



# Electric Vehicle Charging Infrastructure Guidelines

Guidelines outcome: The City of Port Phillip has a network of electric vehicle chargers servicing our community and supporting decarbonisation of transport

Responsible area: City Planning and Sustainability Department

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## Document history

Version	Date of approval / adoption	Changes made	ECM record
1.0	18 March 2026	-	10043325



# 1. Purpose

To support Council’s commitment to facilitate the uptake of electric vehicles in the community by investigating, trialling and facilitating the installation of public charging stations and private charging infrastructure and removing barriers to charging infrastructure in new developments and existing buildings.

Council recognises that it is important to support the growth of Electric Vehicles (EVs) as part of a pathway to a sustainable transport future.

# 2. Scope

These guidelines seek to provide guidance for the planning, provision, installation, management, maintenance, and removal of Electric Vehicle (EV) charging infrastructure on public and private land in the City of Port Phillip, Victoria.

They are designed to support interactions with existing or prospective electric vehicle charge point operators (EVCPO). These guidelines also apply in specific instances of private electric vehicle charging infrastructure on public land and in existing and new developments.

They outline the process Council is taking with the selection of EVCPO and charge station locations.

Intended users may include groups listed in Table 1 below:

Intended User	Role and Responsibility
<b>External stakeholders</b>	
Residents, local businesses, or developers	<ul style="list-style-type: none"> <li>Plan, install, operate and maintain EV charging infrastructure</li> <li>Ensure standard operating procedures are followed for safe and compliant installation</li> </ul>
Electric Vehicle Charge Point Operators (EVCPO), equipment installers, and service providers	<ul style="list-style-type: none"> <li>Plan, install, operate, and maintain EV charging infrastructure</li> <li>Ensure standard operating procedures are followed for safe and compliant installation</li> </ul>
Other government agencies (e.g. Department of Transport and Planning)	<ul style="list-style-type: none"> <li>Plan development and manage referrals relating to EV charging infrastructure</li> </ul>
<b>Internal Stakeholders</b>	
Community facility planners, project managers	<ul style="list-style-type: none"> <li>Ensure current and future developments have appropriate infrastructure</li> </ul>
Transport team	<ul style="list-style-type: none"> <li>Review parking in planning permit applications or development referrals</li> </ul>
Property and Assets Department	<ul style="list-style-type: none"> <li>Provide advice on engineering risks</li> <li>Ensure planning considers other civil infrastructure</li> <li>Provide advice on location where infrastructure is to be installed, ensuring it is not encumbered</li> </ul>



Parking Services team	<ul style="list-style-type: none"> <li>• Monitor parking compliance</li> </ul>
City Permits team	<ul style="list-style-type: none"> <li>• Assess, maintain and review Private EV Charging Permits on public land, with cyclical inspection/audit.</li> </ul>
Asset Inspections team	<ul style="list-style-type: none"> <li>• Inspect private EV charging infrastructure on public land, including reinstatements in relation to damage/bonds</li> </ul>
Diversity, Equity and Inclusion team	<ul style="list-style-type: none"> <li>• Provide advice on infrastructure design considerations to support dignified and equitable access and accessibility more broadly</li> </ul>
Building and Planning Services Department	<ul style="list-style-type: none"> <li>• Advise on development and more specifically EV charging provisions</li> <li>• Ensure compliance with building and planning scheme requirements</li> </ul>
Open Space and Parks Departments	<ul style="list-style-type: none"> <li>• Provide advice on proposed EV assets in proximity of street trees and other vegetation</li> </ul>
City Planning and Sustainability Department	<ul style="list-style-type: none"> <li>• Enforce EV charging service level agreement and minimum operating standards</li> <li>• Undertake licencing considerations</li> <li>• Review and provide advice related to heritage and public realm impacts / review applications</li> </ul>

### 3. Guideline Objectives

The objectives of the Electric Vehicle Charging Infrastructure Guidelines are to:

- Support a coordinated rollout and well-developed network of public EV charging stations across the City of Port Phillip through detailing Council’s process to facilitate EVCPOs to install public chargers on Council managed land.
- Provide direction to EVCPOs on Council’s requirements when installing charging infrastructure.
- Outline Council’s position on the installation of private EV charging infrastructure on public land.
- Outline Council’s position on the installation of private EV charging infrastructure in existing and new developments.
- Inform residents, businesses and investors about Council’s role in supporting the installation of public EV charging stations and how to seek further guidance.

### 4. Governance Principles

The City of Port Phillip will:

- Support the delivery of a network of public EV charging infrastructure that facilitates increased uptake of EVs, reducing emissions and improving air quality.
- Support the delivery of EV charging infrastructure on public land that integrates effectively with the transport network and local environment.



- Consider relevant industry practices, standards, regulations, research, and trends in EV market.
- Aim to balance any commercial benefit from EV charging alongside community benefits.
- Act as a facilitator of the market to enable equitable, appropriate EV charging infrastructure.
- Foster a competitive multi-operator environment which provides consumers with choice.
- Encourage opportunities for EV charging infrastructure to align with the objectives of Council strategies and plans, such as the Integrated Transport, Urban Forest, Climate Emergency Response, Accessibility Action Plan and activity center plans.
- Require charging infrastructure to be well-planned, designed, maintained, and accessible.
- Ensure that installed infrastructure does not negatively impact public space and the community.

## 5. Guidelines for Public Charging Infrastructure

Council managed kerbside space, and off-street carparks provide accessible and convenient locations to install publicly available EV charging infrastructure.

Council does not have an allocated ongoing budget for investing in, or subsidising, EV charging infrastructure, and expects the private sector to lead delivery.

Council encourages proposals from EVCPO to install EV infrastructure on Council owned or managed land.



### 5.1. Application and Assessment Process

The application and site assessment process for the installation of public charging infrastructure is as follows:



Further detail is provided in **Appendix 1**.



## 5.2. Guidance for EVCPOs - Site selection and Design requirements

Council will follow the principles outlined in **Appendix 2** when determining the appropriateness of a site for the installation of EV charging infrastructure. Design requirements, that address visibility, identification and accessibility, urban amenity considerations, and parking configurations are also outlined in **Appendix 2**.

### 5.2.1. Consultation Process

It will be the EVCPOs responsibility to consult with:

- The Council
- The DSNP
- Other relevant utility companies

It will be Council's responsibility to, when relevant, engage with

- Internal stakeholders including relevant Council departments
- Site-specific stakeholders including regular users, neighbouring residents and businesses

## 5.3. Ownership and Funding Model

Council will not own or operate EV chargers that solely service the public, but rather sees its role as the responsible authority to plan, license land for use, and facilitate the market to scale appropriate installation of EV charging infrastructure. The EVCPO is expected to cover the capital expenditure, cost of installation, maintenance, and decommissioning.

Council may charge a rental or licensing fee for EVCPOs to operate on Council land.

### 5.3.1. License Agreements

When an appropriate site has been assessed and approved, Council will issue a license to operate an EV Charger on Council (controlled) public land. The license will include:

- terms and conditions
- maintenance requirements
- decommissioning
- expectations for service level and minimum operating standards

Licenses will generally be site-specific agreements. To encourage private market uptake, allow specialisation in charger types, and avoid risk of over-exposure from a single supplier, Council may choose to allocate licenses to different operators.

### 5.3.2. Land Abutting State Arterial Roads

Under the *Road Management Act 2004*, permission to install EV charging on state controlled arterial roads must be referred to the Department of Transport and Planning (DTP). Land falling



within a TRZ1/2 planning zone is under the authority of DTP and permission must be sought for installation of any non-exempt infrastructure including EV charging.

It will be the responsibility of the EVCPO to seek DTP permission for the installation of charging infrastructure where the land manager is the State Government. The EVCPO will incur any costs associated with gaining relevant approvals. Council will support this process by providing information as required and working with the EVCPO to facilitate approvals.

### **5.3.3. Installation on Crown Land**

The City of Port Phillip is the land manager on behalf of the Crown, for a large number of car parks (off and on street) across the City. Permission to install EV charging on Crown Land requires landowner consent from the Department of Energy, Environment and Climate Action. Council will support this process by providing information as required and working with the EVCPO to facilitate approvals.

## **5.4. Infrastructure Installation, Maintenance and Removal**

EVCPOs must consider the following when submitting proposals for installation of charging infrastructure:

### **5.4.1. Electrical capacity**

EV chargers have varying levels of energy demand. It is essential to select the right charger type for the right location. This will typically consider how long vehicles are parked and the end user needs.

Council expects all EVCPOs have consulted with the DNSP and that they have ensured sufficient electrical supply exists or can feasibly be sourced from the DNSP.

Council will negotiate with EVCPOs to come to an agreement that will meet Council and supplier requirements, including provisions for removal and/or relocation before installation occurs.

### **5.4.2. Renewable Energy and Smart Energy Load Management Systems**

EV chargers present an opportunity to support Victorian Government and Council goals to reduce carbon emissions. For chargers installed on public land, Council requires that chargers are supplied with 100% renewable energy.

Council also recommends installers:

- Provide appropriate integration with energy management systems;
- Optimise power usage and implement load management strategies;
- Consider integrating the charging infrastructure with smart charging systems;
- Consider how their technology can enable vehicle-to-grid (V2G) supply in the future.



### 5.4.3. Maintenance

Licences with EVCPOs will contain specific maintenance information and requirements relevant to the individual charging systems.

EVCPOs are responsible for:

- The ongoing ad hoc maintenance of the charging infrastructure to ensure it remains continuously in service and available for customers.
- All technical maintenance including annual professional electrical safety checks of the charging facilities, cables and grounding systems by a qualified electrician.
- All repairs and upgrades required to ensure continuous service.
- Ensuring there is an appropriate cable management system to enable proper storing of the cable on a hook or similar, to ensure it is not driven over or becomes a trip hazard.
- The timely replacement of cables that are damaged or stolen.
- The installation of software systems that constantly monitor charging stations and trigger alerts to the maintenance team in real time.
- Monitoring performance to ensure errors and interruption of connection to apps and payment facilities is quickly remedied.

### 5.4.4. Post installation

EVCPOs will be required to:

- Register the locations of underground cabling in the public space with Before you Dig Australia.
- Provide locations of underground cabling to the City of Port Phillip to enable recording of information within Council's own systems.

Any further changes or enquiries to EV bays post installation (i.e. removal, relocation or change to parking controls) will be led by Council's Sustainability and Climate Change Team.

## 5.5. Scalability and Modularity

Scalability and modularity ensure that charging bays and infrastructure can expand as demand increases.

Council recommends EVCPOs:

- Design the parking bay layout to accommodate potential future expansion.
- Use modular charging equipment and infrastructure to allow for easy reconfiguration or addition of charging stations as demand grows.



- Consider Dynamic Load Control or smart charging to overcome supply restrictions when this is seen as a barrier to implementation.

## 5.6. Communication Standards

Council recommends EVCPOs:

- Incorporate communication technology that will continue to work as systems and technology change in the future.
- Consider debit/credit card, RFID (swipe card) and mobile app activation capabilities.
- Use a widely accepted open-source software and ensure the chargers are visible on EV service platforms and payment gateways (e.g., Chargefox and Plugshare).
- Test and ensure the mobile and network data requirements for payment methods and the potential for access to cellular / WiFi / Ethernet connections are sufficient on site prior to installation.

## 5.7. Permitted Technologies

Council will remain technology agnostic in relation to EV charging solutions and will assess new technologies for suitability as they become available. Residents and EVCPO's are encouraged to bring emerging technologies to the attention of Council for consideration.



## 6. Guidelines for Private Charging Infrastructure

### 6.1. Private electric vehicle chargers installed on public land

Residents in City of Port Phillip can apply for a private kerbside Electric Vehicle Charger Permit if they and their property meet all the following criteria:

- Applicant is a property owner, or tenant with written landlord permission.
- Property is a standalone building
- The applicant must have current public liability insurance of a minimum of \$20 million that extends to include the private kerbside EV charging infrastructure and be valid for the life of the charger.

Application details can be found on Council's website. [www.portphillip.vic.gov.au](http://www.portphillip.vic.gov.au)

#### 6.1.1. Criteria for charger permit

Submission of a permit application does not guarantee approval.

Permits are provided on an annual basis. If approved, Council will undertake an annual renewal and compliance assessment. Permit fees are set on an annual basis.

Permit renewals could be declined if the location of private kerbside EV chargers constrains any future Council works on Council roads and footpaths.

Applicants must demonstrate through annotated photos and plans included with the application that the criteria listed in **Appendix 6** are, or can be, met.

The granting of a permit or approval for EV charging does not guarantee exclusive or ongoing access to on-street parking. All approvals remain subject to compliance with existing parking restrictions, and the space will continue to be used by other motorists in accordance with those restrictions.

#### 6.1.2. Permitted Technologies

Council will remain technology agnostic in relation to EV charging solutions and will assess new technologies for suitability as they become available. Residents and EVCPO's are encouraged to bring emerging technologies to the attention of Council for consideration.

### 6.2. Existing and new developments

Council encourages the installation of EV charging infrastructure at existing and new private/commercial/industrial developments, both for private and public use (as determined by the responsible person/entity). In most instances, Council approval will not be required to progress such installations. However, installers are required to ensure industry standards are met.



The National Construction Code (NCC) requires more new buildings to be EV-ready. An EV-ready building has electrical infrastructure in place to facilitate the installation of EV charging units. According to Energy Victoria, (commencing in Victoria on 1 May 2024) there must be space for switchboards and EV charging infrastructure in new builds for:

- 100% of parking car spaces in apartment buildings
- 10% of spaces in offices and retail
- 20% of spaces in other commercial buildings.

Having more buildings EV-ready will make it easier for business and residents in the future to install EV charging units.

## 7. Safety and Compliance

The risk from batteries or charging systems malfunctioning can lead to devastating chemical fires and are a major risk when charging facilities and buildings are not well designed with safety as a fundamental consideration. Installers must:

- Adhere to the most up to date and relevant electrical and building codes, safety regulations, and certifications for charging infrastructure installation. In public installation circumstances, it is the responsibility of the installer to provide documentation to Council showing relevant certifications.
- Implement proper grounding, surge protection, and fault detection systems to ensure safe operation.
- Detail fire safety measures and emergency shutdown mechanisms to mitigate potential risks.
- Provide a risk management evaluation for the EV charging infrastructure to adequately identify and mitigate all risks.
- Install software systems that constantly monitor charging stations and trigger alerts to the maintenance team in real time.
- Review the Australian Building Code Board and publication of the ABCB Advisory Notice [‘Electric Vehicles in Buildings.’](#)
- Consider EV FireSafe’s preference for a master isolation switch that will provide emergency responders with a safe shut-down of electricity to a whole charging site in the event of an incident. (see Enhancing Fire Safety at EV Charging Hubs for Victorian LGAs – report 2023)
- Consider well-ventilated areas and places where emergency services can easily access in the event of a fire.



## 7.1. Electric Vehicle Supply Equipment Standards

All EVCPOs must provide infrastructure that has electrical product compliance as per [ASNZ 4417](#)

- Regulatory Compliance Marking of Electrical & Electronic Equipment.
- All EV Charging Infrastructure must be electrically compliant with the [RCM Tick](#).

### 7.1.1. Installation to Australian Standard

- Electrical Installations “Wiring Rules” (AS/NZS3000: 2018 Appendix P)
- Each connecting point should be provided with one socket outlet or vehicle connector complying with either IEC 62196-1 or IEC 62196-3.
- Minimum Height: 800mm from ground (AS/NZS 3000: 2018 Appendix P)
- Installation is required to be carried out by a suitably qualified person
- An isolation switch within 2 meters of the charging infrastructure should be installed (this is not outlined in Appendix P, but elsewhere in AS/NZS 3000)

#### **In relation to AS2419.2021 Fire Hydrant Installations**

- EV Charging Infrastructure should not be within 10m of a fire hydrant or booster system\*
- HV distribution boards should not be within 10m of fire hydrants\*

\*Refer to AS2419.2021; 3.5.3.1 for specifications and exemptions.

## 8. Supplementary documents

[Guidance-for-Accessible-EV-Charging-Infrastructure1.pdf](#)

[Australian Building Codes Board EV charging recommendations](#)

[EV Firesafe](#) –Information for battery fires and EV safety in floodwaters

## 9. Related legislation and documents

There are a range of legislation, codes and Council documents that inform and support these Guidelines. These include, but are not limited to:

### **Legislation and guidelines**



- Road Management Act 2004 and subordinate legislation
- [AP-G98-22 | Austroads](#)

## **Council documents**

[Council Plan 2025-2035](#)

[Parking Management Policy](#)

[Move, Connect, Live Integrated Transport Strategy 2018-2028](#)

[Climate Emergency Action Plan 2023-2028](#)

[Act and Adapt Sustainable Environment Strategy 2023-2028](#)

## **Abbreviations**

EV – Electric Vehicle

EVCPO - electric vehicle charge point operators

DNSP – Distribution Network Service Providers



# Appendix 1

## Standard Operating Procedure (SOP)

### Purpose

This SOP outlines the process for planning, approving, and installing public Electric Vehicle (EV) supply equipment and chargers in accordance with Council requirements and relevant safety and compliance standards.

### Scope

This procedure applies to all projects involving the installation of EV charging infrastructure in public spaces, including car parks, streetscapes, and Council-owned facilities.

### Responsibilities

Intended User	Role and Responsibility:
<b>External stakeholders</b>	
Residents, local businesses, or developers	<ul style="list-style-type: none"> <li>Plan, install, operate and maintain EV charging infrastructure</li> <li>Ensure standard operating procedures are followed for safe and compliant installation</li> </ul>
Electric Vehicle Charge Point Operators (EVCPO), equipment installers, and service providers	<ul style="list-style-type: none"> <li>Plan, install, operate, and maintain EV charging infrastructure</li> <li>Ensure standard operating procedures are followed for safe and compliant installation</li> </ul>
Other government agencies (e.g. Department of Transport and Planning)	<ul style="list-style-type: none"> <li>Plan development and manage referrals relating to EV charging infrastructure</li> </ul>
<b>Internal Stakeholders</b>	
Community facility planners, project managers	<ul style="list-style-type: none"> <li>Ensure current and future developments have appropriate infrastructure</li> </ul>
Transport team	<ul style="list-style-type: none"> <li>Review parking in planning permit applications or development referrals</li> </ul>
Property and Assets Department	<ul style="list-style-type: none"> <li>Provide advice on engineering risks</li> <li>Ensure planning considers other civil infrastructure</li> <li>Provide advice on location where infrastructure is to be installed ensuring it is not encumbered</li> </ul>
Parking Services team	<ul style="list-style-type: none"> <li>Monitor parking compliance</li> </ul>
City Permits team	<ul style="list-style-type: none"> <li>Assess, maintain and review Private EV Charging Permits on public land, with cyclical inspection/audit.</li> </ul>
Asset Inspections team	<ul style="list-style-type: none"> <li>Inspect private EV charging infrastructure on public land, including reinstatements in relation to damage/bonds</li> </ul>



Diversity, Equity and Inclusion team	<ul style="list-style-type: none"> <li>• Provide advice on infrastructure design considerations to support dignified and equitable access and accessibility more broadly</li> </ul>
Building and Planning Services Department	<ul style="list-style-type: none"> <li>• Advise on development and more specifically EV charging provisions</li> <li>• Ensure compliance with building and planning scheme requirements</li> </ul>
Parks and Trees Team	<ul style="list-style-type: none"> <li>• Provide advice on proposed of EV assets in proximity of street trees and other vegetation</li> </ul>
City Planning and Sustainability Department	<ul style="list-style-type: none"> <li>• Enforce EV charging service level agreement and minimum operating standards</li> <li>• Undertake licencing considerations</li> <li>• Review and provide advice related to heritage and public realm impacts / review applications</li> </ul>



**Procedure**

Step	Description	Responsible party
1.	Conduct site assessment and prepare functional layout plans for charging equipment based on location and expected usage. Check relevant permit requirements.	EVCPPO
2.	CoPP to inform EVCPPO if site is available for investigation	Sustainability and Climate Change team (S&CC)
3.	CoPP internal triage with internal stakeholders listed in above table. The initial review looks at future site use, accessibility requirements, heritage and urban design considerations and requirements regarding power supply.	S&CC
4.	Submit plans and obtain Council approval to proceed with investigations.	EVCPPO
5.	Engage an electrical consultant to assess supply and upgrade requirements.	EVCPPO
6.	Notify internal Council teams if switchboard works are required that impact Council's service delivery.	EVCPPO
7.	Engage with Site-specific stakeholders including regular users, neighbouring residents and businesses	S&CC
8.	Proceed with licence signing.	S&CC; EVCPPO
9.	Confirm permit requirements through Council	EVCPPO; S&CC; Permits team
10.	Check for planning and asset protection permits.	S&CC
11.	Conduct site investigations and submit detailed design plans for Council approval.	EVCPPO
12.	Provide insurances, workers compensation, SWMS and other required Council documentation	EVCPPO
13.	Ensure subcontracted installer is licensed with Energy Safe Victoria. Provide license evidence and information to Council contact officer as part of pre-commencement pack.	EVCPPO
14.	Follow Electrical Supply Authority requirements.	EVCPPO
15.	Establish renewable energy supply agreement.	EVCPPO
16.	If near significant trees, obtain arborist report and tree management plan.	EVCPPO
17.	Prepare TMP if footpath or traffic interruptions are required.	EVCPPO
18.	Complete all Council OHS onboarding and documentation steps.	EVCPPO
19.	Prepare and display community information notice board with Council sign-off.	EVCPPO; S&CC
20.	Conduct site inspection with relevant stakeholders present.	
21.	Complete EV Firesafe Pre-Incident Plan and store in emergency access box.	EVCPPO
22.	Submit documentation to building surveyor if required.	EVCPPO
23.	Submit Pre-Incident Plan to local fire authority.	EVCPPO



<b>24.</b> Display laminated EV Charge Safety poster at each charging bay.	EVCP0
<b>25.</b> Complete inspection with building surveyor for certification.	EVCP0
<b>26.</b> Line marking, sign installation	CoPP
<b>27.</b> Obtain final approval from relevant Council officers.	EVCP0
<b>28.</b> Ongoing maintenance for the life of the charging infrastructure	EVCP0
<b>29.</b> End-of-life removal of the charging infrastructure	EVCP0

\*SOP be may subject to change. Most up to date version can be accessed from Council.



## Appendix 2

### Guidance for EVCPOs – Site Selection and Design requirements

Council will follow the principles outlined below when determining the appropriateness of a site for the installation of EV charging;

- The land is 'public land' or 'public road', as defined in the *Local Government Act 2020* and *Road Management Act 2004* respectively;
- Council owned carparks are preferred, however, community land may be considered suitable where the proposal is in accordance with the *Local Government Act 2020*, *Crown Land (Reserves) Act 1978*, applicable land category core objectives and is expressly authorised in the relevant Plan of Management for that land;
- EV charging stations are permissible under the relevant legislation at the proposed location. This includes but is not limited to:
  - Port Phillip Planning Scheme
  - State Environment Planning Policy (Infrastructure)
  - *Local Government Act 2020*
  - *The Road Management Act 2004*
  - *Crown Land (Reserves) Act 1978*
  - *Disability Discrimination Act 1992*
  - *Victorian Disability Act 2006*;
- Placement does not impact accessibility, safety or visibility for road and footpath users;
- Placement does not adversely impact parking accessibility;
- Changes to parking restrictions are considered;
- Locations of chargers support fair access to charging across the municipality, especially where there is the highest need;
- Proximity to amenities and typical dwell time to match with appropriate charger type (AC/DC);
- Proximity to existing public EV chargers does not economically disadvantage anyone;
- Distance to and complexity of any required ground works such as trenching, boring, and cabling does not negatively impact surrounding business or residential community for an extended period of time;
- Potential to co-locate with solar and battery solutions;
- Community and industry feedback is sought and considered;
- Placement does not significantly impact vegetation or streetscapes.
- Placement does not significantly impact provision of Council's mandatory service provisions.



These guidelines do not cover the installation of EV charging infrastructure on public land and roads managed by the state or federal governments.

## Design requirements

EVCPOs must consider the following when submitting proposals for installation of charging infrastructure:

### Visibility, Identification and Accessibility

- Consideration must be given to the personal safety of end users with areas of high passive surveillance and appropriate lighting preferable (refer to CPTED standards).
- Council will prioritise equity in the charging network by aspiring to provide parking bays with universal design. The facility and all supporting infrastructure such as signage, parking bays, and charging infrastructure, should be clearly visible and easily accessible.
- Public EV chargers will be sign-posted with the appropriate signage that enables the spaces to be enforced by Council's parking enforcement officers. This includes permissible parking signs which clearly display the time limit (e.g., 30mins, 1, 2, 3P) and includes the electric powered vehicle charging symbol.
- Line marking and signage of EV charging bays is to be determined by Council's Transport Team and align with current requirements detailed in Appendix 3.
- A digital cashless payment system is to be installed onsite which includes an interoperable mobile payment platform (Google, Apple, WeChat Wallets, Chargefox, etc.) or credit/debit card facilities.
- Consideration to be given to the protection of the asset with the inclusion of collision bollards that do not inhibit access (i.e. bollards).
- These requirements will also be guided by updates to Council's Parking Management policy and Victorian Road Safety Rules.

### Urban Amenity Considerations

Installation of EV charging infrastructure offers opportunities to design for placemaking and incorporate urban amenity. Council recommends installers:

- Designs should maximise potential to include trees that increase canopy, vegetation, and garden bed coverage, which includes managing tree roots.
- Installation of kerb outstands to provide additional protection, safety and or greening opportunities.
- If repaving the charging bays, the standard is a like for like match with the existing conditions. Consideration for materials that allow permeability and that can provide passive irrigation of plants in the vicinity should be given if a larger area is to be repaved.



- The designs should reference existing or future streetscape projects, guidelines, accessibility, materiality, and street furniture guidelines where relevant.
- If installing lighting or digital advertising boards, consider appropriate environmentally sensitive lighting (minimal impact on urban habitats) and follow state and local lighting regulations.

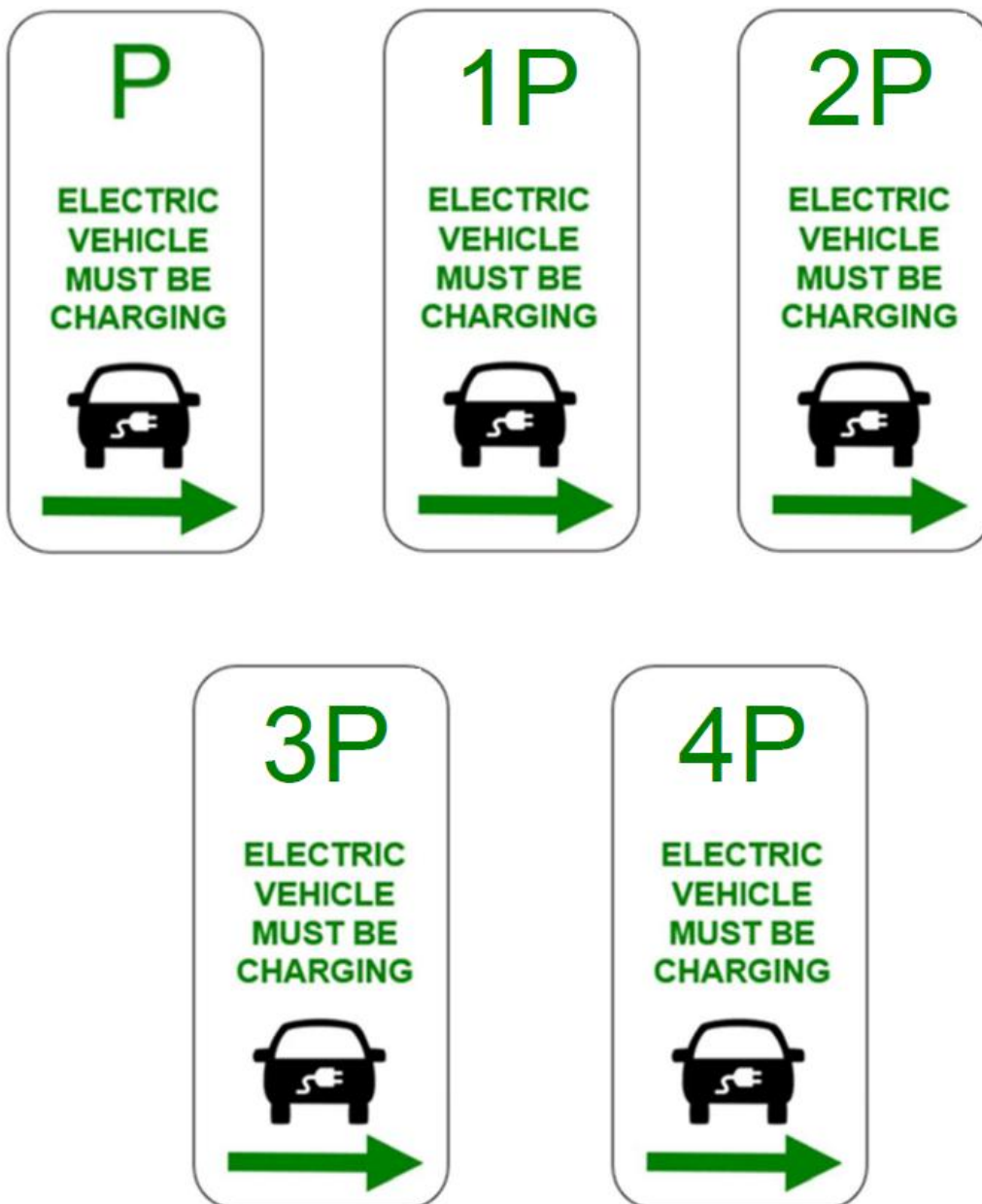
### **Parking configuration**

The following must be considered at a minimum:

- All aspects of EV charging bays are to be designed and constructed in accordance with relevant Australian Standards.
- All new EV charging bay pavements shall be constructed to Council's specifications including sealing, kerb and guttering, kerb ramps, signage and line marking.
- Preference is given to the provision of EV charging infrastructure at a minimum of two related (e.g. adjoining / adjacent) carparking spaces in any given location
- Parking restrictions for EV charging bays will generally be consistent with those applying to surrounding parking spaces. Generally, these bays will be signed with a time limit and the restriction 'Recharging electric vehicles only'. If a parking bay that is being used for loading, pick-up/drop off (short term parking less than 1P) that is to be used for EV charging, a suitable replacement bay will be provided subject to consultation and referral.
- Council does not consider the conversion of existing parking spaces to EV charging bays to represent a loss of parking capacity.
- The preference is to install chargers into bays that do not currently have paid parking. Where chargers are installed in paid parking areas, Council will negotiate the loss of revenue, if required, through the licensing agreement with the EVCPO.

## Appendix 3

### Examples of line marking and signage







## Appendix 4

### Private Charging Infrastructure – Criteria for Charger Permit

- Parking area is not in a bike path or laneway.
  - The charger must be at least 2.5m away from the base of any street tree. The charger must not impose on the future canopy of the street tree. If this distance is not possible, the applicant must obtain an arborist's report.
- The footpath should be at least 1.8m wide (not including the nature strip). If the footpath width is between 1.5m – 1.8m, EV charging will only be approved subject to a DDA assessment prepared by suitably accredited personnel and provided by the applicant, demonstrating that pedestrian access complies with the relevant DDA requirements and need to be reviewed by Council. EV charging will not generally be approved if it results in a clear width of less than 1.5 m unless Council supports the nominated width
- The EV charger cannot be within 10m of an intersection or within designated No Stopping areas, as road rules generally prohibits parking.
- The charger must be at least 300mm away from utility pits, and at least 100mm away from a stormwater pipe (legal point of discharge).
- The charger must be at least 1m away of any public infrastructure including, but not limited to:
  - Streetlight
  - Utility Box
  - Pedestrian crossing
  - Fire Hydrant
  - Utility pole
  - Side entry storm water pit
  - Vehicle crossing i.e. driveway, laneway or roadway

### EV charging infrastructure and support devices must meet the following safety criteria

- The installation shall comply with Australian Standard AS/NZS3000:2018 Electrical Installation Wiring, AS/NZS3008.1.1:20017 and the Victorian Service and Installation Rules with consideration to:
- An appropriately sized and dedicated circuit with over current protection and a residual current device
- Appropriate mechanical protection of cables for installation into a public space area
- Cable sizing
- Minimum heights above ground level.
- Individual devices being installed shall comply with AS/NZS 4417.2 (EEES), AS3820, AS/NZS 3100:2022+A1:2023 and be equipped with an IP rating risk assessed as being suitable for the conditions where it is being installed.

