9.2 PROPOSED EXPANSION OF PUBLIC EV CHARGING INFRASTRUCTURE IN VINCENT

Attachments:
1. **Chelmsford Road Car Park Site Plan**
2. **Proposed Changes to Delegation 2.2.18 - EV Charging**
3. **Existing EV Charging Infrastructure in Vincent**

RECOMMENDATION:

That Council:

Chelmsford Road Car Park Amended Licence

1. **APPROVES giving public notice and inviting submissions under the provisions of Section 3.58(3) of the *Local Government Act 1995* for the proposed variation of Licence to Evie Networks Property Pty Ltd for the use of four of the car parking bays at Chelmsford Road Car Park (No. 2 Chelmsford Road, Mount Lawley) in accordance with the following amended key terms:**

   Amended licence area: **That part of the Land marked for 'Evie' at Chelmsford Road Car Park (2 Chelmsford Road, Mount Lawley) in Attachment 1;**

   Amended licence fee: **During the remainder of Initial Term (August 2026 to June 2027) and the Further Term (July 2027 to July 2032) a Licence Fee of $1,500 per annum per bay and increasing by 3% each year will be payable;**

2. **DELEGATES to the Chief Executive Officer the authority to:**

   2.1 **Consider submissions received under Section 3.58 (3) under the *Local Government Act 1995* in relation to the public notice in Recommendation 1 and determining to proceed with the amended Licence Agreement; and**

   2.2 **Negotiate and finalise the terms of the amended Licence Agreement;**

3. **AUTHORISES the execution of the deed of variation of Licence Agreement in accordance with the City's Execution of Documents Policy;**

City Car Park EV Charging Infrastructure

4. **That Council DELEGATES BY ABSOLUTE MAJORITY to the Chief Executive Officer the authority to negotiate and approve license agreements in accordance with statutory requirements as set out in Attachment 2;**

5. **NOTES the proposed Expression of Interest for the installation and management of EV chargers within the City's car parks; and**

6. **Following the conclusion of the Expression of Interest, AUTHORISES the Chief Executive Officer to do the following:**

   6.1 **Give public notice and invite submissions under the provisions of Section 3.58 (3) of the *Local Government Act 1995* for the proposed grant of Licence/s to the preferred Charging Point Operator/s for the use of car parking bays for EV charging within the City's car parks;**

   6.2 **Consider submissions received under Section 3.58 (3) of the *Local Government Act 1995* in relation to the public notice in Recommendation 6.1 and determine whether to proceed with the proposed Licence Agreement/s;**

   6.3 **Negotiate (including authority to vary the key terms), finalise and enter into Licence Agreement/s with the approved Charging Point Operator/s in accordance with the following key terms and otherwise in accordance with the City's Property Management Framework (as amended or revised from time to time):**

6.3.1 Term: **For a term of up to but not exceeding 10 years;**

6.3.2 Permitted use: **Constructing, maintaining and operating an electric vehicle parking and charging station; and**

6.3.3 Licence fee: **To be negotiated to be with reference to the broader community benefit and being no less than 80% of the market valuation of the respective car park; and**

6.4 Execute the Licence Agreement/s in accordance with the City's Execution of Documents Policy.

EXECUTIVE SUMMARY:

This report seeks Council's consideration of two related proposals to expand public EV charging infrastructure within City-owned and managed car parks.

Access to EV infrastructure is becoming a broader planning and infrastructure issue for the City as the uptake of EVs continues to increase. Current EV infrastructure within Vincent is limited and is not keeping pace with increasing demand.

The two subject proposals recognise the important role of the City to enable the expansion of public EV charging infrastructure to support the community's shift to electrification:

- The first proposal is to progress an Expression of Interest (EOI) process to identify suitable Charging Point Operator/s (CPO/s) to install, operate, manage and maintain EV charging infrastructure within City car parks.

  This would provide a market-led pathway to expand public EV infrastructure across Vincent, particularly for residents who do not have access to off-street parking or home charging facilities. This would also allow preferred charging configurations to be tailored on a site-specific basis.

- The second proposal is to vary the existing Licence Agreement with Evie Networks at the Chelmsford Road Car Park to expand the number of EV parking bays from two to four.

  The existing EV chargers have been operational since January 2024 and have experienced strong utilisation, with Evie Networks identifying the site as its second busiest charging location in Western Australia. The proposal would double the current EV capacity using existing on-site infrastructure to provide a more immediate solution within the Beaufort Street town centre.

These proposals respond to Council's November 2024 Notice of Motion (NOM) seeking to maximise opportunities for EV infrastructure in City-controlled car parks.

They also support the City's broader strategic objectives relating to sustainable transport, emerging transport technologies, reduced carbon emissions and improved access to charging infrastructure for residents and visitors.

Both proposals would be progressed in accordance with the *Local Government Act 1995* and the City's property management setting. This includes CPO/s being responsible for costs associated with the installation, operation, maintenance, minimising financial and operational risk to the City.

Licence fees would be balanced to offset any loss of potential parking revenue with the broader community benefit from improved public EV charging access.

It is recommended that Council progress both proposals to support the timely rollout of much-needed EV infrastructure across the City's car parks and address the growing needs of residents and the broader community.

PURPOSE OF REPORT:

To consider two proposals related to EV charging infrastructure in City-owned car parks:

1. City Car Parks – To invite interested CPOs to submit proposals to install, operate, manage and maintain EV chargers in the City's car parks, and to progress with a staged implementation of this infrastructure.

2. Chelmsford Road Car Park – Granting a Deed of Variation to the existing Licence Agreement with Evie Networks, enabling the expansion of existing EV charging from two bays to four bays in the Chelmsford Road Car Park at No. 2 Chelmsford Road, Mount Lawley (**Attachment 1**).

DELEGATION:

Delegation 2.2.18 – Disposing of Property by Leases and Licenses of the City's Delegations, Authorisations and Appointments does not extend to varying an existing or entering into a new Licence.

This delegation is proposed to be amended to delegate to the Chief Executive Officer (CEO) the power to select the preferred CPO/s and enter into and finalise the necessary Licence Agreement/s related to expanded EV infrastructure in the City's car parks (**Attachment 2**).

In accordance with section 5.42 of the *Local Government Act 1995*, the power to delegate local government powers and duties to the CEO requires an absolute majority decision of Council.

BACKGROUND:

Increasing Demand for EV Charging

EV uptake within the City is increasing rapidly, with approximately one in 32 residents owning an EV as of March 2026. This represents a 40 per cent increase compared with the previous year.

As EV adoption continues to grow, access to charging infrastructure is becoming a broader access and transport planning issue for the City.

While most residents have access to off-street parking and can charge vehicles at home, those who do not face limited charging opportunities. This includes residents living in apartments, higher-density developments and heritage areas where home charging may be impractical or unavailable.

Demand for accessible charging infrastructure is expected to continue to increase as the City's population grows and housing density increases, with Vincent expected to accommodate 11,500 new homes by 2050 in line with State Government infill targets.

Residents without access to home charging are currently unable to use many emerging kerbside charging solutions due to regulatory constraints. The City is leading opportunities to deliver this infrastructure in partnership with Western Power, but these are not yet available.

In the interim, residents without home charging capability are largely reliant on public charging infrastructure.

The public charging network within the City is limited. Currently, there are three fast DC and two slow AC charging sites in City-managed car parks or publicly available in private developments (**Attachment 3**).

More immediately, the City has an opportunity to support the transition to EVs by facilitating the installation of public EV charging infrastructure within City-managed car parks.

This would improve access to charging for residents who cannot charge at home while emerging kerbside charging solutions continue to be investigated.

EV Charging Notice of Motion

At its meeting on 19 November 2024, Council endorsed a NOM relating to EV Infrastructure in Vincent:

That Council REQUESTS the Chief Executive Officer to:

1. *Investigate maximising opportunities to provide electric vehicle infrastructure in the City of Vincent, including in City controlled public carparking areas such as the redevelopment of the Leederville carparks and on-street options, through the Underground Power Program;*

2. *Work with neighbouring Councils in the Perth Inner-City Group for coordination in the early planning of electric vehicle infrastructure across local government boundaries; and*

3. *Advocate for the State Government to:*

    - *Prioritise the planning and funding of strategic electric grid infrastructure to support the installation of electric vehicle infrastructure; and*
    - *Consider changes to standards that would allow property owners to install electric vehicle charging facilities in verges adjacent to their properties.*

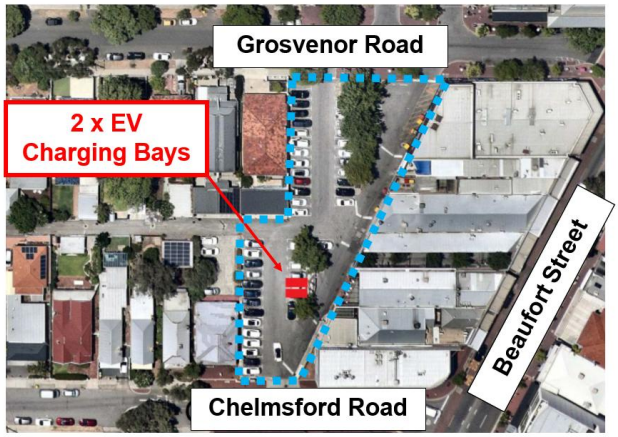
This report relates to opportunities to improving EV charging in City-owned and managed car parks.

An update on the remainder of the NOM and actions progressed by Administration is below:

PICG & On-Street Options
• In May 2025 the City partnered with the Perth Inner City Group (PICG) to lead a project to explore the delivery of streetlight-based kerbside EV charging in collaboration with Western Power and EVX (a CPO). • A Memorandum of Understanding was signed by the Mayor and CEO of each PICG Council in December 2025 for phase 1 (project scoping). • The infrastructure prototype was completed in June 2026 by EVX, with the expected timeframe for implementation of a trial through phase 2 being the end of 2026.
Advocacy
• Since January 2025 Administration has been working with relevant State Government agencies to reduce barriers to EV ownership. • This includes requests to review relevant legislation to support the installation of EV chargers on road verges and public spaces, leverage the Underground Power Program to upgrade existing infrastructure, and lead planning and funding for a comprehensive network in strategically located public spaces.

Existing Licence for EV Charging at Chelmsford Road Car Park

At its meeting on 21 June 2022, Council approved a Licence to Evie Networks for two of the 56 bays within the southern section of the Chelmsford Road Car Park to be used as EV charging bays:



This Licence supported the installation of two, dual port, 50 kilowatt EV chargers, supporting infrastructure (such as cabling) and line marking of two parking bays for use by the public. There was no cost to the City associated with installation, maintenance or eventual removal.

The Licence was for an Initial Term of five years (expiring on 31 July 2027), and a Further Term for an additional five years (expiring 31 July 2032).

The two EV chargers have been in operation since January 2024.

In May 2025, Evie Networks approached the City seeking to amend the Licence to cover four bays, based on the high usage of the location. At this time, Evie Networks also sought to upgrade the chargers from 50kW to 75kW chargers to provide a faster service.

In July 2025 the City approved an upgrade of the charging infrastructure to increase power supply and relocate the location of the chargers so that the four charging points could eventually be used to service four parking bays (rather than two under the current Licence).

The amended Licence for the use of the two additional bays is the subject of this report.

Evie Networks have advised that the subject site has the second highest usage of its chargers in WA. Between February and April 2026 usage of these EV chargers included:

- A total of 1,111 sessions, being an average of 12 sessions per day.
- A total charging time of 46,065.76 minutes, being an average of 41.46 minutes per charging session.
- A total of 31,189.45 kWh provided, being an average of 28 kWh per session.

DETAILS:

EV Charging Infrastructure in City-Wide Car Parks

Aligned with Council's November 2024 NOM, Administration has undertaken preliminary investigations into opportunities to expand public EV charging across Vincent and is proposing a City-wide implementation program within City-owned and managed car parks.

The program would improve access to charging infrastructure for both residents and visitors, particularly those residents who do not have access to off-street parking or home charging facilities.

It would also complement future kerbside charging opportunities as these become available through emerging technologies and partnerships with electricity network providers.

An EOI process would be undertaken to identify suitable CPO/s to install, operate and maintain public EV charging infrastructure within the City's car parks. Key elements of this include:

- Car Parks – The EOI would invite proposals for most of the City's car parks and support market-led investment in EV charging infrastructure in viable areas where there is clear and demonstrated demand.

  A small number of car parks have been excluded from the EOI. This includes where future opportunities for these car parks are being explored, where leases are due for renewal, or where the City does not own the land in freehold. This provides greater certainty for CPO/s and would focus the rollout of infrastructure on sites where there is longer-term security.

  The seven excluded car parks include:

  Mt Hawthorn
  - Coogee Street (No. 179 Scarborough Beach Road).
  - Oxford Street (Nos. 394 Oxford Street and 1 Faraday Street).

  Leederville
  - Newcastle Street (No. 631 Newcastle Street).

  Perth
  - Robertson Park (No. 199 Fitzgerald Street).
  - Brisbane Street (No. 60-78 Brisbane Street).

  Mount Lawley
  - Barlee Street (No. 590 Beaufort Street).

  The Chelmsford Road Car Park is also not included because it is subject to existing EV charging licencing arrangements and is addressed in this report.

- Configuration – The EOI would provide opportunities for appropriate charging solutions to be tailored to each location based on anticipated demand and site characteristics. This includes the number, type and speed of chargers.

  Achieving a balance between EV charging bays and non-EV parking bays within each car park is important to avoid undermining broader parking availability while still addressing community needs.

  To do so, the number of EV bays would be considered based on the overall size of each car park:

  - Less than 50 total parking bays – Up to four EV bays.
  - 50 to 250 total parking bays – Up to six EV bays.
  - More than 250 total parking bays – Up to eight EV parking bays.

  The configuration of EV bays would also be determined based on infrastructure capacity and network connection requirements, on advice from Western Power. Should upgrades be needed, these would be the responsibility of the CPO/s and at their cost.

- Licence Terms – Licences for the EV bays would be available for up 10 years. This reflects the rapidly changing nature of EV technology while also providing opportunities for the infrastructure to be established.

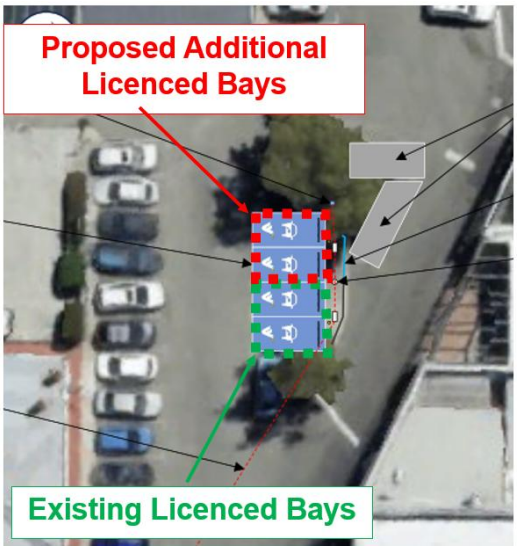
  Consistent with Category 3 Licences under the Property Management Framework, a licence fee would be applicable and negotiated based on the market valuation of each car park. This would ensure that there is adequate compensation for potential lost revenue from parking fees.

  The City would not charge for the use of EV bays, but the CPO/s would charge a fee for electricity supplied.

Chelmsford Road Car Park Amended Licence

The amended Licence would allow two additional parking bays to be licensed for EV charging, adjacent to the existing licensed bays (shown below).

Minor works would also be undertaken by Evie Networks to support the licensing of the additional bays, including new and updated line marking for the bays and the installation of 'No Parking EV Signs' (**Attachment 1**).



CONSULTATION/ADVERTISING:

City Car Park EOI

The EOI would be advertised for a minimum of four weeks by way of a notice on the City's website and directly contacting CPOs, including those which have previously expressed interest in installing EV chargers.

As part of this process Administration would also offer site visits to car parks as required to support due diligence by potential respondents.

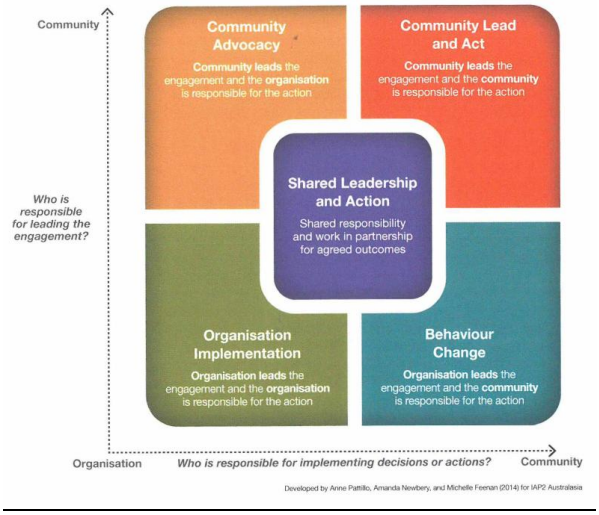
Following the conclusion of this period Administration would undertake an assessment to determine the preferred CPO/s. The CEO would consider and approve the preferred CPO/s, allowing the City to progress with the required public notice period.

Public Notice of Amended & New Licences

Public notice of the amended Licence for the Chelmsford Road Car Park and any new Licence/s for the City's remaining car parks would be required in accordance Section 3.58(3) of the *Local Government Act 1995*.

Public notice would be provided for a minimum of two weeks by way of notices on the City's website, social media and notice boards at the Administration Building and Library, and in the local newspaper.

Following consultation, the CEO would consider any submissions and whether to proceed with approving the amended and/or new Licences.



Behavioural Change

Communities/stakeholders/partners/individuals take responsibility for the action.

Tension: There is no collective "why"/feeling forced/judged, undesirable impact/cost to make the change.
Mitigation: To build the collective before the change becomes a requirement.

Pursuit and achievement of the object of engagement cannot be achieved without the action of stakeholder, partners, communities or individuals

Testing is a key component

LEGAL/POLICY:

Local Government Act 1995

Section 3.58(3) relates to the disposal of property:

(3) A local government can dispose of property other than under subsection (2) if, before agreeing to dispose of the property —

(a) it gives local public notice of the proposed disposition —

(i) describing the property concerned; and
(ii) giving details of the proposed disposition; and
(iii) inviting submissions to be made to the local government before a date to be specified in the notice, being a date not less than 2 weeks after the notice is first given;

(b) it considers any submissions made to it before the date specified in the notice and, if its decision is made by the council or a committee, the decision and the reasons for it are recorded in the minutes of the meeting at which the decision was made.

For the purpose of Section 3.58, the disposition of property includes parking bays in the City's car parks through a new or amended Licence.

Property Management Framework (PMF)

The objectives of the City's PMF are:

- *To meet growing community needs and to maximise community benefit, City owned and managed properties will be prioritised for use where occupancy arrangements include co-location, shared-use and highest community utilisation;*
- *To meet the Strategic Community Plan's objectives of 'Connected Community' and 'Thriving Places', City owned and managed properties will primarily be available for local not-for-profit organisations, community groups and other community purposes;*
- *To ensure transparency and equity, all financial and in-kind subsidisation by Council will be recognised where City owned and managed properties are used to meet demonstrated community needs;*
- *To ensure sustainable City owned and managed properties, effective asset management and demonstrated sound financial management will be prioritised; and*
- *Where appropriate, specific City owned and managed properties may be identified and made accessible for commercial activities for income generation to support and encourage sustainable City owned asset management.*

The PMF also establishes criteria and essential terms that are used as a basis for negotiating all leases and licences.

The proposed amended Licence for the Chelmsford Road Car Park as well as any new Licence/s for the remaining City car parks would be consistent with these objectives, criteria and terms for Category 3 licences.

Property Investment and Disposal Policy (Property Disposal Policy)

The key principles for strategic property management under this Property Disposal Policy are:

- *Alignment with current or future service delivery outcomes identified in the Strategic Community Plan or Corporate Business Plan.*
- *Financial return or Future Development Potential including long term yield on property investment and positive economic development outcomes.*
- *Contribution to economic, environmental or community benefit to the City of Vincent district.*
- *Compliance with statutory requirements in particular the requirements of the Local Government Act 1995.*
- *Fair and equitable.*

The proposed amended Licence for the Chelmsford Road Car Park as well as any new Licence/s for the remaining City car parks would be consistent with these principles.

RISK MANAGEMENT IMPLICATIONS:

Low: It is low risk for Council to progress with the expansion and installation of EV chargers in the City's car parks because:

- Strategic Direction – It would align with our strategic framework including the Accessible City Strategy (ACS) and Sustainable Vincent Framework (SVF) by supporting emerging transport technologies and enhancing our infrastructure to reduce carbon emissions and the use of fossil fuels.

  The proposal to increase the number of EV bays also aligns with Council's November 2024 NOM to maximise charging facilities in Vincent car parks.

- Property Management – It would align with the objectives, terms and principles of the PMF and Property Disposal Policy. Licence agreements with CPO/s would guide this and be progressed in accordance with the *Local Government Act 1995*, outlining the responsibilities for the installation, management and maintenance of EV charging infrastructure, ensuring there is no operational risk to the City.

- Financial – There is no cost to the City associated with the installation and maintenance of EV chargers or any necessary upgrades to Western Power infrastructure, with these being the responsibility of the CPO.

  The applicable Licence fee would consider the impacts of lost revenue from paid parking and could be used to fund actions of the Accessible City Strategy (ACS) or initiatives that support other community and resident charging opportunities.

STRATEGIC IMPLICATIONS:

This is in keeping with the City's *Strategic Community Plan 2022-2032*:

Accessible City

We have embraced emerging transport technologies.

Innovative and Accountable

We deliver our services, projects and programs in the most inclusive, efficient, effective and sustainable way possible.

SUSTAINABILITY IMPLICATIONS:

Sustainable Vincent Framework (SVF)

This is in keeping with the following priority objectives of the City's SVF:

Resilient and Low Carbon Infrastructure – Develop and enhance Vincent's infrastructure to be adaptable, resilient and robust against climate impacts.

Healthy and Thriving City – Support and influence our wider City to maintain sustainability leadership and create thriving places.

Enhanced Environment Strategy

This does not contribute to any specific outcomes of the City's Enhanced Environment Strategy, but would broadly align with the need to plan for a more climate resilient future which considers sustainable transport and reduced energy and emissions.

PUBLIC HEALTH IMPLICATIONS:

This is in keeping with the *Healthy and Active Travel* and *Climate Emergency* priority health outcomes of the City's *Public Health Plan 2026-2031*.

FINANCIAL/BUDGET IMPLICATIONS:

Future Licence Terms for City Car Parks

The PMF outlines that Category 3 Licence fees are negotiated with reference to market valuation.

Market valuations would be undertaken for each of the City's car parks to inform this and would be considered as part of the assessment of the EOI to identify the preferred CPO/s. This would ultimately be approved by the CEO.

This assessment would consider the objectives of the PMF and balance the wider net benefit to the community from increasing accessibility to EV charging with the need to offset the loss of parking revenue and opportunities to fund other Vincent initiatives.

Future CPO/s would be responsible for costs associated with the EV chargers including installation, maintenance and any outgoings.

Chelmsford Road Existing Licence Terms

Under the existing Licence, the Licence Fee for the Initial Term expiring in 2027 was $1 per annum. This increases to $1,500 plus GST per annum under the Further Term that would expire in July 2032, totalling $7,501 over the entire term.

Evie Networks is proposing to increase the Licence Fee to $1,500 per bay, per year, increasing by 3% each year commencing from 2026/27, totalling $38,810.46 over the remaining term.

The increased Licence Fee would result in an additional $31,309.46 revenue over the remaining six years of the Licence, reflecting a balance between the current market valuation of the bays with the broader community benefit to increase public EV charging infrastructure in the Beaufort Street Town Centre.

An updated market valuation of the bays was obtained and confirms that the valuation remains at the previously assessed $1,800 per annum per bay. The proposed amended Licence Fee is appropriate because:

- Original Reduced Fee – The original Licence Fee was heavily discounted on the basis that it provided an opportunity to establish the infrastructure and confirm demand for EV charging bays in the locality, being approximately 41 percent of the market valuation at the time.

- Proportionate Increase to Market Valuation – Data and justification from Evie Networks indicates that the EV bays have an established demand and the previous rationale for the reduced Licence Fee is no longer applicable.

  The proposed increased Licence Fee is approximately 90 percent of the market valuation over the remaining six years of the Licence. This is more proportionate to the value of the bays while also reflecting the broader community benefit of additional EV chargers.

- Loss of Revenue - The updated market valuation considered potential revenue to the City from the additional two parking bays being used for EV charging. Parking in the subject site is first hour free, with the use of the EV charging bays to be restricted to 1 hour. The City would not charge for the use of the EV charging bays. Evie Networks would be charging customers for the electricity supplied.

COMMENTS:

Community uptake of EV charging is rapidly increasing, but the City's existing public infrastructure is insufficient to meet current demand. This would be further challenged as Vincent grows to accommodate 11,500 new homes by 2050 as set out by the State Government's infill targets.

The proposed approach, including an EOI process for the City's car parks as well as amending the existing Licence for the Chelmsford Road Car Park, would enable the necessary expansion of public charging infrastructure.

Doing so would improve access for residents without home charging facilities, as well as businesses and visitors, to support the continued uptake of EVs:

- Consistency with EV Charging NOM – Council's November 2024 NOM recognised limitations of the current public EV charging network within Vincent and seeks to maximise opportunities for infrastructure in City-controlled car parks.

  The Chelmsford Road Car Park currently accounts for the only fast EV charging site available for community use in City-controlled car parks, in addition to one slow charging site at Beatty Park car park and one in The Avenue Car Park in Leederville. The amended Licence would double the capacity of this car park for EV use and could be implemented quickly because the necessary infrastructure is in place, servicing the Beaufort Street town centre.

  The broader City car park initiative would expand access to EV charging across other town centres and areas, but timing would depend on the ultimate charger configuration and any necessary upgrades to support installation. Progressing this concurrently with Chelmsford Road would allow the City to act on both immediate and short-to-medium term market-led opportunities.

- Encouraging Sustainable Transport – The ACS outlines the opportunity to support the transition to EVs by increasing the number of charging bays that are available in public lots. The SVF identifies the need to promote electrification and renewable energy, with support for EV uptake being an opportunity to assist our community.

  Increasing the number of EV charging bays at the subject site to four would align with both the ACS and SVF by supporting the shift to electrification with minimal intervention from the City.

- City Car Parks – The EOI process would allow the City to identify preferred CPO/s to deliver reliable, accessible and user-friendly EV charging infrastructure in a timely manner and which integrates with surrounding land uses and destinations. This would also support data-driven planning for future opportunities and environmental sustainability objectives through performance reporting, data sharing and supporting the shift to electrification.

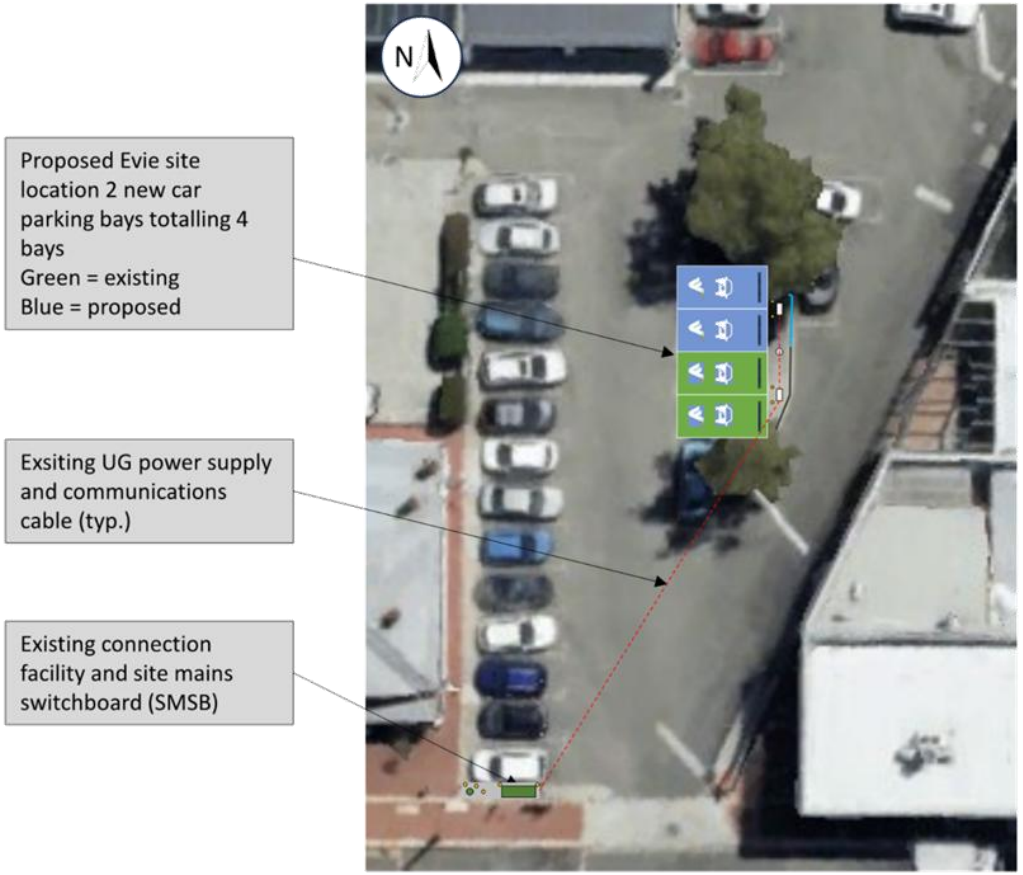
  Licence/s for the EV bays with preferred CPO/s would be negotiated and finalised by the CEO consistent with the objectives, criteria and key terms of the PMF. This would include the length of the agreement, the fee which considers the loss of any parking revenue, and standard redevelopment clauses allowing termination should there be an appropriate redevelopment opportunity.

  This approach would ensure the CPO/s are responsible for costs and the installation, operation and maintenance of the EV chargers, minimising the financial and organisational risk to the City.

- Chelmsford Road Car Park – Parking availability is in high demand, with capacity averaging 77.25% and reaching a peak of 100% after 6pm. This demand includes both EV and non-EV bays. There is also high demand for EV charging, with the subject site being used for 12.5 charging sessions each day.

  The increase in the number of EV parking bays would maintain capacity, as EVs that currently occupy non-EV bays would have the option of using specified bays. The site is also located approximately 65 metres north of the Barlee Street Car Park, which has a further 47 parking bays that could be used should there be no parking available during peak periods for non-EVs.

  There would be minimal impact in terms of installation, as the only works required would be line marking and signage for the EV bays. Parking in these bays would be able to be enforced by Rangers through the *Parking Local Law 2023*.



SITE LAYOUT

SITE LOCATION

HIGH LEVEL DESIGN				
Ver.	Date	Description	Site Code	MP003
1.0	07/11/2024	Initial Release	Site Name	Chelmsford Road Carpark
			Candidate	Chelmsford Road Carpark (Expansion)
			Address	2 Chelmsford Rd, Mount Lawley, WA, 6050

CITY OF VINCENT

Delegation of authority

Delegation	**2.2.18 Disposing of Property by Leases and Licenses**
Head of power	02 Delegations made under the Local Government Act 1995
Delegator	Local Government
Express power to delegate	*Local Government Act 1995:* s.5.42 Delegation of some powers or duties to the CEO s.5.43 Limitations on delegations to the CEO
Express power or duty delegated	*Local Government Act 1995:* s.3.58 Disposing of Property
Function	Authority to dispose of land and buildings (property) by private treaty in accordance with s3.58 (3) including the authority, where applicable, to consider any submissions (and objections) received following the giving of public notice prior to disposal. 1. **Category One (1) – Small Community Group** Authority to dispose of property by licence: (i) approve new licence in accordance with Property Management Policy and Property Management Framework (PMF); and (ii) approve extensions, variations, assignment, novations, termination, surrenders of an approved licence. 2. **Category Two (2) Community Groups and Organisation** Authority to dispose of property by lease or licence: (i) approve new lease or licence in accordance with Property Management Policy and PMF; and (ii) approve sublease, sublicence, extensions, variations, assignment, novations, termination, surrenders of an approved lease or licence. 3. **Category Two (2) Sporting Clubs** Authority to dispose property by lease or licence: (i) approve sublease, extensions, variations, assignment, novations, termination, surrenders of an approved lease or licence. 4. **Category Three (3) – Commercial Entities, State and National clubs, Associations and Community Organisations; and Category (4) –Government Agencies** Authority to dispose of property by lease or licence: (i) approve any minor variations (being non-material and does not alter the substantive terms of a lease or licence), extension, assignment (including consent to adeemed assignment), novation, termination, surrender, subletting, special conditions or payment schedules of an approved lease or licence. **5. Mount Claremont Municipal Depot, No. 11 John XXIII Avenue, Mount Claremont** Authority to negotiate and approve lease (sub-lease or licence) agreements in accordance with statutory requirements. ***6. Electric Vehicle Charges within City of Vincent Car Parks*** *Authority to negotiate and approve license agreements in accordance with statutory requirements.*
Delegates	CEO

CITY OF VINCENT

Delegation of authority

Conditions	1. Requests from sporting groups not currently occupying a City building and fall within Category Two (2) of the Property Management Framework (PMF), will require a specific resolution of Council. 2. Except for Function 4 above, any new leases or licences in accordance with Category Three (3) or Four (4) of the PMF will require a specific resolution of Council, unless a) the lease or licence relates to Mount Claremont Municipal Depot, No. 11 John XXIII Avenue, Mount Claremont; b) Ministerial approval has been obtained in accordance with the *Land Administration Act 1997;* and c) the lease, sub-lease or licence does not exceed 24 months. The authority referred to in condition 2 is limited to the Director of Major Projects and Deputy Director of Major Projects. 3. Requests for Electric Vehicle Charing licenses will require a decision of Council unless: a) The License relates to Electric Vehicle Charging infrastructure at the City of Vincent car parks: b) The License does not exceed an annual value of $250,000 per project or transaction; c) The License does not exceed a term of 10 years, including any option to renew; and d) The License is granted on a non-exclusive basis, such that the City retains the ability to licence additional operators or sites without further Council resolution, provided the aggregate cap in (ii) is not exceeded.
Express power to subdelegate	*Local Government Act 1995:* s.5.44 CEO may delegate some powers and duties to other employees
Subdelegates	Deputy Director Major Projects Director of Major Projects Executive Director Community and Business Services Executive Director Infrastructure and Environment Executive Director Strategy and Development Executive Manager Corporate Strategy and Governance Manager Strategic Planning & Sustainability
Statutory framework	*Local Government Act 1995 –s.3.58* Disposal of Property *Local Government (Functions and General)Regulations 1995 –r.30* Dispositions of property excluded from Act.
Policy	Property Management Framework Property Management Policy
Date adopted	15 July 2025
Adoption references	20/06/2023 - Item 12.1 15/07/2025 - Item 12.2
Last reviewed	16 June 2026

CITY OF VINCENT

Delegation of authority

Amendments			
Date	**Type**	**Amendment**	**References**
16 Jun 2026	Amended delegation	Amended delegation as part of annual review.	OMC 16/06/2026 - Item 12.1

Existing EV Charging Infrastructure in Vincent

Public Car Parking					
Charger Location	**Charger type***	**Charging set up**	**Ownership**	**Cost (per kWh)**	**Comments**
Chelmsford Road Car Park	Fast DC charger 74kWh (type 3)	2 dual port units (4 ports total)	CPO model (Evie)	69c	Fully functional
Woolworths Highgate Car Park	Fast DC charger 47kWh (type 3)	3 dual port units (6 ports total)	Private	55c	Fully functional
Ampol East Perth	Fast DC charger 85kWh (type 3)	1 dual port unit (2 ports total)	Private	68c	Fully functional
Beatty Park Car Park	AC charger ~ 7 – 11kWh (type 2)	1 dual port unit (2 ports total) BYO cable	CPO model UWA in collaboration with REV	Was free, with the plan to increase to 15c	Aged, operating below current performance standards
Avenue Car Park	AC charger 7kWh (type 2)	1 single port unit BYO cable	Private	Free	Aged, operating below current performance standards