Electric Vehicle Charging Policy (a): Policy for New Developments

Purpose	Council is committed to responding to the climate emergency and restoring a safe climate. As outlined in the Darebin Climate Emergency Plan 2017-2022, Council is working towards a zero-emissions transport system. Currently, 15% of Darebin community emissions are from transport. This is also the fastest-growing source of emissions. Supporting the transition away from the use of internal combustion engine vehicles (ICE) is one important step towards achieving a zero-emissions transport system in Darebin. Uptake of electric cars, bicycles and other vehicles is increasing rapidly in Darebin and will accelerate significantly over the next few years. This is supported by new vehicle models becoming available in the Australian market and lower purchase costs. Darebin City Council ("Council") has an opportunity to ensure that the community enjoys the benefits from this trend. This policy seeks to facilitate community uptake of electric vehicles (EVs) by specifying conditions under which new developments are required to install EV charging stations and electrical infrastructure for future provision in new residential and commercial developments. There are existing tools in place that guide the inclusion of EV charging infrastructure in new developments. These tools include; Sustainable Design Assessments, Sustainable Management Pans and the Built Environment Sustainability Scorecard. Currently, there is no statutory requirement to provide EV charging infrastructure. This Policy considers future trends and sets out the minimum level needed for avoiding potentially expensive retrofit charging solutions in the future. This Policy goes further than existing planning tools to provide certainty to developers on the minimum expectations of Council at the outset of any planning application. Council acknowledges the Wurundjeri Woi Wurrung people who are the Traditional Owners of the land on which Darebin stands. Council recognises their continuing connection to land, waters and culture.
Scope	This Policy applies to all Council employees, particularly Statutory Planning and City Futures teams The scope of this policy relates to new, private developments only. The following are out of the scope of this policy: - Council-led and public developments - Public parking facilities - Public EV charging infrastructure (on-street or off-street)
Definitions and Abbreviations	BESS – Built Environment Sustainability Scorecard E-bike – Electric Bicycle ESD – Environmentally Sustainable Development

	EV – Electric Vehicle* SDA – Sustainable Design Assessment SMP – Sustainability Management Plan ICE- Internal Combustion Engine *This policy uses the term 'Electric Vehicle' as an umbrella term that includes any type of vehicle (not just cars) that is powered by electricity. This includes (but is not limited to) electric cars, electric bikes, electric buses, electric trucks, electric motorbikes, electric scooters etc.
Policy Statement(s)	▪ **Electric vehicle charging stations and electrical infrastructure for future provision requirements in new residential and non-residential developments** This policy provides guidance for new developments to provide electric car and electric bicycle charging infrastructure, as well as enabling for the future provision of electric vehicle charging infrastructure. The requirements are based on BESS tool but goes beyond the minimum requirements to ensure that Darebin is positioned at the forefront of EV support and transition in Victoria. It is preferable that planning applications include the provision and installation of on-site renewable energy generation (for example a rooftop solar photovoltaic system) and battery storage, in addition to the charging infrastructure requirements outlined below. This policy requires that types of developments outlined in the table below include the following standards in their planning application:

Type of Development	Application requirements	Electric car charging infrastructure and future provision requirements	E-bike charging requirements
Accommodation / Mixed Use with residential component:			
▪ 3-9 dwellings; or ▪ Development of a building for accommodation (other than dwelling) with a gross floor area of between 100sqm to 999sqm.	Sustainable Design Assessment (SDA)	▪ A minimum of 20% car parks built with electric car charging infrastructure; and ▪ 75% of all car parking spaces be built with future provision requirements	▪ At least 1 charging point be provided for electric bicycle charging ▪ At least 50% of bike parking spaces are on-ground
▪ 10 or more dwellings; or ▪ Development of a building of accommodation (other than dwelling) with a gross floor area of 1000sqm or more.	Sustainability Management Plan (SMP)	▪ A minimum of 20% car parks built with electric car charging infrastructure; and ▪ 75% of all car parking spaces be built with future provision requirements. Alternatively, to the above requirements: ▪ A minimum of 20% of car parks to be shared and built with higher capacity electric car charging infrastructure - minimum of 22kW 32A three phase	▪ At least 25% of bike parking spaces have charging points ▪ At least 50% of bike parking spaces are on-ground
Non-residential			
▪ Development of a non-residential building with a gross floor area between 100sqm to 999sqm; or ▪ Alterations and additions of 100sqm to 999sqm.	Sustainable Design Assessment (SDA)	▪ A minimum of 5% of car parks built with electric car charging infrastructure; and ▪ 20% of all car parking spaces be built with future provision requirements	▪ At least 1 charging point be provided for electric bicycle charging where there is a requirement for bicycle parking

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<tr><td>▪ Development of a non-residential building with a gross floor area of 1000sqm or more; or
▪ Alterations and additions of 1000sqm or more.</td><td>Sustainability Management Plan (SMP)</td><td>▪ A minimum of 5% of car parks built with electric car charging infrastructure; and
▪ 20% of all car parking spaces be built with future provision requirements

Alternatively, to the above requirements:

▪ A minimum of 5% of car parks built with fast electric car charging infrastructure - minimum of 50kW DC</td><td>▪ At least 25% of bike parking to be provided with charging points in each bike parking area
▪ At least 50% of bike parking spaces are on-ground</td></tr>
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When assessing applications that seek to provide less EV charging infrastructure than these standards, Council will consider the development site's context, particularly in relation to publicly accessible EV charging stations.

Planning applications should demonstrate that they meet these standards as follows:
▪ Minimum infrastructure requirements as outlined in this policy may be delivered through a Sustainability Management Plan or Sustainable Design Assessment, and any supporting sustainable design tool, where the developer would choose 'EV charging' as an option.
▪ The proposed location of the charge point(s) and/or infrastructure and cabling is to be drawn, dimensioned and labelled on the plans. The proposed electric car/bicycle charging infrastructure requirements shown on the plans.

The development should meet the technical specifications outlined in Appendix A to this policy "Technical requirements for EV charging equipment in residential developments". These technical requirements may be updated from time to time by Council's Manager Climate Emergency and Sustainable Transport or any position that is successor to that role.</td></tr>
<tr><td>Organisational Values</td><td>Council's organisational values enable and support the effective design and application of this policy by guiding staff in the course of their work.</td></tr>
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<tr><td>We Make a Difference: We are driven by our desire to make a difference for the people we serve. Our work is purposeful and creates a positive impact for the community. We are proud to work here. Our work matters.

We are Accountable: We are empowered to own and take responsibility for our actions. We follow</td><td>We have Integrity: We act with integrity and transparency in conversations and decision-making. Through open and clear communication, we build trust. We're honest. We walk the talk.

We show Respect: We are diverse, inclusive, respectful and caring. We encourage everyone to have a voice and we listen to each other. We recognise one another's contributions</td></tr>
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	through on our commitments and deliver on our promises. We make it happen. **We are Collaborative:** We are united by a common purpose to serve the community. We work together, connecting within our teams and across the organisation. We are inclusive and collaborative. We are one.	and treat people fairly. We look after each other. **We are Creative:** We are bold, courageous and innovative. We try new things, experiment and continuously improve. We are open-minded, creative and forward-thinking. We are leaders.
Breach of Policy	Breaches of policies are treated seriously. Any concerns about non-compliance should be reported immediately to the owner of this policy.	

GOVERNANCE

Parent Strategy/ Plan	Darebin Climate Emergency Plan 2017-2022 key direction 4 – Zero emissions transport.
Related Documents	This policy should be read in conjunction with Council's: • Electric Vehicle Charging (b): Policy for public charging infrastructure on Council land Council Plan Action Plan Darebin Transport Strategy
Supporting Procedures and Guidelines	N/A
Legislation/ Regulation	N/A
Author	Transport Planner, Sustainable Transport Unit
Policy Owner/ Sponsor	Sustainable Transport Unit
Date Effective	TBC
Review Date	This Policy will be reviewed every 2 years
Version Number	TBC
Document ID	TBC
Content enquiries	Sustainable Transport Unit – Transport@darebin.vic.gov.au

Appendix A:

Technical requirements for EV charging equipment in new developments

Electric car charging infrastructure requirements for residential developments:

- The electrical supply capacity must be sufficient to supply on average 50% of the rated capacity of each EV charger, during off-peak hours (11pm-7am)
- The electrical system is to supply Level 2 (Mode 3) 7kW, 32A single phase EV charging at a minimum.Electric Vehicle charging infrastructure should be compatible with 'smart' charging technology to assist with load management and allow for ancillary services grid benefits.

Electric car charging infrastructure requirements for non-residential developments:

- The electrical system is to supply Level 2 (Mode 3) 7kW, 32A single phase EV charging at a minimum, while 22kW, 32A three phase EV charging is recommended for most applications.

Future provision requirements for residential developments:

- Electrical infrastructure (including distribution boards, supply capacity, metering, conduits and cable trays (without the EV charger unit) provided must support Level 2 (Mode 3) 7kW 32Amp EV car charging.

Future provision requirements for non-residential developments:

- Electrical infrastructure (including distribution boards, supply capacity, metering, conduits and cable trays (without the EV charger unit) provided must support Level 2 (Mode 3) 7kW 32Amp EV car charging at a minimum, while 22kW 32A three phase EV charging is recommended for most applications.

In all the above cases, a load management system must be installed where the combined power required to charge all cars in spaces with EV chargers, or the future provision of EV chargers, exceed the development's electrical supply infrastructure for charging EVs.

Electric bicycle charging infrastructure requirements:

- An external general power outlet at 10 or 15A is to be located next to a secure on-ground bicycle hoop located at the ground level of the building or a car park that's easily accessible from the street. Electric bicycle parking should allow for more space than the bicycle space requirements at Clause 52.34-6 of the Darebin Planning Scheme as they are typically longer and/ or wider than standard bicycles.

Electric Vehicle Charging Policy (b): Policy for public charging infrastructure on Council land

Purpose	Council is committed to responding to the climate emergency and restoring a safe climate. As outlined in the Darebin Climate Emergency Plan 2017-2022, Council is working towards a zero-emissions transport system. Currently, 15% of Darebin community emissions are from transport. This is also the fastest-growing source of emissions. Supporting the transition away from the use of internal combustion engine vehicles (ICE) is one important step towards achieving a zero-emissions transport system in Darebin. Uptake of electric cars, bicycles and other vehicles is increasing rapidly in Darebin and will accelerate significantly over the next few years. This is attributed to concern over climate change, high petrol costs, the growing availability of new electric vehicle (EV) models, and a lowering of their costs. Darebin City Council ("Council") has an opportunity to ensure that the community enjoys the benefits from this trend. There are businesses that have established commercial models where they provide and fund EV infrastructure and cover their costs by charging vehicle users. This provides an opportunity to increase EV infrastructure, funded by EV users, as well as State and Commonwealth grants, rather than by ratepayers generally. This policy seeks to facilitate the community uptake of EVs by specifying conditions under which Council may allow EV Charging service providers ("service providers") to install public EV charging stations on Council land. To promote convenient EV charging options for all residents in Darebin, particularly for those without off-street car parking, Council is seeking to expand the network of public EV charging stations across the municipality. This policy should be read in conjunction with Electric Vehicle Charging (a): Policy for New Developments. Council acknowledges the Wurundjeri Woi Wurrung people who are the Traditional Owners of the land on which Darebin stands. Council recognises their continuing connection to land, waters and culture. Council also acknowledges that new EV charging infrastructure will be located on Wurundjeri Woi Wurrung land.
Scope	This Policy applies to all Council employees, particularly Capital Delivery and Climate Emergency and Sustainable Transport teams. The scope of this policy relates to publicly available EV charging infrastructure on Council land only. The following are out of the scope of this policy: - Private EV charging infrastructure (on-street or off-street) -

Definitions and Abbreviations	E-bike – Electric Bicycle EV – Electric Vehicle* ICE- Internal Combustion Engine PPN – Principal Pedestrian Network V2G – Vehicle to Grid technology *This policy uses the term 'Electric Vehicle' as an umbrella term that includes any type of vehicle (not just cars) that is powered by electricity. This includes (but is not limited to) electric cars, electric bikes, electric buses, electric trucks, electric motorbikes, electric scooters etc.
Policy Statement(s)	▪ **Electric Vehicle charging stations for public use on land managed by Council** This policy sets out how Council may permit commercial EV charging infrastructure on public land, in order to expand the network of EV chargers in Darebin and provide equitable access to EV charging for all residents and visitors. <u>Provision of public EV charging infrastructure</u> ▪ Council will seek to leverage private sector investment as its preferred service model and thereby foster a sustainable service model where costs are born by users rather than ratepayers. ▪ Council will invite Expressions of Interest (EOI) from service providers to deliver and operate public EV chargers from time to time. ▪ Council may seek to lead delivery of EV charging infrastructure in appropriate circumstance, utilising State and Commonwealth grants when available. ▪ Council will reserve the right to decline an application for public EV charging stations <u>Operation</u> ▪ Council may require full life-cycle responsibility to be held by the service provider, including installation and consultation costs, operation, and maintenance. This includes submitting planning permit applications for associated signs and works. ▪ Service providers will be responsible for leading consultation with electricity network service providers to ensure appropriate capacity. ▪ Any agreement with a service provider will be able to be terminated at the end of the charging infrastructure life, or within 10 years, whichever is sooner. Removal of the infrastructure would be the responsibility of the service provider. ▪ Lease and/or licensing agreements, including fees, will be designed on a site by site basis. ▪ EV charging infrastructure will draw electricity from 100% renewable sources. ▪ Ongoing evaluation and monitoring will be undertaken by Council using user data provided by service providers to ensure community benefits are being achieved. <u>Locations for public EV charging infrastructure</u> Council will identify appropriate sites for charging stations, as well as considering sites proposed by service providers. Council will work with service providers to consult adjacent land owners and occupants and other impacted stakeholders prior to installation.

	Locations that Council may consider for public EV charging infrastructure include any locations where there is currently public parking available ▪ Council managed off-street carparks ▪ Off-street carparks and existing infrastructure in Council managed parks ▪ Sporting, recreation and leisure centres, libraries, and other community facilities ▪ On-street carparks on Council managed roads When determining an appropriate site for an EV charging station, Council will consider: ▪ A preference for off-street parking locations, to minimise interference with the Principal Pedestrian Network (PPN), active travel routes, public transport routes and access, and other uses of public space (e.g. On street dining) ▪ A preference for preserving biodiversity, including nature strips and other green spaces ▪ Demand for EV charging in the area, with the intent that the amount of infrastructure would match demand ▪ The speed and type of chargers required for the expected user type and desired linger time ▪ Accessibility for people with additional mobility needs ▪ Benefits to local economy in attracting visitors ▪ Proximity to facilities including restrooms, seating, food and water, key destinations, and activity centres ▪ Access to existing grid connection with appropriate capacity ▪ Physical space for charger, transformer, and expected vehicle type, so that charging station does not encroach on other nearby uses or create a safety hazard ▪ A preference to maintain a mix of parking spaces to cater well for all types of vehicles and accessibility needs. ▪ The impact on parking supply for activity centres and local businesses ▪ The potential for ancillary energy services (such as V2G technology) to be utilised ▪ Visibility of the charging station, including signage ▪ Opportunities to incorporate education and information about Wurundjeri Woi Wurrung land and culture into new infrastructure ▪ Any other factors considered relevant by Council <u>Parking Restrictions</u> ▪ In Council carparks, a specified EV charging space would be reserved strictly for EV charging. Vehicles not using the EV charger, including EVs, will not be allowed to occupy the spaces. ▪ All public EV charging stations will be accompanied by parking restrictions to ensure their efficient use and accessibility by multiple users. ▪ Restrictions may vary for different locations, charger types and preferred linger times. <u>Application requirements and processes</u> ▪ Council will establish a clear and transparent process for applications from service providers and these may be updated from time to time. ▪ Council may seek applications or proposals periodically from service providers. Should it do so, it will ensure that this is managed in line with any of council's

	procurement or transparency policies applicable to ensure best value for community.	
Organisational Values	Council's organisational values enable and support the effective design and application of this policy by guiding staff in the course of their work.	
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GOVERNANCE

Parent Strategy/ Plan	Darebin Climate Emergency Plan 2017-2022 key direction 4 – Zero emissions transport.
Related Documents	This policy should be read in conjunction with Council's: • Electric Vehicle Charging (a): Policy for New Developments Council Plan Action Plan Darebin Transport Strategy
Supporting Procedures and Guidelines	N/A
Legislation/ Regulation	N/A
Author	Transport Planner, Sustainable Transport Unit
Policy Owner/ Sponsor	Sustainable Transport Unit

Date Effective	TBC
Review Date	This Policy will be reviewed every 5 years
Version Number	TBC
Document ID	TBC
Content enquiries	Sustainable Transport Unit – Transport@darebin.vic.gov.au