transport.	Noted
I'm wanting to buy an EV in the future to reduce my carbon footprint, so more EV charging stations would be very helpful.	Noted
As we move forward EV's will become a larger portion of our transport mix and we need to ensure that infrastructure is in place to ensure there is continual upkeep.	Noted
The vast majority of people support measures to mitigate climate change (including me) and government plays a very important role in facilitating this, particularly in the early days until an initiative can become self-supporting. The measure being cost neutral makes it a no brainer.	Noted
Improvements to infrastructure are necessary to overcome the current real or perceived barriers to adoption of environmentally sustainable technologies.	Noted
Understanding that units or apartments including rentals generally need alternative options from owned homes where charging is easier to install	Noted
We need to help with the transition to EVs and cleaner transportation as mainstream to help against climate change, help improve people 's health and the environment 's health by cutting emissions.	Noted
I believe Sustainable technology such as EVs requires support to ensure adequate	Noted
Agree on the proposal and relavant charges	Noted
I feel that the infrastructure is required and that a cost neutral option is a very responsible and well thought out stance by the council	Noted
EVs are the future and we need to have the infrastructure in place both for residents and visitors to our area.	Noted



Feedback Received*	Officer Response
There has been a growing number of Electric Vehicles and therefore need for a larger number of charging options. I believe this trend will continue.	Noted
To be fair for all ev users	Noted
It conditional on the basis of providing broader access to charging stations to all residents not just to the areas were stronger councillors live	Noted. The possible locations identified are not based on individual Councillor needs and primarily based on where Council car parks are situated within shopping centres.
With an increase in both electric cars and apartments in Knox the area needs additional community charging points	Noted
I think it's good that there should be a fee for using chargers, currently the charger closest to me is being used frequently with people sitting in their cars or leaving their cars and being picked up by someone else, a good proportion of people seem to not use the reserve or adjacent resources but are happy to use those chargers. It seems unfair to me that some people are using those resources for free and leaving their cars for long periods of time and preventing other people from using them. Also I'm not sure why people who own EVs should be able to charge them for free when everyone else has to pay for petrol, especially people who have older cars that might not be as fuel efficient because they can't afford to upgrade, there should be more financial support for the latter.	The policy is looking to address these issues with a user fee and idle fee for overstaying.
This encourage people to use electric cars if more charging locations and stations are available provided the fee is reasonably low.	Noted
I want council to lead this initiative but they should not charge residents the fee	Noted. The proposal requires the EV drivers to pay in the future.
Ev will take a significant part of the traffic in the future regardless of what people opinion ATM. The earlier the gov and council build a careful plan infrastructure the better for the local business and local daily activities.	Noted
With EV's improving in range and becoming more affordable, do foresee an uptake of EV's in the future	Noted
More charging stations/additional charging points at existing stations will help manage demand as EV uptake increases. Charging stations in public/high visibility areas are preferred for safety, and confidence to leave your vehicle while charging.	Noted. The policy provides guidance on site selection to consider safety.



Feedback Received*	Officer Response
I agree with the restricted free charging times to ensure it is more equitable to all. Council should not overerly subsidise electric car users over fuel cat owners.	Noted.

Email responses received in support of policy

Feedback Received*	Officer Response
<p>I am a resident in The Basin and own an Ev. My experience with DC chargers is that it is much better to have them located in well-lit and busy public areas, particularly when they are being utilised in the evening. Some that I have used have been in dark corners of shopping centre car parks or in back streets of small towns and I have felt vulnerable as a solo female when charging. Often you may need to charge before or after work, in the dark, so this should be a serious consideration as they are unmanned.</p> <p>The other consideration is for planned monitoring and maintenance of the chargers as there are many episodes of vandalism, presumably by people opposed to renewable transition.</p> <p>Overall the sites look good, thanks for getting on with this!</p>	<p>Noted. Safety is a key consideration proposed in the policy when selecting future sites for EV charging. The draft policy has been amended to reflect that locations in well-lit locations and close to main areas of activity will be prioritised.</p>
<p>As a Knox resident [Wantirna South], I believe above would be a great idea.</p> <p>At the moment, there is only one free charging facility available at the Knox City council car park.</p> <p>However, if more charging points could be available around the area, it would be highly beneficial to Knox residents and it would encourage more residents to go for electric vehicles.</p> <p>Electric vehicles are great for the environment and as a resident who purchased and EV in last September (2024), I must say that they save lot of money for the consumers as well.</p>	<p>Noted. However, the policy does not support further Council funded free chargers being installed. This policy proposes to introduce a user-pays system for all Council owned and operated chargers</p>

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
<p>One place I would like to suggest installing a charging point is the High Street Road shopping centre. No doubt there are many EV owners living around this area and it will facilitate them to charge their cars while doing some shopping at the shopping centre.</p>	
<p>This is a welcome initiative.</p> <p>If the Knox Council allows I have a good idea about EV CHARGING STREET</p> <p>A. There should be a pooled Solar energy from households 5 to 6 in any given street which needs to be stored in a battery and can be used as a DC Current charging system. This would be limited to a quick 30min DC charging for each vehicle</p> <p>B. We will pay double for the extra Solar energy that would be otherwise sent by each household to the grid which becomes unstable if large solar is given to the grid.</p> <p>C. We have system or can develop a system that can measure extra Solar energy given by each household and then pay the household say 12-15 cents per kWh</p> <p>D. Each charger on street Max two chargers will supply half an hour to each car in the queue. We can in fact make it based on App where you can take appointment before coming to the place.</p> <p>E. Charger cable will not feed the juice into the car until App based payment is done.</p> <p>F. Council needs to only allow us some space 4m x 4m for battery and DBYD drgs and Ausnet permissions and inspections and we will pay council, some fees for their space. We can do all civil and mechanical electrical works.</p> <p>If Council can speak to residents to lease their extra front yard space we can pay them in a tripartite agreement.</p> <p>Either way - whether my idea or someone else's idea is taken up, more EVs will make more clean environment.</p>	<p>Noted. The concept largely describes a neighbourhood scale battery with an EV Charger attached. The policy doesn't include additional infrastructure such as batteries as a key part of the charging infrastructure at present due to the additional costs of including a battery. This may be considered as part of future reviews of the policy.</p>

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
<p>This same idea I would propose near all playgrounds and walking tracks and gardens and nature strip managed by council.</p> <p>We can work out the fees based on an average construction cost including civil mechanical electrical works and battery maintenance and replacement costs over 25 years lease.</p>	

Feedback in opposition to the EV Charging Infrastructure Policy (Have Your Say)

Comments from submitters that do not support the main objectives of the policy and were asked “Why have you chosen this option?”

Feedback Received*	Officer Response
The battery life is not good enough. And replacement batteries are too expensive.	Noted. The comment doesn’t address feedback on the policy. However it is noted that the battery life of newer cars have vastly improved on the early EV batteries.
It's a private choice that Council should not be involved in when private business can pick up cost. Rates road rubbish.	The policy proposes to introduce a ‘user pays’ system for existing Council EV charging station. The policy also provides Council an assessment framework to determine suitable locations for EV charging stations should Council be approached by a private operator. Through negotiation, Council may be able to generate an income through privately run charging stations. The policy does not intend to support Council operating and maintaining any new EV charging stations.
I don’t believe that EV’s should be given special preference when the majority of car owners are non-electric, and many statistics indicate non-electric drivers are not intending to buy EV’s	The policy does not intend to favour one private vehicular user over another. One of the objectives of the policy is to facilitate the deployment of EV charging



Feedback Received*	Officer Response
	infrastructure to support the community's transition towards Electric Vehicles. Having a framework for how Council plans and directs future investment from private Charge Point Operators will ensure that the rollout occurs in planned and sustainable ways across Knox.
Most vehicles can be charged at home a charging facility at Knox offices makes sense but avoid overcapitalizing on infrastructure	Noted.
Would be interested to know how many EVs are owned in Knox. They are expensive and in these hard times shouldn't the owners be wholly responsible? Why should the rest of us pay for their green aspirations	This policy is proposing to introduce a user pays systems for existing Council owned EV charging stations.
Instead of wasting money on this fad how about spending more on making the bike paths better eg. wider and better surfaces plus better maintenance	Knox Cycling Action Plan focuses on improving cycling infrastructure in Knox whilst other capital works activities support the ongoing maintenance of these paths.
<p>The are other important matters that need to be addressed. Lack of carparks, Hospitals in need of urgent upgrade, fixing roads, community safety etc. Please reconsider how you are going to spend the money.</p> <p>EV charging station is NOT essential at the current time. Don't build it.</p> <p>EV charging station should NOT be a priority during these difficult times.</p>	The licence fees and user fees are a revenue stream for Council that can be used to allocate funding to Council priorities through the annual budget cycle.
EV's are far more polluting than an ICE, they are not the future of transport.	The cleanest form of transport is walking, cycling and public transport. However with nearly 95% of trips in Knox being carried out in a private vehicle, a switch to Electric Vehicles will reduce transport emissions over the lifetime of the vehicle. Studies show that EVs produce less emissions over their life than a comparable ICE vehicle (source: Electric Vehicle Council)

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
I would prefer money spent on Health and Crime.	Noted. This policy is proposing to introduce a user pays systems for existing Council owned EV charging stations and Council also receives income from licence fees from CPO operated chargers on Council land. Expenditure of that income and allocation of that income is subject to Council's annual budget process.
EV'S are not the future. Don't waste our money on a tech that is being surpassed. Public space should be left free of such service. One less carpark for public space users. Check out the other vehicle techs upcoming. Toyota are investing billions in rnd for hydrogen, and no longer spending a cent on EV tech. Don't implement this policy. It's a waste of our money.	Refuelling a Hydrogen vehicle is currently only possible at the Toyota Plant in Altona. It's unlikely to compete with the convenience of charging your vehicle anywhere electricity is available.
Unless the electricity supply for EVs is sourced from solar, wind turbine, hydro schemes or other natural sources then there is nothing to be gained environmentally. Without solar batteries being responsibly sourced and disposed of, there is no long term environmental advantage. More scientific research needs to be completed before an EV is a better option to petrol/diesel fuelled vehicles.	The policy requires charge point operators to source all energy through 100% renewable energy. From 1 July 2025, all of Council's chargers will also be sourced from 100% renewable energy. The lifecycle emissions of EVs is around 50% lower than an equivalent ICE vehicle (Source: International Energy Agency, 2024)
I do not mind a minimum fee but it would be good to have may one or two for free	A 'free charge' period for users would be determined by the private charge point operator when establishing the charger. However as a recent example, through a Licence Agreement with Council, Jolt Pty Ltd offers up to 7kWh of free charge to EV drivers. This cost is borne by Jolt.
I do not believe it's the best way forward	Noted.
I have chosen this option as I do not intend to purchase an EV and I do not want my rates to rise any further to fund such an infrastructure. The infrastructure should not be funded by portions of the community who do not intend to participate. Our rates are inflated enough.	The licence fees and user fees proposed through the policy ensures that Council receives an income from EV charging infrastructure it currently owns and for any new privately run EV charging stations approved on Council land is at a minimum cost neutral to Council.

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
They can charge their cars at home or maybe there should be charging stations at petrol stations.	Based on body corporate and rental arrangements and construction restrictions, it is not always possible for EV drivers to locate charging stations at home. The policy provides an opportunity for EV charging stations to be in public locations to mitigate this barrier. The location of charging stations at petrol stations would need to be at the request of petrol station operators/private land owners.
Because in the same way that Councils don't build petrol stations, then they should not build EV charging stations. By all means make available land to be leased by private operators to develop charging stations, but rates should not subsidise or pay for charging stations.	The policy is proposing to licence existing parking spaces for Charging Station Operators to build, own, operate and maintain EV chargers at no cost to Council.
I believe that electric vehicles sales will incline as more knowledge regarding the findings of lithium mining to be under scrutiny. I do not think it a viable investment long term.	The International Energy Agency's latest global outlook shows the EVs are on track to exceed 40% by 2030 globally. See: Global EV Outlook 2025 .
Because electric cars don't have a Manual override and it's a disaster which I experienced when the battery dies even though the car was only 3 months old and it was not in use for 2 weeks. So electric vehicles are a problem, and I don't want to see our area covered in charging stations of electricity that can blow up like the cars it's too dangerous	Based on research by a private research company EV Firesafe (funded by the Australian Department of Defence), EVs are 20 times less likely to catch fire compared to ICE vehicles. See: www.evfiresafe.com
EV is still an emerging industry	Noted.
There is no need to spend money on EV infrastructure. The Council needs to promote In-House set up of EV Charging coupled with Roof-top Solar. This will make household self sustainable. This way Council can also avoid any future build up of cost given resources are limited.	The policy also caters for renters, those living in apartments, visitors to Knox and those unable to charge at home and proposes to use Charge Point Operators to build the infrastructure at no cost to Council under a licence agreement and receive an income from these spaces.
I don't believe that EV's (as they are today) will be around in ten years, future models will be fast charge compliant. Would you build a petrol service station at the playground, school or hospital? No point rebuilding infrastructure for a transient technology.	The International Energy Agency's latest global outlook shows the EVs are on track to exceed 40% by 2030 globally. See: Global EV Outlook 2025 .

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
i do not think electric cars are the future. I think you are living in a dream world! When the battery dies on your car you cannot replace the battery. You have to replace the whole car. lots of very rich people!!!!!!!!!!!!!!!!!!!!	Based on current standards, the battery life of new EVs are likely to last the lifetime of the car.
I agree to increase more EV charging stations but do not prefer to introduce a fee for the existing 5 EV stations as it does make convenience for existing EV users. Rather, I'd say to introduce the idle cost after 2 hours for the sake of covering the operation costs as I can see some EVs parked and charged over night without considering other people. Having idle costs can stop people from doing this as well as to cover the operation costs.	Free use of Council's EV charging stations was first introduced to support/encourage EV take up. However as EV ownership in Knox has increased, so has the demand on these chargers. User fees and overstay/idle fees are proposed to ensure regular turnover of these charging bays. Council also needs to consider equity and fairness when considering setting fees to recover the cost of electricity, maintenance, repair and installation of chargers so that ratepayers aren't subsidising the cost of private vehicle use.
Do not believe council should be paying for the installation of electricity and for the loss of parking for charging of these vehicles that are not good for the environment. They can't be recycled and a hazard to the environment	The policy proposes that private charge point operators enter into a licence with if a charging station is supported on Council land. The operation and maintenance of a charging stations would be at no cost to Council. Council is expected to receive an income from the licence fees and user fees (for existing Council operated chargers).
EV are useless for the distances that Australians travel. The cost, energy and pollution to make lithium batteries etc far outweighs the benefit to the non-existent global warming myth	On average, Australians drive less than 15,000 kms in a year (or less than 290 km a week or around 40km a day). Source (Survey of Motor Vehicle Use, Australian Bureau of Statistics). All electric vehicles available today can easily cater for these distances. The lifecycle emissions of EVs is around 50% lower than an equivalent ICE vehicle (Source: International Energy Agency, 2024)

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
<p>Council should not be wasting time and resources on this, EV's are a private purchasing decision not the responsibility of council. Purchasers should make decisions on EV purchase and include in that decision all associated costs, this isn't a function of local gov.</p>	<p>The policy provides an assessment framework to guide Council's decision making should a private charge point operator approach Council to locate EV charging infrastructure on Council land at no cost to Council. The policy also introduces a user pay system for Council's existing EV charging stations. Council may also derive an income through a licence agreement entered into with a private operator. The policy intends for Council to d any new .</p>
<p>Council owned properties do not have petrol stations so why should council be providing EV charging stations.</p>	<p>According to the International Energy Agency's Global EV Outlook 2025, Australia has an average of around 75 EVs per public charging station. The world average is 11 EVs per public charger. As the largest manager of car parks in Knox, Council is well placed to help guide this transition in a way that benefits community. Unlike EV charging infrastructure, there is no evidence that the number of petrol stations is inadequate for the number of ICE vehicles in Knox.</p>
<p>Keep EV Charging Free – and Expand Free Charging Across Knox</p> <p>Dear Council Team,</p> <p>Thank you for the opportunity to provide feedback on the draft Electric Vehicle Charging Infrastructure Policy. I support Council's efforts to expand the EV charging network and help our community shift towards more sustainable transport.</p> <p>However, I am concerned about the proposal to introduce fees for Council-owned EV chargers from 1 July 2025.</p>	<p>The proposed policy ensures that costs of providing this service is eventually offset by the income from the introduction of a user-pays system. Free charging is unsustainable in the long run as the number of EVs increase and the demand for charging spaces increases. User fees and over-stay fees also encourage a turnover of parking spaces so that those needing to charge can find a charging bay when needed.</p>

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
<p>I strongly urge Council to:</p> <ul style="list-style-type: none"> • Keep all existing Council-owned chargers free of charge, and • Build more free EV chargers across Knox, particularly in high-use public areas such as shopping precincts, parks, libraries, community centres, and sporting facilities. <p>Free public charging helps remove a key barrier to EV ownership—especially for residents who can't install chargers at home. It supports fairness, encourages more people to transition to electric vehicles, and benefits local businesses by increasing foot traffic while people charge their cars.</p> <p>Knox has an opportunity to lead by example. Let's continue to prioritise accessibility, sustainability, and community benefit over short-term revenue.</p> <p>Thank you for considering this feedback.</p> <p>Kind regards, EV Driver</p>	
<p>Residents of City of Knox are likely to be within the range of their EV, so are likely to be able to charge it at their home. So it would appear that these charging stations are for non residents of the area. Knox ratepayers should not subsidise the costs involved.</p>	<p>Due to body corporate and rental agreements and construction restrictions, it is not always possible for Knox residents to locate an EV charging station at home, making public stations the only available option to charge EV's.</p> <p>The policy proposes that users pay for the use of chargers and no cost to Council for new chargers built under a licence from Charge Point Operators and a user pay system for existing Council owned infrastructure. The policy also identifies possible Council owned sites to locate privately run infrastructure where other economic</p>

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
	benefits can be derived for the local community e.g. locating charging stations in shopping centres where locals and visiting EV users can 'stop and shop' whilst charging.
I don't want my rates subsidising EV owners vehicle consumption. I don't have council support fueling my petrol vehicle, nor should I.	The policy proposes that users pay for the use of chargers and no cost to Council for new chargers built under a licence from Charge Point Operators.
I would prefer council funds be spent on other priorities in Knox than electric vehicle charging, which can be done in a person's own property. The locations chosen also have limited spaces available and the EV charging stations would take up valuable spaces, particularly at peak times.	<p>Due to body corporate and rental agreements and construction restrictions, it is not always possible for Knox residents to locate an EV charging station at home, making public stations the only available option to charge EVs.</p> <p>The policy presents possible locations for new charging stations however the suitability of any sites approved for this infrastructure is subject of further assessment should an application be made by a private charge point operator, including advice from Council's Traffic and Transport team about the exclusive use of any carparking space for EVs.</p>
Council does not provide service stations so it shouldn't spend our money providing charge stations. It would be acceptable if they lease land to outside companies who charge the users for the facility.	The policy proposes to licence car parks for this purpose and Council will receive an income from this licence.
Any infrastructure should be funded by an electric vehicle levy not funded by the rate/taxpayer	The policy proposes that users pay for the use of chargers and no cost to Council for new chargers built under a licence from Charge Point Operators.

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
For cars in general I think it's something that people should manage at home or via service facilities that don't impact the community as a whole.	The policy also caters for renters, those living in apartments, visitors to Knox and those unable to charge at home and proposes to use Charge Point Operators to build the infrastructure at no cost to Council under a licence agreement and receive an income from these spaces.
The cost should be on EV car owners not every house.	The policy proposes that users pay for the use of chargers and no cost to Council for new chargers built under a licence from Charge Point Operators.
It's not Councils responsibility. What's next owning petrol stations?	Noted
EV are not good for the environment.	Noted
Charging infrastructure is not the role of council. You trash kinder, then go on this path? Support private enterprises to build this infrastructure by granting permits, not by running sites except perhaps as destination chargers at council facilities	The policy proposes to introduce a 'user pays' system for existing Council EV charging station. The policy also provides Council an assessment framework to determine suitable locations for EV charging stations should Council be approached by a private operator. Through negotiation, Council may be able to generate an income through privately run charging stations. The policy does not intend to support Council operating and maintaining any new EV charging stations.
EVs are not the "planet saving" plan we are being bashed over the head with	Noted
Providing 'fuel' for vehicles, in my opinion, is not something that any Council should be providing. Not a core responsibility of Local Government	The policy proposes that users pay for the use of chargers and no cost to Council for new chargers built under a licence from Charge Point Operators.
The council EV chargers are slow chargers, that take too long to charge an EV to any extent. If you were to install fast chargers, i.e. 50kw ++ then I support the council charging for their use.	The proposed policy may result in faster chargers being installed in the future, at no cost to Council under a licence agreement with Charge Point Operators.
Not a council concern	Noted

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
Electric cars are going to take years and years to setup for charging. HEV petrol are the way to go these days self-charging cars makes sense in Australia for now	Noted. The policy has been developed to address this infrastructure challenge.
My Opinion !	Noted
Because there are a lot of people that can't and probably won't be able to afford an electric car	Noted
Why should my rates be paying for someone else to charge their car. Why are you not also subsidising my petrol costs??	The policy proposes that users pay for the use of chargers and no cost to Council for new chargers built under a licence from Charge Point Operators.
Not your job. Stick to services that benefit ALL residents and stop wasting our exorbitant rate money on niche, useless projects	Noted. Council provides a range of services that benefit the community to varying degrees. It's worth noting that the policy provides an opportunity for Council to generate additional revenue through a Licence Agreement with a private charge point operator.
Rate and Taxpayers should contribute to Charging stations	The policy proposes that users pay for the use of chargers and no cost to Council for new chargers built under a licence from Charge Point Operators.
Child slave labour. pollution	Noted.
It's not council's business.	Noted.
EVs are not the future. Disposal of used batteries look like being the next major environmental disaster	Batteries can often be used for a second purpose (such as energy storage).
You are ill informed if you are caught up in the narrative that electric vehicles are an environmentally sound alternative. Do watch this video to learn another side of the story that is not being told. https://www.youtube.com/watch?v=SNag4j0nmKU	Noted. The story featured in the video is critical of a nickel mine in Indonesia and makes links between nickel production and EV battery manufacturing. The video omits key information relevant to this topic and policy objectives and it's worth noting use of nickel in EV batteries is less than 5%.

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
I do not think that local government should be involved in electric vehicle infrastructure. I suggest that council work for the people of Ashton and not for a particular political ideology.	Noted
If you have an EV charge your car at home .. unless you are more than 200 km from home.	The policy also caters for renters, those living in apartments, visitors to Knox and those unable to charge at home
EV cars are not being taken up at the rate everyone told us they would, there is a glut of EV's..	The uptake in EVs in Australia continues to increase.
Most people prefer petrol cars.	Noted
Dealing with other issues come first road maintenance, school, rate, ,etc. Ev vehicles technology are advancing at rapid pace. Putting a charging facility at council car park I'm against it. Considering the Ev vs Combustion engine vehicles. I'm against it.	Noted
currently there is insufficient space anywhere around the Boronia area to support the charging devices, as it takes considerable time, at least 45 minutes per charge. Also there is insufficient power available. If people want EV cars they can charge at home.	No specific site assessment has been carried out for any fast chargers on council owned land to date in the Boronia area. The policy also caters for renters, those living in apartments, visitors to Knox and those unable to charge at home.
Stop wasting our money in supporting this environmental rubbish. Do you guys realise how much pollution is made in producing batteries. Not to mention what to do with old batteries. Stop this nonsense. Spend the money in fixing our surface roads pot holes so all vehicles can drive safely.also spend the money on extra security at shopping and patrols in this unsafe world we live in. And also stop wasting our money on this "woke" policy in checking our bins. Hate to think what money you are wasting in paying people to look in our bins in the middle of the night! How much in overtime. Wake up and spend our money on increasing security as we live in fear in going out in city of knox	Noted.
I think electric vehicles of all types are dangerous and not helping the environment with their lithium batteries	Risk of fire in an EV is 20 times less than the risk of a fire from an Internal Combustion Engine vehicle (see: 'ev firesafe')

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
EV's are not sustainable and won't be around for many more years.	The International Energy Agency's latest global outlook shows the EVs are on track to exceed 40% by 2030 globally. See: Global EV Outlook 2025 .
My rates should not be used on people's choices. If they want places to charge, they can buy them. There is significant waste of rate payer's funds, and this takes the waste to another level	The policy proposes that users pay for the use of chargers and no cost to Council for new chargers built under a licence from Charge Point Operators.
I have little knowledge of this	Noted
Because it's NOT within a council's responsibility to venture into and be in opposition to private enterprise, nor to use rates and taxes to finance such opposition. And don't again say "at no cost to the council" because your introduction clearly states that you already have some, and want more, and they are for revenue....	The existing chargers owned and operated by Council are slow chargers and aren't typically installed by the Charge Point Operators. Council Chargers are generally up to 10 times slower than fast chargers. Under this policy, council is not proposing to install fast chargers and compete with the private enterprise.
They are not the future. Not for at least another 50+ years. Recharging is a joke. Fire risk. Dangerous for occupants and rescuers in crash situations. Sales are falling. Bog con	The International Energy Agency's latest global outlook shows the EVs are on track to exceed 40% by 2030 globally. See: Global EV Outlook 2025 .
This is for private enterprise. Council doesn't get involved in selling petrol for good reason and should not spend ratepayers funds on programs such as this	The policy proposes that users pay for the use of chargers and no cost to Council for new chargers built under a licence from Charge Point Operators.
Because it's useless, charge them at home.	The policy also caters for renters, those living in apartments, visitors to Knox and those unable to charge at home
no it is a industry job not gov/council	The policy proposes that users pay for the use of chargers and no cost to Council for new chargers built under a licence from Charge Point Operators. As the largest manager of car parks in Knox, Council is well placed to help guide this transition in a way that benefits community.
I haven't read the document but disagree with electric vehicles as a whole	Noted

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
No	Noted
This should not be a Council responsibility, Council doesn't fund petrol stations, the free market should determine these issues not local government fix the roads and footpaths.	The policy proposes that users pay for the use of chargers and no cost to Council for new chargers built under a licence from Charge Point Operators. As the largest manager of car parks in Knox, Council is well placed to help guide this transition in a way that benefits community.
Are you guys not aware of how much pollution is made on making these car batteries in China and Indonesia. If not please get educated. As i find it hard to believe you are supporting pollution of the planet	EVs are part of the solution to decarbonise and reduce our emissions from the transport sector. However it is acknowledged that walking, cycling and public transport are the least polluting ways to travel but not an accessible option in every circumstance.
The current 5 charging stations should remain free and accessible to EV users.	The proposed policy ensures that costs of providing this service is offset by the income from the introduction of a user-pays system and the existing chargers could be managed in a financially sustainable manner.
Why is council spending our rates on this should be left to service stations	As the largest manager of car parks in Knox, Council is well placed to help guide the transition in a way that benefits community.
Free charging would encourage more EVs, less carbon footprint in Knox area.	The proposed policy ensures that costs of providing this service is offset by the income from the introduction of a user-pays system and the existing chargers could be managed in a financially sustainable manner.
EV owners are responsible for charging their own cars. Petrol car owners have to get their own petrol	Noted. The policy takes into consideration those unable to charge at home, such as renters or apartment dwellers. Public chargers could also be used by visitors and locals who need a faster charging option.
Ridiculous. Catering to the minority. Small percentage of users and rate payers should not have to incur the costs	The proposed policy ensures that costs of providing this service is offset by the income from the introduction of a

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
	user-pays system and the existing chargers could be managed in a financially sustainable manner.
If you choose to drive a so-called "green" EV you should charge your vehicle at your own expense at your home.	The policy also caters for renters, those living in apartments, visitors to Knox and those unable to charge at home
EMF exposure	Noted. Research shows that exposure levels are well below the safety limits recommended by ICNIRP, suggesting that driving and charging EVs are safe for the general public. (Sources: International Commission on Non-Ionizing Radiation Protection and SINTEF)
No support is given for petrol vehicles, so why should it be given for electric vehicles.	The policy introduces a user pays system for existing Council owned EV charging stations and a framework to assess any applications by private charge point operators to locate charging infrastructure in Council owned car parking spaces/land. Research from the International Energy Agency suggests that Australia's public EV charging infrastructure network is not keeping up with EV ownership uptake. There is no evidence that the number of petrol stations is inadequate for the number of vehicles in Knox
Draft policy is not comprehensive enough, and open to interpretation. It does not cover the removal of the infrastructure if it use becomes obsolete.	<p>The removal of infrastructure is covered in Council's licence agreement which would need to be entered into should Council support the operation of charging stations on Council land.</p> <p>A change has been made to the policy to be clear of the expectation to remove and return car parks to their previous condition (if needed) in this policy as a result of this feedback.</p>

*verbatim comments received on Have Your Say



Feedback Received*	Officer Response
<p>EV take up is slowing and is likely to slow even further with the reduction/removal of government EV 'incentives' (eg the FBT exemption just finished). Coupled with the fast-growing alternatives to EV, such as Hydrogen etc, and with existing Hybrid technology outselling EV's at present, it may be premature to outlay funds in this way right now. Also, Knox has a very small apartment population, and many of these dwellers can't afford EV's, so the vast majority will be townhouse/unit, and house residences well able to charge at home themselves. Then there's the cost of replacement/removal, maintenance which will be born by the rate payers, most of whom wouldn't use them. Granted you mention a "fee for use" is to cover that, but will it really?? The likelihood is they would become another unnecessary fiscal burden to the ratepayer in the medium to long term.</p>	<p>The proposed policy ensures that costs of providing this service is offset by the income from the introduction of a user-pays system and the existing chargers could be managed in a financially sustainable manner. The removal of charging infrastructure at the end of the licence period is covered in Council's licence agreement which would need to be entered into should Council support the operation of charging stations on Council land. The expectation to remove and return car parks to their previous condition (if needed) have been emphasised in this policy as a result of this feedback</p>
<p>It's not council's role to subsidise electrical vehicle use at the cost to ratepayers. Electric vehicle users should be able to charge at home.</p>	<p>The proposed policy ensures that costs of providing this service is offset by the income from the introduction of a user-pays system and the existing chargers could be managed in a financially sustainable manner.</p>
<p>Charging for ev charging goes against worldwide trend. As a council you should use solar panels to produce electricity and give that out for free through public free ev charging</p>	<p>Free charging is being phased out in favour of user fees to fund the ongoing operation, maintenance and repair of EV chargers.</p>
<p>Think charging should remain free to encourage uptake</p>	<p>Free charging is being phased out in favour of user fees in order for Council to fund the ongoing operation, maintenance and repair of EV chargers.</p>
<p>The charging stations will take up ordinary car parking spaces that are needed for non-electric cars.</p>	<p>Noted. The Policy requires careful consideration of parking spaces and demand when deciding on allocating spaces for EV charging. The feedback received shows that 60% of EV drivers usually shop when they are charging their car at a public charger.</p>
<p>More chargers and make them free to encourage the transition to clean energy!</p>	<p>Free charging is being phased out in favour of user fees to fund the ongoing operation, maintenance and repair of EV chargers.</p>

*verbatim comments received on Have Your Say



*verbatim comments received on Have Your Say



Email responses received in opposition to Policy

Feedback Received	Officer Response
<p>Strongly object to anymore of those hideous dangerous and highly inefficient car charging stations.</p> <p>They are more dangerous then most petrol stations and you want to put them around car parks etc like in the Scoresby village shopping strip.</p> <p>Such a waste of money, they only taylor to a very small portion of the population.</p> <p>The invormental impact is huge and is the last thing the city of know needs.</p> <p>Stop scamming the system and tailoring your policies to the global elite who will stop at nothing for full control, don't think you'll be still on the friend list once they have finished with you and your back door bank accounts won't help when they won't let you spend it anyway.</p> <p>Thanks for your time and maybe you rise above personal greed and fortune and actually vote for the people against all this garbage.</p>	<p>Noted. There is no evidence to suggest that charging an electric vehicle is more dangerous than petrol stations. (Source: EV Firesafe)</p>
<p>I tried filling in your online survey but it kept dropping out, very touchy.</p> <p>We would like to express our total disgust that once again a Council is overstepping its Charter.</p> <p>You are not a private company providing fuel for the public. I am not willing to have my rates used to pay for a service that only, is applicable for a minority of the population.</p> <p>If electric companies wish to install charging stations they should buy land and install them as a business.</p>	<p>The policy introduces a user pays system for existing Council owned EV charging stations and a framework to assess any applications by private charge point operators to locate charging infrastructure in Council owned car parking spaces/land should Council be approached by a private operator. The policy is not intended to subsidise EV charging use on behalf of the consumer.</p>

*verbatim comments received on Have Your Say



<p>Electric cars are fundamentally flawed, using metals, precious metals on huge batteries that are not recyclable. Are you building a tip that is going to bury these disgusting batteries in our area.</p> <p>We have also noticed that you have already installed these monstrosities in car parks, at parks and ovals. These places are often have to few spaces and you are taking them away, catering to the few, not the many.</p> <p>Who is bribing this council with underhand subsidies to build these offensive contraptions.</p> <p>I SAY NO TO EV STATIONS.</p> <p>They are also emitting electromagnetic radiation. This is a health risk. I can't pump petrol at the park.</p> <p>Stop this madness.</p>	
<p>Hi, have you heard the latest news out of the UK they have band the charging and parking of EVs in their underground carpark under the Houses of Parliament. These are the same people pushing the green agenda but there not safe enough to park anywhere. More details on MGUY Australia on You Tube about the dangers of evs.</p>	<p>Noted. There are over 50 EV chargers in the Australian Parliament House, which includes installation in underground car parks. The UK example appears to be based on a site specific risk assessment and not the broader policy of the UK government. The UK has one public charger per 25 EVs (Compared to one charger per 75 vehicles in Australia). Source: EV Global Outlook, IEA 2025</p>

*verbatim comments received on Have Your Say

knox



Electric Vehicle Charging Infrastructure Policy

Policy Number:	TBC	Directorate:	City Liveability
Approval by:	Council	Responsible Officer:	Project Manager Sustainable Futures
Approval Date:	10 June 2025	Version Number:	1
Review Date:	10 June 2028		

1. Purpose

The purpose of this policy is to guide decision making on the installation, operation, management and use of electric vehicle (EV) charging infrastructure on Council owned or managed land.

2. Context

In 2022 the transport sector made up 19% of Australia's CO2 emissions. Passenger cars and light commercial vehicles alone contributed 60% of transport emissions and over 10% of Australia's total emissions. Without intervention, the transport sector is projected to be Australia's largest source of emissions by 2030.

In line with Council's adopted Climate Response Plan and the target of net zero carbon emissions for the Knox Community by 2040, Council supports the use of sustainable transport options to cut Knox's transport related emissions. This includes supporting the community through public EV charging infrastructure in line with public demand as the number of EVs increase in the Knox community.

EV owners' charging needs differ based on access to, or availability of EV charging infrastructure and distance travelled. Research shows the charging of EVs at home or the workplace is most prevalent due to the vehicle being parked for an extended period of time at these locations.

Charging opportunities are one of the main barriers for interested people in owning and operating EVs. Council is well placed to help facilitate the development of the EV charging network, as it manages much of the public parking spaces within Knox and has an important role to play in fostering a more sustainable transport system.

Council aims to encourage the uptake of EVs by supporting the installation of appropriate charging infrastructure. Melbourne has a number of specialist EV charging installers and charge point operators able to assist households and businesses with the installation of a charger to meet their needs.

3. Scope

This policy applies to existing and proposed EV charging infrastructure on Council owned or managed land in the City of Knox.

This policy applies to Council, electric vehicle charge point operators (CPOs) and electric vehicle (EV) users.

This policy relates to EVs and plug-in hybrid electric vehicles (PHEVs).



This policy does not apply to:

- non-plug-in hybrids or fuel-cell electric vehicles;
- electric scooters and electric bikes; and
- installation standards for EV charging infrastructure or the installation of EV charging infrastructure on private land.

The objectives of this policy are to:

- Facilitate the deployment of EV charging infrastructure to support the community's transition towards electric vehicles.
- Provide guidance to electric vehicle charge point operators (CPOs) on Council-preferred sites for future expansion of charging stations (see Appendix 1).
- Guide the development of financially sustainable operating models for Council-owned and operated charging stations.

4. Council Policy

4.1 Electric Vehicle Charging Infrastructure Assessment Criteria

Council will support the implementation of a network of Type 2 or Type 3 EV Charging Stations in Council owned or managed car parks through a long-term licence agreement with a Charge Point Operator in accordance with Council's Leasing and Licensing Policy.

Assessment of applications to install Charging Stations on Council owned or managed land will be considered on a case-by-case basis.

In determining a proposal to install and operate a Charging Station by a CPO, Council will consider:

Location and Design

- Prioritise the installation and operation of Charging Stations in locations identified in Appendix 1 (Site List) or in shopping centres/activity centres in Knox, subject to the assessment process.
- Consider the installation of EV Charging Stations in on-street car parks on Council roads (as defined in the Knox Road Management Plan 2023) where off-street charging is unsuitable. Charging stations on Council roads must demonstrate charging could be undertaken for cars with charging ports on the righthand side of cars without interference with through traffic.
- Consider locating EV Charging Stations on State Government owned/managed roads subject to approval from the Department of Transport and Planning (or any relevant department).
- Prioritise the installation of Direct Current (DC) charging at shopping centres/activity centres.
- Consider the relevant local planning controls and requirements, local laws and other criteria deemed relevant in determining a proposal to install an EV charging station.



- Require any new or upgraded Charging Stations to meet all relevant Australian Standards.
- Prioritise locating Charging Stations in 90 degree car parking locations within sites listed in Appendix 1 or off-street (Council) car parks at shopping centres, reserves and other recreational facilities, offices, libraries and other community facilities where a high visitor demand is expected with nearby amenities such as public toilets and shelters.
- Discourage the location of Charging Stations in spaces that have the highest demand for parking turnover in the area (usually restricted by short term parking restrictions) and not be located within existing dedicated uses such as accessible parking, loading zones, bus zones, taxi zones and/or mail zones.
- Prioritise charging stations in locations that are well-lit and close to main areas of activity to deter vandalism and provide a sense of security, particularly at night.
- Not support location of EV Charging Stations within the tree protection zone of any existing trees.
- Encourage EV Charging Stations that are designed to allow mobility aid users access to the EV charging stations in line with Australian standards. Infrastructure associated with the charging station must not restrict the use of the adjacent footpaths or other parking spaces.
- Consider additional charging sites outside those listed in Appendix 1 (Site List) subject to the approval of the Chief Executive Officer or delegate.

Use/Operation

- Require the installation and operation of Charging Stations by Charge Point Operators to be at no cost to Council.
- Require any new or upgraded Charging Stations to support any electric vehicle to be charged (i.e. not be exclusive to a particular brand of vehicle).
- Require any new or upgraded Charging Stations operated by a Charge Point Operator to be designed for public use.
- Any new or upgraded Charging Stations must be powered by 100% renewable energy.
- Require the relevant Charge Point Operator to obtain all required permits, license agreements and approvals including planning permits, power connection approval and any Department of Transport and Planning requirements prior to the installation and operation of the Charging Stations.

Community Consultation/Notification

Where Charging Stations are proposed to be installed within car parks, Council will undertake community consultation with all affected businesses, residents or any relevant community groups with support from the Charge Point Operator, as deemed appropriate.

This assessment will ensure that planning controls on the land have been considered, a traffic assessment is undertaken prior to approval and that the type of charger is appropriate for the location.

Assessment

Applications will be assessed by the following Council teams:



- Sustainable Futures & Operations;
- Strategic Procurement & Property;
- City Planning & Building;
- Traffic & Transport; and
- Any other team as required depending on the proposal.

4.2 Fees

Council owned chargers

- A fee will be charged to the users of the charger that reflects the cost of installation and maintenance of the charging equipment, operational costs such as software management, data connection, and electricity costs.
- The annual fee (cost per kilowatt-hours) will be set and listed in Council's Schedule of Fees and Charges, as part of the annual budget process. To discourage and disincentivise cars from overstaying, idling fees may be introduced.
- Alternatively, the fee will be established by a third-party intermediary that Council may decide to appoint to manage the use of the charger.

CPO owned chargers

Council will negotiate a licence agreement with CPOs to install electric vehicle chargers on Council owned and managed land. The CPO will pay an annual licence fee to Council in accordance with the Licence Agreement and Council's Leasing and Licencing Policy.

CPO owned chargers will have users pay a fee that will be determined by the CPO.

This user fee is not set by Council.

4.3 Data Capture and Reporting

For chargers installed on Council owned or managed land and either operated by Council or by a CPO under a licence agreement, Council requires that certain data such as usage of chargers (including the quantity of energy used for each charging session), driver postcode and the total time spent charging, is captured by Council for reporting and planning purposes. This data is anonymous as no names or car registration information is collected. This data is used to meet Council's reporting obligations to the Essential Services Commission as well as plan for the future expansion of charging stations.

4.4 Permits & Restrictions

Council supports the installation of EV charging infrastructure in existing residences on private land for private use. In general, no approval is required from Council when a charger is installed at a private dwelling, however properties subject to any planning controls should seek advice from Council prior to the installation of EV charging infrastructure. It is important that any works carried out meet relevant Australian standards for electrical works.

Placement of charging points for private use, including leads, cables or equipment, across a Council owned



footpath or nature strip are not permitted.

Installation of EV charging infrastructure on Council owned or managed land may require planning approval. Council will support applicants in understanding these requirements.

EV parking bays will be signed with a time limit (if appropriate for the site) and the words 'Electric Powered Vehicles While Charging Only'. Time limited parking bays are designed to encourage a turnover of cars so that more drivers can use the charger on any given day. To further discourage and disincentivise cars from overstaying, idling fees or differential pricing strategies may also be introduced in the future.

4.5 Maintenance and Operation

For CPO operated charging stations, all maintenance, ~~and~~ operational and removal costs are to be borne by the CPO and to set Council standard, in accordance with the licence agreement.

At the expiration of the licence agreement CPOs will vacate the licensed area and remove all infrastructure and make good any damage caused by its removal or leave supporting infrastructure in place for future use. Anything left in the licensed area will become the property of Council and may be removed by Council at the CPO's cost and risk.

Council owned and operated charging stations will be maintained by Council.

5. References

5.1 Community Plan 2021-2031 & Council Plan 2021-2025

5.2 Relevant Legislation

- Local Government Act 2020
- Road Safety Road Rules 2017

5.3 Charter of Human Rights

- This policy has been assessed against and complies with the charter of Human Rights.

5.4 Related Council Policies and Procedures

- Knox Climate Response Plan 2021 – 2031
- Knox Road Management Plan 2023
- Knox Planning Scheme
- Knox Leasing and Licensing Policy 2018-2021 (currently under review)
- Knox Sustainable Buildings and Infrastructure Policy 2019-2022 (currently under review)

5.5 Other strategies

- National Electric Vehicle Strategy 2023
- Victoria's Zero Emissions Vehicle Roadmap 2021



6. Definitions

Term	Definition
AC Charger	Alternating Current – typically used in households AC charging is slower than Direct Current (DC) charging, usually has a charging speed of between 10km – 60km range per hour of charging.
Activity Centre	Typically refers to areas with local shopping centres where retail and restaurants are present. These areas also typically have other important amenities such as public seating, shade, water and public toilets.
Charging Station	Refers to the equipment used to charge the Electric Vehicle as well as supporting infrastructure including the car parking space, signage, line marking, pavement marking and any associated electrical meter and switchboard.
Community facilities	Community facilities such as recreation centres, regional parks, libraries or arts centre where visitors are expected to spend some time. These facilities also typically have other important amenities such as public seating, shade, water and public toilets.
Council	Knox City Council
CPO	Charge Point Operators – a private company that can own, install, operate and maintain electric vehicle charging infrastructure or operate them for third parties.
DC Charger	Direct Current – the type of power that batteries use. DC charging is quicker than AC charging and is used in fast and ultra-fast chargers. Charging speeds range from about 150km of range per hour upwards.
EV	Electric Vehicle that is registered for use on public roads and is fully or partially fuelled by electricity.
Fuel-cell electric vehicles	Fuel-cell electric vehicles (FCEVs) are powered by hydrogen.
Idle fees	An additional charge for vehicles that overstay the time limited parking restrictions (e.g. 2-hour limit) through a per minute charge.
Non-plug-in hybrids	Hybrid electric vehicles powered by an internal combustion engine and one or more electric motor(s), which use energy stored in batteries. The battery is charged through regenerative braking and by the internal combustion engine.
Type 2 Charger	AC Charger that usually requires the driver to carry their own cable to initiate charging.
Type 3 Charger	DC Charger that will be equipped with a cable. Usually charging rates range from 25kW and up.
Ultra-fast charger or fast	A high-powered charger that allows for rapid EV charging, generally 80%



charger	charge in 10 minutes 30 minutes.
User	An electric vehicle driver needing to charge their vehicle.

7. Administrative Updates

From time to time, circumstances may change leading to the need for minor administrative changes to this Policy. Where an update does not materially alter this Policy, such a change may be made administratively on approval of the Chief Executive Officer. Examples of minor administrative changes include change to names of Council departments or positions, change to names of Federal or State Government departments or a minor amendment to legislation that does not have material impact. Where any change or update may materially change the intent of this Policy, it must be considered by Council.

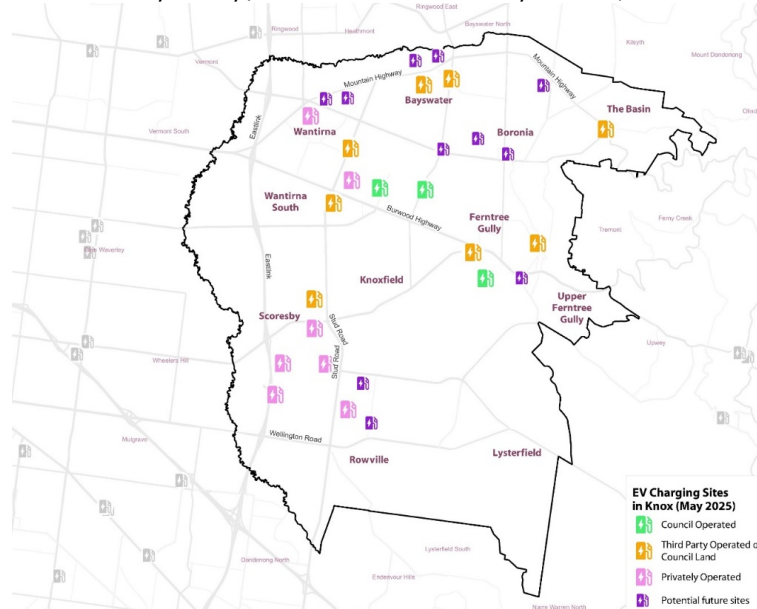


APPENDIX 1: SITE LIST

PREFERRED COUNCIL OWNED OFF-STREET CAR PARKS FOR FUTURE EV CHARGING

Site List

- Site CP170: Rowville Community Centre, 40 Fulham Road Rowville (front carpark)
- Site CP263: Rowville Community Centre, 40 Fulham Road Rowville (side carpark)
- Site CP033: Dorset Square Car Park, Cnr Dorset and Boronia Roads, Boronia
- Site CP007: Alchester Car Park, Alchester Cres, Boronia
- Site CP114: Knox Leisureworks Car Park, Tormore Rd, Boronia
- Site CP185: Valentine St Car Park, Bayswater
- Site CP184: James St Car Park, Bayswater
- Site CP295: Car Park, 195 Scoresby Rd, Boronia
- Site CP214: Thaxted Pde Car Park, Wantirna
- Site CP212: Wantirna Mall Car Park, Wantirna
- Site CP066: Ferntree Gully Library / Knox Environment Society Car Park, Ferntree Gully



Existing and Preferred Future EV Charging Station locations in Knox (as at January-May 2025)

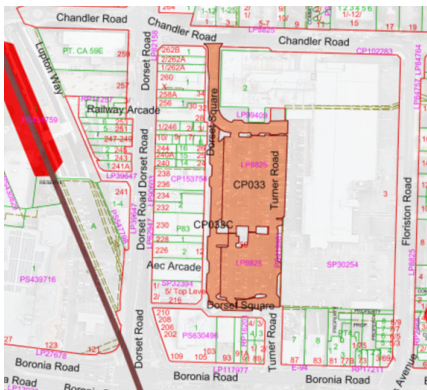


Site CP170: Rowville Community Centre, 40 Fulham Road Rowville (front carpark)

Site CP263: Rowville Community Centre, 40 Fulham Road Rowville (side carpark)



Site CP033: Dorset Square Car Park, Turner Road, Boronia

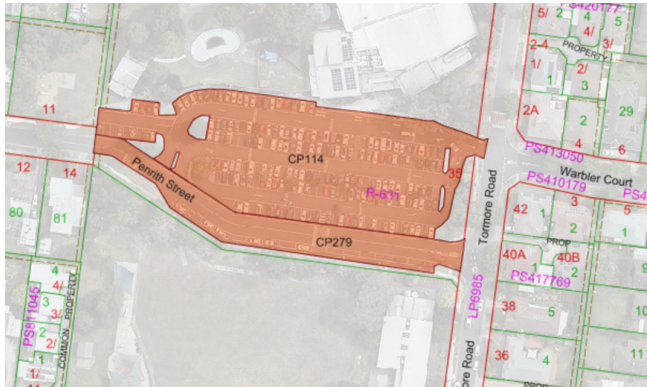


Site CP007: Alchester Car Park, Alchester Cres, Boronia





Site CP114: Knox Leisureworks Car Park, Tormore Rd, Boronia



Site CP185: Valentine St Car Park, Bayswater

Site CP184: James St Car Park, Bayswater



Site CP295: Car Park, 195 Scoresby Rd, Boronia

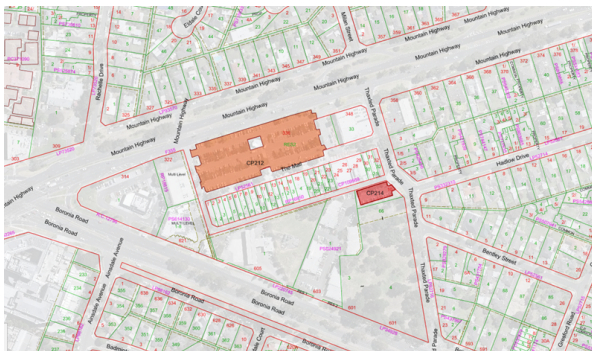




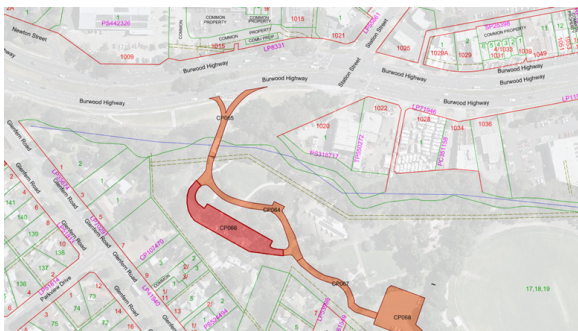
Site CP214: Thaxted Pde Car Park, Wantirna



Site CP212: Wantirna Mall Car Park, Wantirna



Site CP066: Ferntree Gully Library / Knox Environment Society Car Park, Ferntree Gully



knox



Electric Vehicle Charging Infrastructure Policy

Policy Number:	TBC	Directorate:	City Liveability
Approval by:	Council	Responsible Officer:	Project Manager Sustainable Futures
Approval Date:	10 June 2025	Version Number:	1
Review Date:	10 June 2028		

1. Purpose

The purpose of this policy is to guide decision making on the installation, operation, management and use of electric vehicle (EV) charging infrastructure on Council owned or managed land.

2. Context

In 2022 the transport sector made up 19% of Australia's CO2 emissions. Passenger cars and light commercial vehicles alone contributed 60% of transport emissions and over 10% of Australia's total emissions. Without intervention, the transport sector is projected to be Australia's largest source of emissions by 2030.

In line with Council's adopted Climate Response Plan and the target of net zero carbon emissions for the Knox Community by 2040, Council supports the use of sustainable transport options to cut Knox's transport related emissions. This includes supporting the community through public EV charging infrastructure in line with public demand as the number of EVs increase in the Knox community.

EV owners' charging needs differ based on access to, or availability of EV charging infrastructure and distance travelled. Research shows the charging of EVs at home or the workplace is most prevalent due to the vehicle being parked for an extended period of time at these locations.

Charging opportunities are one of the main barriers for interested people in owning and operating EVs. Council is well placed to help facilitate the development of the EV charging network, as it manages much of the public parking spaces within Knox and has an important role to play in fostering a more sustainable transport system.

Council aims to encourage the uptake of EVs by supporting the installation of appropriate charging infrastructure. Melbourne has a number of specialist EV charging installers and charge point operators able to assist households and businesses with the installation of a charger to meet their needs.

3. Scope

This policy applies to existing and proposed EV charging infrastructure on Council owned or managed land in the City of Knox.

This policy applies to Council, electric vehicle charge point operators (CPOs) and electric vehicle (EV) users.

This policy relates to EVs and plug-in hybrid electric vehicles (PHEVs).



This policy does not apply to:

- non-plug-in hybrids or fuel-cell electric vehicles;
- electric scooters and electric bikes; and
- installation standards for EV charging infrastructure or the installation of EV charging infrastructure on private land.

The objectives of this policy are to:

- Facilitate the deployment of EV charging infrastructure to support the community's transition towards electric vehicles.
- Provide guidance to electric vehicle charge point operators (CPOs) on Council-preferred sites for future expansion of charging stations (see Appendix 1).
- Guide the development of financially sustainable operating models for Council-owned and operated charging stations.

4. Council Policy

4.1 Electric Vehicle Charging Infrastructure Assessment Criteria

Council will support the implementation of a network of Type 2 or Type 3 EV Charging Stations in Council owned or managed car parks through a long-term licence agreement with a Charge Point Operator in accordance with Council's Leasing and Licensing Policy.

Assessment of applications to install Charging Stations on Council owned or managed land will be considered on a case-by-case basis.

In determining a proposal to install and operate a Charging Station by a CPO, Council will consider:

Location and Design

- Prioritise the installation and operation of Charging Stations in locations identified in Appendix 1 (Site List) or in shopping centres/activity centres in Knox, subject to the assessment process.
- Consider the installation of EV Charging Stations in on-street car parks on Council roads (as defined in the Knox Road Management Plan 2023) where off-street charging is unsuitable. Charging stations on Council roads must demonstrate charging could be undertaken for cars with charging ports on the righthand side of cars without interference with through traffic.
- Consider locating EV Charging Stations on State Government owned/managed roads subject to approval from the Department of Transport and Planning (or any relevant department).
- Prioritise the installation of Direct Current (DC) charging at shopping centres/activity centres.
- Consider the relevant local planning controls and requirements, local laws and other criteria deemed relevant in determining a proposal to install an EV charging station.



- Require any new or upgraded Charging Stations to meet all relevant Australian Standards.
- Prioritise locating Charging Stations in 90 degree car parking locations within sites listed in Appendix 1 or off-street (Council) car parks at shopping centres, reserves and other recreational facilities, offices, libraries and other community facilities where a high visitor demand is expected with nearby amenities such as public toilets and shelters.
- Discourage the location of Charging Stations in spaces that have the highest demand for parking turnover in the area (usually restricted by short term parking restrictions) and not be located within existing dedicated uses such as accessible parking, loading zones, bus zones, taxi zones and/or mail zones.
- Prioritise charging stations in locations that are well-lit and close to main areas of activity to deter vandalism and provide a sense of security, particularly at night.
- Not support location of EV Charging Stations within the tree protection zone of any existing trees.
- Encourage EV Charging Stations that are designed to allow mobility aid users access to the EV charging stations in line with Australian standards. Infrastructure associated with the charging station must not restrict the use of the adjacent footpaths or other parking spaces.
- Consider additional charging sites outside those listed in Appendix 1 (Site List) subject to the approval of the Chief Executive Officer or delegate.

Use/Operation

- Require the installation and operation of Charging Stations by Charge Point Operators to be at no cost to Council.
- Require any new or upgraded Charging Stations to support any electric vehicle to be charged (i.e. not be exclusive to a particular brand of vehicle).
- Require any new or upgraded Charging Stations operated by a Charge Point Operator to be designed for public use.
- Any new or upgraded Charging Stations must be powered by 100% renewable energy.
- Require the relevant Charge Point Operator to obtain all required permits, license agreements and approvals including planning permits, power connection approval and any Department of Transport and Planning requirements prior to the installation and operation of the Charging Stations.

Community Consultation/Notification

Where Charging Stations are proposed to be installed within car parks, Council will undertake community consultation with all affected businesses, residents or any relevant community groups with support from the Charge Point Operator, as deemed appropriate.

This assessment will ensure that planning controls on the land have been considered, a traffic assessment is undertaken prior to approval and that the type of charger is appropriate for the location.

Assessment

Applications will be assessed by the following Council teams:



- Sustainable Futures & Operations;
- Strategic Procurement & Property;
- City Planning & Building;
- Traffic & Transport; and
- Any other team as required depending on the proposal.

4.2 Fees

Council owned chargers

- A fee will be charged to the users of the charger that reflects the cost of installation and maintenance of the charging equipment, operational costs such as software management, data connection, and electricity costs.
- The annual fee (cost per kilowatt-hours) will be set and listed in Council's Schedule of Fees and Charges, as part of the annual budget process. To discourage and disincentivise cars from overstaying, idling fees may be introduced.
- Alternatively, the fee will be established by a third-party intermediary that Council may decide to appoint to manage the use of the charger.

CPO owned chargers

Council will negotiate a licence agreement with CPOs to install electric vehicle chargers on Council owned and managed land. The CPO will pay an annual licence fee to Council in accordance with the Licence Agreement and Council's Leasing and Licencing Policy.

CPO owned chargers will have users pay a fee that will be determined by the CPO.

This user fee is not set by Council.

4.3 Data Capture and Reporting

For chargers installed on Council owned or managed land and either operated by Council or by a CPO under a licence agreement, Council requires that certain data such as usage of chargers (including the quantity of energy used for each charging session), driver postcode and the total time spent charging, is captured by Council for reporting and planning purposes. This data is anonymous as no names or car registration information is collected. This data is used to meet Council's reporting obligations to the Essential Services Commission as well as plan for the future expansion of charging stations.

4.4 Permits & Restrictions

Council supports the installation of EV charging infrastructure in existing residences on private land for private use. In general, no approval is required from Council when a charger is installed at a private dwelling, however properties subject to any planning controls should seek advice from Council prior to the installation of EV charging infrastructure. It is important that any works carried out meet relevant Australian standards for electrical works.

Placement of charging points for private use, including leads, cables or equipment, across a Council owned



footpath or nature strip are not permitted.

Installation of EV charging infrastructure on Council owned or managed land may require planning approval. Council will support applicants in understanding these requirements.

EV parking bays will be signed with a time limit (if appropriate for the site) and the words 'Electric Powered Vehicles While Charging Only'. Time limited parking bays are designed to encourage a turnover of cars so that more drivers can use the charger on any given day. To further discourage and disincentivise cars from overstaying, idling fees or differential pricing strategies may also be introduced in the future.

4.5 Maintenance and Operation

For CPO operated charging stations, all maintenance, operational and removal costs are to be borne by the CPO and to set Council standard, in accordance with the licence agreement.

At the expiration of the licence agreement CPOs will vacate the licensed area and remove all infrastructure and make good any damage caused by its removal or leave supporting infrastructure in place for future use. Anything left in the licensed area will become the property of Council and may be removed by Council at the CPO's cost and risk.

Council owned and operated charging stations will be maintained by Council.

5. References

5.1 Community Plan 2021-2031 & Council Plan 2021-2025

5.2 Relevant Legislation

- Local Government Act 2020
- Road Safety Road Rules 2017

5.3 Charter of Human Rights

- This policy has been assessed against and complies with the charter of Human Rights.

5.4 Related Council Policies and Procedures

- Knox Climate Response Plan 2021 – 2031
- Knox Road Management Plan 2023
- Knox Planning Scheme
- Knox Leasing and Licensing Policy 2018-2021 (currently under review)
- Knox Sustainable Buildings and Infrastructure Policy 2019-2022 (currently under review)

5.5 Other strategies

- National Electric Vehicle Strategy 2023
- Victoria's Zero Emissions Vehicle Roadmap 2021



6. Definitions

Term	Definition
AC Charger	Alternating Current – typically used in households AC charging is slower than Direct Current (DC) charging, usually has a charging speed of between 10km – 60km range per hour of charging.
Activity Centre	Typically refers to areas with local shopping centres where retail and restaurants are present. These areas also typically have other important amenities such as public seating, shade, water and public toilets.
Charging Station	Refers to the equipment used to charge the Electric Vehicle as well as supporting infrastructure including the car parking space, signage, line marking, pavement marking and any associated electrical meter and switchboard.
Community facilities	Community facilities such as recreation centres, regional parks, libraries or arts centre where visitors are expected to spend some time. These facilities also typically have other important amenities such as public seating, shade, water and public toilets.
Council	Knox City Council
CPO	Charge Point Operators – a private company that can own, install, operate and maintain electric vehicle charging infrastructure or operate them for third parties.
DC Charger	Direct Current – the type of power that batteries use. DC charging is quicker than AC charging and is used in fast and ultra-fast chargers. Charging speeds range from about 150km of range per hour upwards.
EV	Electric Vehicle that is registered for use on public roads and is fully or partially fuelled by electricity.
Fuel-cell electric vehicles	Fuel-cell electric vehicles (FCEVs) are powered by hydrogen.
Idle fees	An additional charge for vehicles that overstay the time limited parking restrictions (e.g. 2-hour limit) through a per minute charge.
Non-plug-in hybrids	Hybrid electric vehicles powered by an internal combustion engine and one or more electric motor(s), which use energy stored in batteries. The battery is charged through regenerative braking and by the internal combustion engine.
Type 2 Charger	AC Charger that usually requires the driver to carry their own cable to initiate charging.
Type 3 Charger	DC Charger that will be equipped with a cable. Usually charging rates range from 25kW and up.
Ultra-fast charger or fast	A high-powered charger that allows for rapid EV charging, generally 80%



charger	charge in 10 minutes 30 minutes.
User	An electric vehicle driver needing to charge their vehicle.

7. Administrative Updates

From time to time, circumstances may change leading to the need for minor administrative changes to this Policy. Where an update does not materially alter this Policy, such a change may be made administratively on approval of the Chief Executive Officer. Examples of minor administrative changes include change to names of Council departments or positions, change to names of Federal or State Government departments or a minor amendment to legislation that does not have material impact. Where any change or update may materially change the intent of this Policy, it must be considered by Council.

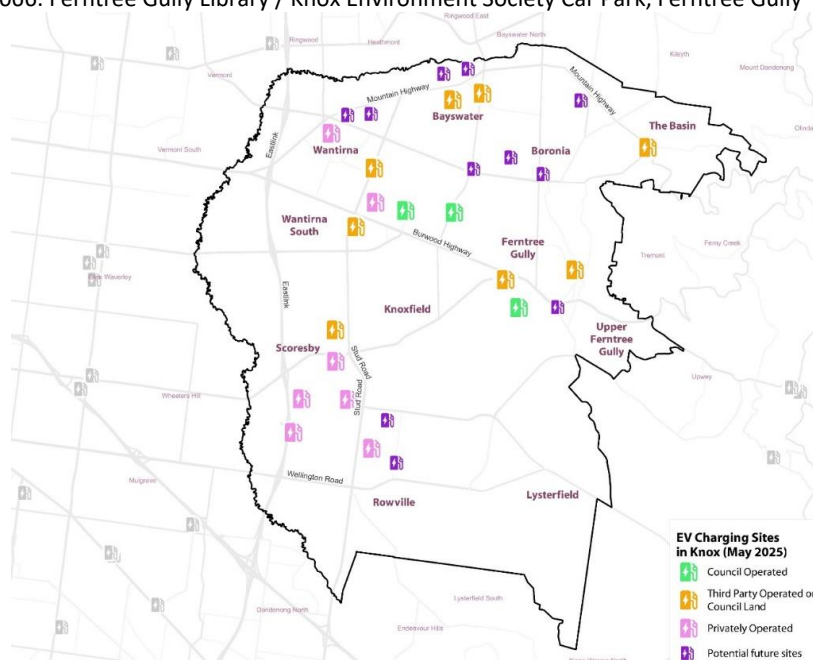


APPENDIX 1: SITE LIST

PREFERRED COUNCIL OWNED OFF-STREET CAR PARKS FOR FUTURE EV CHARGING

Site List

- Site CP170: Rowville Community Centre, 40 Fulham Road Rowville (front carpark)
- Site CP263: Rowville Community Centre, 40 Fulham Road Rowville (side carpark)
- Site CP033: Dorset Square Car Park, Cnr Dorset and Boronia Roads, Boronia
- Site CP007: Alchester Car Park, Alchester Cres, Boronia
- Site CP114: Knox Leisureworks Car Park, Tormore Rd, Boronia
- Site CP185: Valentine St Car Park, Bayswater
- Site CP184: James St Car Park, Bayswater
- Site CP295: Car Park, 195 Scoresby Rd, Boronia
- Site CP214: Thaxted Pde Car Park, Wantirna
- Site CP212: Wantirna Mall Car Park, Wantirna
- Site CP066: Ferntree Gully Library / Knox Environment Society Car Park, Ferntree Gully



Existing and Preferred Future EV Charging Station locations in Knox (as at May 2025)

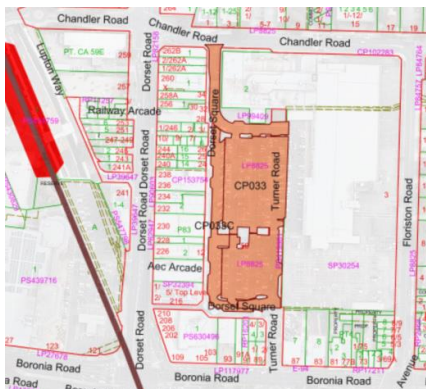


Site CP170: Rowville Community Centre, 40 Fulham Road Rowville (front carpark)

Site CP263: Rowville Community Centre, 40 Fulham Road Rowville (side carpark)



Site CP033: Dorset Square Car Park, Turner Road, Boronia

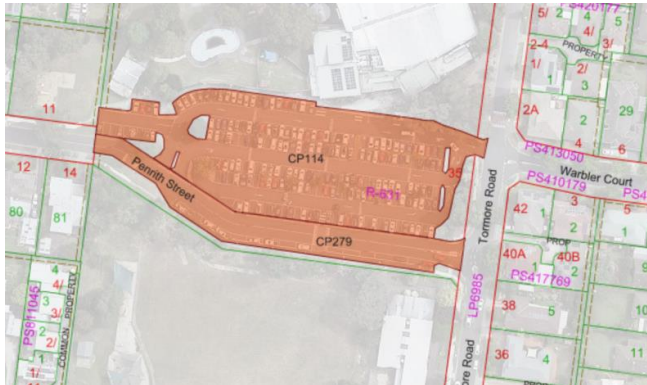


Site CP007: Alchester Car Park, Alchester Cres, Boronia





Site CP114: Knox Leisureworks Car Park, Tormore Rd, Boronia



Site CP185: Valentine St Car Park, Bayswater

Site CP184: James St Car Park, Bayswater



Site CP295: Car Park, 195 Scoresby Rd, Boronia





Site CP214: Thaxted Pde Car Park, Wantirna



Site CP212: Wantirna Mall Car Park, Wantirna



Site CP066: Ferntree Gully Library / Knox Environment Society Car Park, Ferntree Gully



4.3 Outdoor Dining - Parklets

Final Report Destination:	Mid-Month Council
Paper Type:	For Decision
Author:	Coordinator Economic Development, Michelle Bishop
Manager:	Manager City Futures, Shiranthi Widan
Executive:	Director City Liveability, Matt Kelleher

SUMMARY

During the pandemic, Council built nine outdoor dining parklets in consultation with businesses as part of the Outdoor Eating and Entertainment Package delivered by the Victoria Government in 2020/21 to rapidly support food premises and residents during the initial escalation of COVID. The parklets were designed and built with a short lifespan and only intended to be in place for 3-5 years, now coming to their end of life. Since their inception, several businesses have changed ownership and the condition of the parklets have deteriorated over time.

Many of the parklets are no longer in use (Attachment 1). Many are showing obvious wear and tear and are progressively deteriorating. This includes parklets currently in active use. Council's Building team has inspected all 9 parklets and have noted several compliance and maintenance issues.

Based on the building inspection reports, quotes were sourced to estimate the cost to restore and maintain the parklets for a further 3-5 years. The estimated cost to restore and maintain the parklets collectively is \$59,928 ex GST. Alternatively, the cost to remove the parklets is \$22,440 ex GST.

Only four of the nine parklets are currently being used by businesses. Of these four parklets, two parklets are a shared structure with an internal wall, with the neighbouring businesses not using its side of the parklet; meaning the parklet is a joint structure but only one half is actively used.

Through engagement with the businesses using the parklets, officers are aware that two businesses – Paddy's Tavern (34 Forest Road, Ferntree Gully) and Schokolade (213 Stud Road, Wantirna South) wish to continue operation of their shared parklets. The shared parklet adjoining Paddy's Tavern at 34 and 36 Forest Road is built on both Council and private land, while the Studfield parklet is within the Stud Road state arterial road reserve.

Given the condition and usage of the parklets, cost to repair and equity issues the continued operation of these parklets raises, Officers recommend that following notice to all affected parklet businesses, Council remove all existing parklets relying on the resources available within the 2024/25 City Futures Operating Budget.

Considering the progressive change to the enabling regulatory environment now that the pandemic has ended, should any business wish to pursue Council support for future outdoor dining options, Council and the land owner/business owner would need to consider a number of new regulatory steps. These are further discussed in this report.

RECOMMENDATION

That Council:

1. Receive and note the officers' recommendation to remove the 9 parklet structures located within Knox, noting the following:
 - a) Businesses will be notified in writing of Council's decision to remove the parklets and provided a timeframe for their removal.
 - b) That removal of the parklets can be undertaken within existing 2024/25 City Futures Operating Budget.
 - c) No resources are available to fund the full remediation, restoration or maintenance works to the parklets needed as outlined in Attachment 1.
2. Note that if Council wishes to consider supporting the ongoing use of any parklets, their ongoing use and operation will be at the request of the land owner/business owner and will be subject to a separate statutory approvals process including planning permits, building permits, Liquor Licensing and Council's Leasing requirements (due to the displacement of public land) in addition to the need to remediate, restore and maintain the relevant parklet in future (if it is intended for ongoing use).
3. Note that any Lease entered into for the ongoing operation of a parklet on Council land would be subject to market rates.
4. With respect to Point 2 of the resolution, note that land ownership details for the location of parklets need to be clarified and may require business owners to obtain statutory approvals from other government agencies for the parklet operation.

1. DISCUSSION

In September 2020, the State Government announced its Outdoor Eating and Entertainment Package to support hospitality businesses to operate following the first COVID-19 lockdowns in Victoria in 2020. Under this program, Council received \$500,000 (exc. GST) in grant funding to deliver and/or support outdoor dining and entertainment spaces. Traders were engaged and outdoor dining parklets were built adjoining nine businesses who expressed an interest in participating as part of the Outdoor Eating and Entertainment Package delivered by the Victorian Government in 2020/21. The outdoor dining program was rapidly delivered during the escalating COVID –19 pandemic, leveraging temporary planning exemptions to navigate significant labour and material shortages and ensure timely implementation. The parklets were only ever designed and constructed with a short lifespan in mind.

At the Ordinary Meeting of Council in August 2022, permits for the parklets were extended to 31 August 2023 and fees for their operation were introduced at this time. At this meeting, Council requested an evaluation of the parklet program be undertaken and the results be brought back to Council prior to 31 August 2023 so a decision could be made about the future of the parklet program.

A report was subsequently tabled at the Ordinary Meeting of Council in June 2023 presenting the outcomes of the evaluation. The evaluation considered feedback from the community, businesses hosting/using parklets and from relevant departments within Council. Data was also collected about parklet usage, using pedestrian counters and showed a spread of usage across the week in four of the parklets. Feedback received from the community and businesses as part of this evaluation was positive. However, given the parklets were constructed and installed as short term

temporary structures, officers within internal departments raised issues about the longevity of the parklet infrastructure, recommending they be inspected to ensure they were safe and sound.

Officers recommended as part of the June 2023 report that Council should follow the advice of Council's Municipal Building Surveyor and remove those parklets that were assessed to be structurally unsound. As such, Council resolved to:

1. *Note the Outdoor Dining Parking Evaluation report (Attachment 1) completed by officers.*
2. *Authorise the Chief Executive Officer (or such person nominated by the Chief Executive Officer) to approve permit exemptions for existing parklet structures until 31 August 2025, subject to:*
 - *The current operating fee arrangements and Parklet Terms and Conditions;*
 - *The advice of Council's Building department; and*
 - *Any additional conditions the Chief Executive Officer (or their nominees) deem appropriate at their discretion.*
3. *Note that design and demand analysis will be undertaken by officers to determine whether there is merit in Council implementing a permanent outdoor dining program.*

The Minutes for the Ordinary Meeting of Council of 26 June 2023 are provided at Attachment 2.

Due to the State Government continuing to extend provisions for outdoor dining, and the continued reduction in use of the current parklets since COVID, resources have been focused on delivering retail programs such as 'Experience Knox'.

Council's Building team has inspected and provided reports on all nine parklets with several non-compliant and maintenance issues identified, these include:

- parklets with non-compliant ramps (Forest Road, Ferntree Gully and Stud Road, Wantirna South);
- parklet ramp surfaces require non-slip material rather than the synthetic grass currently in place; and
- timbers used in construction of some of the parklets were not treated/ weather resistant and require painting.

In addition to the building reports, Facilities Maintenance have since raised an issue regarding the plastic materials used for the wall structures on some of the parklets. They have noted large gaps within the wall structures and recommended using clear plastic sheeting to stop items falling through the walls and to deter climbing.

The parklets were only ever intended to be in place for 3-5 years and were quickly constructed as temporary structures to support businesses and customers impacted by the escalating pandemic restrictions. Since then, several businesses have changed ownership and the condition of the parklets have continued to deteriorate. Many of the parklets are showing wear and tear, attracting debris and are not being maintained by the businesses (gutters, flooring, plants in planter boxes have perished and have not been replaced or removed), including the parklets currently in use. Council has received recent feedback from the community about the current dilapidated state of some of the parklets in Bayswater and Ferntree Gully Village in particular.

Based on the building inspection reports conducted late last year, quotes were sourced to estimate the cost to maintain the existing parklets for a further 3-5 years. The estimated cost to

restore and maintain the parklets collectively is \$59,928 ex GST. This does not include any floor maintenance that may be required once the existing synthetic grass flooring has been pulled up and replaced with non-slip matting. It also doesn't account for any unknowns regarding the parklet ramps and associated flooring at Forest Road and Studfield Shopping Centre.

Attachment 1 outlines the cost to remove each of the 9 parklets and the breakdown of cost for restoring and maintaining the parklets.

Minor works were undertaken in April this year by a contractor to paint the two metal strips at the bottom of the parklet ramps located at Studfield Shopping Centre. The cost for the minor maintenance was \$500 ex GST. The works were carried out in response to community feedback, regarding the slippery nature and potential slip hazard of the two metal strips.

A quote was sourced earlier this year to remove all 9 parklets, the amount was \$22,440 ex GST. This excludes restoration of ground surfaces after demolition, as well as the removal of dining furniture, signs and electrical which is the responsibility of the businesses. It should be noted that the parklets located at Forest Road and Stud Road are shared structures, meaning it is one structure that has been divided down the middle by a low wall. Both structures (parklets) house a single business who wants to continue to use the structure and a neighbouring business that does not. These parklets were designed and built as a whole structure and are not able to be partially demolished without significant cost and rebuilding.

During the pandemic, Planning exemptions were put in place under Clause 52.18, amendment VC270 which permitted business owners the ability to operate food and drink premises activities without requiring a Planning Permit. Amendment VC270 which extends the outdoor dining planning exemptions under clause 52.18 (Coronavirus pandemic and recovery exemptions) has been extended for a further 12 months until October 2025. It is not expected these provisions will be extended again.

Only four of the nine parklets (44 %) are currently in use by businesses. Of these four parklets, two parklets are shared with a neighbouring business that is not using the other side of the parklet, meaning the parklet is a joint structure across the two businesses. Businesses who have tables and chairs located within their parklets are currently paying for an outdoor dining permit based on the number of chairs and tables, not the overall parklet or exclusive use of the land they are located upon.

Paddy's Tavern Outdoor Dining Parklet – 34 and 36 Forest Road, Ferntree Gully

Paddy's Tavern warrants more specific context being provided, and Officers and Cr Baker recently attended the venue to meet with the proprietor.

The joint parklet built at 34 and 36 Forest Road is built on both Council and private land. This is because the car parking at the front of the premises straddles both public and private land which was common in the 1960s and 70s. Council and the land owner/business operator would need to consider a number of steps should Council support future outdoor dining options in this location.

These steps include:

- Confining any outdoor structure within the boundary of the car park associated with Paddy's Tavern only.
- Council entering into a Lease Agreement with the land owner for the portion of the car park owned by Council to allow the land to be used as a restaurant on an exclusive basis.
- The business obtaining planning approval from Council to undertake buildings and works for construction of an outdoor dining structure and parking dispensation.
- The business securing a building permit for the structure.
- The business securing any other statutory approvals associated with the use of the land including liquor licence through the Victorian Liquor Commission.

It should be noted that entering into a Lease Agreement would place certain conditions on the land owner/business owner regarding the operation of Paddy's Tavern outdoor dining parklet. Typically Council would expect a minimum 5 year agreement to be entered into, to a value determined by Council's market assessment of leasable floor area. Any fees payable under a Lease Agreement are expected to be significantly more than the nominal fee paid by the business operator under Council's Street Trading and Outdoor Dining permit fee. This also acknowledges that public land in the form of a car park is also being displaced.

Regarding any liquor licencing requirements for the parklet for Paddy's Tavern, the long term tenure of the parklet needs to be resolved first before a Liquor Licence application could be pursued by the business. The business may have alternate options such as using a rear courtyard space or footpath space adjacent to the parklet/car parking bays.

Potential Options

In considering the future approach to the Outdoor Dining Parklets, there are potential options for Council to consider. The following table outlines three option packages:

Options Package	Summary	Risks
1. Removal of all 9 Parklets	<p>The current Outdoor Dining Program concludes as per the original timeframe. Parklets are removed at a cost to Council of \$22,440 ex GST. Businesses remove their signage and associated electrical equipment. All affected car parks are reinstated.</p> <p>No further costs to Council. Businesses are then responsible for pursuing their own options in the future.</p> <p>Budget: 2024/25 includes \$21,915 from the remaining Outdoor Dining Grant funding and the Economic Development operation budget \$525 – to cover the cost of demolition.</p> <p>Due to the report's timing, removal works may extend into 2025/26, with</p>	<p>Reputational Risk to Council</p> <p>Potential dissatisfaction and backlash from the four businesses that wish to continue using Parklets, as well as from community members who value outdoor dining and support their ongoing use.</p> <p>Regular discussions are being held with these businesses, particularly Paddy's Tavern, so such an outcome should not be a surprise.</p> <p>Additional notice and lead in timeframes prior to the removal of parklets may assist business</p>

Options Package	Summary	Risks
	<p>remaining Outdoor Dining Grant funding carried over to complete the works.</p>	<p>owners plan for change.</p> <p>It is noted that Council has received some complaints regarding the condition of the Parklets.</p>
<p>2. Removal of all 9 Parklets with 4 businesses given the option to replace the parklet with a new Outdoor Dining structure</p>	<p>Council removes the original nine parklets as noted in option 1.</p> <p>Four businesses have expressed interest in continuing outdoor dining. These businesses have the option to replace the original parklet with a new structure.</p> <p>Any replacement structure would need to be at the business' own expense and may be subject to a separate statutory approval process, including Planning, Building, liquor Licensing and Council's Commercial lease agreement.</p> <p>Any fees payable under a lease agreement will be at market value and therefore it is expected to be significantly more than the nominal fees paid by the business under Council's Street trading and Outdoor Dining permit fees.</p>	<p>Reputational Risk to Council</p> <p>Potential dissatisfaction and backlash from community members who do not value or support outdoor dining or the displacement of public land for such an exclusive purpose.</p> <p>Currently many of the parklets aren't being maintained by the businesses (gutters, flooring, removal of debris, general wear and tear). There is concern that this will continue should the businesses continue to offer outdoor dining options. Resulting in negative attention by the community.</p> <p>However lease conditions could mitigate this risk, but may require future compliance action.</p> <p>Equity Risk</p> <p>Equity concerns, where other businesses have not received similar benefits and may not have access to car parks for similar commercial purposes. Public land is being exclusively used for a private purpose.</p>
<p>3. Removal of 5 Parklets not in use, remaining 4 businesses given the option to undertake restoration works to existing parklet</p>	<p>Council removes 5 of the original nine parklets not in use.</p> <p>Businesses wishing to continue using the existing parklets must undertake restoration and maintenance works at their own expense to address the issues identified in Attachment 1 and to the satisfaction of any statutory approvals requirements.</p> <p>The shared parklet used by Paddy's</p>	<p>Reputational Risk to Council</p> <p>Potential dissatisfaction and backlash from community members who do not value or support outdoor dining.</p> <p>Currently many of the parklets aren't being maintained by the businesses (gutters, flooring, removal of debris, general wear and tear). There is concern that</p>

Options Package	Summary	Risks
	<p>Tavern and Italianissimo (not in use) on Forest Road Ferntree Gully would require separation and significant reconstruction works. These costs would need to be borne by Paddy's Tavern in order to continue to use the parklet.</p> <p>Similarly, the parklet shared by Schokolade (in use) and Studfield Charcoal Chicken (not in use) on Stud Road, Wantirna South, would require comparable separation and reconstruction efforts at Schokolade's expense. Responsibility for large future expenses have not been confirmed by proprietor.</p> <p>Any ongoing use of the parklets will be subject to a separate statutory approval process, including Planning, Building, liquor Licensing and Council's Commercial lease agreement.</p> <p>Any fees payable under a lease agreement will be at market value and therefore it is expected to be significantly more than the nominal fees paid by the business under Council's Street trading and Outdoor Dining permit fees.</p> <p>Further discussion or approval from state agencies (VicRoads/DTP) may be required as the Studfield parklet is within the arterial road reserve.</p>	<p>this will continue should the businesses continue to offer outdoor dining options, resulting in negative attention by the community. Businesses may not follow through on funding remediation and Council continues to have a liability and risk on its hands.</p> <p>If this option is supported, lease conditions could mitigate risk, but may require future compliance action.</p> <p>Equity Risk</p> <p>Equity concerns, where other businesses have not received similar benefits and may not have access to car parks for similar commercial purposes. Public land is being exclusively used for private purposes.</p> <p>General Risk</p> <p>Joined parklet structures are unable to be separated, business not using the structure want the parklet removed.</p>

Given the temporary nature of the parklets and their deteriorating condition, along with the complexity in separating two of the structures and equity considerations, it is recommended that Council remove the 9 parklet structures located within Knox, noting the following:

- a) Businesses will be notified in writing of Council's decision to remove the parklets and provided a timeframe for their removal.
- b) That removal of the parklets can be undertaken within existing 2024/25 City Futures Operating Budget.
- c) No resources are available to fund the full remediation, restoration or maintenance works to the parklets needed as outlined in Attachment 1.

Other considerations and recommendations regarding Council's ongoing support for the parklets are outlined in the formal officer recommendation section of this report.

2. ENGAGEMENT

Over the past 18 months, a series of discussions and meetings have taken place with the majority of the nine local businesses that have been allocated outdoor dining parklets, noting some businesses have changed hands. Currently, only four of these businesses actively use the parklets. There are growing concerns from both the community and the local businesses regarding the current condition of these parklets and their impact on available parking. Feedback indicates that underutilised or poorly maintained parklets may be contributing to negative perceptions around reduced parking access.

All four business owners currently utilising the parklets are aware of their current condition. Council officers have been in ongoing discussions with Paddy's Tavern regarding their Liquor Licensing and their use of the parklet. On 31 March 2025, a meeting was held on site at Paddy's Tavern, involving the business owner, Cr. Baker and Council officers to discuss concerns, challenges and potential next steps. Council officers have been unable to make contact with the business owner of Italianissimo who shares the parklet with Paddy's Tavern.

Initial discussions were held with business owners of Schokolade and Studfield Charcoal Chicken in late 2024 regarding the use of the parklet. The owner of Studfield Charcoal Chicken currently does not utilise their side of the parklet. While they are supportive of Schokolade in retaining the parklet, they have indicated that they are not willing to apply for any permits or incur any associated costs. Where possible, business owners who benefit from a parklet have been advised that a report will be considered by Council at its Meeting in June. Businesses will be informed in writing of the outcomes of Council's decision on this report.

Over the past 18 months, ongoing discussions have taken place with several Council departments including Planning, Building, Community Laws, Property, Facilities Maintenance and Economic Development to explore and determine the options presented in this report.

Once Council has determined the outcome of the Outdoor Dining Program (parklets), a simple communications approach will be implemented to inform the local community prior to the removal of any parklets, if that is the option Council decides to proceed with. This may include clear signage on the parklets and communications with affected businesses.

3. SOCIAL IMPLICATIONS

This report and its recommendations may result in a reduction in outdoor dining opportunities within the municipality. However, each business using a parklet has alternative options for dining along the adjacent footpath.

Impact on businesses and the community with the loss of car parking to house the outdoor dining structures over a long period of time is also a consideration. Council would need to consider equity across businesses who have access to public council land (car parks) with structures to increase their commercial floor space. The Outdoor dining parklets were introduced during COVID-19 therefore without extensive consultation, permanently retaining or extending further without consultation may impact negatively.

4. CLIMATE CHANGE CONSIDERATIONS

Implementation of the recommendation is considered to have no direct implications upon Council's Net Zero 2030 target, the Community Net Zero 2040, exposure to climate risks or climate change adaptation.

5. ENVIRONMENTAL IMPLICATIONS

There are no Identified Environmental implications as part of this report. Some parklets are starting to deteriorate and are not particularly well presented.

6. FINANCIAL AND RESOURCE IMPLICATIONS

The removal of the parklets as outlined in this report will be delivered within the existing City Futures Operating Budget 2024/2025. Due to the report's timing, removal works may extend into 2025/26, with remaining Outdoor Dining Grant funding needing to be carried over to complete the works. However, any additional maintenance of the existing parklets would require additional funding by Council outside of the City Futures Operating Budget that is currently available.

There is \$21,915 remaining outdoor dining grant funding available in the Economic Development operating budget for 2024/25. This amount would cover the cost of the removal of all 9 structures with the remaining \$525 covered under the Economic Development operating budget.

There is no additional funding available if the decision is made to keep some of the structures and remove the structures not in use, other than the remaining outdoor dining grant funding noted above.

7. RISKS

A number of risks have been more specifically canvassed in the option packages in this report. Council needs to consider the potential reputational, physical and legal liability risks should it permit the continued operation of parklets with known defects and safety issues.

The context of the Pandemic, the inability for local businesses to operate as normal during the COVID lockdowns, limited access to goods, services and materials and the removal of statutory approvals requirements for use and construction are important factors when considering how outdoor dining parklets were constructed during COVID on behalf of councils across Victoria.

However continuing to allow parklets to operate in their known condition may set a problematic precedent, making it harder for Council to enforce compliance or remove unsafe structures in the future. Given the risks, it is critical that Council carefully consider the condition of the current parklet structures, and that any future structures are subject to safety and compliance standards.

The ongoing support of outdoor parklets in its current form also raises equity concerns, particularly where other businesses have not received similar benefits. Furthermore, providing general support for outdoor dining parklets sets a precedent for outcomes on which Council currently has no formal policy position. Exclusive use of land such as these sites would usually be subject to a Lease and be compensated at market rates.

8. KNOX COMMUNITY AND COUNCIL PLAN 2021-2025

Opportunity & Innovation

Strategy 1.1 - Maximise the local economy by supporting existing businesses and attracting new investment.

9. CONFLICT OF INTEREST

The officers contributing to and responsible for this report have no conflicts of interest requiring disclosure under Chapter 5 of the Governance Rules of Knox City Council.

10. STATEMENT OF COMPATIBILITY

There are no legislative obligations under the Human Rights Charter, Child Safe Standards or the Gender Equity Act that are incompatible with the recommendation in this report.

11. CONFIDENTIALITY

There is no content in this report that meets the definition of confidential information from the Local Government Act 2020.

ATTACHMENTS

1. Attachment 1 - 2025 Outdoor Dining Parklet Summary [**4.3.1** - 3 pages]
2. Attachment 2 - Minutes 26 June 2023 Council Meeting Outdoor Dining Parklets [**4.3.2** - 2 pages]

knox

Economic Development



Outdoor Dining Parklet Summary

Business Name Location	Status (use and condition)	Estimated cost of maintenance (ex. GST)	Cost of removal (ex. GST) (approx.)
Noos Noodles 1 Wantirna Mall, Wantirna	In use. No issues identified as per building inspection report. Maintenance quote to address aesthetics	\$ 3,979	\$,1780
Studfield Charcoal Chicken* 215 Stud Road, Wantirna South	Not in use (<i>structure is shared with Schokolade- split down the middle</i>). Issues identified in building inspection report: <ul style="list-style-type: none"> - Timbers used for the veranda frame include some non-treated timbers. <i>Recommend that the materials/structural members are painted to increase durability and improve the appearance.</i> - The gradient of ramp does not comply with the AS1428.1. <i>Alter the ratio of the ramp to comply with Access requirements.</i> - The surface of ramp does not appear to be slip-resistant. <i>Replace the floor covering with a non-slip finish/material</i> 	Joint Parklet \$16,997	Joint Parklet \$5,240
Schokolade* 213 Stud Road, Wantirna South	In use (<i>structure is shared with Studfield Charcoal Chicken- split down the middle</i>). Issues identified in building inspection report: <ul style="list-style-type: none"> - Timbers used for the veranda frame include some non-treated timbers. <i>Recommend that the materials/structural members are painted to increase durability and improve the appearance.</i> - The gradient of ramp does not comply with the AS1428.1. <i>Alter the ratio of the ramp to comply with Access requirements.</i> - The surface of ramp does not appear to be slip-resistant. <i>Replace the floor covering with a non-slip finish/material</i> 		



Business Name Location	Status (use and condition)	Estimated cost of maintenance (ex. GST)	Cost of removal (ex. GST) (approx.)
Paddy's Tavern^ 34 Forest Road, Ferntree Gully	<p>In use (<i>structure is shared with Italianissimo- split down the middle</i>).</p> <p>Issues identified in building inspection report:</p> <ul style="list-style-type: none"> - Timbers used for the outdoor structure include some non-treated timbers. - Handrails along the ramps do not comply with the AS1428.1. - The gradient of ramps does not comply with the AS1428.1. - The surface of ramps does not appear to be slip-resistant. - The transition from the footpath to the ramp is a potential trap hazard. - Unable to identify how stumps are attached to the ground. - Unable to assess the compliance of subfloor frame. - Downpipe is not connected to the stormwater drainage system. - The outdoor structure appears to block the drain. 	Joint Parklet \$24,050	Joint Parklet \$5,240
Italianissimo^ 36 Forest Road, Ferntree Gully	<p>Not in use (<i>structure is shared with Paddy's Tavern- split down the middle</i>).</p> <p>Issues identified in building inspection report:</p> <ul style="list-style-type: none"> - Timbers used for the outdoor structure include some non- treated timbers. - Handrails along the ramps do not comply with the AS1428.1. - The gradient of ramps does not comply with the AS1428.1. - The surface of ramps does not appear to be slip-resistant. - The transition from the footpath to the ramp is a potential trap hazard. - Unable to identify how stumps are attached to the ground. - Unable to assess the compliance of subfloor frame. - Downpipe is not connected to the stormwater drainage system. - The outdoor structure appears to block the drain. 		



Business Name Location	Status (use and condition)	Estimated cost of maintenance (ex. GST)	Cost of removal (ex. GST) (approx.)
Code 9 Café 436 Burwood Hwy, Wantirna South	In Use Issues identified in building inspection report: <ul style="list-style-type: none"> - Timbers used for the verandah frame include non-treated timbers. <i>Recommend that the materials/structural members are painted to increase durability and improve the appearance.</i> - The surface of the ramp does not appear to be slip-resistant. <i>Replace the floor covering with a non-slip finish/material</i> 	\$ 5,907	\$4,200
24 Spices (previously Junior Tan) Shop 24, 7/13 High Street, Bayswater	Not in use Issues identified in inspection report: <ul style="list-style-type: none"> - Timbers used for the verandah frame include non- treated timbers. <i>Recommend that the materials/structural members are painted to increase durability and improve the appearance.</i> - The surface of the ramp does not appear to be slip-resistant. <i>Replace the floor covering with a non-slip finish/material</i> - 	\$ 5,566	\$4,200
Kokoro Asian Café 26 Station Street, Bayswater	Not in use No issues identified as per building inspection report Maintenance quote to address aesthetics	\$3,429	\$1,780
Chilli and Basil Thai 24 Station Street, Bayswater	Not in use No issues identified as per building inspection report Maintenance quote to address aesthetics		
TOTAL		\$59,928	\$22,440

2023-06-26 - Meeting Of Council

8.6 Outdoor Dining Parklet Evaluation

SUMMARY: Manager City Futures, Shiranthi Widan

Outdoor dining parklets were built adjoining nine businesses as part of the Outdoor Eating and Entertainment Package delivered by the Victorian Government in 2020/21. At the Ordinary Meeting of Council in August 2022, permits for the parklets were extended to 31 August 2023 and fees for their operation were introduced at this time. At this meeting, Council requested an evaluation of the parklet program be undertaken and the results be brought back to Council prior to 31 August 2023 so a decision could be made about the future of the parklet program.

The evaluation considered feedback from the community, businesses hosting parklets and from relevant departments within Council. Feedback received from the community and businesses was positive. However, officers within internal departments raised some issues about the longevity of the parklet infrastructure, recommending they be inspected to ensure they are sound. Data was collected about parklet usage, using pedestrian counters and show a spread of usage across the week in four of the parklets.

Key issues Council must consider when determining whether to maintain the existing parklets include the structural integrity of the existing parklet infrastructure, equity across businesses to operate parklets, fee arrangements to lease Council land, public safety and impact of loss of parking, community/business support or objection to parklets.

Whilst the feedback from the community and businesses has been overall positive, this must be weighed against issues surrounding the lifespan of the parklet infrastructure, equity in distribution of parklets and fee structure for businesses to operate from Council land.

Officers therefore recommend that Council undertake inspections of all existing parklets and follow the advice of the building surveyor. If removing the existing structures is recommend, then this advice needs to be followed. If the parklets continue to be structurally sound, then the temporary parklet permits should be extended for up to 2 years, bringing the date for removing the parklet to 31 August 2025. Regarding a permanent extended outdoor dining program, officers recommend that a design and demand analysis be undertaken with businesses to identify potential outdoor dining demand, costings and implementation requirements. Following this piece of work, if there is demand for a permanent extended outdoor dining program, Council will need to allocate sufficient staffing resources (as outlined in this report) to develop guidelines and an internal assessment process to roll out a policy and program.

RECOMMENDATION:

That Council:

1. Note the Outdoor Dining Parklet Evaluation report (Attachment 1) completed by officers.
2. Authorise the Chief Executive Officer (or such person nominated by the Chief Executive Officer) to approve permit extensions for existing parklet structures until 31 August 2025, subject to:
 - The current operating fee arrangements and Parklet Terms and Conditions;
 - The advice of Council's Building department; and
 - Any additional conditions the Chief Executive Officer (or their nominees) deem appropriate at their discretion.

2023-06-26 - Meeting Of Council

3. Note that design and demand analysis will be undertaken by officers to determine whether there is merit in Council implementing a permanent outdoor dining program.

RESOLUTION

MOVED: Councillor Baker

SECONDED: Councillor Seymour

That Council:

1. Note the Outdoor Dining Parklet Evaluation report (Attachment 1) completed by officers.
2. Authorise the Chief Executive Officer (or such person nominated by the Chief Executive Officer) to approve permit extensions for existing parklet structures until 31 August 2025, subject to:
 - The current operating fee arrangements and Parklet Terms and Conditions;
 - The advice of Council's Building department; and
 - Any additional conditions the Chief Executive Officer (or their nominees) deem appropriate at their discretion.
3. Note that design and demand analysis will be undertaken by officers to determine whether there is merit in Council implementing a permanent outdoor dining program.

CARRIED

4.4 Minor Grants Program Monthly Report

Final Report Destination: Council
Paper Type: For Decision
Author: Community Partnerships Officer, Bryony Lee
Manager: Manager Community Strengthening, Kerry Jansons
Executive: Acting Director Connected Communities, Gail Power

SUMMARY

This report summarises the grant applications recommended for approval in June 2025 for the 2024-2025 Minor Grants Program. All applications have been assessed against the criteria set out in the Minor Grants Program Procedure.

Applications under the Minor Grants Procedure are limited to a maximum of \$3,000.00 within the current financial year.

RECOMMENDATION

That Council resolve to:

1. Approve six applications for a total of \$12,213.04 (excluding GST) as detailed below:

Applicant Name	Project Title	Amount Requested (inc. GST)	Amount Recommended (excl. GST)
Boronia Hawks Football Netball Club Inc.	Building Capacity for a Stronger Future: Volunteer Training and Development at Boronia Hawks FNC	\$2,999.00	\$2,726.36 (lesser amount due to GST)
The Basin Football Netball Club	Supporting volunteers through training to improve club operations and secure our club's legacy	\$2,999.00	\$2,726.36 (lesser amount due to GST)
He'Art - It's An Art Thing Inc.	Share Your Story Art Project	\$550.00	\$500.00 (lesser amount due to reaching maximum allowance for financial year)
Waterford Valley Lakes Residents Association Inc.	Putting Green Installation	\$3,000.00	\$3,000.00
Knox Historical Society	60th Anniversary Commemorative Publication	\$2,460.32	\$2,460.32
Wantirna South Football Club	Washing Machine	\$880.00	\$800 (lesser amount due to GST)
Total		\$12,888.32	\$12,213.04

2. Defer two applications requesting a total of \$6,000.00, as detailed below:

Applicant Name	Project Title	Amount Requested	Reason for Deferment
St John the Baptist Parish	Defibrillator for Church use	\$3,000.00	Minor Grant budget exhausted
The Salvation Army	The Pantry: Frozen Foods Section	\$3,000.00	Minor Grant budget exhausted
Total		\$6,000.00	

3. Refuse one application requesting a total of \$2,100.00 as detailed below:

Applicant Name	Project Title	Amount Requested	Reason for Ineligibility
Knox Wind Symphony	Music Stand Banners	\$2,100.00	This project is ineligible under Clause 6.29 of the Minor Grant Procedure, which excludes printed merchandise or other branded materials where the main purpose is to promote an organisation.
Total		\$2,100.00	

4. Note that should the recommended grants be approved by Council, the remaining Minor Grants Program budget for 2024-2025 will be \$891.36, after GST adjustments.

1. DISCUSSION

1.1 Background

The Minor Grants Program provides a pool of grant funding that can respond monthly to requests for small amounts of funding to assist with short term, one-off projects or initiatives that are relatively minor in nature.

The objective of the Minor Grants Program is to be an accessible and responsive funding source to assist a wide range of community led activities across the municipality and support volunteer effort and civic participation.

It operates under the principles of other Knox Council grants programs to ensure:

- Funded projects will provide benefit to the Knox community and help meet Council objectives;
- Co-operation and collaboration between groups will be encouraged;
- The grant process will be consistent, equitable and transparent; and
- The grant process will support and strengthen community groups in developing local solutions to local needs.

Applications are assessed against criteria specified in the Minor Grants Program Procedure (approved in April 2024), to determine the eligibility of the applicant organisation and the eligibility of the grant application.

The Procedure and Council's Grant Framework Policy set out an open and transparent grant program that meets the principles of good governance and is compliant with the requirements of the Local Government Act 2020.

In accordance with the Procedure, applications for funding have been assessed by the Chief Executive Officer, or delegate, for Council's approval.

This report presents to Council the recommendations for recent Minor Grant applications in accordance with the Procedure.

1.2 Applications Recommended for Approval

Nine applications have been assessed this month, requesting grants totaling \$20,988.32. Of the nine applications, six are recommended for approval. A summary of the projects recommended is as follows:

- Boronia Hawks Football Netball Club Inc. is seeking funding to train and support their Board, senior and junior committees, as well as their coaches and other volunteers.
- The Basin Football Netball Club would like funding to attract and retain more volunteers, set up clear role descriptions and run the club more efficiently.
- He'Art - It's An Art Thing Inc. is after funding for venue hire costs so they can run a program that will assist survivors of family violence to come together with a group of artists to capture their stories of overcoming their experience.
- Waterford Valley Lakes Residents Association Inc. would like to install a putting green to create a welcoming outdoor space that encourages community interaction and leisure for all residents.
- Knox Historical Society would like support in producing a 60th anniversary commemorative publication.
- Wantirna South Football Club would like to purchase a washing machine to enable the washing of jumpers and trainer towels to reduce the reliance on volunteers to take home and complete.

Application details are provided in Attachment 1.

1.3 Applications Recommended for Deferral

Two applications are recommended for deferral to the July 2025 Meeting of Council. There is a Minor Grants Program budget remaining of \$891.36, however the following applicants would like to defer to the July meeting:

- St John The Baptist Parish for the purchase of two defibrillators, one inside the church and the other inside the community centre; and
- The Salvation Army for the purchase of a chest freezer and frozen food.

1.4 Applications Recommended for Refusal

One application is recommended for refusal:

- Knox Wind Symphony for the purchase of music stand banners. This is ineligible per Clause 6.29 of the Minor Grant Procedure, which states applications won't be supported for the printing of merchandise or other branded materials where the main purpose is to promote an organisation.

2. ENGAGEMENT

Engagement is undertaken with organisations in relation to their grant applications whenever possible and if necessary, to clarify details regarding their applications prior to Council's consideration.

Advice or information may be sought from Officers across Council in relation to either the applying organisation or the proposed project, or both, if considered necessary.

The Minor Grants Program Procedure specifies assessment can occur by the Chief Executive Officer, or delegate, and make recommendation for Council's determination.

3. SOCIAL IMPLICATIONS

The Minor Grants Program allows Council to respond promptly to requests from Knox- based community groups for small amounts of funding to assist a variety of community-based programs, projects or activities. Council's Minor Grants are a simple and streamlined source of funding that can make a significant difference for local community organisations in need of short-term, specific purpose assistance.

4. CLIMATE CHANGE CONSIDERATIONS

Implementation of the recommendation is considered to have no direct implications or has no direct impacts upon Council's Net Zero 2030 target, the Community Net Zero 2040, exposure to climate risks or climate change adaptation.

5. ENVIRONMENTAL CONSIDERATIONS

There are no environmental considerations associated with this report.

6. FINANCIAL & RESOURCE IMPLICATIONS

The approval of Minor Grants is managed within Council's adopted budget. The 2024-2025 budget provides \$155,145.00 for the Minor Grants Program plus any returned unspent grants.

Funding commitments to date are summarised below:

Yearly Summary 2024-25	Total Amount Approved (Excluding GST)
July	\$14,554.41
August	\$27,099.61
September	\$22,656.60
October	-
November	\$41,391.18
December	\$12,704.58
January	-
February	\$10,357.84
March	\$11,862.54
April	\$15,668.83
May	\$7,566.16
June	\$
Totals (Year to Date)	\$163,861.75

Recommended applications for the June period total \$12,213.04 (excluding GST).

If approved as recommended, the remaining Minor Grants budget for 2024-2025 will total \$891.36, after GST adjustments.

7. RISKS

Any risks associated with administering the Minor Grant Program are managed through the implementation of Council's Grant Framework Policy and the Minor Grants Program Procedure. All Minor Grants must be acquitted, and evidence of expenditure must be provided by the organisation.

The Procedures and Council's Grant Framework Policy set out an open and transparent grant program that meets the principles of good governance and is compliant with the requirements of the Local Government Act 2020.

In accordance with the Procedures, applications for funding have been assessed by the Chief Executive Officer, or their delegate, for Council or delegate approval as appropriate.

8. RELEVANCE TO KNOX COMMUNITY AND COUNCIL PLAN 2021-2025

Resilience & Wellbeing

Strategy 4.1 – Support our community to improve their physical, mental and social health and wellbeing.

Strategy 4.2 – Foster inclusivity, equality, belonging and safety within the community.

Strategy 4.4 - Support the community to identify and lead community strengthening initiatives.

Civic Engagement & Integrity

Strategy 5.1 – Provide opportunities for all people in Knox to have their say.

Strategy 5.2 - Manage our resources effectively to ensure financial sustainability and improved customer experience.

Strategy 5.3 – Ensure our processes are transparent and decisions are accountable.

9. CONFLICT OF INTEREST

The Officers contributing to and responsible for this report have no conflicts of interest requiring disclosure under Chapter 5 of the Governance Rules of Knox City Council.

10. STATEMENT OF COMPATIBILITY

There are no legislative obligations under the Human Rights Charter, Child Safe Standards or the Gender Equity Act that are incompatible with the recommendation in this report.

11. CONFIDENTIALITY

There is no content in this report that meets the definition of confidential information from the Local Government Act 2020.

ATTACHMENTS

1. Minor Grants Program Application Extraction Report Attachment June 2025 [**4.4.1** - 8 pages]

Minor Grant Program Applications
June 2025

2425-MGP147

Boronia Hawks Football Netball Club

Application ID	2425-MGP147
Organisation Name	Boronia Hawks Football Netball Club
Grant Program	Minor Grants Program

Project Title	Building Capacity for a Stronger Future: Volunteer Training and Development at Boronia Hawks FNC
Project Start Date	05/08/2025
Project End Date	29/08/2025

Request Details	<p>In exciting news, we recently secured \$6.2 million in State and Federal Government funding to rebuild our clubrooms at Tormore Reserve. While this project will be a game-changer for the future of our club, the temporary relocation to Millers Reserve, with its small 1960s facilities, has placed an immense additional workload and stress on our current volunteers.</p> <p>We are a thriving club with over 1,000 participants across Senior Men's and Women's Football and Netball, Junior Boys' and Girls' Football, Auskick, and Veterans and Masters Football. We field 11 junior teams, 7 senior teams, and 2 netball teams — making us one of the largest clubs in our league.</p> <p>To ensure our continued success and sustainability, we are seeking funding to train and support our Board, Senior and Junior Committees, as well as our coaches and other volunteers.</p> <p>Our strategic priorities i.e.. recruiting players, developing juniors and improving facilities, rely heavily on a strong volunteer base. Structured training will help us better recruit, retain and nurture volunteers, avoid burnout and strengthen leadership succession planning. Our funds are committed to facility improvements, so we require grant assistance to provide this critical training.</p> <p>Strong, well-run clubs are essential to the health of the Eastern Football Netball League. Investing in our people now will ensure Boronia Hawks, and the league as a whole, continues to thrive.</p>
Community Benefit	<p>Established Community Hub: We pride ourselves on our long and successful history, having been established in 1932, providing important sporting and social connections.</p> <p>· Strong Alignment with Council's Vision: Focused on improving community health and wellbeing through sport and social engagement initiatives. Our club promotes physical activity, mental health, and social inclusion (aligned with Council Plan 2021–2025, pg 12).</p> <p>· Large Participant Base: Over 1,000 participants across Senior and Junior Football and Netball, Auskick, and Veterans/Masters.</p> <p>· Critical Role in League Strength:</p>

Minor Grant Program Applications

June 2025

	<p>Strong, well-run clubs like Boronia Hawks are vital to the success of the Eastern Football Netball League. A vibrant, sustainable club not only provides opportunities for players and volunteers of all ages, but also strengthens the entire league community</p> <ul style="list-style-type: none"> · Proven Track Record of Engagement: Named Victoria's 2022 AFL Social Media Champions for outstanding innovation and community engagement. · Focus on Volunteer Support and Sustainability: Training will be delivered by industry professionals endorsed by the EFNL (refer to attached Volunteer Training Plan) · Operational Improvements: Development of an operational plan to guide club management. Delegation of duties to spread volunteer workload. Adoption of modern digital technology to streamline administration. Creation of a revenue plan for financial sustainability. · Strategic Timing: Training is critical as the club transitions into the new \$6.2 million clubroom facilities in 2026. · Ongoing Collaboration: Commitment to working with AFL Victoria, Netball Victoria, the EFNL, Hawks Nest Coterie Group, Past Players and Supporters Group, and government partners. 		
Total Beneficiaries	20	Total Project Cost	\$ 3298.90
Knox Beneficiaries	20	Total Amount Requested	\$ 2999.00

Income Description	Income Amount	Expenditure Description	Expenditure Amount
Council Grant Funding	\$ 2999.00	Training for Volunteers with CLUBMAP	\$ 2999.00

Minor Grant Program Applications
June 2025

2425-MGP148

The Basin Football Netball Club

Application ID	2425-MGP148
Organisation Name	The Basin Football Netball Club
Grant Program	Minor Grants Program

Project Title	Supporting Volunteers through training to improve club operations and secure our club's legacy
Project Start Date	01/07/2025
Project End Date	08/07/2025

Request Details	<p>In Victoria, no town is complete without an Australian Rules Football Club. Formed in 1947, The Basin Football Netball club is one of the fastest growing clubs in the Eastern Football League, with over 500 registered players throughout our junior and senior ranks, and 25 sides competing in both men's and women's football and 5 netball teams. We offer a full pathway from Auskick to senior level, fostering community and player development. While we have enjoyed on-field success winning Senior and Junior Premierships over the years, a recent health check (see attached) shows we are underperforming 'off-field' in the following areas:</p> <ul style="list-style-type: none"> · Volunteer engagement (18%) with no clear roles or volunteer recruitment programs. · Low fundraising capability (28%), limited digital fundraising and no use of tax-deductible donation platforms. · No operational or revenue plans for the next 12 months · Membership (44%) – no dedicated person focused on increasing membership. <p>Overall, we scored 46%, indicating below-average performance in key club operational areas. We are seeking funding to engage Clubmap to deliver volunteer training and help us to develop a 12-month operational and revenue plan. Training, delivered by Clubmap, will focus on:</p> <ul style="list-style-type: none"> · Increasing volunteering - to ease pressure on our current committee - currently the same 10 people are doing everything - we aim to increase volunteering by 20%. · Streamlining club operations to create efficiency across all areas · Digital revenue generation opportunities, using online fundraising platforms (e.g. Australian Sports Foundation) - due to our limited volunteers and resources, we struggle to raise sufficient revenue to maintain facilities and ensure long-term sustainability. <p>With funding support, we can strengthen our club and ensure that the 'Bear Cave' (as we are fondly known), remains a formidable club for generations to come. (See attached Letter of Support from EFNL)</p>
Community Benefit	<p>Volunteers are the heart and soul of our club. Whether it's coaching Auskick, running the canteen, updating the website, or cheering from the sidelines – our volunteers keep the Bear Cave alive.</p> <p>Through Clubmap's training, we'll learn how to attract and retain more volunteers, set up clear role descriptions and run the club more efficiently. This will ease the workload on our</p>

Minor Grant Program Applications

June 2025

	<p>committee and make volunteering feel welcoming and achievable for everyone.</p> <p>This will benefit everyone – players, members, families, supporters, Council, and our broader community – by creating a more sustainable, vibrant club.</p> <p>Expected Outcomes:</p> <ul style="list-style-type: none"> * Increase volunteer numbers by 20% and build confidence and skills. * Create a 12-month Operational Plan and Revenue Plan to create new funding streams for key projects listed below <ul style="list-style-type: none"> - Game day equipment, including new goal post pads \$2000 - Installation of external Public Address system speakers \$1000 - Health and Wellbeing programs for senior and junior teams \$2000 per year * Strengthen community engagement and foster a positive, inclusive club culture. <p>Project Milestones:</p> <ul style="list-style-type: none"> • Club Health Check completed – DONE (attached). • July 2025 – Attend Clubmap workshops; create 12-month Operational Plan, New Age Revenue Plan, and 3–5-year Strategic Direction. • Within 3 months – Implement 3–5 key actions; President to delegate tasks. • August 2025 – Acquittal submitted to Council. • June 2026 – Progress review with Clubmap. <p>Outcomes will be assessed via a 12-month follow-up Health Check in, tracking improvements in volunteer numbers, revenue generation and increased membership. In summary, this training will enhance our club’s sustainability by upskilling volunteers and improve club operations through developing a 12-month operational and revenue plan, with a strategic focus.</p> <p>With Council’ support, we can ensure a thriving, sustainable club for future generations. This aligns with Council’s Community Plan 2021-2031, Direction 4 (Connection, resilience and wellbeing, pg 23)</p>		
Total Beneficiaries	14	Total Project Cost	\$ 3298.90
Knox Beneficiaries	14	Total Amount Requested	\$ 2999.00

Income Description	Income Amount	Expenditure Description	Expenditure Amount
Council Grant	\$ 2999.00	Volunteer Training	\$ 2999.00

Minor Grant Program Applications
June 2025

2425-MGP149

He'Art - It's An Art Thing Inc

Application ID	2425-MGP149
Organisation Name	He'Art - It's An Art Thing Inc
Grant Program	Minor Grants Program

Project Title	Share Your Story art project
Project Start Date	17/07/2025
Project End Date	31/07/2025

Request Details	<p>After a successful previous special project - Black and White exhibition series, showcasing stories of hope and healing from family violence trauma - underneath my umbrella is planning a second series which will again bring t a small group survivors of family violence together with a group artists, to capture the stories of overcoming family violence experience through the hearts of a child, as women - now adults - recount their stories of how family violence experience of their childhood, has impacted their journey into adulthood.</p> <p>Volunteer participants will be guided through a 2 day workshop that will assist the survivors to craft their stories, they will also take part in creative photography to personalise the deidentified stories, and the artists will be guided through the process of reflective listening, capturing what recovery or the story of hope and healing looks like on a canvas.</p>		
Community Benefit	<p>This project will yield another valuable art exhibition series, that will educate, empower and encourage others impacted by family violence and assist with agencies with hard to access data that can inform and improve policies and procedures for the prevention of family violence, but also benefit those who have little understanding of the recovery space.</p> <p>By utilising the space at Coonara Community House, it also benfits the Knox council as funding supplied through the grant application will go back into a valuable Knox resource centre</p>		
Total Beneficiaries	500	Total Project Cost	\$ 550.00
Knox Beneficiaries	250	Total Amount Requested	\$ 550.00

Income Description	Income Amount	Expenditure Description	Expenditure Amount
knox Council minor grant	\$ 550.00	Hire of room at Coonara Community house - 2 days	\$ 550.00

Minor Grant Program Applications
June 2025

2425-MGP150

Waterford Valley Lakes Residents Association Inc.

Application ID	2425-MGP150
Organisation Name	Waterford Valley Lakes Residents Association Inc.
Grant Program	Minor Grants Program

Project Title	Putting Green Installation
Project Start Date	07/07/2025
Project End Date	31/07/2025

Request Details	Artificial grass putting green approximately 120m with 5 putting holes on undulated land to provide putting practice. The putting green will also have a viewing area with seating and a storage box for equipment.		
Community Benefit	The putting green will serve as a welcoming outdoor space that encourages community interaction and leisure for all residents of our self-funded village—whether they enjoy playing or simply want to relax and connect with others while watching the activity.		
Total Beneficiaries	150	Total Project Cost	\$ 13200.00
Knox Beneficiaries	150	Total Amount Requested	\$ 3000.00

Income Description	Income Amount	Expenditure Description	Expenditure Amount
KCC Grant	\$ 3000.00	Installation of Putting Green	\$ 3000.00

Minor Grant Program Applications
June 2025

2425-MGP151

KNOX HISTORICAL SOCIETY INC

Application ID	2425-MGP151
Organisation Name	KNOX HISTORICAL SOCIETY INC
Grant Program	Minor Grants Program

Project Title	60th ANNIVERSARY COMMEMORATIVE PUBLICATION
Project Start Date	11/06/2025
Project End Date	18/06/2025

Request Details	Graphic art and production of 200 commemorative publications in celebration of Knox Historical Society's 60th anniversary. The publication details timelines and milestones of how the Society was formed, the search for a home, and how it has progressed and remained relevant over time with expanded activities, school programs, tours and events. The publications will be provided at no cost to attendees at our official anniversary event to be held at Millers Homestead June 18th, and members of the Society across the municipality, Knox State and Federal Members of Parliament, Knox Council, Knox libraries and the State Library of Victoria. Knox Council will be acknowledged as funding the project in the publication, in social media and at the event. KHS is covering the cost of catering and hosting the event. We are seeking funding for the cost of the publication only.		
Community Benefit	Knox Historical Society Incorporated is a 100% volunteer based not-for-profit charity whose purpose is to promote research, knowledge, understanding and enjoyment of Knox history and culture by developing and conserving a vast collection of local history with a special interest in the former Shires of Ferntree Gully and current Knox district. This is done through exhibitions, research services, publications and community events. We provide a venue for all people to come together to experience our shared history. KHS operates a museum accredited with AMaGA at Ambleside Homestead and is also a Registered Place of Deposit, and exists to serve the community. We have Volunteers ranging in age from 20 to 80+		
Total Beneficiaries	200	Total Project Cost	\$ 4760.32
Knox Beneficiaries	200	Total Amount Requested	\$ 2460.32

Income Description	Income Amount	Expenditure Description	Expenditure Amount
KHS Cash and inkind contribution	\$ 1500.00	Catering, equipment,napery, decorations, set up and serving	\$ 1500.00
KHS Cash contribution	\$ 200.00	Pianist	\$ 200.00
KHS Cash contribution	\$ 600.00	Postage invitations and publication distribution	\$ 600.00
Grant Requested	\$ 2460.32	Artwork & Printing costs	\$ 2460.32

Minor Grant Program Applications
June 2025**2425-MGP155****Wantirna South FC**

Application ID	2425-MGP155
Organisation Name	Wantirna South FC
Grant Program	Minor Grants Program

Project Title	Washing Machine
Project Start Date	01/07/2025
Project End Date	15/07/2025

Request Details	To purchase a washing machine for our recently renovated trainer's room, to enable the washing of jumpers and trainer towels to reduce the reliance on volunteers to take home and complete.		
Community Benefit	The washing machine is to reduce reliance on volunteers to take the jumpers home, wash and dry and return to the club. The alternative is a commercial laundry, for which costs are prohibitive.		
Total Beneficiaries	20	Total Project Cost	\$ 880.00
Knox Beneficiaries	20	Total Amount Requested	\$ 880.00

Income Description	Income Amount	Expenditure Description	Expenditure Amount
Minor Grant	\$ 880.00	washing machine	\$ 880.00

5 Notices Of Motion

6 Supplementary Items

7 Urgent Business

8 Confidential Items