AGENDA

FOR POLICY AND PLANNING COMMITTEE MEETING TO BE HELD ON

18 NOVEMBER 2024 AT 6.30 PM

IN LITTLE PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB, 34 CHURCH STREET, SALISBURY

MEMBERS

Deputy Mayor, Cr C Buchanan (Chairman)
Mayor G Aldridge
Cr B Brug
Cr L Brug
Cr J Chewparsad
Cr A Graham
Cr K Grenfell
Cr D Hood
Cr P Jensen (Deputy Chairman)
Cr M Mazzeo
Cr S McKell
Cr S Ouk
Cr S Reardon

REQUIRED STAFF

Chief Executive Officer, Mr J Harry
Deputy Chief Executive Officer, Mr C Mansueto
General Manager City Infrastructure, Mr J Devine
General Manager Community Development, Mrs A Pokoney Cramey
General Manager City Development, Ms M English
Manager Governance, Mr R Deco

APOLOGIES

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Presentation of the Minutes of the Policy and Planning Committee Meeting held on 21 October 2024.

REPORTS

Administration

For Decision

QUESTIONS ON NOTICE

There are no Questions on Notice.

MOTIONS ON NOTICE

There are no Motions on Notice.

OTHER BUSINESS

(Questions Without Notice, Motions Without Notice, CEO Update)

CLOSE

MINUTES OF POLICY AND PLANNING COMMITTEE MEETING HELD IN LITTLE PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB,

34 CHURCH STREET, SALISBURY ON

21 OCTOBER 2024

MEMBERS PRESENT

Deputy Mayor Cr C Buchanan (Chairman)
Mayor G Aldridge
Cr L Brug
Cr J Chewparsad
Cr A Graham
Cr K Grenfell
Cr D Hood
Cr P Jensen (Deputy Chairman)
Cr S Ouk
Cr S Reardon

STAFF

Chief Executive Officer, Mr J Harry
Deputy Chief Executive Officer, Mr C Mansueto
General Manager City Infrastructure, Mr J Devine
General Manager Community Development, Mrs A Pokoney Cramey
General Manager City Development, Ms M English
Manager Governance, Mr R Deco
PA to General Manager Community Development, Ms H Berrisford
Governance Administration Officer, Ms K Hernen
Manager Strategic Development Projects, Ms S Klein
Senior Strategic Planner, Mr D Tian
Team Leader Strategic Urban Planning, Ms S Jenkins
Assessment Manager, Mr C Zafiropoulos
Manager City Shaping, Mr L Lopez Digon
Manager People and Performance, Ms K Logan
Manager Community Experience, Ms C Kroepsch

The meeting commenced at 6.17pm.

The Chairman welcomed the Elected Members, members of the public and staff to the meeting.

APOLOGIES

Apologies have been received from Cr B Brug, Cr M Mazzeo and Cr S McKell.

LEAVE OF ABSENCE

Nil.

PRESENTATION OF MINUTES

Moved Cr P Jensen
Seconded Cr K Grenfell

The Minutes of the Policy and Planning Committee Meeting held on 16 September 2024, be taken as read and confirmed.

CARRIED

REPORTS

Administration

1.0.1 Future Reports for the Policy and Planning Committee

Moved Cr P Jensen
Seconded Cr L Brug

That Council:

1. Notes the report.

CARRIED

For Information

1.2.1 Annual Report of the Council Assessment Panel for 2023/24

Moved Cr P Jensen
Seconded Cr D Hood

That Council:

1. Notes the Annual Report of the Council Assessment Panel for 2023/24 as included in Attachment 1 (Item 1.2.1, Policy and Planning Committee, 21 October 2024).

CARRIED
UNANIMOUSLY

QUESTIONS ON NOTICE

There were no Questions on Notice.

MOTIONS ON NOTICE

There were no Motions on Notice.

OTHER BUSINESS

(Questions Without Notice, Motions Without Notice, CEO Update)

There were no Other Business Items.

ORDERS TO EXCLUDE THE PUBLIC

1.4.1 Salisbury North Oval Precinct Plan – Update and Next Steps

Moved Cr P Jensen
Seconded Cr D Hood

That the Policy and Planning Committee Orders:

1. *Pursuant to Section 90(2) and (3)(b)(i) and (b)(ii) and (d)(i) and (d)(ii) of the Local Government Act 1999, that it is necessary and appropriate to exclude the public for the consideration of Agenda Item 1.4.1 Salisbury North Oval Precinct Plan – Update and Next Steps with the exception of the following persons:*
    - *Chief Executive Officer*
    - *Deputy Chief Executive Officer*
    - *General Manager City Infrastructure*
    - *General Manager Community Development*
    - *General Manager City Development*
    - *Manager Governance*
    - *PA to General Manager Community Development*
    - *Governance Administration Officer*
    - *Manager Strategic Development Projects*
    - *Senior Strategic Planner*
    - *Team Leader Strategic Urban Planning*
    - *Assessment Manger*
    - *Manager City Shaping*
    - *Manager People and Performance*
    - *Manager Community Experience*

On the basis:

- *it relates to information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council; and*
- *information the disclosure of which would, on balance, be contrary to the public interest.*

2. *In weighing up the factors related to disclosure,*
    - *disclosure of this matter to the public would demonstrate accountability and transparency of the Council's operations*
    - *Commercial in confidence reasons (b)(i) and sensitive information on lease and licences (b)(ii).*

    *On that basis the public's interest is best served by not disclosing the **Salisbury North Oval Precinct Plan – Update and Next Steps** item and discussion at this point in time.*

3. *Pursuant to Section 90(2) of the Local Government Act 1999 it is recommended the Council orders that all members of the public, except staff of the City of Salisbury on duty in attendance, be excluded from attendance at the meeting for this Agenda Item.*

CARRIED

The meeting moved into confidence at 6.20pm.

The meeting moved out of confidence at 6.23pm.

The meeting closed at 6.23pm.

CHAIRMAN…….

DATE…….

ITEM	1.0.1
	POLICY AND PLANNING COMMITTEE
DATE	18 November 2024
HEADING	Future Reports for the Policy and Planning Committee
AUTHOR	Michelle Whibley, PA to General Manager, City Development
CITY PLAN LINKS	4.2 We deliver quality outcomes that meet the needs of our community
SUMMARY	This item details reports to be presented to the Policy and Planning Committee as a result of a previous Council resolution. If reports have been deferred to a subsequent month, this will be indicated, along with a reason for the deferral.

RECOMMENDATION

That Council:

1. Notes the report.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

1.1 Historically, a list of resolutions requiring a future report to Council has been presented to each committee for noting.

2. REPORT

2.1 The table below outlines the reports to be presented to the Policy and Planning Committee as a result of a Council resolution.

Meeting - Item	Heading and Resolution	Officer
18/12/2023	**Royal Commission into Domestic, Family and Sexual Violence**	Amy Pokoney-Cramey
MWON2	2. Consider the recommendation of the Royal Commission and requests the administration to bring back a report for information regarding opportunities arising from the Royal Commission recommendations.	
Due:	May 2025	
28/10/2024	**Salisbury North Oval Precinct Plan – Update and Next Steps**	Daryl Tian
1.4.1	This resolution is confidential.	
Due:	January 2025	

28/10/2024	**Motion on Notice Cr B Brug: Globe Derby Park Illegal Dumping and CCTV Request**	John Devine
MON2	2. Requests the Administration to present a report on potential options to mitigate the Globe Derby Park illegal dumping issues, including associated costing around CCTV solutions.	
Due:	December 2024	

4. CONCLUSION / PROPOSAL

4.1 Future reports for the Policy and Planning Committee have been reviewed and are presented to Council for noting.

ITEM 1.0.2

POLICY AND PLANNING COMMITTEE

HEADING Recommendations of the Intercultural Strategy and Partnerships Sub Committee meeting held on Monday 14 October 2024

AUTHOR Monika Prasad, Governance Support Officer, CEO and Governance

CITY PLAN LINKS 1.3 People are valued and they feel safe, included and connected
1.4 We are proud of our strengths, achievements and cultural diversity
4.2 We deliver quality outcomes that meet the needs of our community

SUMMARY The minutes and recommendations of the Intercultural Strategy and Partnerships Sub Committee meeting held on Monday 14 October 2024 are presented for Policy and Planning Committee's consideration.

RECOMMENDATION

That Council:

1. Receives and notes the information contained in the Intercultural Strategy and Partnerships Sub Committee Minutes held on 14 October 2024 and that the following recommendations contained therein be adopted by Council:

ISPS1 Future Reports for the Intercultural Strategy and Partnerships Sub Committee

That Council:

1. Notes the report.

ISPS2 Intercultural Strategic Plan Implementation Report 2023-2024

That Council:

1. Notes the implementation report of the Intercultural Strategic Plan 2023-2024 (Attachment 1, Item ISPS2, Intercultural Strategy and Partnerships Sub Committee, 14 October 2024).

2. Acknowledges and thanks Administration for the delivery on a number of key strategic priorities in our Cultural and Strategic Priorities Action Plan.

ISPS3 Council of Europe Intercultural Cities No Hate Speech Week and Active Citizenship and Participation Key Learnings

That Council:

1. Notes the key learnings outlined in the report (Item. ISPS3, Intercultural Strategy and Partnerships Sub Committee, 14 October 2024).

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Minutes Intercultural Strategy and Partnerships Sub Committee - 14 October 2024

MINUTES OF INTERCULTURAL STRATEGY AND PARTNERSHIPS SUB COMMITTEE MEETING HELD IN WITTBER & DR RUBY DAVY ROOMS, SALISBURY COMMUNITY HUB,

34 CHURCH STREET, SALISBURY ON

14 OCTOBER 2024

MEMBERS PRESENT

Cr Johnny Chewparsad (Chair)
Mayor G Aldridge (ex officio)
Cr C Buchanan
Cr S Ouk (Deputy Chair)

STAFF

Chief Executive Officer, Mr J Harry
Deputy Chief Executive Officer, Mr C Mansueto
General Manager City Infrastructure, Mr J Devine
General Manager Community Development, Mrs A Pokoney Cramey
General Manager City Development, Ms M English
Manager Governance, Mr R Deco
Governance Support Officer, Ms M Prasad
Manager People & Performance, Ms K Logan
Manager Community Experience, Ms C Kroepsch
Manager Community Diversity & Inclusion, Ms V Haracic

The meeting commenced at 7:13pm.

The Chairman welcomed the Elected Members, members of the public and staff to the meeting.

APOLOGIES

Apologies have been received from Cr S McKell and Cr S Reardon.

LEAVE OF ABSENCE

Nil.

PRESENTATION OF MINUTES

Moved Cr S Ouk
Seconded Mayor G Aldridge

The Minutes of the Intercultural Strategy and Partnerships Sub Committee Meeting held on 8 April 2024, be taken as read and confirmed.

CARRIED

REPORTS

ISPS1 Future Reports for the Intercultural Strategy and Partnerships Sub Committee

Moved Mayor G Aldridge
Seconded Cr C Buchanan

That Council:

1. Notes the report.

CARRIED

ISPS2 Intercultural Strategic Plan Implementation Report 2023-2024

Moved Cr C Buchanan
Seconded Cr S Ouk

That Council:

1. Notes the implementation report of the Intercultural Strategic Plan 2023-2024 (Attachment 1, Item ISPS2, Intercultural Strategy and Partnerships Sub Committee, 14 October 2024).
2. Acknowledges and thanks Administration for the delivery on a number of key strategic priorities in our Cultural and Strategic Priorities Action Plan.

CARRIED

ISPS3 Council of Europe Intercultural Cities No Hate Speech Week and Active Citizenship and Participation Key Learnings

Moved Mayor G Aldridge
Seconded Cr S Ouk

That Council:

1. Notes the key learnings outlined in the report (Item. ISPS3, Intercultural Strategy and Partnerships Sub Committee, 14 October 2024).

CARRIED

QUESTIONS ON NOTICE

There were no Questions on Notice.

MOTIONS ON NOTICE

There were no Motions on Notice.

OTHER BUSINESS

(Questions Without Notice, Motions Without Notice, CEO Update)

There were no Other Business Items.

CLOSE

The meeting closed at 7.22pm.

CHAIRMAN…….

DATE…….

ITEM	1.1.1
	POLICY AND PLANNING COMMITTEE
DATE	18 November 2024
HEADING	Planning and Design Code Permissibility for Non-Residential Uses in Residential Type Zones
AUTHOR	Chris Zafiropoulos, Assessment Manager, City Development
CITY PLAN LINKS	3.4 Our urban growth is well planned and our centres are active 4.2 We deliver quality outcomes that meet the needs of our community 4.4 We plan effectively to address community needs and identify new opportunities
SUMMARY	This report provides information on recent Court decisions on the permissibility of the Planning and Design Code for non-residential type development applications in residential type zones.

RECOMMENDATION

That Council:

1. Approves the draft letter included in Attachment 1 (Item 1.1.1, Policy and Planning Committee, 18 November 2024) to the Minister for Planning requesting the preparation of a code amendment to better guide the assessment process for non-residential uses in residential type zones.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Draft letter to the Minister for Planning
2. Council Assessment Panel Report - Childcare Centre Supreme Court Appeal Outcome
3. Council Assessment Panel Submission to the Expert Panel on Planning Reform

1. BACKGROUND

1.1 The Hills Neighbourhood Zone (HNZ) replaced the former Residential Hills Zone when the Planning and Design Code ('the Code') came into effect in March 2021, replacing Council's Development Plan. The Code is the key policy document used to assess development applications and has standardised zoning and land use policies across the State.

1.2 The Salisbury Council Assessment Panel (CAP) refused an application on behalf of Development Holdings Pty Ltd for a 118-place childcare centre at 61 Stanford Road, Salisbury Heights, within the HNZ, citing reasons of incompatibility with the character and amenity of the locality. The applicant subsequently appealed this decision to the Environment, Resources and Development Court (ERD Court) which allowed the appeal and granted planning consent.

1.3 The ERD Court's judgment, delivered on 1 February 2024, found that a pre-school was an appropriate land use within the HNZ, provided it addressed relevant policy relating to residential character and amenity. The subsequent CAP appeal of this judgment was dismissed by the Supreme Court on 12 July 2024, which further reinforced the interpretation of relevant policies within the Code by the ERD Court.

1.4 The CAP has resolved to provide Council a report on the summary of the recent appeals for Council to consider the current Code policy expression and how it aligns with current community expectations for non-residential development proposals in residential areas. A copy of the CAP report is provided in Attachment 2 of this report.

2. DISCUSSION

2.1 When assessing a development application, determining and interpreting relevant polices in the Code are critical to understanding if a development proposal warrants Planning Consent.

2.2 The policies that are contained in the Code replaced Development Plans that generally had more bespoke local policy. The Code has introduced more standardised policy across the state.

2.3 The recent judgments have highlighted changes to the way assessment policy is to be interpreted when assessing non-residential uses, particularly community service type land uses in residential type zones, in this case the HNZ.

2.4 The ERD Court and the subsequent Supreme Court decisions found that a pre-school, as a community facility, is an appropriate land use within the HNZ, provided it remains compatible with residential character and amenity. Through these decisions, there has been a reinforcement for the permissibility of non-residential developments in residential type zones, particularly those that support community functions like education and childcare.

2.5 While this Court Judgment focused on the HNZ, the permissibility can be interpreted to extend across other residential type zones, including the General Neighbourhood Zone (GNZ) and Suburban Neighbourhood Zone (SNZ). Each zone lists a range of potentially permissible uses listed. Notably, the HNZ does not explicitly list a pre-school as an envisaged use while the other zone above do list them.

2.6 Beyond the range of listed uses within each zone, the Code policies expand the scope of permissible non-residential uses. To this end, the Court noted the lack of explicit exclusion of pre-schools in the HNZ suggests that such uses can be considered if they meet the overall objectives of the zone. The consequence of this policy position could lead to the expansion of other non-residential uses across residential type zones.

2.7 Residential amenity and character are important considerations to determine the appropriateness of non-residential uses in residential areas. What was evident in the recent Court judgements was the lack of precision in policy that guides assessment, allowing for increasingly more subjective decision making. The current policies are considered to be open to interpretation and have proven malleable in arguments for and against such proposals. This exacerbates the uncertainty for relevant authorities, applicants and communities. As the policy is vulnerable to interpretations, there is potential to allow land uses in residential type zones that are not explicitly intended, or to facilitate significant incremental change which does not align with community expectations.

2.8 The CAP considers that the location and scale of non-residential uses within residential zones needs better guidance via greater specificity as to the appropriate location for such non-residential uses and by expanding quantifiable measures of scale and impact. While there is policy that provides quantifiable measures for the expansion of existing community facilities, this policy does not strictly apply to new development. Accordingly, there remains limited guidance to relevant authorities, applicants and communities that provide reasonable expectations of outcomes, particularly for new, non-residential development.

2.9 The concerns around the permissibility of non-residential uses were raised in the CAP submission to the Expert Panel Planning System Implementation review in November 2022. This raised the difficulty of the policy advocating for uses of land being imprecise, including existing policy terminology such as ‘complementary non-residential uses’ and ‘compatible with a low-density character’. A copy of the submission is provided in Attachment 3.

2.10 It is recommended that the Code be amended to provide additional guidance on the scale and intensity of non-residential development and the extent of increment character changes that can occur in low density areas.

2.11 Other than technical numerical variations, the Planning and Design Code does not allow for Council’s to seek local variations to policy. Therefore, a policy change (Code Amendment) would need to apply across all Councils and would need to be undertaken by the Chief Executive of the Department of Housing and Urban Development or the State Planning Commission.

2.12 It is recommended that Council write to the Minister for Planning to express its concern regarding the lack of direction provided in the Code policy about non-residential zones in residential zones. The lack of direction makes it difficult for the community, developers, and the authorities to have a consistent interpretation of the intent. It would also highlight, that the determinations of the courts express the inadequacy of the code policy in giving direction.

2.13 The letter will request the commencement of a Code Amendment and will advise that Council will be willing to work with other Councils (and possibly with the LGA) to develop suggested policy changes and investigations to address this issue. Noting that any suggested changes would need to be consistent with the State Planning Policies (SPPs) and Greater Adelaide Regional Plan (GARP).

3. FINANCIAL OVERVIEW

3.1 There are no immediate budget implications for Council at this time. If the Minister agrees to Council's request, Council will need to consider a resource allocation to assist in the preparation of a code amendment process.

4. CONCLUSION

4.1 The court judgements to approve the childcare centre has reinforced the policy setting that supports increased permissibility of non-residential uses within the residential type zones. In making their judgement the courts confirmed that there is little policy guidance in terms of scale and intensity for non-residential development which decreased the relevance of locality attribute in the assessment. If Council considers that the policy is deficient and challenging to interpret, as considered by the CAP and which has been reinforced by the ERD Court decisions, it may wish to write to the Minister for Planning to highlight this concern.

4.2 A draft letter to the Minister for Planning is attached for Council's approval advocating for the appropriate amendments to the Code. The letter also offers that Council is willing to collaborate with other Councils to suggest appropriate amendments that are consistent with the SPPs and the GARP.

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2024

The Hon Mr Nick Champion MP
Minister for Planning
GPO Box 35
ADELAIDE SA 5000

Dear Minister

Council has recently considered a report from the Salisbury Council Assessment on the outcomes of recent appeals regarding the policy expression in the Planning and Design Code and how it aligns with current community expectations for non-residential development proposals in residential areas.

The recent Court judgements have revealed a lack of precision in policy that guides assessment, allowing for highly subjective decision making. The current policies are open to interpretation and have proven malleable in arguments for and against such proposals. This exacerbates the uncertainty for relevant authorities, applicants and communities. The policy is considered to be vulnerable to interpretations that have the potential to allow land uses in residential type zones that are not explicitly intended, or to facilitate significant incremental change which does not align with community expectations.

Council has resolved to write to you to express its concern regarding the lack of direction provided in the Code policy about non-residential zones in residential type zones. The lack of direction makes it difficult for the community, developers, and the authorities to have a consistent interpretation of the intent. Importantly, the determinations of the courts have expressed the inadequacy of the Code policy.

Given such a policy change would need to apply across all Councils, it will have to be undertaken by the Chief Executive of the Department of Housing and Urban Development or the State Planning Commission. Council is willing to contribute to such a code amendment and collaborate with other councils to suggest appropriate amendments that are consistent with the State Planning Policies and Greater Adelaide Regional Plan.

Please contact Ms Michelle English, General Manager City Development if you would like any further information in relation to this request on 8406 8222.

Yours faithfully

John Harry
Chief Executive Officer
City of Salisbury
Ph: 08 8406 8212
jharry@salisbury.sa.gov.au

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ITEM	8.2.6
	COUNCIL ASSESSMENT PANEL
DATE	27 August 2024
HEADING	Appeal Matter ERD-23-000053 for a Childcare Centre at 61 Stanford Road, Salisbury Heights (Development Application 23002678)
AUTHOR	Brian Ferguson, Development Officer Planning, City Development
SUMMARY	This report provides a summary of the recent judgment made in relation to Supreme Court decision to dismiss the Panel's appeal against the decision of the ERDC Court for a pre-school at 61 Stanford Road, Salisbury Heights.

RECOMMENDATION

That the Council Assessment Panel:

1. Notes the report.
2. Provides a copy of this report to Council to consider the current Code policy expression and how it aligns with current community expectations for non-residential development proposals in residential areas.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Supremene Court Judgment_City of Salisbury Assessment Panel v Development Holdings

1. BACKGROUND

1.1 The recent judgments made in relation to Development Holdings Pty Ltd V City Of Salisbury Assessment Panel & Anor for a pre-school at 61 Stanford Road, Salisbury Heights has highlighted changes to the way assessment policy should be interpreted when assessing non-residential, particularly community service type land uses in residential type zones, in this case the Hills Neighbourhood Zone (HNZ).

1.2 The ERD Court's judgment, delivered on 01 February 2024, found that a pre-school was an appropriate land use within the HNZ, provided it addressed relevant policy relating to residential character and amenity of the selected locality while not being unreasonable in impact. The subsequent CAP appeal of this judgment was dismissed by the Supreme Court on 12 July 2024, which further reinforced this interpretation of relevant policies within the Planning and Design Code by the ERD Court.

1.3 In examining the outcome and implications, it is important to consider the findings of the Courts collectively. Viewing these judgments in isolation would overlook the nuanced interpretations and the broader implications for future developments within the zone.

2. DISCUSSION

2.1 Six grounds of appeal were presented to the Supreme Court. The Court grouped these as incident of two overarching objections.

2.1.1 The assessment of the proposal against the requirements of the Code in respect to impact of the proposal against the character and amenity of the locality.

2.1.2 The approach to the proper construction of 'complement' in the Code in the context of the development complementing existing character, amenity and locality.

2.2 On the land use, the ERD Court noted '*in light of HNZ PO1.3(b), and HNZ PO1.5 which contemplate the expansion of existing pre-schools, none of this leads me to find that a pre-school in the HNZ is not an appropriate land use generally'*. This is notwithstanding the HNZ, unlike the General Neighbourhood Zone or Suburban Neighbourhood Zone, not listing a "pre-school" in DPF 1.1.The fact that the proposed pre-school would be the first non-residential development in the locality was acknowledged, but not seen as a fatal to the proposal in its own right, stating that *'pre-schools, and indeed schools and places of worship are all land uses that support a residential community and within the doctrines of good town planning are exactly the type of non-residential land uses that should be encouraged to locate within residential areas'*. The Court noted the lack of explicit exclusion of pre-schools in the HNZ suggests that such uses can be considered if they meet the overall objectives of the zone.

2.3 Having found the land use to be appropriate, the Court focused on whether the pre-school could be integrated in a manner that respects and complements the existing residential character. The consideration had a heavy focus on the siting and built form aspects of the proposal such as appropriate architectural style, low building heights, fencing, setbacks, and incorporating landscaping to soften the visual impact.

2.4 Understanding character and its relationship with the locality formed a key aspect of the judgment. Of note, the judgment provides guidance on "character" in this context and, by citing previous case law, identified that it refers to the multi-dimensional concept that results from the *"synthesis of land use, the appearance of buildings and spaces, the intensity of development and the scale of operation of such development."* The importance of determining a suitable locality during the assessment was considered critical to assessment against the relative character of a locality. In this regard, the Supreme Court judgment found the ERD Court had not erred in approach, appropriately considering this aspect.

2.5 The Supreme Court found the ERD Court had adequately considered aspects of 'amenity' including considerations of noise, hours of operation and traffic impacts. In particular, the position of the front car park was deemed acceptable, due to the inclusions of landscaping and fencing. Both the ERD Court and Supreme Court accepted amenity is not static, noting that land use changes could lead to 'incremental' amenity changes to a locality.

2.6 As per previous ERD decisions there was debate throughout the process regarding the importance of a Designated Performance Feature (DPF) in achieving a Performance Outcome (PO). While a proposal may be in contrast with a PO, it may still achieve a DPF and via-versa. This can make the assessment task even more problematic.

2.7 The subjective nature of the PO policy was heavily considered. Key points of contention throughout the proceedings were interpretation of specific definitions of wording used within the Code, including interpretation of the word 'complement'. On the definition of 'complement', the Supreme Court found that this need not be interpreted as 'enhance'. It is understandable that this interpretation might be onerous on a developer to achieve in a particular locality. In justification for this interpretation, the Supreme Court notes that *'for example, the Business Neighbourhood Zone Performance Outcome 1.2 uses the phrase "complement and enhance" which is strongly suggestive of two separate concepts'.*

2.8 Both the ERD and Supreme Court agreed that 'complement' should be interpreted as at best being neutral, and not to enhance, and having policy that says that a development must do both, highlights the conflict in the Code policy.

2.9 In terms of character, HNZ PO1.1 requires that non-residential land uses be compatible with "a low density residential character," HNZ PO4.1 requires that buildings contribute to "a low rise suburban character," and HNZ PO3.1 requires building footprints to align with the character and pattern of a "low-density suburban neighbourhood." The ERD Court highlighted the problematic generic nature of these phrases when considering how to define the specific characteristics of the locality. This approach potentially resulted in less emphasis on the existing locality, which includes large allotments with significant setbacks and a much smaller footprint than what was proposed. The Supreme Court upheld this approach, finding no error.

2.10 Such an approach results in a shift in the way that character is assessed in planning assessments, diminishing the importance of locality character attributes. This leads to making planning assessment more difficult, particularly where a locality is atypical with a generic character. It is also considered more likely to lead to an outcome where development is approved that is contrary to the intent of the drafters of the Code and community expectations.

2.11 While there was some guidance on what defined character of a locality, with respect to land use and built form, there was less focus on amenity. The ERD Court took guidance on assessment of amenity from "Interface between Land Uses" DO1 - *Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses*. The Court accepted that, utilising this guidance, the mitigation measures incorporated through design, such as acoustic fencing and hours of operation which met the "Interface between Land Uses" module, satisfied the requirement for the proposal to complement the amenity of the neighbourhood.

3. CONCLUSION

3.1 The judgment to approve the childcare centre has reinforced the policy setting that supports increased permissibility of non-residential uses within the residential types zones. The Supreme Court describe the *'evident object of the PDI [Act] and Code to authorise change to a locality in an incremental fashion to reflect the wishes and needs of the community'*. The determination has the potential to represent a significant shift in what can be expected in the HNZ and other neighbourhood-type zones, particularly given the transition from the previous Development Plan.

3.2 The judgments confirm there is little policy guidance in terms of scale and intensity for non-residential, particularly community type uses, within the HNZ and decreased the relevance of locality attributes in that assessment. The ERDC judgment focused more heavily on the built form outcomes associated with the proposal (finding these to be reasonable). In turn, the Supreme Court supported these findings. Both accepted there will be incremental change to a locality through development, and provided appropriate mitigation measures are achieved, then a development may be permissible.

3.3 The judgments highlight tensions (and difficulties) in the policy. The findings are likely to facilitate non-residential uses within the HNZ, and, provided potential 'interface' impacts are mitigated (e.g. via landscaping, or acoustic fencing), then the finding suggests there need be less consideration for character change, with both Courts anticipating incremental change.

3.4 The Council administration considers that the current Code policy for assessing non-residential uses in neighbourhood-type zones is deficient and challenging to interpret. The ERD Court has expressed similar concerns too (see. for example, the recent decision of Minicozzi (Osmond Terrace) Pty Ltd v The City of Norwood, Payneham and St Peters Assessment Panel [2024] SAERDC 18 at [147]).

3.5 Given the current Code policy expression, interpretation and nature of representations that have been made on this (and other non-residential development proposals) to the Panel, the Panel may wish to highlight this for Council's consideration. A submission could be made to the Commission by the Panel or Council. While the Panel should continue to exercise its professional judgment and in doing so, rely on relevant case law in undertaking development assessment, it is considered that there is greater risk, based on these interpretations and the experience of the Panel, that those decisions may not address community expectations for non-residential development proposals in residential areas.

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10 November 2022

Mr John Stimson
Presiding Member
Expert Panel
Planning System Implementation Review

DTI.PlanningReview@sa.gov.au

Dear Mr Stimson

City of Salisbury Council Assessment Panel Submission

– Code Policy for non-residential uses in General Neighbourhood Zone

In the assessment development applications proposing non-residential uses within the General Neighbourhood Zone, the City of Salisbury Council Assessment Panel has identified that a combination of permissibility intended by the zone, together with policy expression, has created some uncertainty in the assessment process. This letter set outs the Panel's observations for the consideration of the Expert Panel on the Planning System Implementation Review.

The General Neighbourhood Zone has essentially replaced the former Residential Zone that applied over much of the metropolitan residential areas.

The General Neighbourhood Zone is far more permissive than the previous Residential Zone. The zone is clearly intended to accommodate non-residential uses to achieve a more convenient living environment. This principle is expressed in Desired Outcome (DO) 1 of the Zone.

Desired Outcome	
DO 1	*Low-rise, low and medium-density housing that supports a range of needs and lifestyles located within easy reach of services and facilities. Employment and community service uses contribute to making the neighbourhood a convenient place to live without compromising residential amenity.*

The uses are listed in Designated Performance Feature (DPF) 1.1. These uses are reasonably broad.

Performance Outcome	Designated Performance Feature
PO 1.1 *Predominantly residential development with complementary non-residential use that support an active, convenient and walkable neighbourhood.*	*DPF 1.1* *Development comprises one or more of the following:* *(a) ancillary accommodation* *(b) community facility* *(c) consulting room* *(d) dwelling* *(e) educational establishment* *(f) office* *(g) place of worship* *(h) pre-school* *(i) recreation area* *(j) residential flat building* *(k) retirement facility* *(l) shop* *(m) student accommodation* *(n) supported accommodation*

Given the zone envisages a broad range of uses within essentially residential communities, residential amenity and character are important considerations to determine the appropriateness of these non-residential uses. Sufficient guidance should be provided to relevant authorities, applicants and communities to provide reasonable expectations of outcomes. Ideally, there should be certainty, as far as is practical, and this should be readily understood early in the assessment process. The current DO has little or no role to play in the development assessment process given its expression as a brief aspirational goal. The PO's become the central focus for defining the appropriate use, as listed below.

Performance Outcome	Designated Performance Feature
PO 1.2 *Non-residential development located and designed to improve community accessibility to services, primarily in the form of:* *(a) small scale commercial uses such as offices, shops and consulting rooms* *(b) community services such as educational establishments, community centres, places of worship, pre-schools, and other health and welfare services* *(c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities* *(d) open space and recreation facilities.*	*DPF 1.2* *None are applicable*

Performance Outcome	Designated Performance Feature
PO 1.3 *Non-residential development sited and designed to complement the residential character and amenity of the neighbourhood.*	*DPF 1.3* *None are applicable*

2 of 4

Performance Outcome	Designated Performance Feature
PO 1.4 *Commercial activities improve community access to services are of a scale and type to maintain residential amenity.*	*DPF 1.4* *A shop, consulting room or office (or combination thereof) satisfies any of the following:* *(d) the development site abuts an Activity Centre and all the following area satisfied:* *i. it does not exceed 200m² gross leasable floor area (individually or combined, in a single building)* *ii. the proposed development will not result in a combined gross leasable floor area (existing and proposed) of all shops, consulting rooms and offices that abut the Activity Centre in this zone exceeding the lesser of the following:* *A. 50% of the existing gross leasable floor area within the Activity Centre* *B. 1000m²*

Performance Outcome	Designated Performance Feature
PO 1.5 *Expansion of existing community services such as educational establishments, community facilities and pre-schools in a manner which complements the scale of development envisaged by the desired outcome for the neighbourhood.*	*DPF 1.5* *Alteration of or addition to existing educational establishments, community facilities or pre-schools where all the following are satisfied:* *(a) set back at least 3m from any boundary shared with a residential land use* *(b) building height not exceeding 1 building level* *(c) the total floor area of the building not exceeding 150% of the total floor area prior to the addition/alteration* *(d) off-street vehicular parking exists or will be provided in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number.*

The difficulty is the PO's advocate for uses of land couched in imprecise terms. These terms are malleable and are subject to various interpretation and/or exploitation.

e.g. "complementary non-residential uses", uses that are sited and designed to "complement the residential character and amenity of the neighbourhood" and

3 of 4

to improve access to services that are of a "scale and type to maintain residential amenity".

There is a lack of precision embodied in these terms. They are vulnerable to interpretations that have the potential to allow land uses in the General Neighbourhood Zone that are not intended or to facilitate significant incremental change.

The subjectivity of these terms is heightened when undefined uses or uses not listed in DPF 1.1 are proposed, such a retail fuel outlet. As a consequence, the policy framework does not provide certainty for applicants or local communities. The differing interpretation has also been amongst planners, whereas there should be an expectation that professionals within the system to be more aligned in interpretation of key policy settings.

Furthermore, the location and scale of non-residential uses within essentially residential neighbourhoods needs better guidance. Additional considerations should include:

1. A reference to residential character should be better guided with a DO that better describes the desired character and important considerations for the assessment process of respective residential neighbourhoods.

2. The location of some non-residential uses should generally only be encouraged in specific circumstances such as on arterial or collector roads.

3. The scale of the uses should not be confined only to commercial activities. There should be guidance on appropriate scale in relation to the built form and relative intensity of activity.

Yours faithfully

Chris Zafiropoulos
Assessment Manager
City of Salisbury Council Assessment Panel

4 of 4

ITEM 1.1.2

POLICY AND PLANNING COMMITTEE

DATE 18 November 2024

HEADING Fleet Vehicle Transition to Low Emission Vehicles

AUTHOR Mark Purdie, Manager Field Services, City Infrastructure

CITY PLAN LINKS
4.4 We plan effectively to address community needs and identify new opportunities
2.2 We make the most of our resources including water, waste and energy

SUMMARY This report provides an update on Council's Fleet vehicles with particular focus on the transition to low emission vehicles.
Transition to low emission fleet has commenced with 38 light vehicles (out of 115) considered presently economically viable to transition to low emission alternatives, with a key focus on Hybrid Electric Vehicles (HEV's) where they are fit for purpose.
A detailed feasibility study and 10-year transition modelling has been undertaken for all Council's fleet and is presented in this report, along with a road map for future actions noting the rapidly changing environment.
A key issue in the transition to Battery Electric Vehicles (BEV's) is electrical infrastructure upgrades required to facilitate large scale charging in a fleet setting, with further energy assessments at key sites proposed.

RECOMMENDATION

That Council:

1. Approves the current approach, consistent with the endorsed Sustainability Strategy, of progressively switching to low emission vehicles at the time of renewal where the vehicle is fit for purpose and the Total Cost of Ownership (TCO) is equal to or less than the existing internal combustion engine vehicle.
2. Notes future actions proposed in transitioning to lower emission vehicles as presented in the future road map section 3.55 of the report (Item 1.1.2, Policy and Planning Committee, 18 November 2024), in particular the key action of undertaking further detailed analysis of electrical infrastructure, potential charging requirements and energy solution options at the Operations Centre and other Council sites next financial year.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Fleet Low Emission Feasibility Study & Transition Plan Executive Summary

1. BACKGROUND

1.1 A presentation on Council's transition to low emission vehicles was presented at the CEO Briefing held Monday 4 November 2024.

1.2 At the Budget Workshop 2 on Wednesday 8 March 2023 it was requested for:

"City infrastructure to prepare a report for the Finance and Corporate Services committee addressing fleet vehicles, including manager vehicles, and the potential to transition to Hybrid and Electric alternatives."

1.3 The Australian Federal Government released the National Electric Vehicle (EV) Strategy in April 2023 with three (3) primary key objectives:

1.3.1 Increase supply of affordable and accessible EV's;
1.3.2 Establish the resources, systems and infrastructure to enable rapid EV update; and
1.3.3 Encourage increase in EV Demand.

1.4 The South Australian State Government has plans and investment in place to support EV uptake, releasing the South Australia's Electric Vehicle Action Plan in December 2020, and the EV Fleet Pledge in 2022.

1.5 The State Government targets for emission reduction are:

1.5.1 reducing net greenhouse gas emissions by more than 50% by 2030;
1.5.2 achieving net zero emission by 2050; and
1.5.3 achieve 100% net renewable electricity generation by 2027.

1.6 The City of Salisbury Sustainability Strategy outlines the commitment to "continue progressively transitioning to low emissions and electric vehicles as products become available and cost effective in the Australian market", and a new action to "develop an Organisational Carbon Emissions Reduction Action Plan 2030 to work towards carbon neutrality by 2035".

1.7 The City of Salisbury participated in the LGA Net Zero 'Accelerate' program which was funded by the State Government and delivered by dsquared between January to August 2024. As part of this program a baseline emissions inventory for CoS operations for 2022/23 was prepared and high-level emissions reduction opportunities were identified. Drawing on this initial work, additional analysis and engagement is now underway to develop an Emissions Reduction Action Plan which will include actions addressing the transition to low emissions vehicles as detailed in this report.

1.8 A project brief was developed and consultants (Evenergi) engaged to undertake a Low Emission Feasibility Study & Transition Plan. The key objectives of the Plan were to:

1.8.1 Review and baseline current Fleet in terms of category, costs, and carbon emission profile.
1.8.2 Improve understanding of the current vehicle market and to better understand the full financial, economic, environmental, operational and social considerations in transitioning to a lower carbon emission fleet.
1.8.3 To develop a feasibility study with various options and pathways to assist in the development of a road map to transition to a lower carbon emission fleet.

2. CONSULTATION / COMMUNICATION

2.1 IPWEA – Fleet

2.2 Evenergi – consultants

3. REPORT

3.1 Local Governments face a number of key challenges in planning their fleet transition to low and zero emission vehicles to achieve a balance of financial, technological, practical and sustainability goals.

3.2 For the purposes of this report, low emission vehicles are considered to include battery electric vehicles (BEV), hydrogen fuel cell electric vehicles (FCEV), Hybrid Electric Vehicles (HEV), and plug-in Hybrid Electric Vehicles (PHEV).

Fleet Composition

3.3 The City of Salisbury owns 147 fleet vehicles, comprising of 115 light vehicles and 32 heavy vehicles. This excludes mowers, tractors and other plant or equipment that are not considered a vehicle *(note – numbers may vary slightly to the attached study).*

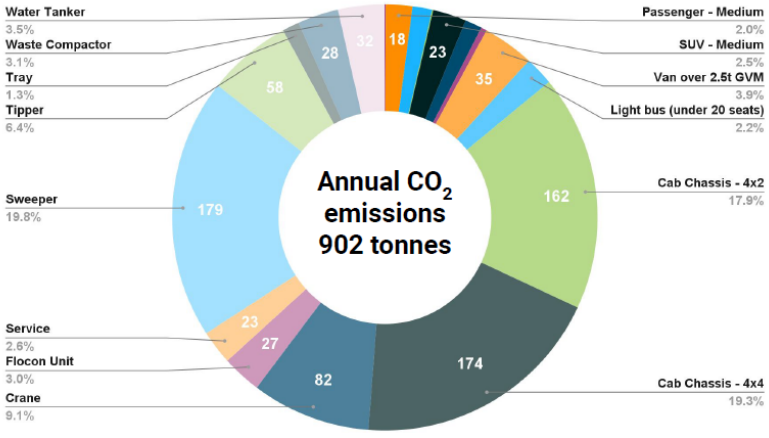
3.4 Light vehicles can be further categorised into Sports Utility Vehicles (SUV's), utes, passenger vehicles, light bus, and vans. Heavy vehicles are often categorised by Gross Vehicle Mass (GVM).

3.5 The City of Salisbury has commenced transition to lower emission vehicles. There are currently 12 Hybrid Electric Vehicles (HEV) within the fleet, 2 Battery Electric Vehicles (BEV) and a further 4 HEV's are on order for vehicle replacements this financial year.

Carbon Emission

3.6 Analysis of two years of fuel data (FY22 and FY23) indicates an average annual emission of 902 tonnes of CO_2 from Council's fleet (excluding plant and equipment), with 51% and 49% attributed to light and heavy vehicle fleet respectively.

Figure 1 – Carbon Dioxide Emissions – Fleet Vehicles



3.7 Sweeper trucks and ute (4x2 and 4x4) emissions combined, account for 57% of fleet total CO_2 emissions, with sweepers (6 of) the most significant sub-group responsible for emissions (179t CO_2 per annum).

3.8 Drawing on the emissions inventory for CoS operations that was developed as part of the LGA's Net Zero Accelerate Program, the fleet fuel usage emissions were 12% of organisational emission for 2022/23.

Transition Feasibility Study and Readiness

3.9 As part of the Low Emission Feasibility Study, three (3) transition feasibility scenarios were developed and forecasted over a 10-year period for comparative purposes, including:

3.9.1 **Scenario 1 - Business as usual (BAU):** replacing like for like or hybrid electric if available. Lowest total cost of ownership, no BEV or PHEV is procured.

3.9.2 **Scenario 2 – Economic:** replace with low emission vehicle only if total cost of ownership (TCO) is equal or lower than equivalent, only transition if fit for purpose. This scenario aligns with current Sustainability Strategy and Vehicle Policy directions.

3.9.3 **Scenario 3 – Accelerated:** replace with low emission vehicle if TCO is within 110% of equivalent, force all vehicles to BEV by last replacement cycle within 10 years.

3.10 The transition scenarios are utilised to assess feasibility of transition for each vehicle type and consider vehicle availability, data confidence for operational effectiveness, daily energy requirements, charging solution availability and TCO.

Light Vehicle Transition Feasibility

3.11 The light vehicle fleet is forecast to have available low emission transition options by FY33, with 83% estimated to be economical to transition within this time period based on current data and assumptions.

Table 1 – Light Vehicle Breakdown – Transition Feasibility

Type	No.	Low Emission Vehicle Availability	Transition by FY33 (Economic scenario*)
SUV	24	Maturing	11
Ute	65	Not Available**	65
Passenger	9	Maturing	9
Light Bus	5	Not Available**	5
Van	13	Limited**	6
	115		96

* *Transition based on ICE vehicle to BEV*

** *Under the accelerated scenario, all vehicles transition by FY33.*

*** *Transition by FY33 numbers are based on industry predictions. There is no guarantee that there will be a suitable low emission model to purchase which meets fit for purpose criteria.*

3.12 The transition modelling for the economic scenario estimates 96 light vehicles transitioning by FY33, commencing with 11 vehicles in FY27, with the largest spike of 49 vehicles transitioning in FY29.

3.13 Both SUV and passenger low emission vehicles are relatively mature in the current market, with model options steadily increasing and pricing points reducing and approaching parity with Internal Combustion Engine (ICE) vehicles in some cases.

3.14 The current barriers to transition are:

3.14.1 low emission model availability on utes, buses and vans, with significant higher upfront costs where these models are available.

3.14.2 charging infrastructure and electrical upgrades/site costs.

3.15 The average annual travel distance of light vehicles is 11,569km and is considered typical of a metropolitan Council. The relatively low level of travel is also a key factor in the economic viability of low emission alternatives.

3.16 There are 38 light vehicles that have been identified as currently viable to transition to low emission alternatives, subject to final fit for purpose and TCO assessment. These are passenger vehicles, SUVs, and utilities that don't have a tow duty that could potentially be replaced with an SUV or alternative to a utility. For example, switching Supervisors/Coordinators or Project Officers vehicles from a ute to an SUV. In particular, HEV options are providing suitable transition alternatives (such as the Toyota RAV4 Hybrid) to meet fit for purpose requirements whilst reducing carbon emissions. HEV's also have the benefit of not requiring any charging infrastructure.

3.17 The current approach is to determine fit for purpose vehicle requirements at the time of replacement and consider lowest TCO, whilst other factors such as carbon emissions and availability are also considered. Even where a low emission vehicle is not fit for purpose, fuel efficiency and carbon emissions are still considered in the purchase.

3.18 Of the 38 vehicles identified as currently suitable for transition, there are already 12 Hybrid Electric Vehicles (HEV) within the fleet, 2 Battery Electric Vehicles (BEV) and a further 4 HEV's are on order. There are plans for a further 12 low emission alternative vehicles to be ordered for vehicle replacements as they fall due over the next 3 years, using TCO to determine the best option (HEV/PHEV or BEV).

3.19 Hybrid Electric Vehicle (HEV) technology is well proven having been in market for many years and has demonstrated reliable resale values. There is currently high demand for this vehicle type as the TCO is easy to validate against a traditional ICE vehicle, and no additional infrastructure costs are required to implement (no charging hardware). A negative of the HEV scenario is the order time frame, with some manufacturers quoting up to 2 years due to demand, although this has recently improved with expected order times reduced to 6-12 months.

3.20 Two BEV's were recently purchased based on a favourable TCO, demonstrating that BEV's are becoming more affordable. These vehicles have been purchased to be used in the vehicle pool to gain familiarisation with BEV's, obtain real use charging data and costs, and help prepare the organisation for future change transitions.

3.21 Table 2 depicts some of the recent TCO calculations that have helped to make purchasing decisions. Each TCO calculation includes the following costs: fuel, servicing/maintenance (including tyres), registration, residual value and depreciation. The TCO calculation uses the expected annual km and replacement lifecycle for each vehicle including emissions data to create the metrics of dollars per kilometre ($/km) and total CO_2 emissions (Well to Wheel).

Table 2 – Total Cost of Ownership – Example Calculations

Vehicle	Purchase Price	Total Cost of Ownership ($/km)	CO_2 Emissions Tonnes (Well to Wheel)	CO_2 Emissions Tonnes (Lifetime)
Ford Ranger Utility (ICE)	$40,800	$1.19	14.3	30.0
Toyota RAV4 Hybrid (HEV)	$39,600	$1.04	7.6	17.9
MG ZS Excite (BEV)	$39,000	$1.07	10.0	10.0
Toyota Corolla (ICE)	$22,700	$0.73	7.1	14.0

Source(s): Green Vehicle Guide (https://www.greenvehicleguide.gov.au/)
Better Fleet (https://betterfleet.evenergi.com/)

3.22 Based on current industry trends, it is more likely that passenger/SUV vehicle transitions to BEV's will be cost effective from 2027-2030, and light commercials from 2030-2033, however this is indicative only as the market is changing at a rapid pace.

Private Use Vehicles

3.23 The Federal Government passed the Treasury Laws Amendment (Electric Car Discount) Bill 2022 which introduced an FBT concession (exemption) for certain electric vehicles from 1 July 2022. The exemption of payable FBT (still reportable) provides a significant financial incentive towards electric vehicles from a financial perspective for private use.

3.24 There are currently 13 vehicles provided to senior staff for private use as part of employment contract conditions. Where a private use vehicle is offered and accepted in an employment offer (Senior Staff only at the discretion of the CEO), the staff member contributes 80% of the total vehicle costs through a salary deduction, with the requirement for the vehicle to be available for other staff to use during business operations.

3.25 The vehicle policy provides the terms and conditions of private use vehicles and provides for the update of low emission vehicles for private use.

Heavy Vehicle Transition Readiness

3.26 The heavy vehicle fleet is forecast to mostly have low emission transition options available by FY33, however only 31% (11 out of 35) are estimated to be economical to transition within this time period based on current data and forecast assumptions.

Table 3 – Heavy Vehicle Breakdown – Transition Feasibility

Heavy Vehicle Category	No.	Low Emission Vehicle Availability	Transition by FY33 (Economic scenario)
GVM 4,500kg -8,000kg	11	Yes	4
GVM 8,000 -11,000gk	3	Yes	1
GVM 11,000 - 16,000kg	19	Yes (except sweepers)	5
GVM >16,000kg	2	Yes	1

3.27 The 31% of heavy vehicles in the fleet that have been flagged are light trucks, typically with a GVM between 4.5-8.0t. Whilst these trucks have been flagged, fit for purpose assessments and TCO will be conducted at the time of replacement to ensure that any low emissions alternative is still able to meet expected service levels. Trucks in this GVM range are less complex, with no auxiliary functions, typically they have body builds for goods/equipment carrying duties or towing, making the category a suitable candidate for transition modelling in the economic scenario, commencing with 2 vehicles in FY28 and the balance throughout the following years up to FY33.

3.28 Some outstanding barriers to transition are truck model availability with specific functional body (such as heavy sweepers). Battery electric trucks area currently more readily available and economic option over hydrogen alternatives in the near term, however, upfront costs of BEV is still significantly higher than internal combustion engine (ICE) counterparts.

3.29 At the present time, is it not cost effective to transition heavy vehicles to low emission alternatives.

3.30 The following Capex only example depicts the current market for an 8.5t GVM truck (Chassis only pricing, excludes body build)

2022 SEA Electric 300-85EV (BEV Truck)	2024 Hino 300 Series (ICE Truck)
$179,990	$86,294

Transition Modelling Summary

3.31 Table 4 below provides high-level financial estimates of the transition feasibility scenarios to FY33, including both light and heavy fleet, based on transition to EV's as highlight in the sections above.

Table 4 – High Level Financial Estimates – Transition Feasibility Scenarios

Vehicle Costs	Scenario 1 BAU	Scenario 2 Economic	Scenario 3 Accelerated
Operating (inc. fuel/electricity)	$8.0M	$6.8M	$5.6M
Maintenance	$1.9M	$1.7M	$1.5M
Capital	$12.6M	$14.3M	$18.3M
Charging Infrastructure (EV)		$1.2M	$1.9M
Total	**$22.5M**	**$23.9M**	**$27.4M**
$C0_2$ Emissions FY 33 (tonnes)	902	396	21

**Further details are contained in the attached study*

3.32 The estimates provided in the Low Emission Feasibility Study & Transition Plan indicate potential transition costs of $1.4M over the period to FY33 for the economic scenario, and approximately $4.9M for the accelerated scenario. These estimates are based on current market pricing and technology. It is expected that as the EV industry expands that pricing will become more competitive and transition costs should decrease over time.

3.33 The accelerated transition provides the greatest CO_2 reduction benefit, with annual emissions dropping to 2.1% of the current level, whilst the economic scenario sees reductions to 39.8% of current levels.

Charging Infrastructure

3.34 There are four (4) main charging location options for Council's fleet, these being; Operations Centre, Salisbury Community Hub, private residences, and public/commercial charging stations. In addition, there is potential to investigate charging options at other Council owned facilities such as community hubs.

3.35 Currently most vehicles are garaged at the Operations Centre overnight (83 light and 35 heavy). The Salisbury Community Hub has parking for 47 vehicles during the day and 15 Council vehicles parked overnight in a locked compound, and there are approximately 32 light vehicles garaged overnight at private residents (private use and commuter use vehicles).

3.36 The feasibility study has examined vehicle usage and existing electrical infrastructure at the Operations Centre and the Salisbury Community Hub and provided indicative charging requirements for the scenarios based on a range of underlying assumptions.

3.37 Under the economic scenario, 95 out of 115 light vehicles and 11 out of 35 heavy vehicles are transitioned to EV to FY33. It was estimated that this would require approximately $1.2M in infrastructure upgrades comprising of smart chargers, site electrical works, and site capacity upgrades.

3.38 Charging infrastructure is the most complex component of transitioning to EV's, with a range of variables and factors that need due consideration. These include but are not limited to:

3.38.1 Own charging vs public/commercial charging options.

3.38.2 Smart charging (ability to control charging, collect data and report).

3.38.3 Charging rates/speeds.

3.38.4 Tariffs and optimising charging costs for own charging solutions.

3.38.5 Solar panel inputs and energy storage.

3.38.6 Electrical infrastructure upgrades, SAPN supply upgrades, and staging implementation.

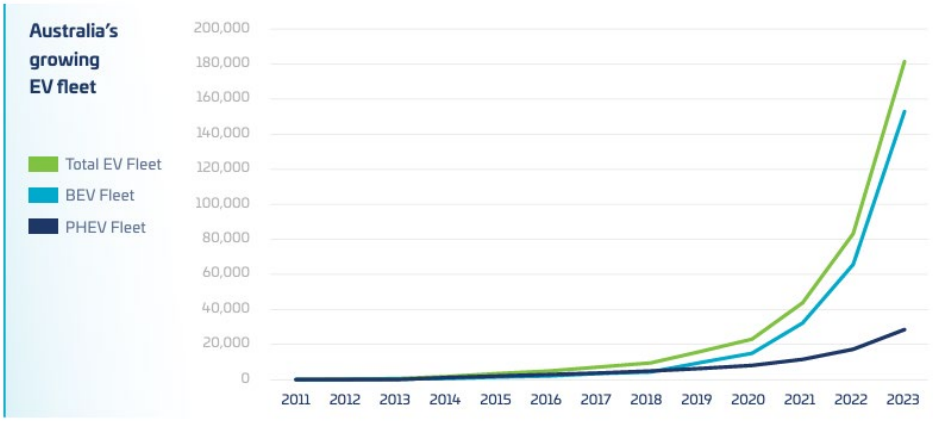
3.38.7 Private residence charging arrangements.

3.39 At the present time, there is sufficient electrical capacity at the Operations Centre to cater for a limited number of EV transitions foreseeable for the next 1-2 years, providing time to undertake further detailed analysis and planning of charging requirements. Funding opportunities to support future charging infrastructure are currently being explored.

3.40 The overnight parking area at the Salisbury Community Hub is likely to be impacted by the Church Street extension project and it is recommended that any charging requirements for this area be considered as a future need in developer negotiations and installation is deferred until the future of this site is determined.

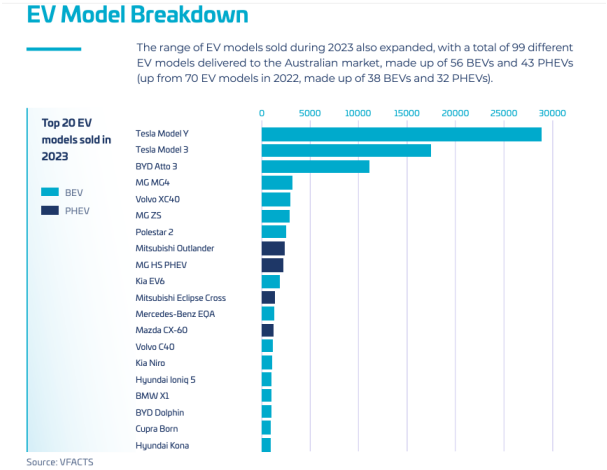
Low Emission Vehicle market

3.41 The low emission vehicle market is changing rapidly. New EV purchases in Australia more than doubled in 2023, compared to 2022, with the total number of EVs on Australian roads now exceeding 180,000 (approx. 1% of total light fleet).



Source: VFACTS, EVC EV Sales Database, OEM-provided figures.

3.42 The range of EV models sold during 2023 also expanded, with a total of 99 different EV models delivered to the Australian market (up from 70 in 2022). However, the vast majority of sales in 2023 were dominated by 3 models (Tesla Model Y, Tesla Model3, BYD Atto 3).



3.43 The purchase prices of EV's are becoming more affordable. The BEV recently purchased for the pool, an MG 4 passenger car, cost $36k.

3.44 While Australians bought a near record number of full battery EV's in March 2024, the proportion of EV's sold vs all cars sold did not grow. Latest reports on EV sales in Australia and overseas are showing an apparent flat lining of the proportion of cars sold. However, there is still strong growth in the hybrid market.

3.45 Public charging locations are also increasing with commitments from the both the National and State Governments in this area. Public DC charging locations increased from around 464 in 2022 to approximately 812 by the end of 2023.

3.46 Hydrogen is an emerging technology with more hydrogen fuel cell electric vehicles (FCEV) expected to be introduced later in the decade. There are currently only 2 hydrogen fuel cell vehicle models approved for use (lease only) in Australia from Toyota and Hyundai with very limited refuelling options.

3.47 Initial indications are hydrogen technology may be more suited to fleet vehicles with high payload/towing capacities and long-range requirements. By 2030, green hydrogen is expected to be a competitive alternative to diesel in heavy transportation, such as long haulage and agricultural machinery.

3.48 The economics of hydrogen fuel cell vehicles may rapidly improve in the future so this option can be explored in the future as the technology matures. The highest energy use vehicles (e.g. street sweepers) could be hydrogen trial candidates in the future.

3.49 It is anticipated that hydrogen will directly compete with alternative zero tailpipe emissions technologies such as BEV's with both technologies coexisting in the medium to long term.

Grants and Government Incentives

3.50 There are currently two Australian Government funding schemes that support electric vehicle infrastructure.

3.51 The Australian Renewable Energy Agency (ARENA) Driving the Nation Program has a funding focus area called 'Innovation in Charging' which provides between $500,000 to $15 million in funding (with a preference for matched funding) for EV charging related projects such as demonstrating innovative business models, smart charging, integration with the electricity grid and software trials. The program is open for expressions of interest which are assessed on a rolling basis. This funding is available to Local Governments but the project objectives suit outcomes being pursued by private entities.

3.52 The Australian Government Community Energy Upgrades Fund Program is targeting Local Government and provides between $25,000 and $2.5 million (with a requirement for matched funding) for projects that include energy efficiency and/or electrification and/or load flexibility upgrades that reduce costs and emissions for Local Government's facilities or operations using commercially available technologies (including EV charging infrastructure). Round one is now closed and Round two of funding will open in January 2025 for submission in April 2025 (with any projects to be completed by 31 March 2027).

Next Steps & Road Map

3.53 In a rapidly changing vehicle market, Council's pathway to transition to low emission vehicles will continue to evolve.

3.54 A measured, planned and adaptable approach is required along with ongoing analysis, review and refreshing to meet the challenges of a rapid changing environment.

3.55 It is recommended that a specific low emission vehicle transition road map and change plan be developed and updated on an annual basis as part of the annual business planning framework. The plan is proposed to contain the following types of actions for implementation:

Low Vehicle Emission Transition Road Map

Area	Action	Timeline
Fleet Productivity	Continue to review low utilisation vehicles, consider options to rationalise.	Ongoing
Fleet Type & Fit for Purpose Requirements	Continue to review vehicle types for functions at time of renewal, considering options for lower emission alternatives within TCO. Provide annual asset register with category breakdown to show annual changes.	Ongoing End of FY report
EV Trials	Implement the 2 purchased BEV's in vehicle pool. Gather data on trials, usage, battery performance, charging data, user feedback etc. Undertake short term trials offered by industry at no cost as available, e.g. electric trucks.	July 24-June 25
Industry Case Studies	Gather information on case studies and trials undertaken in other Council's and sectors – improve understanding of outcomes and where early adoption may be suitable.	Ongoing

Area	Action	Timeline
Market Developments	Continue to keep abreast of market developments, new models, price points, technology advancements in charging etc.	Ongoing
Total Cost of Ownership	Maintain approach of lowest total cost of ownership. Provide annual report showing examples of vehicles purchases and overall changes year on year	Ongoing
Electrical Infrastructure	Undertake further detailed analysis of electrical infrastructure and potential charging requirements at the Operations Centre and other Council sites Develop scaled/staging charging infrastructure plans (concept at first)	June 2025
Policies	Consider policy reviews and implications around private residence charging and commuter use agreements.	Vehicle Policy Update June 24 Commuter Use review Dec 24
Engage the Workforce	Regular engagement with staff on the vision, strategy, updates. Training and seeking feedback where required.	Ongoing
Change Management	Develop and communicate clear vision Consider engagement and communications around transition change initiatives Map and report on changes made	Ongoing
Resourcing	Consider and review internal resourcing requirements to manage and implement transitions	Ongoing

4. CONCLUSION / PROPOSAL

4.1 The City of Salisbury has commenced transitioning to low emission vehicles where the vehicles meet operational requirements and cost effective, with a current focus on transitioning sedans and SUV's to Hybrid Electric Vehicles (HEV). In addition, 2 Battery Electric Vehicles (BEV) have recently been purchased and will be utilised in the vehicle pool.

4.2 A detailed feasibility transition study was completed in early 2024, with forecasts providing predictions of potential transitions that may occur over the next 10-year period. The light vehicle fleet is forecast to have available low emission transition options, with 83% estimated to be economical to transition within the 10-year period based on current data and assumptions. Whereas the availability of heavy vehicle fleet options will be limited during this period, with only 31% (11 out of 35) of vehicles estimated to be economical to transition based on current data and forecast assumptions.

4.3 The current approach of progressively switching to low emission vehicles at the time of renewal will be continued, where the TCO is equal to or less than the TCO of the existing internal combustion engine vehicle and the vehicle is fit for purpose. At this stage, 38 ICE light vehicles have been assessed as being potentially viable to transition to low emission alternatives over the next 3 years, subject to final fit for purpose and TCO assessment, with 14 having already being replaced and 4 on order with a low emission option.

4.4 It is currently considered that installation of charging infrastructure at the Operations Centre or Hub is not warranted during the next 1-2 years to cater for the limited number of foreseeable BEV transitions. Further detailed analysis, assessment of charging requirements, identification of energy solution options and funding opportunities is planned for 2025/26.

4.5 The two BEV's in the fleet will be charged by a low-cost portable solution that plugs into existing 3-phase power outlets. This system will capture usage details, like a fuel card, so data can be reviewed to inform future decisions. Portable in nature the charging system will allow flexible trials to find optimal parking locations around sites, with the option to move between locations pending suitable 3-phase power outlet.

4.6 The development of an annual low emission vehicle transition change plan is proposed to provide a framework for guiding and reporting on actions and road map progress in a rapidly changing environment.

CITY OF SALISBURY

Fleet Low Emission Feasibility Study & Transition Plan

January, 2024

Glossary

Abbreviation	Meaning
BAU	Business as usual
BEV	Battery electric vehicle
BNEF	Bloomberg New Energy Finance
DER	Distributed energy resource
EV	Electric vehicles
EVSE	Electric vehicle supply equipment
EWP	Elevated work platform
FCEV	Fuel cell electric vehicle
GHG	Greenhouse gas
HDT	Heavy duty truck
HEV	Hybrid electric vehicle
ICE	Internal combustion engine
IEA	International Energy Agency

Glossary

Abbreviation	Meaning
IPCC	Intergovernmental Panel on Climate Change
LCV	Light commercial vehicle
LDT	Light duty truck
LFP	Lithium Iron Phosphate
MDT	Medium duty truck
NMC	Nickel Manganese Cobalt
NPV	Net present value
OEM	Original equipment manufacturer
PHEV	Plug-in hybrid electric vehicle
TCO	Total cost of ownership
WLTP	Worldwide harmonised Light vehicle Test Procedure
ZEV	Zero Emission Vehicle

Introduction

Local governments face a number of key challenges in planning their fleet transition to low and zero emission vehicles to achieve a balance of financial, technological and sustainability goals. This document outlines a plan to initiate the process.

As momentum towards transitioning commercial fleets away from fossil fuels is gaining across Australia, the interest in understanding the implications (financial, social and economic) of low emissions technologies into these fleets is also increasing.

The City of Salisbury (CoS) has engaged Evenergi to develop a detailed 'Fleet Low Emission Feasibility Study & Transition Plan' that examines the potential for the council to move towards a low and zero emissions fleet.

The plan evaluates a number of different technologies including hybrids, plug in hybrids and full electric vehicles in making a determination about the potential likely mix of technologies in the City of Salisbury future fleet at various points in time. The plan examines the potential to transition the fleet under two different transition pathways (economic and accelerated). Only the council's light and heavy vehicles have been considered at this stage as they represent the most likely candidates in the near term for transition..

The report also considers the potential in the medium term of Hydrogen vehicles and where they may be able to support a fleet transition. Hydrogen is an emerging technology that is of interest to the City of Salisbury and more broadly South Australia.

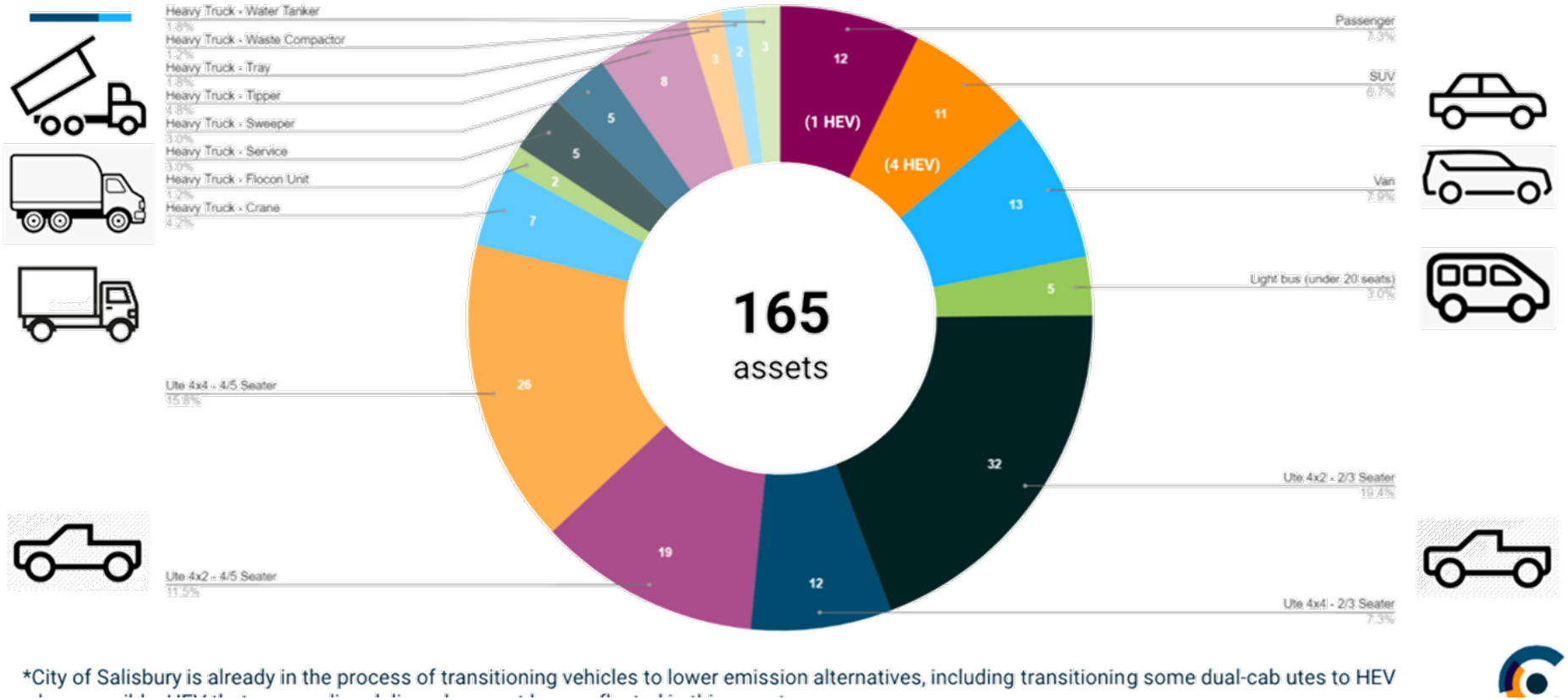
For each of the two transition pathways modelled the implications of the transition and the requirements that poses on the City of Salisbury's sites are examined to help council in long term planning and preparation purposes.

Finally, a number of recommendations have been made to help the City of Salisbury prepare

Executive summary

Fleet composition - light and heavy vehicles

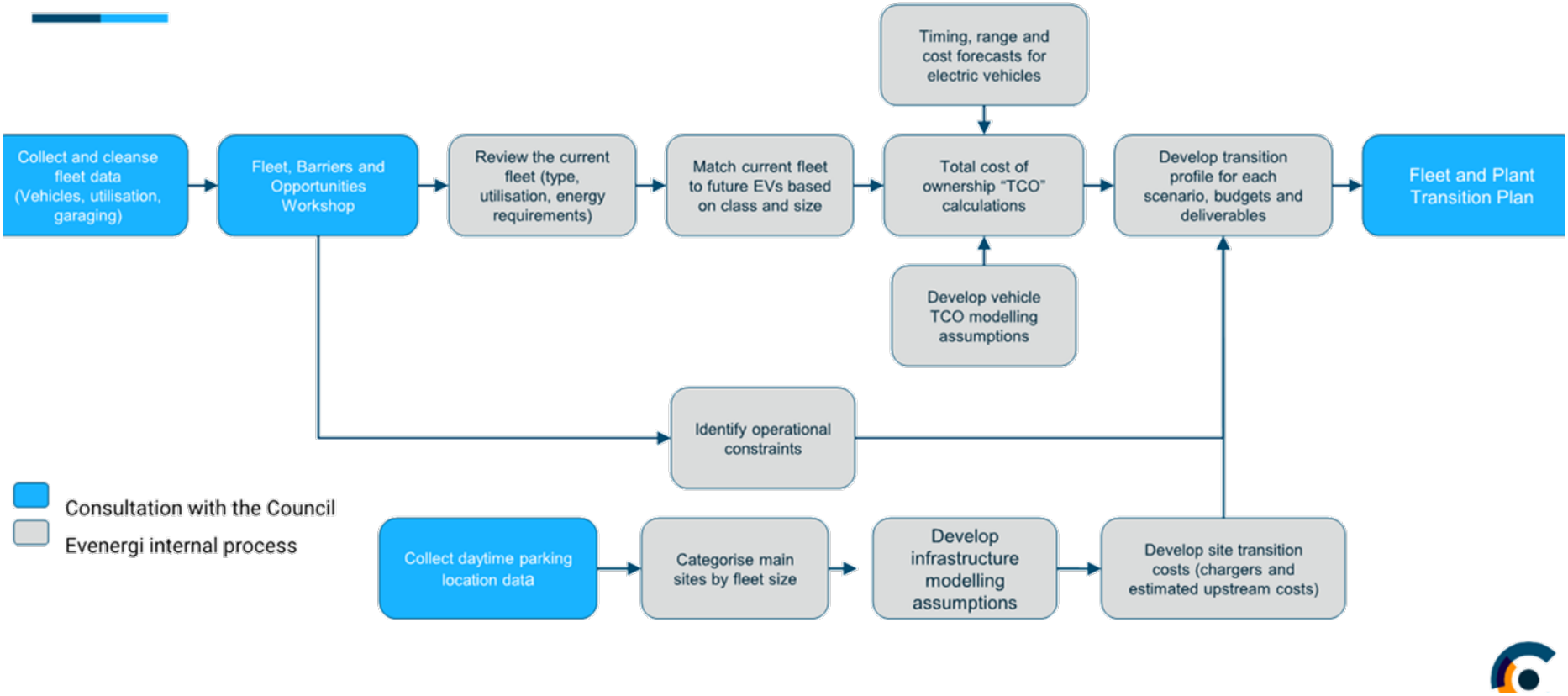
Utes accounts for the largest share of the fleet (89 vehicles). There are 5 hybrid vehicles in the present fleet, with more pending delivery*.



*City of Salisbury is already in the process of transitioning vehicles to lower emission alternatives, including transitioning some dual-cab utes to HEV

Process for developing fleet transition roadmap

A collaborative process has been used taking quantitative and qualitative data from the Council and processing this through Evenergi's transition modelling software.



Fleet transition scenarios

The fleet transition analysis considers two transition options (economic and accelerated) and are compared against a business-as-usual (BAU) scenario.

01	Business as usual (BAU)	• Replace ICE with ICE (or HEV if available) • Lowest total cost of ownership (TCO) modelling • No BEV or PHEV is procured
02	Economic scenario	• Replace ICE with lower emission vehicle only if TCO is equal or lower • Only transition if fit for purpose (energy requirement)
03	Accelerated scenario	• Replace ICE with with lower emission vehicle only if TCO is within 110% of the equivalent ICE • Force all vehicles to BEV by last replacement cycle

ICE: Internal combustion engine (vehicle)
HEV: Hybrid electric vehicle
PHEV: Plug-in hybrid electric vehicle
BEV: Battery electric vehicle

Hydrogen vehicles (FCEV) are excluded in the modelling analysis.

Transition operational readiness

Our approach considers a number of factors (ie hurdles to overcome) to assess the feasibility of transition for each vehicle or plant asset in the fleet

ZEV model availability
High level comparison of vehicle functional requirements vs. those available on the market

Good data on requirements
Data exists to confidently understand the requirements and hence select a low or zero emission vehicle which will work operationally

Can meet energy requirements
Daily energy requirements for the vehicle are within the limits of what can be delivered with currently available low or zero emission vehicles

Charging solution available
Vehicle logistics and operations allows for realistic charging solution to be utilised

Economic viability
Total cost of ownership comparison vs traditional vehicle options to ensure value is being created

Transition readiness - light vehicles

The light vehicle fleet is forecast to mostly have available transition options by FY33, with ~74% to be economical. The current outstanding barriers are model availability on utes and light buses. Very good prospects in the near term to transition passenger and SUV

Hurdles to assess transition feasibility 1 2 3 4

	Total	Low/zero emission Vehicle Availability	Good Data on Requirements	Can Meet Energy Req'ts*	Charging Solution Available	Transitionable by FY33 (Accelerated scenario)	Economic by FY33 (Economic scenario)
SUV	11	Maturing	Yes	Yes	Yes	11	11
Ute	89	Non-available (expected by 2027)	Yes	Yes	Yes	89	65
Passenger	12	Maturing	Yes	Yes, minor exceptions only	Yes	12	9
Light bus	5	Non-available (expected by 2027)	Yes	Yes	Yes	5	5
Van	13	Limited	Yes	Yes, minor exceptions only	Yes	13	6
Total	**130**	-	-	-	-	**130 (100%)**	**96 (~74%)**

*Where requirements aren't met on a single overnight charge. Other solutions (secondary charging, long range batteries) may enable a transition. Needs a deeper understanding on specific use case.

Transition readiness - heavy vehicles

The heavy vehicle fleet is forecast to mostly have available transition options by FY33, but only ~31% are economical to be transitioned. Some outstanding barriers to transition are truck model availability with specific functional body, such as heavy street sweepers.

Hurdles to assess transition feasibility ① ② ③ ④

	Total	Low/zero emission Vehicle Availability	Good Data on Requirements	Can Meet Energy Req'ts*	Charging Solution Available	Transitionable by FY33 (Accelerated scenario)	Economic by FY33 (Economic scenario)
GVM 4,500 TO <8,000 KG	11	Yes	Yes	Yes, minor exceptions only[1]	Yes	11	4
GVM 8,000 TO<11,000 KG	3	Yes	Yes	Yes	Yes	3	1
GVM 11,000 TO <16,000 KG	19	Yes, except sweepers	Yes	Majority, ~68%[2]	Yes	19 [3]	5
GVM >16,000 KG	2	Yes	Yes	Yes	Yes	2	1
Total	**35**	-	-	-	-	**35 (100%)**	**11 (~31%)**

*Where requirements aren't met on a single overnight charge. Other solutions (secondary charging, long range batteries) may enable a transition. A deeper understanding on the specific use case is required.

[1] Includes 1 rubbish compactor

[2] Includes 5 street sweepers and 1 flocon unit

[3] Subjects to future technology developments and model availability, it is expected that there will be suitable solutions by FY33

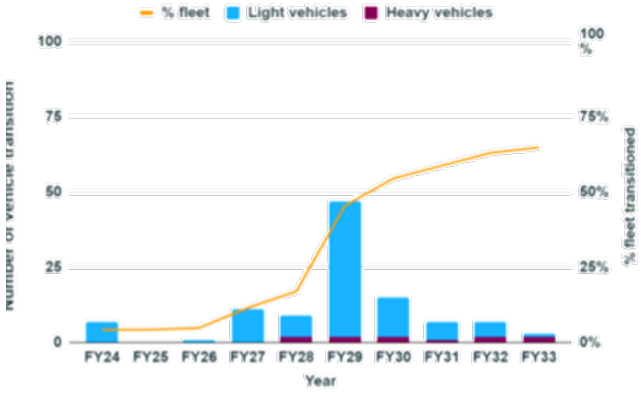
Economic scenario - transition timing and charger deployment

The transition starts in FY24 with the light vehicles with an increase in activity from FY26. 96 light vehicles and 11 heavy vehicles transition by FY33. 74x 7kW and 7x 22kW chargers are required to support the fleet in this scenario by FY33.

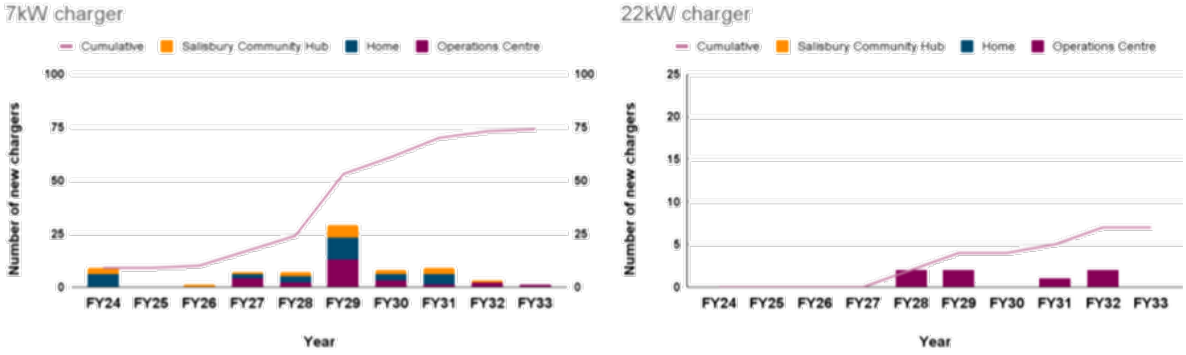
round 74% of light vehicles (96 out of 130) and 31% of heavy vehicles (11 out of 35) transition to electric vehicles in this scenario. The transition starts FY24 with the light vehicles and chargers will first be required at private home* and the Salisbury Community Hub, while more vehicles are to transition om FY26 onwards. A total of 74x 7kW chargers (including home charger and site based chargers) for light vehicles and 7x 22 kW chargers for heavy ehicles are estimated. The deployment timelines at different sites shown in the graphs below.

he majority of charging at the Operations Centre are assumed to be overnight due to the large presence of light and heavy fleet garaged overnight at site nd operational nature of the fleet, however day charging where possible is advised. 22kW chargers would not be required at the Salisbury Community lub since there is no heavy vehicle. There could be further potential to consolidate some 7kW chargers at the Operations Centre to 22kW to allow hargers to be shared between light and heavy vehicles.

FLEET TRANSITION TIMELINE



CHARGERS DEPLOYMENT BY SITE

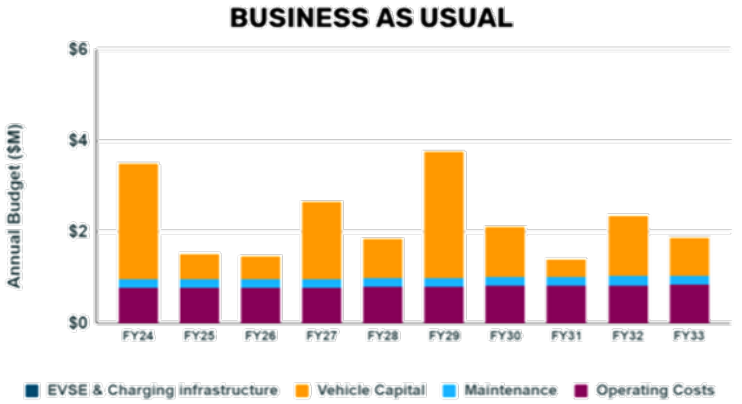


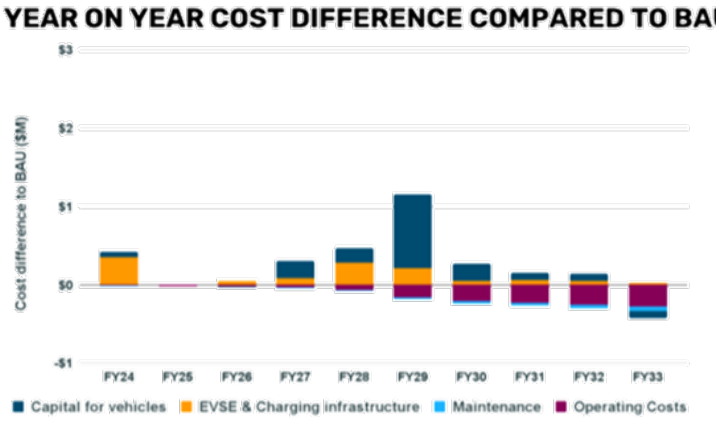
* For commuter vehicles and based on current strategy for charging. A different strategy which involves no home charging would see an increased requirement for day time

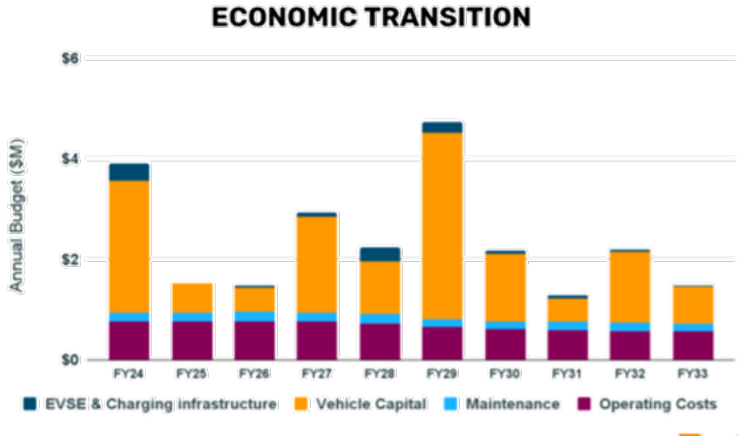
Economic scenario - financials

The economic transition incurs an additional $1.4M over the period to FY33. Savings in operating cost offsets higher capital costs and infrastructure deployment costs.

Item	BAU	Economic	Difference
Operating costs (incl. fuel/electricity)	$8.0M	$6.8M	(-)$1.3M
Maintenance	$1.9M	$1.7M	(-)$0.2M
Vehicle capital (incl. depreciation)	$12.6M	$14.3M	(+)$1.7M
EVSE & Charging Infrastructure**	/	$1.2M	(+)$1.2M
Total	$22.5M	$23.9M	(+)$1.4M







)oes not include cost for potential upstream of site upgrades. City of Salisbury will need to consult SAPN in the

Item 1.1.2 - Attachment 1 - Fleet Low Emission Feasibility Study & Transition Plan Executive Summary

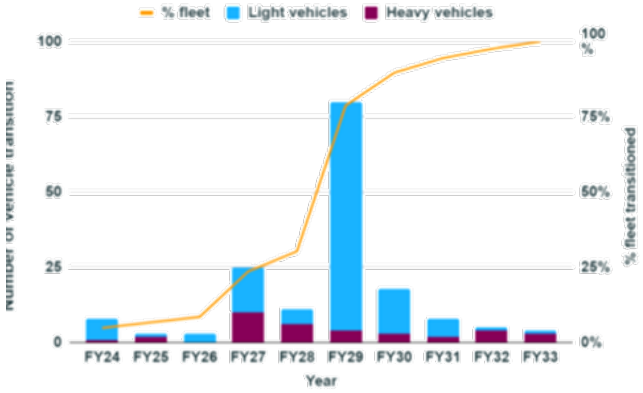
Accelerated scenario - transition timing and charger deployment

All vehicles transition by FY33, requiring installation of 92x 7kW and 22x 22kW chargers. 7 light vehicles and 1 heavy vehicle transition in FY24, with small numbers transitioning in FY25 & FY26 before the transition ramps up quickly from FY27.

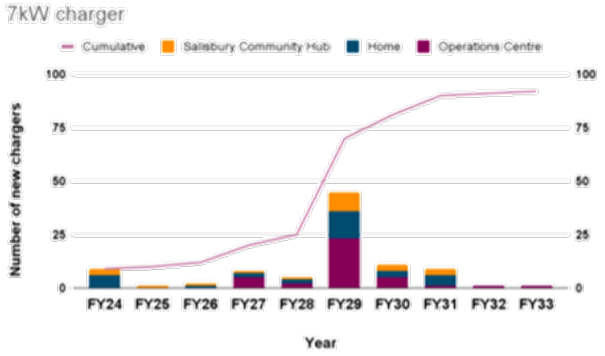
ll light vehicles (130) and heavy vehicles (35) are transitioned to electric vehicles in this scenario. The transition starts in FY24 with the light vehicles ith and chargers will first be required at private home* and the Salisbury Community Hub, while more vehicles are to transition from FY27 onwards. A otal of 92x 7kW chargers (including home charger and site based chargers) for light vehicles and 22x 22 kW chargers for heavy vehicles are estimated. he deployment timelines at different sites shown in the graphs below.

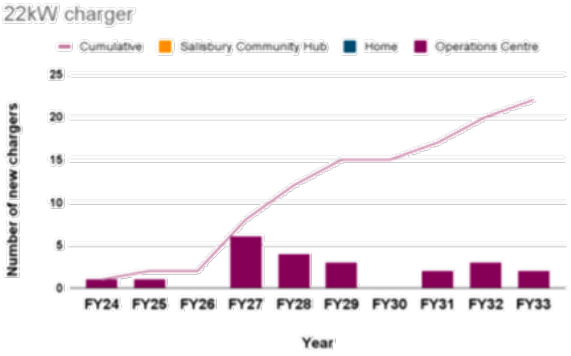
ince all heavy vehicles are based at the Operations Centre, 22kW chargers would not be required at the Salisbury Community Hub. There could be otential to consolidate some chargers at the Operations Centre to 22kW to allow chargers to be shared between light and heavy vehicles.

FLEET TRANSITION TIMELINE



CHARGERS DEPLOYMENT BY SITE





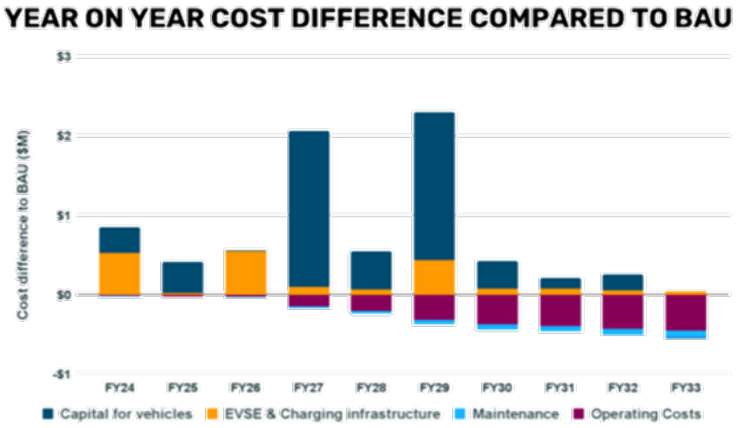
* For commuter vehicles and based on current strategy for charging. A different strategy which involves no home charging would see an increased requirement for day time

Item 1.1.2 - Attachment 1 - Fleet Low Emission Feasibility Study & Transition Plan Executive Summary

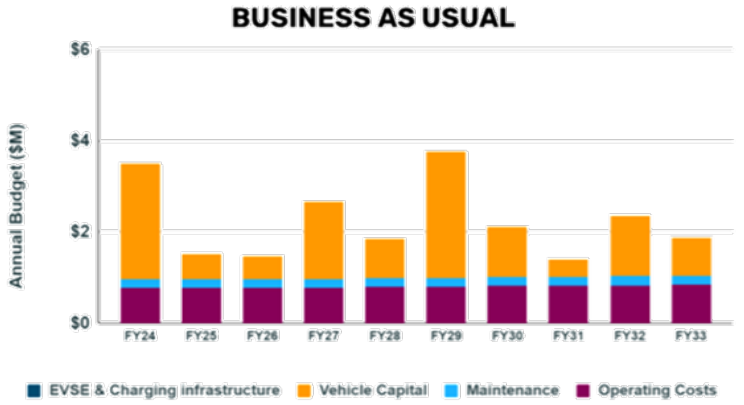
Accelerated scenario - financials

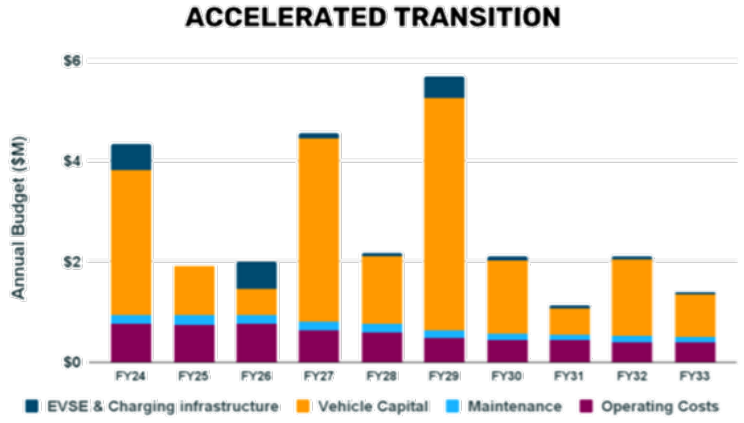
The accelerated transition incurred an additional $4.9M over the period to FY33. Saving in operating cost is mainly achieved by the transitioned vehicles requiring lower/no fuel use.

Item	BAU	Accelerated	Difference
Operating costs (incl. fuel/electricity)	$8.0M	$5.6M	(-)$2.4M
Maintenance	$1.9M	$1.5M	(-)$0.4M
Vehicle capital (incl. depreciation)	$12.6M	$18.3M	(+)$5.7M
EVSE & Charging Infrastructure**	/	$1.9M	(+)$1.9M
Total	$22.5M	$27.4M	(+)$4.9M



)oes not include cost for potential site upstream upgrades. City of Salisbury will need to consult SAPN in the





CO2 emissions reduction

The accelerated transition provides the greatest CO2 emissions reduction benefit, with annual emissions dropping to 2.1% in FY33 of the current level, and 39.8% in the economic scenario.

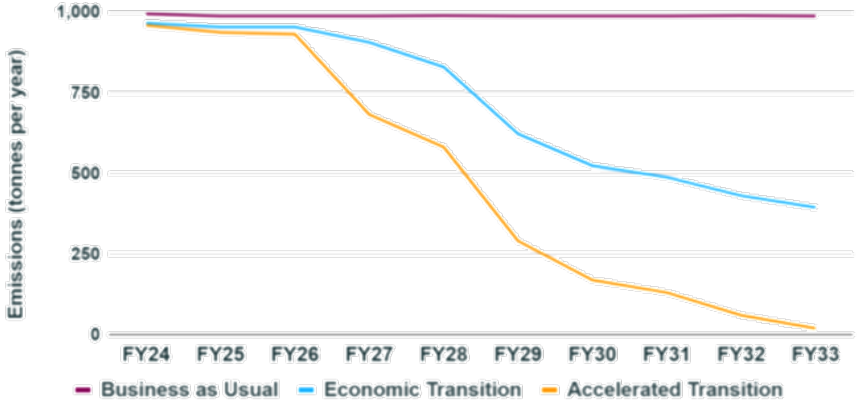
Cumulative CO2 emissions* (including scope 1 and 2 emission) from the light and heavy vehicle fleet (combined) over the FY24-FY33 time period are calculated based on the assumption that vehicles will be powered by electricity from the grid that is generated by renewables. The emission of scenarios are estimated as follows:

- BAU: 9,899 tonnes
- Economic: 7,082 tonnes
- Accelerated: 4,775 tonnes

The accelerated transition provides the greatest emission reduction of 5,124 tonnes CO2 in the total aggregated emissions over the period of FY24 - FY33. In FY33 alone, the emissions are expected to drop to 2.1% of the current level of emission.

The economic transition provides a total emissions reduction of 2,817 tonnes CO2 in the total aggregated emissions over the period of FY24 - FY33. In FY33 alone, the emissions are expected to drop to 39.8% of the current level of emission.

The accelerated transition scenario maximises emissions reduction by significantly increasing the number of EVs entering the fleet and will continue to provide emission reduction benefits



Scenario (combined fleet)	CO_2 emissions FY24 - FY33 (tonnes)	Emission % Full period of BAU total	CO2 emissions in FY33 (tonnes per annum)	Emission % FY33 of current level
BAU	9,899	-	989	-
Economy	7,082	71.5%	396	39.8%
Accelerated	4,775	48.2%	21	2.1%

*Including emission from electricity generation using forecasted SA's grid intensity. Fuel emission factors are taken from the Australian Transport Assessment and Planning

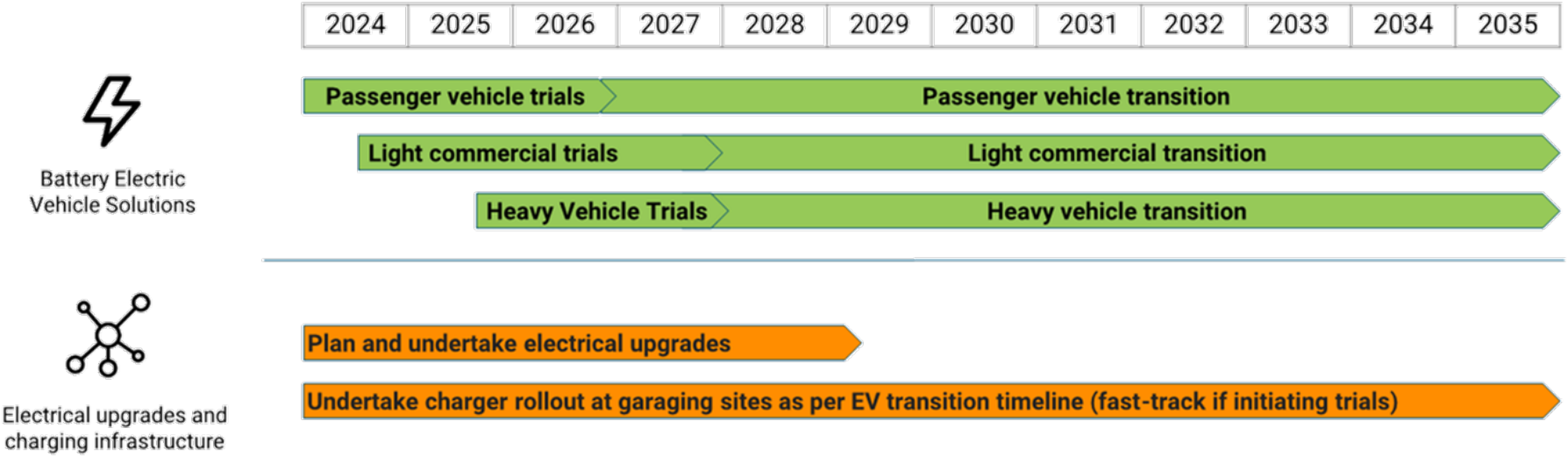
Key Recommendations

Many recommendations have been made based on this study. The key recommendations are shown below by theme.

01	Improve fleet productivity	• Consider if low utilisation vehicles can be removed (ie work placed on other vehicles) or downrated (lower size and mass). GPS analysis can support this activity. • Ensure all vehicle selection leading to large and heavier vehicles is justified
02	Prepare, conduct and leverage trials	• Look to run some PHEV and EV trials ahead of the timing shown in this analysis. Trials can be used to prove out vehicles, home charging solutions as well as help prepare the organisation.
03	Prepare for scaled deployment	• Commence dialogue with SAPN about site transition requirements and to confirm if any upstream of site upgrades are required. • Develop detailed site based charging infrastructure plans to support EVs
04	Planning framework with frequent updates	• Develop and utilise a planning framework with frequent updates, involving periodic refresh of transition modelling, update of transition targets, and periodic refresh of EV availability in the market for procurement purposes
05	Engage the workforce in the transition	• Develop and communicate a change vision, enable action in the workforce by training and empowering staff and removing barriers, and integrate change within the organisational culture for long-term success.
06	Update internal policies to support the EV transition	• Develop policies around home charging in line with early trials of home charging solutions
07	Engage the broader community	• Collaborate with industry and neighbours to understand shared charging solutions (ie a shared charging hub in Salisbury centre, or near the main Operational centre) as an alternative to council owned and operated charging.
08	Plan for vehicles with secondary charging needs	• Understand the movement patterns using GPS of the high utilisation heavy vehicles that have high energy requirements that may prove challenging for electrification to identify trends in high energy usage and potential secondary charging locations.

Next steps to transition light and heavy vehicle fleet

A staged approach to the transition is recommended focusing on what is possible now and in the near future. Trials should be used to better inform the direction for later stages. Periodic reevaluation will be required to update the plan.



Next steps

The Council should take the following next steps to move forward with the EV transition

It is recommended that the Council undertake the following steps for fleet transition to low or zero emission vehicles in the near future. It may require an internal program manager role (% of full time role) given the amount of work that could be developed in the near future.

- Utilise GPS analysis to support fleet consolidation and further understanding of movement patterns of vehicles that may need secondary charging support. GPS analysis can also refine understanding of day time charging opportunities.
- Begin trials on light vehicle transitions ASAP in 2024, focusing on passenger cars and medium SUVs that would be coming up for replacement.
- Plan for charging infrastructure to support early trials at both of councils sites for PHEVs and BEVs.
- Undertake home charger trials at the same time with vehicle transition trials, to be based on consultation with staff, to identify appropriate private residential locations for rollout.
- Embark on PHEV and BEV light commercial (ute) trials in 2025 or as soon as availability of suitable light commercial products improves.
- Undertake consultations with industry OEMs to assess model availability for both light and heavy vehicles, which can inform procurement decisions. Waste compactors and sweepers may be suitable for early transition but current have limited availability.
- Begin planning for electrical capacity upgrades along with site infrastructure upgrades at each of the councils sites (beginning with the office in Salisbury as this will likely exceed capacity as soon as the transition ramps up). Be prepared if the transition happens faster than this analysis suggests.
- Consult with SAPN on upstream of site upgrades and if they will be required.
- Undertake consultations with charging infrastructure providers to assess the feasibility of using public charging networks for Council vehicles in the future. At this stage the RAA network does not look very supportive however this will change in the future as more EVs get on the roads.
- Assess grant funding opportunities in consultation with relevant government agencies at the state and federal levels to assess upcoming funding programs and how the Council can participate in them to support the vehicle transition starting in 2024.