



ATTACHMENTS

DEVELOPMENT AND INFRASTRUCTURE SERVICES COMMITTEE MEETING

5.30pm

City of Albany Council Chambers

TABLE OF CONTENTS

Report No.	Description	Page No.
	Development and Infrastructure Services Committee	
DIS476	DIS440 - Draft Local Planning Policy 1.8 Electric Vehicle Charging Infrastructure	1
DIS476	DRAFT Local Planning Policy 1.8 Electric Vehicle Charging Infrastructure	5
DIS477	DRAFT Local Planning Policy 1.12 Local Design Review	12

DIS440: DRAFT LOCAL PLANNING POLICY 1.8 ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Land Description	: City of Albany
Proponent / Owner	: City of Albany
Business Entity Name	: City of Albany
Attachments	: Draft Local Planning Policy 1.8: Electric Vehicle Charging Infrastructure
Report Prepared By	: Senior Planning Officer
Authorising Officer:	: Executive Director Infrastructure, Development and Environment

STRATEGIC IMPLICATIONS

1. Council is required to exercise its quasi-judicial function in this matter.
2. In making its decision, Council is obliged to draw conclusion from its adopted *Albany Local Planning Strategy 2019* (the Planning Strategy) and *Strategic Community Plan – Albany 2032*.
3. This item relates to the following elements of the City of Albany Strategic Community Plan 2032:
 - **Pillar:** Planet
 - **Outcome:**
 - Shared responsibility for climate action
 - **Pillar:** Place
 - **Outcome:**
 - A safe, sustainable and efficient transport network.
 - Responsible growth, development and urban renewal.

In Brief:

- Draft Local Planning Policy 1.8 Electric Vehicle Infrastructure (LPP1.8) has been prepared to encourage the provision of EV charging infrastructure for new developments within the City of Albany.
- Council is requested to endorse the draft LPP1.8 for advertising.

RECOMMENDATION

DIS440: AUTHORISING OFFICER RECOMMENDATION

THAT Council:

1. **THAT Council, in pursuance of Schedule 2, clause 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, resolves to ENDORSE draft Local Planning Policy 1.8 Electric Vehicle Charging Infrastructure for the purpose of advertising.**

BACKGROUND

4. The [National Electric Vehicle Strategy](#) sets a vision to increase the uptake of Electric Vehicles (EVs) to reduce emissions and improve the wellbeing of Australians. This includes objectives and initiatives which relate to establishing infrastructure and making it easy to charge.
5. The State Government released the [State Climate Policy and State Electric Vehicle Strategy](#) in November 2020 to prepare for the transition to low and zero-emission vehicles and maximise economic, social and environmental benefits to WA. A priority area of action in the strategy is to implement and facilitate the provision of EV infrastructure, including the charging stations.
6. There are both federal and state-based incentives available for the purchase of electric vehicles, with sales of electric vehicles in Australia increasing by more than 160% in 2023 compared to 2022.
7. EV sales are now responsible for 7.7% of all new vehicle sales in Australia with this figure forecast to rise by 9.66% per year up to 2029.
8. The increase in usage of EVs assists in reducing greenhouse gas emissions, as well as improve air quality, amenity, and provide potential electricity grid benefits for the community.
9. There are broadly three levels of charging power as follows:
Level 1 General power outlet:
A place in a wall to connect electrical equipment to the electricity supply, a common household socket/plug. This is commonly known as trickle charging.
Level 2 AC-charger:
Dedicated chargers with their own plug or socket. Includes most high-powered wall-chargers.
Level 3 DC-charger:
Supercharging and ultra-fast direct current charging.
10. EV charging infrastructure can range from 2.3 kilowatts (kW) which typically takes more than 8 hours to fully charge an EV, through to greater than 350kW chargers that can take less than 20 minutes. Estimated charge times also vary depending on factors including the type of charger and plug, make of vehicle, battery and technology specifications.
11. The role of planning in implementing EV charging infrastructure across the state is to provide guidance on appropriate locations and development standards for different land uses, and to facilitate the timely delivery of infrastructure to ensure an efficient EV charging network.
12. The Western Australian Planning Commission (WAPC) published a Position Statement to encourage the provision of EV charging infrastructure in new developments and outlining recommended provisioning ratios by development type.

DISCUSSION

13. Draft LPP1.8 sets out provisioning ratios for EV charging infrastructure based on the WAPC Position Statement, with minor adjustments to improve clarity and better align with the local context. The provisioning ratios are outlined as guidance only, to encourage proponents to implement EV charging infrastructure in new proposals or significant redevelopment projects.
14. Retrofitting to accommodate EV charging infrastructure can be challenging, and therefore the draft policy has been prepared to assist proponents in 'futureproofing' designs for new residential and commercial developments such as multi-storey apartment complexes, office buildings, carparks and shopping centres.

15. As the objective of the draft policy is to provide guidance and recommendations only, where EV Charging Infrastructure is not incorporated within a new development or significant redevelopment proposal, it would not be considered a variation to the requirements.
16. Draft LPP1.8 also recommends identification and/or signage being provided including directional signs and bay markings, especially where bays are located within a larger car park and/or not immediately visible from entry and exit points.
17. Provision of EV charging infrastructure in new development or significant redevelopment proposal will contribute to the overall parking provided. The draft policy does not vary or currently contain incentives for providing EV charging infrastructure in lieu of the minimum parking standards set out under City of Albany Local Planning Scheme No. 2 (LPS2), and/or any applicable local planning policy, local development plan, design guidelines or other relevant planning document.
18. Incentives for provisioning of EV charging infrastructure in new developments or significant redevelopments were not explored in the development of the draft policy. Should Council request staff to explore incentives further, it is recommended that this would form part of a later substantive review to provide an opportunity for developers and the local community to become accustomed to EV charging facilities in the interim (should Council endorse the draft policy for advertising and final adoption).

GOVERNMENT & PUBLIC CONSULTATION

19. Should Council resolve to support draft LPP1.8 for advertising, a notice of the proposed policy will be placed in a newspaper circulating in the LPS2 area and published on the City of Albany website. The notice is required to outline the following:
 - a) Where the draft Local Planning Policy can be inspected.
 - b) The subject and nature of the draft Local Planning Policy; and
 - c) In what form and during what period (21 days from the day the notice is published) submissions may be made.
20. Following closure of the submission period, the local government is to:
 - a) Review the draft Local Planning Policy in light of any submissions made; and
 - b) Resolve to adopt the Local Planning Policy with or without modification, or not to proceed with the Local Planning Policy.

STATUTORY IMPLICATIONS

21. Voting requirement for this item is **Simple Majority**.
22. Consideration of draft new LPPs requires resolution of Council for endorsement to advertise and final adoption following advertising, with or without modifications, in accordance with the Planning Regulations.
23. Should Council resolve to adopt draft LPP1.8, with or without modification, a notice must be published as per cl. 87 of the Planning Regulations.

POLICY IMPLICATIONS

24. There are no policy implications relating to endorsing the proposed LPP1.8 for advertising.

RISK IDENTIFICATION & MITIGATION

25. The risk identification and categorisation relies on the City’s Enterprise Risk and Opportunity Management Framework.

Risk	Likelihood	Consequence	Risk Analysis	Mitigation
<p>Reputational: Approving draft LPP1.8 for advertising could result in a community misconception that the City is seeking to add another layer of ‘red tape’ to the planning process.</p>	Possible	Minor	Low	Policy lists provisioning rates for EV charging infrastructure as recommendation only.
<p>Opportunity: To encourage provision of infrastructure to assist the transition the electric vehicles and assist in future proofing new developments.</p>				

FINANCIAL IMPLICATIONS

26. There are no financial implications beyond what will be used for advertising.

LEGAL IMPLICATIONS

27. There are no legal implications relating to endorsing the proposed draft LPP1.8 for advertising.

ENVIRONMENTAL CONSIDERATIONS

28. There are no environmental implications relating to endorsing the proposed draft LPP1.8 for advertising.

ALTERNATE OPTIONS

29. Council has the following alternate options in relation to this item, which are:

- To resolve to proceed with advertising the policy without modification;
- To resolve to proceed with advertising the policy subject to modification; and
- To resolve not to proceed with advertising the policy.

CONCLUSION

30. Staff recommend Council resolve to endorse the *draft LPP 1.8 Electric Vehicle Charging Infrastructure* for advertising.

Consulted References	:	<ol style="list-style-type: none"> 1. City of Albany Local Planning Scheme No. 2 2. Planning and Development (Local Planning Schemes) Regulations 2015 3. WAPC Position Statement: Electric Vehicle Charging Infrastructure
File Number (Name of Ward)	:	All
Previous Reference	:	N/A



Policy

Local Planning Policy 1.12 Local Design Review

CONTENTS

Policy Intent.....1

Objectives1

Scope.....1

Policy Statement1

 Referral to Design Review Panel1

 Process and information requirements.....2

 Fees and charges3

Legislative and Strategic Context3

Review Position and Date3

Associated Documents.....3

Definitions3

DRAFT

Policy Intent

1. This Policy supports implementation of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Planning Regulations) and *State Planning Policy 7.0 – Design of the Built Environment* (SPP7.0) by establishing a framework for obtaining independent specialist design advice to inform the assessment of significant development proposals.
2. The Design Review Panel (DRP) provides independent specialist design advice to proponents, City officers and Council on the design quality of proposed developments and related matters. The Panel operates in an advisory capacity and does not determine development applications.
3. The purpose of the DRP is to support high-quality design outcomes that enhance the built environment of the City of Albany and contribute positively to the community and building users. To maximise the benefits of the design review process, proponents are encouraged to seek an initial Design Review during the concept design stage, while proposals remain sufficiently flexible to respond to the Panel's recommendations.
4. Early engagement with the City and the Design Review process is encouraged to ensure proposals requiring referral are identified at an early stage and can benefit from independent specialist design advice while the design remains sufficiently flexible to respond to recommendations.

Objectives

5. Promote high-quality design outcomes for significant development proposals.
6. Identify the types of significant development proposals requiring Design Review under this Policy.
7. Facilitate early Design Review of significant development proposals to support high-quality design outcomes and the efficient assessment of development applications.
8. Clarify the status and consideration of advice provided by the Design Review Panel in the City's decision-making process.
9. Establish a clear framework for the application of Design Review, including associated procedures, fees and charges.

Scope

10. This Policy applies to significant development proposals that meet the criteria outlined in clause 11 below, with the exception of the following:
 - Single houses.
 - Warehouse/storage developments.
 - Development located within Industrial and Rural Zones.
 - Public works undertaken by a public authority.
 - Proposals subject to referral to the State Design Review Panel or another approved Design Review Panel.

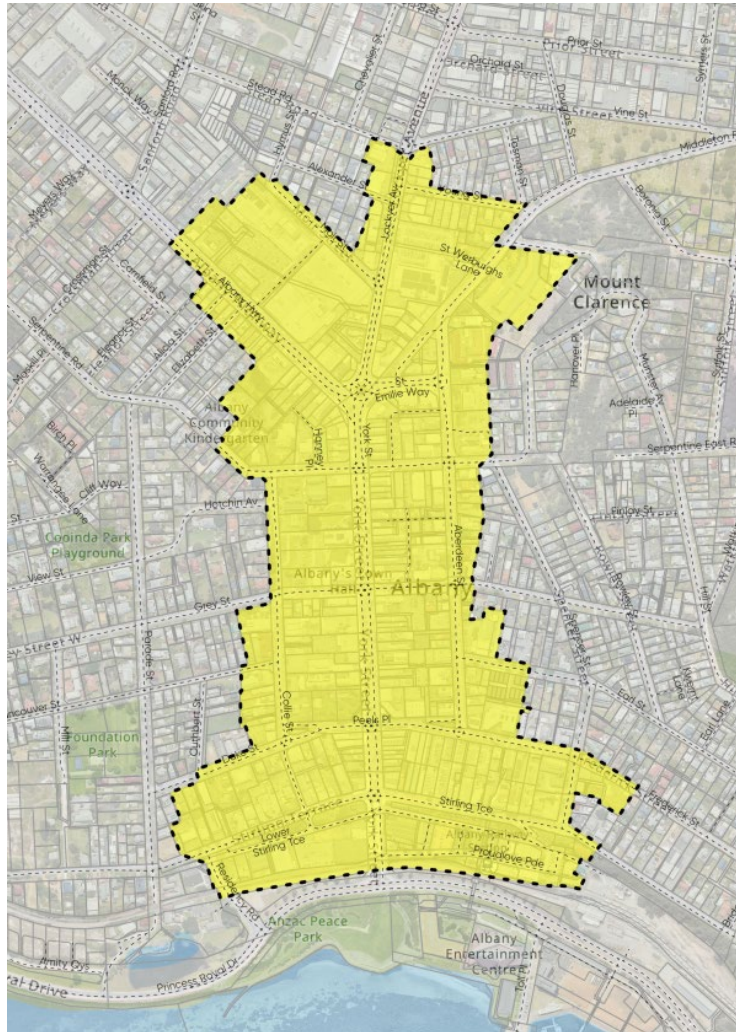
Policy Statement

Referral to Design Review Panel

11. Preliminary development proposals that meet one or more of the criteria outlined below require Design Review prior to lodgement of a development application, unless otherwise excluded under the Scope of this Policy:
 - a. Residential development comprising ten (10) or more dwellings.
 - b. Development of three (3) or more storeys in height.
 - c. Development located within the Albany Central Business District, with a total development value at or exceeding \$3 million (refer image 1).
 - d. Development proposals with an estimated project value at or exceeding \$5 million.
 - e. A Major Tourist Development.

- f. Extensions or amendments to proposals referred to in provisions (a) through (e) above, where in the opinion of the City, the proposal would benefit from further Design Review.
- 12. Development that does not meet the criteria in clause 11 may, at the discretion of the City of Albany, be referred to the Design Review Panel either prior to or following the lodgement of a development application, where the proposal is considered likely to have a substantial impact on any of the following:
 - a. The existing or planned future streetscape.
 - b. Views of significance as experienced from the public realm or key strategic viewpoints; or
 - c. The visual amenity or overall character of the locality.

Figure 1: Central Business District (CBD)



Process and information requirements

- 13. Proponents are encouraged to contact the City prior to the formal lodgement of a development application to confirm whether a proposal is required to be referred to a DRP under this Policy.
- 14. The DRP will assess proposals against the Design Principles contained within SPP7.0. While the Panel may have regard to the broader planning framework, its primary role is to provide independent specialist design advice rather than assess statutory planning compliance.
- 15. The number of Design Reviews required will vary depending on the scale, complexity and design quality of a proposal. One or more reviews may be undertaken to support an effective and iterative design review process.

16. Information required for Design Review must be submitted in accordance with the City's Design Review submission requirements and timeframes. Failure to provide the required information may result in the proposal being deferred to a subsequent DRP meeting.
17. The City will prepare a summary of the DRP's comments and recommendations and provide it to the applicant following the meeting.
18. Development applications following Design Review must include a Design Review Response Statement outlining how the Panel's recommendations have been addressed.
19. Where a proposal requiring Design Review has not been referred to the DRP prior to lodgement, the City may request the applicant to agree to an extension of time under the Planning Regulations to enable Design Review to occur.
20. A proposal may be referred back to the DRP following formal lodgement where:
 - a. the design quality is substantially inconsistent with the proposal previously reviewed; or
 - b. the City considers the Panel's recommendations have not been adequately addressed.

Fees and charges

21. DRP member sitting fees will be recovered from the proponent in accordance with regulation 49 of the *Planning and Development Regulations 2009*.
22. Fees are payable in accordance with the Council's adopted Schedule of Fees and Charges.

Legislative and Strategic Context

23. This policy operates within the following framework of legislation.
 - *Planning and Development Act 2005*
 - *Planning and Development (Local Planning Schemes) Regulations 2015*
 - *City of Albany Local Planning Scheme No. 2*
 - *Public Works Act 1902*

Review Position and Date

24. This policy should be reviewed every four years, or earlier if required.

Associated Documents

25. Related documents that support or are referenced by the policy:
 - *State Planning Policy 7.0 – Design of the Built Environment*
 - *WAPC Local Government Design Review Manual*
 - *City of Albany Local Design Review Information Sheet & Checklist (to be prepared)*

Definitions

Design Review Response Statement refers to a document prepared by the proponent that outlines how the recommendations of the Design Review Panel have been addressed in the development proposal submitted for development approval, including justification where recommendations have not been adopted.

Industrial Zones refers to the following zones:

- Light Industry
- General Industry
- Industrial Development
- Strategic Industry

Major Tourist Development means a new development, or substantial additions or alterations to an existing development, that provides short-term accommodation — including, but not limited to, holiday accommodation, hotels, serviced apartments, tourist developments and caravan parks — and which has a total capacity, inclusive of overnight guests and day visitors to any ancillary uses, of 75 persons or greater.

Rural Zones refers to the following zones:

- Rural
- Priority Agriculture

Single house has the same meaning as given to the term under the Residential Design Codes.

Warehouse/storage has the same meaning as given to the term under LPS2.

Document Approval

Document Owner	Executive Director Infrastructure, Development and Environment
Responsible Officer	Manager Development Services
Date Approved	DD/MM/YYYY
Amended/Revised	

Document Revision History

Version	Description	Date
0.1	Document Development Officer: Senior Strategic Planning Officer	#####
0.2	Endorsed by Council for advertising (refer Item DIS###) File Reference: CM.STD.7 – Policy Register Document Reference: #####	####
1.0	Adopted by Council (refer Item DISXXX) Document Reference: #####	DD/MM/YYYY
1.#		



Policy

**Local Planning Policy 1.8
Electric Vehicle Charging
Infrastructure**

CONTENTS

Objective..... 1

Scope 1

Policy Statement..... 1

Legislative and Strategic Context..... 2

Review Position and Date..... 2

Associated Documents 2

Definitions..... 2

Scope

1. This policy applies to the assessment of development applications required to provide car parking in accordance with the *City of Albany Local Planning Scheme No 2 (LPS2)*.

Objective

2. Encourage the provision of EV charging infrastructure for certain new development within the City of Albany.

Policy Statement

3. The City of Albany encourages the provision of EV charging infrastructure in accordance with the rates set out in Table 1.

Table 1: Recommended Provision of EV Charging Infrastructure

Land use	Recommended provision of EV charging infrastructure
Bulky goods showroom	one bay per 10,000m ² floor area with a minimum of 1 bay eg 0 -10,000m ² = 1 EV bay 10,001-20,000m ² = 2 EV bays 20,001-30,000m ² = 3 EV bays
Caravan park	50% of communal bays
Car park	2% of bays provided with a minimum of 1 bay.
Cinema / Theatre	2% of bays provided with a minimum of 1 bay.
Civic use	2% of bays provided with a minimum of 1 bay.
Club premises	2% of bays provided with a minimum of 1 bay.
Community purpose	2% of bays provided with a minimum of 1 bay.
Educational establishment	2% of bays provided with a minimum of 1 bay.
Exhibition centre	2% of bays provided with a minimum of 1 bay.
Holiday Accommodation	1 bay assigned to each accommodation unit.
Hosted Accommodation	1 bay assigned to each accommodation unit.
Hospital	2% of bays provided with a minimum of 1 bay.
Hotel	1 bay assigned to each accommodation unit + 2% of communal bays including associated bar/restaurant/hospitality areas with a minimum of 1 bay.
Medical centre	2% of bays provided with a minimum of 1 bay.
Motel	1 bay assigned to each accommodation unit + 2% of communal bays including associated bar/restaurant/hospitality areas with a minimum of 1 bay.
Office	2% of bays provided with a minimum of 1 bay.
Recreation private (large)	2% of bays provided with a minimum of 1 bay.
Restaurant / cafe	2% of bays provided with a minimum of 1 bay.
Reception centre	2% of bays provided with a minimum of 1 bay.
Residential <i>All forms</i>	1 bay assigned to each dwelling.
Roadhouse	2% of bays provided with a minimum of 1 bay.
Service station	2% of bays provided with a minimum of 1 bay.
Serviced apartments	1 bay assigned to each accommodation unit
Shop	1 bay per 10,000m ² floor area, with a minimum of 1 bay - as follows: 0 -10,000m ² = 1 EV bay

Where >1,500m ² floorspace	10,001-20,000m ² = 2 EV bays 20,001-30,000m ² = 3 EV bays
Small bar	2% of bays provided with a minimum of 1 bay.
Tavern	2% of bays provided with a minimum of 1 bay.
Tourist Development	50% of bays assigned for guest use
Unhosted accommodation	1 bay assigned to each accommodation unit
Winery	2% of bays provided with a minimum of 1 bay.

Table Key:

	Level 1 charging infrastructure recommended
	Level 2 or 3 charging infrastructure recommended

4. Provision of EV charging infrastructure may contribute towards meeting LPS2 car parking requirements and is not intended to be applied as an additional requirement.
5. EV charging infrastructure should be easily identifiable. Identification and/or signage should include directional signs and bay markings, especially where bays are located within a larger car park and/or not immediately visible from entry and exit points.

Legislative and Strategic Context

6. This policy operates within the following legislative and strategic framework:
 - *Planning and Development Act 2005*
 - *Planning and Development (Local Planning Schemes) Regulations 2015*
 - *City of Albany Local Planning Scheme No. 2*

Review Position and Date

7. This policy should be reviewed every four years, or earlier if required.

Associated Documents

8. Related documents that support or are referenced by the policy:
 - *WAPC Position Statement: Electric Vehicle Charging Infrastructure*

Definitions

Electric vehicle (EV) means a battery electric vehicle, plug-in hybrid electric vehicle, or a fuel cell electric vehicle.

EV charging bay means a parking bay that is serviced by EV charging infrastructure and is identified for EV charging.

EV charging infrastructure means any outlet that provides electricity including general power outlets to charging stations that provides electrical currents to charge the battery in an electric vehicle.

Level 1 charging infrastructure means a place in a wall to connect electrical equipment to the electricity supply, a common household socket/plug. This is commonly known as trickle charging (general power outlet).

Level 2 charging infrastructure means a dedicated charger with its own plug or socket. Includes most high-powered wall-chargers (AC charger)

Level 3 charging infrastructure means a supercharging and ultra-fast direct current charging (DC charger).

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