

Electric Vehicle Charging Infrastructure Policy

Policy Number:	2025/01	Directorate:	City Liveability
Approval by:	Council	Responsible Officer:	Project Manager Sustainable Futures
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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.

<u>Assessment</u>

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
СРО	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

