

Council Meeting

Agenda

Date: Wednesday 15 March 2023

Time: 6pm

Venue: Civic Centre (Council Meeting Room)
13 Mair Street, Benalla

Council Meetings are live streamed and recorded. Members of the public are encouraged to watch the live broadcast of the meeting at www.benalla.vic.gov.au

Any person wishing to participate in Question Time or Public Submissions in accordance with Rule 7.2 and 7.3 of the *Governance Rules 2020* should contact the Council by emailing council@benalla.vic.gov.au or telephoning the Governance Coordinator on (03) 5760 2600.

In accordance with Rule 6.4 of the *Governance Rules 2020* an audio recording will be made of the proceedings of the meeting.

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Agenda

Chair Councillor Bernie Hearn (Mayor)

Councillors Councillor Danny Claridge
Councillor Peter Davis
Councillor Don Firth
Councillor Punarji Hewa Gunaratne
Councillor Justin King
Councillor Gail O'Brien

In attendance Dom Testoni Chief Executive Officer
Robert Barber General Manager Corporate
Jane Archbold Manager Community
Cathy Fitzpatrick Manager Finance
Janine McMaster Manager People and Performance
Courtney Naughton Manager Economic Development and Sustainability
Greg Robertson Manager Facilities and Information Technology
Tracey Beaton Acting Governance Coordinator

Opening and Acknowledgment of Country

The Chair will open the meeting and recite the following Acknowledgement of Country.

We, the Benalla Rural City Council, acknowledge the traditional custodians of the land on which we are meeting. We pay our respects to their Elders past and present and to Elders from other communities who may be here today.

Statement of Commitment

The Councillors will recite the following Statement of Commitment:

I declare,

that as a Councillor of Benalla Rural City

I will undertake on every occasion

to carry out my duties in the best interests of the community

and that my conduct shall maintain the standards of our Councillor Code of Conduct

so that I may faithfully represent

and uphold the trust placed in the Council

by the people of Benalla and District.

Governance Matters

This Council Meeting is conducted in accordance with the *Local Government Act 2020* and the *Benalla Rural City Council Governance Rules 2020*.

Recording of Council Meetings

In accordance with the *Governance Rules 2020* clause 6.4 meetings of Council will be audio recorded and made available for public access, with the exception of matters identified as confidential items in the agenda.

Behaviour at Meetings

Members of the public present at a meeting must remain silent during the proceedings other than when specifically invited to address the Committee.

The Chair may remove a person from a meeting for interjecting or gesticulating offensively after being asked to desist, and the chair may cause the removal of any object or material that is deemed by the Chair to be objectionable or disrespectful.

The Chair may call a break in a meeting for either a short time, or to resume another day if the behaviour at the Council table or in the gallery is significantly disrupting the Meeting.

Disclosures of Conflict of Interest

In accordance with the *Local Government Act 2020*, a Councillor must declare any Conflict of Interest pursuant to Section 130 of the Act in any items on this Agenda.

At the time indicated in the agenda, a Councillor with a conflict of interest in an item on that agenda must indicate they have a conflict of interest by clearly stating:

- the item for which they have a conflict of interest;
- whether their conflict of interest is general or material; and
- the circumstances that give rise to the conflict of interest.

Immediately prior to the consideration of the item in which they have a conflict of interest, a Councillor must indicate to the Meeting the existence of the conflict of interest and leave the Meeting.

Apologies

Recommendation:

That the apology/ies be accepted and a leave of absence granted.

Confirmation of the previous Meeting Minutes

The minutes have been circulated to Councillors and posted on the Council website www.benalla.vic.gov.au pending confirmation at this meeting.

Recommendation:

That the Minutes of the Council Meetings held on 8 February 2023 be confirmed as a true and accurate record of the meeting.

1. Public Question Time

The Council's *Governance Rules 2020* provide the opportunity for members of the public to lodge written questions of broad interest to the Council and the community.

Questions of the Council will not be allowed during any period when the Council has resolved to close the meeting in respect of a matter under section 66 (1) of the *Local Government Act 2020* (the Act).

A question may be on any matter except if it:

- is considered malicious, defamatory, indecent, abusive, offensive, irrelevant, trivial, or objectionable in language or substance;
- relates to confidential information as defined under the Act;
- relates to the personal hardship of any resident or ratepayer; or
- relates to any other matter which the Council considers would prejudice the Council or any person.

No more than two questions will be accepted from any person at any one meeting.

All questions and answers must be as brief as possible, and no discussion may be allowed other than by Councillors for the purposes of clarification.

Like questions may be grouped together and a single answer provided.

The Chair may nominate a Councillor, the Chief Executive Officer or another member of Council staff to respond to a question.

Recommendation:

That the question(s) and answer(s) be noted.

2. Petitions

Record of Committees

3.1 Recommendations from Finance and Planning Committee

The recommendations of the Finance and Planning Committee meeting held on Wednesday 1 March 2023 are attached as **Appendix 1**.

Recommendation:

That the recommendations of the Finance and Planning Committee meeting held on Wednesday 1 March 2023 be adopted.

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Business**1. Planning Application For The Construction Of Two Dwellings In Addition To The Existing And A Three Lot Subdivision – 15 Dunn Street, Benalla**

The report assessed a planning application received for the construction of two dwellings to the rear of an existing dwelling and a three lot subdivision at 15 Dunn Street, Benalla.

It is noted that Mr Harry Moran spoke in favour of the planning application.

Cr Davis / Cr Hearn:

That Council having caused notice of Planning Application No. P0118/22 to be given under Section 52 of the *Planning and Environment Act 1987* and having considered all the matters required under Section 60 of the *Planning and Environment Act 1987* decides to issue a Notice of Decision to Grant a Permit under the provisions of the Benalla Planning Scheme in respect of the land known and described as 15 Dunn Street, Benalla, to construct two dwellings to the rear of an existing dwelling and to subdivide land into three lots in accordance with the endorsed plans, with the application dated 1 August 2022 and subject to the following conditions:

1. The development and/or use permitted by this permit must not be commenced until three copies of a site layout plan drawn to scale and with dimensions must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of this permit. Such plan must be generally in accordance with the plan submitted, but modified to show:
 - a) The internal living areas for each dwelling on the site to be provided with direct access by way of a door to the Secluded Private Open Space areas.
 - b) The provision of at least 6m³ of storage for each dwelling.
2. The development and/or use permitted by this permit as shown on the endorsed plan(s) and/or described in the endorsed documents must not be altered or modified (for any reason) except with the prior written consent of the Responsible Authority.
3. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.
4. Before the development starts a landscape plan to the satisfaction of the responsible authority must be submitted to and approved by the Responsible Authority and be in accordance with the requirements of the Infrastructure Design Manual. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided. The plan must show:
 - a) a survey of all existing vegetation and natural features showing plants to be removed and retained;
 - b) all trees planted as part of the landscape works shall have a minimum height of 2.0 to 2.5m at the time of planting.

- c) a planting schedule of all proposed trees, shrubs and ground cover, which will include the location, number and size at maturity of all plants, the botanical names of such plants and the location of all areas to be covered by grass, lawn or other surface materials as specified;
- d) the method of preparing, draining, watering and maintaining the landscaped area;
- e) landscaping and planting within all open areas of the site
- f) all landscaped areas proposed to be used for stormwater retardation;

All species selected must be to the satisfaction of the responsible authority. The landscape plan must also indicate that an in-ground irrigation system is to be provided to all landscaped areas. Before the use/occupation of the developments starts or prior to the issue of a statement of compliance of the subdivision or by such a later date as is approved by the responsible authority in writing, landscaping works shown on the endorsed plan must be carried out and completed to the satisfaction of the responsible authority. The landscaping shown on the endorsed plans must be maintained for a period of three months from the date of practical completion of the works to the satisfaction of the responsible authority. Any dead, diseased or damaged plants are to be replaced within 12 months of the date of practical completion for the works.

- 5. Landscaping in accordance with the endorsed plans required by condition 4 must be completed prior to certificate of occupancy. The landscaping must then be maintained to the satisfaction of the Responsible Authority.
- 6. Soil erosion control measures must be employed throughout the construction stage of the development to the satisfaction of the Responsible Authority. Before the development starts, a construction management plan shall be submitted to and approved by the Responsible Authority. The plan must outline how issues such as mud on roads, dust generation and erosion and sediment control will be managed, on site, during the construction phase. Details of a contact person/site manager must also be provided, so that this person can be easily contacted should any issues arise. Management measures are to be in accordance with EPA guidelines for Environment Management, "Doing It Right On Subdivisions" Publication 960, September 2004.
- 7. Appropriate measures must be implemented throughout the construction stage of the development to rectify and/or minimise mud, crushed rock or other debris being carried onto public roads or footpaths from the subject land, to the satisfaction of the Responsible Authority.
- 8. Before the use begins or prior to the issue of a Statement of Compliance, all vehicular crossings shall be constructed in accordance with the endorsed plan(s) to the satisfaction of the Responsible Authority, and shall comply with the following:
 - a) standard vehicular crossings shall be constructed at right angles to the road to suit the proposed driveways in accordance with IDM, and any existing redundant crossing shall be removed and replaced with concrete (kerb and channel);

- g) any proposed vehicular crossing shall have satisfactory clearance to any side-entry pit, power or Telecommunications pole, manhole cover or marker, or street tree. Any relocation, alteration or replacement required shall be in accordance with the requirements of the relevant Authority and shall be at the applicant's expense.

No additional vehicle crossing may be constructed apart from those endorsed on the approved plan.

9. Before the use begins or prior to the issue of a Statement of Compliance, all stormwater and surface water discharging from the site, buildings and works must be conveyed to the legal point of discharge by underground pipe drains to the satisfaction of the responsible Authority. No effluent or polluted water of any type may be allowed to enter the Council's stormwater drainage system.
10. Before any of the development starts or prior to certification of the plan of subdivision, a properly prepared drainage discharge plan with computations to the satisfaction of the responsible authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and a minimum of three copies must be provided. The information submitted must show the details listed in the council's Infrastructure Design Manual and be designed in accordance with the requirements of that manual.

The information and plan must include:

- a) details of how the works on the land are to be drained and retarded.
- b) computations including total energy line and hydraulic grade line for the existing and proposed drainage as directed by Responsible Authority
- c) underground pipe drains conveying stormwater to the legal point of discharge for each allotment.
- d) measures to enhance stormwater discharge quality from the site and protect downstream waterways including the expected discharge quality emanating from the development (output from MUSIC or similar) and design calculation summaries of the treatment elements;
- e) a maximum discharge rate from the site is to be determined by computation to the satisfaction of Council.
- f) documentation demonstrating approval from the relevant authority for the legal point of discharge.
- g) the details of the incorporation of water sensitive urban design designed in accordance either "Urban Stormwater Best Practice Environmental Management Guidelines" 1999.
- h) maintenance schedules for treatment elements.
- i) each unit including open space areas independently drained to a single point of discharge for the whole development to the satisfaction of the Responsible Authority.

- j) discharge from the site to be retarded on site to the satisfaction of the Responsible Authority, to ensure a maximum discharge rate off-site as specified in the Infrastructure Design Manual unless otherwise approved by the Responsible Authority.**
- k) underground drains for each unit including open space areas wholly contained within the fenced area pertaining to the unit. The outfall be located in or under the common vehicle driveway and shall not cross under or be located within any of the unit's fenced areas.**
- l) all dwellings to be erected must be provided with a rainwater tank for the collection and re-use of roof collected stormwater for toilet flushing and garden irrigation and for the dwelling to be plumbed accordingly.**

Before the use begins or prior to the issue of Statement of Compliance, all works must be constructed in accordance with those plans to the satisfaction of the Responsible Authority

- 11. Before any drainage or landscaping works associated with the development or subdivision start, detailed construction plans to the satisfaction of the responsible authority must be submitted to and approved by the responsible authority. When approved, the plans will be endorsed and will then form part of the permit.**

All works constructed or carried out must be in accordance with those plans and must be completed prior to the commencement of the use.

- 12. Before the development starts or prior to certification of the Plan of Subdivision, the owner or developer must submit to the Responsible Authority a written report and photos of any prior damage to public infrastructure. Listed in the report must be the condition of kerb & channel, footpath, seal, street lights, signs and other public infrastructure fronting the property and abutting at least two properties either side of the development. Unless identified with the written report, any damage to infrastructure post construction will be attributed to the development. The owner or developer of the subject land must pay for any damage caused to the Councils assets/Public infrastructure caused as a result of the development or use permitted by this permit.**
- 13. Before the use commences, or prior to the issue of a Statement of Compliance a payment to the Responsible Authority of an amount up to 2.5% of the actual cost of work, being for costs of the Responsible Authority supervision of the works must be paid.**
- 14. Before the use commences, or prior to the issue of a Statement of Compliance a payment to the Responsible Authority of an engineering design checking fee of an amount up to 0.75% of the value of documented works.**
- 15. Before works commence onsite, a construction management plan must be provided for the development. The following items must be satisfied (but not limited to);**
- Detail the scope of the works to be completed including details of the various stages, e.g. Demolition, Excavation, Construction etc. and the duration of each stage.**

- Identify local traffic routes to be used by construction vehicles.
- Identify ways to manage construction works to address impacts on local traffic routes.
- Detail how construction workers will travel to and from the site and parking arrangements for those that drive.
- Identify any proposed road closures, temporary traffic routes, loss of pedestrian or cyclist access or reversing manoeuvres onto a public road and provide Traffic Management Plans (TMPs) prepared by an appropriately qualified person.
- Detail the size (including dimensions), numbers and frequency of arrival of the construction vehicles that will service the site for each stage of works.
- Provide for the standing of vehicles during construction.
- If trucks are to be accommodated on the site, provide a scaled drawing showing where the construction vehicles will stand and the vehicle swept path to show that these vehicles can access and egress the site in a forward direction (including dimensions and all adjacent traffic control devices, such as parking restrictions, pedestrian facilities, kerb extensions, etc.).
- If trucks are to be accommodated on Council property, provide a scaled drawing showing the location of any proposed Works Zone (including dimensions and all adjacent traffic control devices, such as parking restrictions, pedestrian facilities, kerb extensions, etc.).
- Show the location of any site sheds and any anticipated use of cranes and concrete pumps and identify the relevant permits that will be required.
- If a crane/s are to be accommodated on site, detail how the crane/s will be erected and removed, including the location, number and size of vehicles involved in the erection/removal of the crane/s, the duration of the operation and the proposed day and times, any full or partial road closures required to erect or remove the crane/s and appropriate Traffic Management Plans (TMPs) prepared by an appropriate qualified person.
- Make provision for all materials, plant, etc. to be stored within the development site at all times during construction.
- State that any oversized vehicles proposed to operate on Council property (including Council approved Works Zones) will attain a Permit to Stand Plant on each occasion. (Note: Oversize vehicles are vehicles longer than 7.5m or heavier than 4.5T).
- Show the location of any proposed excavation and estimated volumes.
- Show the location of all Tree Protection (Exclusion) zones (Note: storage of building materials or access through Reserve will not be permitted without prior approval by Council).

16. An on-site meeting with the responsible authority, the contractor and the developer or the developer's consultant to discuss matters such as, roadside management, construction techniques and tree protection zones to be barricaded off prior to and during construction must be conducted prior to commencement of construction.

17. Before the development starts or prior to certification of the plan of subdivision, a tree protection fence must be erected around the street trees at the dripline of the existing trees to define a 'Tree Protection zone'. The fence must be constructed of star pickets and chain mesh or similar to the satisfaction of the relevant authority. The tree protection fence must remain in place until construction is completed. The ground surface of the Tree Protection Zone must be covered by a 100mm deep layer of mulch before the development starts and be watered regularly to the satisfaction of the responsible authority.
18. All construction vehicles must not be parked on the nature strip along the development or on any part of the nature strip on Dunn Street. All vehicles must be parked legally on long the road or within the confines of the allotment during construction.
19. At all times during the construction phase of the development, the permit holder shall take measures to ensure that pedestrians are able to use with safety any footpath along the boundaries of the site.
20. That the developer provide a footpath in accordance with the Infrastructure Design Manual along the full property frontage of the allotment along Dunn Street, Benalla to the satisfaction of the responsible authority.
21. In accordance with the *Planning and Environment Act 1987* a permit for the development expires if:
 - a) the development is not commenced within two years after the issue of the permit;
 - b) the development is not completed within four years after the issue of the permit.

The Responsible Authority may extend the commencement date if a request is made in writing by the owner or the occupier of the land to which the permit applies before the permit expires or within 6 months afterwards.

The Responsible Authority may extend the time within which the development is to be completed if the development has commenced and a request in writing is made by the owner or the occupier of the land to which it applies within 12 months after the permit expires.

Subdivision Conditions

22. The subdivision as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.
23. The owner of the land must enter into an agreement with:
 - a) a telecommunications network or service provider for the provision of telecommunication services to each lot shown on the endorsed plan in accordance with the provider's requirements and relevant legislation at the time; and

- b) a suitably qualified person for the provision of fibre ready telecommunication facilities to each lot shown on the endorsed plan in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.
24. Before the issue of a Statement of Compliance for any stage of the subdivision under the Subdivision Act 1988, the owner of the land must provide written confirmation from:
- a) a telecommunications network or service provider that all lots are connected to or are ready for connection to telecommunications services in accordance with the provider's requirements and relevant legislation at the time; and
- b) a suitably qualified person that fibre ready telecommunication facilities have been provided in accordance with any industry specifications or any standards set by the Australian Communications and Media Authority, unless the applicant can demonstrate that the land is in an area where the National Broadband Network will not be provided by optical fibre.
25. Prior to the issue of a Statement of Compliance, the Applicant or Owner must pay to the Council a sum equivalent to five per cent of the *undeveloped site value* of all land in the subdivision in lieu of open space.
26. Prior to the issue of a Statement of Compliance for the subdivision permitted under this permit:
- a) The owner must complete all footings and foundations of the buildings and works approved under Planning Permit No. P0118/22 to the satisfaction of the Responsible Authority; or
- b) The owner of the land must enter into, and register on title, an agreement with the Responsible Authority under Section 173 of the Planning and Environment Act 1987, which amongst other things, provides that:
- i. Except with the consent of the Responsible Authority, the development of any lot created by the subdivision of the land must be in accordance with the development authorised by Planning Permit No. P0118/22 issued by the Responsible Authority and the various conditions included in that Planning Permit and the development depicted in the plans from time to time endorsed pursuant to that Planning Permit.

The cost of the preparation or review of the agreement and its registration on the title to the land must be borne by the owner of the land.

Condition 27 to 28 required by AusNet Electricity Services

27. The plan of subdivision submitted for certification must be referred to AusNet Electricity Services Pty Ltd in accordance with Section 8 of the subdivision Act 1988.

28. The applicant must –

- Enter into an agreement with AusNet Electricity Services Pty Ltd for the extension, upgrading or rearrangement of the electricity supply to lots on the plan of subdivision. A payment to cover the cost of such work will be required.
- Provide electricity easements internal and external to the subdivision in favour of AusNet Electricity Services Pty Ltd to service the lots on the plan of subdivision and/or abutting lands as required by AusNet Electricity Services Pty Ltd. The provision of reserves for electricity substations may also be required.

Condition 29 to 34 required by North East Regional Water Authority

29. That prior to works commencing pursuant to the permit, the applicant enters into a Developer Works Agreement with North East Water that requires it to construct, at the applicant's cost, works necessary to provide a water supply service to the proposed subdivision to the satisfaction of North East Water, in accordance with its policies and requirements applicable from time to time.
30. That prior to works commencing pursuant to the permit, the applicant enters into a Developer Works Agreement with North East Water that requires it to construct, at the applicant's cost, works necessary to provide a sewerage service to the proposed subdivision to the satisfaction of North East Water, in accordance with its policies and requirements applicable from time to time.
31. That the applicant pays a new customer contribution determined in accordance with North East Water's policy for development charges applicable to the water supply system currently servicing the area in which the subject land is located.
32. That the applicant pays a new customer contribution determined in accordance with North East Water's policy for development charges applicable from time to time towards North East Water's sewerage and disposal systems servicing the area to which the permit applies.
33. Easements must be provided over sewerage infrastructure to the satisfaction of North East Water.
34. The applicant must enter into an agreement with North East Water for any proposed structures or works over or near a North East Water easement or asset in accordance with North East Water requirements.
35. That in constructing any private water services, the applicant ensures that such services do not traverse property boundaries and are independently supplied from a point of supply approved by North East Water.
36. That the plan of subdivision be referred to North East Water when submitted for certification pursuant to Section 8 of the *Subdivision Act 1988*.
37. That North East Water's consent is sought by the Responsible Authority prior to issuing a Statement of Compliance under the *Subdivision Act 1988*.
38. In accordance with the Planning and Environment Act 1987 a permit for development which requires the certification of a plan of subdivision or consolidation under the Subdivision Act 1988 expires if:

- a) the plan is not certified within two years of the issue of the permit; or
- b) the development or any stage is not completed within 5 years of the certification of the plan of subdivision or consolidation under the Subdivision Act 1988.

The Responsible Authority may extend the commencement date if a request is made in writing by the owner or the occupier of the land to which the permit applies before the permit expires or within 6 months afterwards.

The Responsible Authority may extend the time within which the development is to be completed if the development has commenced and a request in writing is made by the owner or the occupier of the land to which it applies within 12 months after the permit expires.

Advice Notes

- The granting of this permit does not obviate the necessity for compliance with the requirements of any other authority under any act, regulation or local law.
- Prior to any works being carried out in relation to any part of the septic system a permit for the works must be obtained from the Benalla Rural City Council.
- A consent to work within a road reserve must be obtained from the Responsible Authority prior to the carrying out of any vehicle crossing works.
- Nothing in the grant of this permit should be construed as granting any permission other than planning permission for the purpose described. It is the duty of the permit holder to acquaint themselves, and comply, with all other relevant legal obligations (including any obligation in relation to restrictive covenants and easements affecting the site) and to obtain other required permits, consents or approvals.
- Any failure to comply with the conditions of this permit may result in action being taken to have an Enforcement Order made against some or all persons having an interest in the land and may result in legal action or the cancellation of this permit by the Victorian Civil and Administrative Tribunal.

Carried

2. Planning And Building Approvals – January 2023

The report detailed planning permit applications and building approvals for January 2023.

Cr Gunaratne / Cr O'Brien:

That the report be noted.

Carried

3. Planning Scheme Review Amendment – Benalla Planning Scheme Review

The report presented the Benalla Planning Scheme Review.

Cr Firth / Cr O'Brien:

That Council resolves to:

- 1. Note and forward the *Benalla Planning Scheme Review 2022* to the Minister for Planning in accordance with Section 12B (5) of the *Planning and Environment Act 1987*.**
- 2. Seek assistance from Regional Planning Hubs to prepare and exhibit a planning scheme amendment to implement the *Benalla Planning Scheme Review 2022*.**

Carried

4. Development Department Activity Report For The Quarter Ended 31 December 2022

The report presented the activities of the Development department for the quarter ended 31 December 2022.

Cr Hearn / Cr Davis:

That the report be noted.

Carried

5. Assets and Infrastructure Department Activity Report For The Quarter Ended 31 December 2022

The report presented the activities of the Assets and Infrastructure department for the quarter ended 31 December 2022.

Cr Hearn / Cr Davis:

That the report be noted.

Carried

6. Capital Works Project Status Report For The Quarter Ended 31 December 2022

The report presented the activities of the Capital Works Program for the quarter ended 31 December 2022.

Cr Firth / Cr Davis:

That the report be noted.

Carried

7. Economic Development and Sustainability Activity Report For The Quarter Ended 31 December 2022

The report presented the activity of the Economic Development and Sustainability Department for the quarter ending 31 December 2022.

Cr Hearn / Cr Gunaratne:

That the report be noted.

Carried

8. Facilities and Information Technology Department Activity Report For The Quarter Ended 31 December 2022

The report presented the activities of the Facilities and Information Technology Department for the quarter ended 31 December 2022.

Cr Hearn / Cr Gunaratne:
That the report be noted.

Carried

9. 2022/2023 Quick Response Grants Program

The report presented funding applications for 2022/23 Quick Response Grants.

Cr Davis / Cr Hearn:

That \$500 grants from the 2022/23 Quick Response Grant program be allocated to Tatong Memorial Hall; Benalla Squash and Racquetball Association; and Benalla Indoor Recreation Centre.

Carried

Closure of Meeting

The Committee meeting closed at 7.07pm.

Confirmed this fifth day of April 2023.

Signed: _____
Cr Danny Claridge (Chair)

3.2 Assemblies of Councillors, Advisory and External Committees

Under Council's *Governance Rules 2020* the Chief Executive Officer is required to provide a written record of the Assemblies of Councillors at a scheduled Council Meeting.

The record of Assemblies of Councillors since the report presented at the meeting on 8 February 2023 are attached as **Appendix 1**.

Copies of the Minutes from the following meetings have been provided to councillors under separate cover.

January 2023

20 January 2023	Australia Day Advisory Committee
25 January 2023	Assembly of Councillors – Business Review

Recommendation:

That the report be noted.

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Record of Assemblies of Councillors, Advisory and External Committees

January 2023

Australia Day Advisory Committee

10am Friday 20 January 2023, Customer Service Centre (Geoff Oliver Meeting Room),
1 Bridge Street, EAST Benalla

Chair:	Councillor Bernie Hearn (Mayor)	Council Representative
Committee:	Councillor Gail O'Brien	Council Representative
	Amanda Challis	Community Representative
	Robyn Goudie	Community Representative
	Jade Kirk	Community Representative
	Rex Nankervis	Community Representative
	Vicki Sheriff	Community Representative
	Christine Werner	Community Representative
	Diane Young	Community Representative
In attendance:	Sharon Geer	Events Coordinator
	Kirsten Hein	Administration Officer
Apologies:	Christine Werner, Jade Kirk and Rex Nankervis	

Conflicts of Interest disclosed: Nil

Items discussed:

1. Australia Day 2023
2. General Business

Assembly of Councillors

6pm Wednesday 25 January 2023, Civic Centre (Council Meeting Room) 13 Mair Street, Benalla.

Councillors

- Councillor Bernie Hearn (Mayor)
- Councillor Danny Claridge
- Councillor Peter Davis
- Councillor Don Firth
- Councillor Punarji Hewa Gunaratne
- Councillor Justin King
- Councillor Gail O'Brien

In attendance

Robert Barber	General Manager Corporate
Cathy Fitzpatrick	Manager Finance
Adrian Gasperoni	Manager Assets and Infrastructure
Courtney Naughton	Manager Economic Development and Sustainability
Greg Robertson	Manager Facilities and Information Technology
Nilesh Singh	Manager Development
Eric Nash	Benalla Art Gallery Director
Wayne Rich	Compliance Coordinator

Apologies: Councillor Peter Davis

Conflicts of Interest disclosed: Nil

Items discussed:

1. Proposed Benalla Dog Park Community Consultation Update
2. New Recycling Reforms From Recycling Victoria Update
3. Proposed Benalla Airport Leasing Opportunities
4. Draft Benalla Art Gallery Strategic Plan 2023-2030
5. Benalla Wall to Wall Festival
6. Proposed *2023/24 Budget*

Officer Reports

4.1 Authorisation of Signing and Sealing of Documents

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4.2 Proposed Tesla Carpark Lease

SF/1893

Nathan Gasperoni – Environmental Sustainability Officer
Courtney Naughton – Manager Economic Development and Sustainability

PURPOSE OF REPORT

The report presents submissions received on a proposal for Tesla to lease Council-owned land for the purpose of an electric vehicle charging station.

BACKGROUND

At its meeting on 1 February 2023, the Finance and Planning Committee, acting under its delegated authority of the Council, resolved:

That the proposed Tesla Carpark Project be endorsed and placed on public exhibition for a period of at least 28 days.

The charging station, located at the Council-owned carpark adjacent to the Woolworths supermarket, will include 20 dedicated spaces for electric vehicle charging as well as retaining 21 spaces for general parking.

It is proposed that the section of the carpark required for the charging station and required parking spaces will be leased to electric vehicle manufacturer Tesla.

The project will be staged, with the first stage seeing the installation of 10 charges (31 spaces retained for general parking) with another 10 electric vehicle charging carparks to be added later as demand requires.

The proposed Tesla V3 chargers will have the capacity to charge at 250 kilowatts. Other infrastructure includes either a 2 Mega Volt-Amp or 2.5 Mega Volt-Amp transformer and seven 'cabinets', which are inverters providing power to three charging posts.

The charges can be used by Tesla and non-Tesla electric vehicles.

The proposed charging station and carpark layout for stages 1 and 2 is attached as **Appendix 1**.

DISCUSSION

Notice of the lease proposal was given on the Council’s website on 2 February 2023 and in the *Benalla Ensign* on Wednesday 8 February 2023.

The proposal was promoted via the Council’s social media channels and print media (refer **Appendix 2**).

The submission period closed 5pm Thursday 2 March 2023.

At the close of the submission period, 61 submissions had been received. Submissions are attached as **Appendix 3**.

General themes of the submissions are detailed in the table below:

Theme	Comments
<p>Project: 54 people (89 per cent) endorsed the project as a whole.</p> <p>19 people (31 per cent) endorsed the project with the consideration that the chargers being accessible to both Tesla and non-Tesla EVs.</p>	<ul style="list-style-type: none"> ▪ <i>I am strongly in support of the proposed Tesla project.</i> ▪ <i>A fantastic proposal. Forward thinking and a terrific opportunity for Benalla.</i> ▪ <i>It needs to be put to Tesla that access must be provided to other EV’s not just Tesla.</i> ▪ <i>Pleasing to see not just Tesla cars as that would send people through our town.</i>
<p>Tourism: 23 people (38 per cent) stated the infrastructure would make it far more likely for people to stop in Benalla.</p> <p>21 submissions (34 per cent) stated they were likely to spend money in town when charging.</p>	<ul style="list-style-type: none"> ▪ <i>Would love to stop, shop and charge in Benalla.</i> ▪ <i>This will see a significant boost to the local economy from people travelling via Hume Freeway and from other regional townships.</i> ▪ <i>I have not even considered visiting this town until I heard of these chargers. I bar my trips on the ability to charge my car up easily.</i> ▪ <i>By not introducing a capable charging option at Benalla, users will be forced to take their business to other towns.</i>
<p>Location: 10 submissions (16 per cent) endorsed the location of the chargers. Eight people (13 per cent) would prefer the location in other parts of town.</p>	<ul style="list-style-type: none"> ▪ <i>The site is a good one: central and easily accessed.</i> ▪ <i>Why not locate the stations closer to the Main Street and encourage visitors to shop locally, not just at Woolworths?</i> ▪ <i>I believe there were plans to have EV charge stations at the new Carpark near the Aquatic Centre. It would be ideal to have charge stations at both ends of town.</i>

Theme	Comments
<p>Accessibility and Safety: Five people (eight per cent) stated the site should include all accessible car parks. Six people mentioned the importance of lighting and security (cameras) at the site.</p>	<ul style="list-style-type: none"> ▪ <i>It is essential that some bays are available for disabled parking.</i> ▪ <i>The site should have safe and easy access to toilets and good lighting.</i>
<p>Structural Considerations: Seven people (11 per cent) suggested some form of shading over the site. Six people (10 per cent) suggested involving solar panels to help power the site.</p>	<ul style="list-style-type: none"> ▪ <i>Some kind of shelter over the stalls and the spots would be AMAZING! Either chat with Tesla and have it branded so cover some of the expenses etc. Doesn't have to be fancy or artistic, but just something that will shield the stalls and spots somewhat from the hot sun and heavy rain as you plug in the vehicle would just be wonderful. Also, if any funding available be a great place to stick some solar panels to offset the extra lighting and cameras.</i>

The consultation process revealed strong community support for the project.

The key themes from the consultation process that need to be considered by the Council are:

- The importance of ensuring the site is available to both Tesla and non-Tesla electric vehicles.
- Future consideration of other EV charging options in Benalla and other towns within the municipality.
- Consideration of accessibility and safety issues at the proposed site.

EV Charging Network Study

In April 2020, the Central Victorian Greenhouse Alliance (CVGA) engaged Ndevr to produce the report: *Charging the regions: Local Government EV Charging Network Study* (refer **Appendix 4**).

The study provides a gaps analysis of Electric Vehicle (EV) charging stations across Victoria and includes an assessment tool that can then be used by councils to navigate the installations of electric charging stations.

The assessment tool proved useful in the initial assessment of this project, especially when identifying the potential locations, permits required, and the type of charging stations to be installed. The assessment also considered the distance to amenities (toilets and eateries), proximity to the CBD and visitor attractions.

The study highlighted the environmental, social, and economic benefits of electric charging stations. The estimated financial benefit to the regional economy is \$258 million over the next 10 years by EV visitors.

COUNCIL PLAN 2021-2025**Community**

- *A connected, involved and inclusive community.*

Livability

- *Vibrant public spaces and places.*
- *Connected and accessible roads, footpaths, transport and parking.*

Economy

- *Thriving business and industry.*
- *Flourishing tourism.*

Environment

- *Sustainable practices.*

Leadership

- *High performance culture.*
- *Engaged and informed community.*

FINANCIAL IMPLICATIONS

It is proposed that lease conditions include Tesla being responsible for all capital and operating costs. Capital costs will include an upgrade of the existing carpark.

LEGISLATIVE AND STATUTORY IMPLICATIONS

It is considered that the report is consistent with the *Charter of Human Rights and Responsibilities Act 2006* and *Gender Equality Act 2020*.

COMMUNITY ENGAGEMENT

Community engagement was undertaken at the 'consult' level under the International Association for Public Participation's IAP2 public participation spectrum.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any general or material conflicts of interest in this matter.

CONCLUSION

If the proposal is given in-principle support by the Council, licence agreement negotiations with Tesla on the installation of an electric vehicle supercharger in the Smyth Street carpark will be finalised.

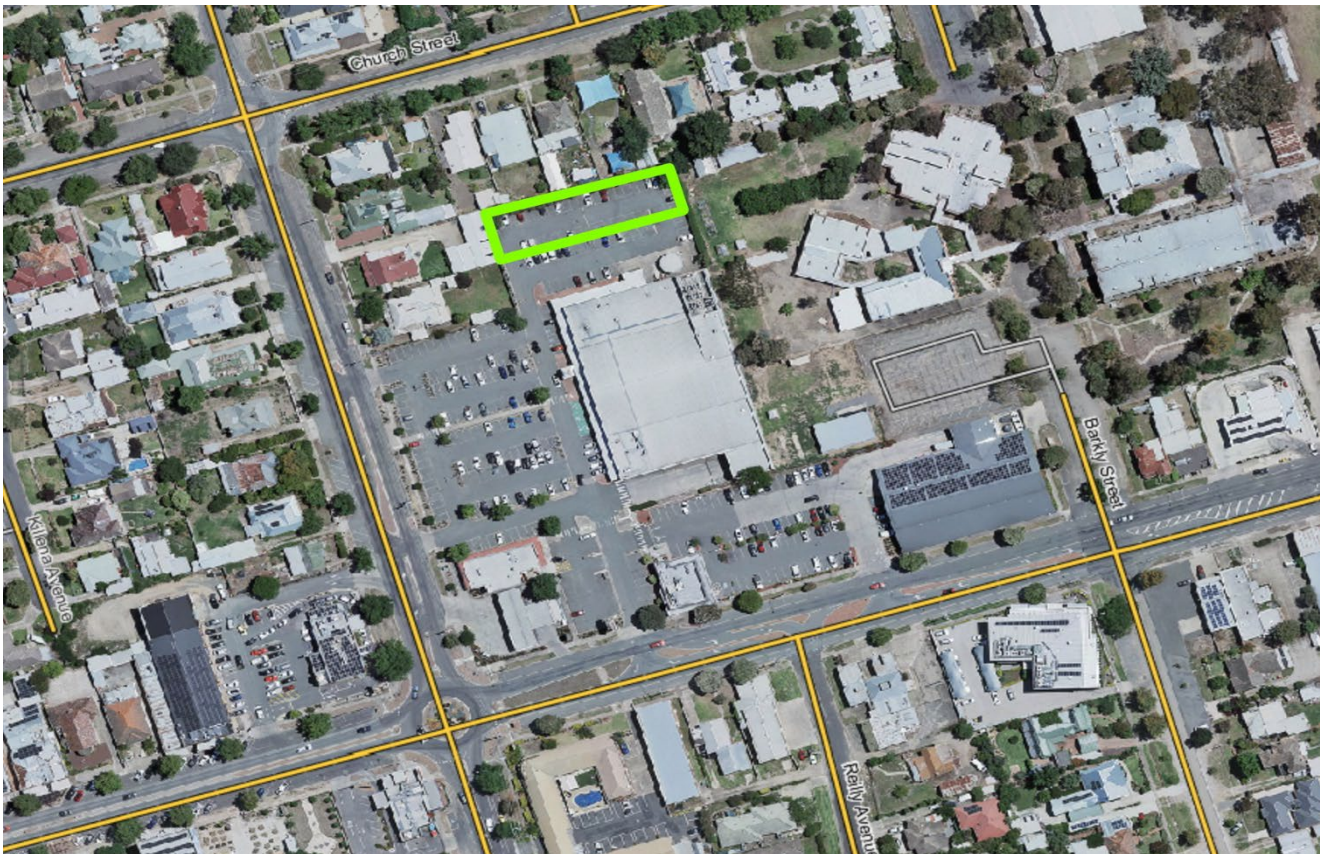
To comply with the *Local Government Act 2020*, if the final licence agreement includes a lease of land for 10 years or more, a community engagement process must be undertaken in accordance with the Council's *Community Engagement* policy.

Recommendation:

- 1. That submissions be received.**
- 2. That in-principle support be given to the installation of an electric vehicle supercharger in the carpark at the rear of 49-59 Smythe Street, Benalla.**
- 3. That licence agreement negotiations be finalised with Tesla Motors Australia Pty Ltd for the use and occupancy of land at the rear of 49-59 Smythe Street, Benalla.**
- 4. That a report on licence agreement negotiations be presented to the Finance and Planning Committee meeting on 5 April 2023.**
- 5. That submitters be advised of the Council's decision.**

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Locality Map



Proposed draft carpark layout stage 1.



Proposed draft carpark layout final stage.



Connecting our Rural City



Mayor's Message

Welcome to another edition of Connecting our Rural City.

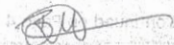
Another January, another storm. It's always sad

to see infrastructure damage but thankfully there were no reports of people being injured. I would like to commend the tireless cleanup up efforts by our SES and CFA members, agency crews, Council staff and volunteers. We are extremely grateful for your hard work and dedication to our town and its people. We are a resilient and caring community and I thank everyone for coming together in times of need.

A special thanks goes out to the BlazeAid volunteers who have been helping farmers repair fences and with the clean-up. They are getting ready to pack up their camp in Swanpool, so if you need a hand on your farm this is your last chance, give BlazeAid's Greg or Karen a call on 0412 522 626.

We look forward to a positive 2023 with the completion of several major capital and community projects this year. Enjoy the last month of Summer and explore our beautiful region. I would also like to extend best wishes to all the children in Benalla as you navigate the new school year.

See you around town,



Bernie Hearn, Mayor

Community Grants program now open

Does your community group have a great idea for a local event or to improve facilities and services for the local community?

Council's 2023 Community Grants Program is now open until 24 March 2023.

The program includes:

- Community Grants up to \$2,500
- Major Event Funding up to \$2,000
- Youth Participation Grants up to \$500
- Quick Response Grants allocated monthly for amounts of up to \$500

A community information session is being held at the Benalla Senior Citizens Building on Thursday 16 February at 5.30pm. RSVPs to grants@benalla.vic.gov.au or call 5760 2600.

Australia Day Award winners



Congratulations to the Australia Day award winners (pictured above), who were presented with awards at BPACC on 26 January 2023.

The award winners are:

Barrie Irvine – Benalla Rural City Citizen of the Year

Erin Jenkins – Benalla Rural City Young Citizen of the Year

Live4Life Benalla Crew – Benalla Rural City Community Group of the Year

FCJ College – Finding Our Voice – Community Event or Project of the Year

Doris Billingsley – Benalla Achiever of the Year
Mohamad (Hamoudi) Al Saghir – Benalla Young Achiever of the Year
Paul Dingemans – Goorambat Achiever of the Year

Robert Erskine – Tatong Achiever of the Year
Barrie Irvine – Thoona Achiever of the Year
Shaun Murphy – Lima / Swanpool Achiever of the Year.

Congratulations to all award winners. Thank you for your contribution to your community during 2022.

Community Satisfaction Survey calls to community

Over the next few weeks, you may receive a call from an independent market research agency, National Field Services.

They are conducting a community satisfaction survey on behalf of Councils across Victoria.

Your details and individual responses are confidential. The overall results are shared with the Council.

We value the feedback you provide in this survey. If you have any questions, contact the Council's Customer Service Centre on 03 5760 2600.

Proposed Tesla Charging Station for Benalla

Council is currently seeking community feedback on a proposed Electric Vehicle (EV) charging station to be constructed at Smythe Street Carpark next to Woolworths.

The proposed carpark would include 20 dedicated spaces for electric vehicle charging as well as retaining 21 spaces for general parking. Ten initially with the remaining 10 in the future.

Scan the QR code to make a submission before 2 March 2023 on our Have Your Say community portal.



SCAN ME

Single-use plastics ban

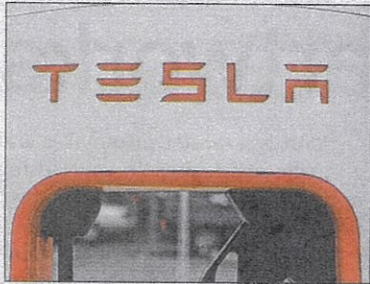
To help reduce plastic pollution, the Victorian Government has brought in banning single-use plastic straws, cutlery, plates, drink-stirrers, cotton bud sticks and expanded polystyrene food and drink containers.

Introduced 1 February, the statewide ban is a crucial step to protect Victoria's rivers, waterways and oceans from plastic pollution. Visit www.sustainability.vic.gov.au/plastics for more information.

Connect with Council on LinkedIn

Keep up to date with industry news, networking and job opportunities by following Benalla Rural City Council on LinkedIn.

Benalla Rural City considering EV charging proposal



Green: Benalla Rural City Council is considering a proposal from Tesla to lease a section of the car park next to Woolworths, on Smythe St in order to install EV charging stations.

Benalla Rural City Council has announced plans to bring an Electric Vehicle (EV) charging station to Benalla and are seeking community feedback on the idea.

Mayor Bernie Hearn, said the council had been working with several suppliers during the past six months to deliver an EV charging station in Benalla.

"The proposal from Tesla is to lease a council-owned section of the Smythe St car park next to Woolworths," Cr Hearn said.

"The first phase of the project

would see 10 EV chargers installed, with 10 more to be delivered as demand increases.

"The project would be entirely funded, constructed and run by Tesla."

Under the proposal received by Benalla Rural City Council the lease would be for five years with two five-year options to extend.

"The EV chargers would be a unique asset to the community and provide an economic boost to local businesses," Cr Hearn said.

"This project allows the council to

provide both an economic and sustainability boost to the municipality without any capital or operational expenditure.

"Benalla's location also makes it an ideal location for EV drivers to stop and recharge."

The proposed Tesla V3 superchargers will have the capacity to charge at 250 kilowatts, with charging time to average about 25 to 30 minutes.

Other infrastructure included in the development include a 2/2.5 Mega Volt-Amp transformer and

seven cabinets to support power supply to the chargers.

The project promotes more sustainable transport options and demonstrates to the community that the council will support environmentally friendly projects and is a positive step towards the Council Plan 2021-2025 strategy for encouraging "sustainable practices".

● **Council is asking for feedback from the community via [haveyoursay.benalla.vic.gov.au](https://www.haveyoursay.benalla.vic.gov.au) or by phoning customer service on (03) 5760 2600.**

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project
Date: Saturday, 4 February 2023 11:31:21 AM

Submission 1

Proposed Tesla Carpark Project Submission

My written submission

I feel this would be a great asset to Benalla to install a Tesla charging stations for travellers to use on their way to their destinations. People waiting when cars are charging, they will have direct access to shops, cafes, toilets, so installing them near Woolworths is a good location.

Name

Anonymous

I am happy to be identified in the public submissions report.

No

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project
Date: Monday, 6 February 2023 9:37:30 PM

Submission 2

Proposed Tesla Carpark Project Submission

My written submission

Although this space is currently under utilised and I can see how some EV charging ports in this location would be useful for Woolworth shoppers it seems to lack any tourism advantage to Benalla and only benefits Woolworths/Aldi and McDonalds. Denny St carpark and the two public car parks along Mair Street would bring more people into the CBD/ cafes or new Tourism Information Centre and Pool/Splash Park.

Name

Anonymous

I am happy to be identified in the public submissions report.

No

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 3

Date: Tuesday, 7 February 2023 2:16:42 PM

Proposed Tesla Carprak Submission

My written submission

As an EV and Tesla owner I encourage this proposal to be accepted. The habits of an EV owner is to plan their road trips through towns that have EV chargers. To not have this infrastructure simply means I'm likely to not visit your town and instead plan my stops to be the towns that do provide sufficient infrastructure.

Having done a road trip from Hobart to the Gold Coast once already in a Tesla, my family I and I have already previously bypassed your town.

Lastly, the timing of stops in towns to charge is often between 2-4 hours in between stops. So it is typical for us to use those stops as a meal break or exploring while stocking up on snacks for the trips.

Name

Craig Clark

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 4

Date: Tuesday, 7 February 2023 2:09:28 PM

Proposed Tesla Carpark Project Submission

My written submission

I support this as long as the site is open to non-Tesla EVs.

Name

Anonymous

I am happy to be identified in the public submissions report.

No

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 5

Date: Tuesday, 7 February 2023 3:14:50 PM

Proposed Tesla Carpark Project Submission

My written submission

This is an excellent idea. In addition to the Tesla superchargers, council should invest in some AC charging spots that are free to use. These are 3-phase charging spots that allow for a quick top up while shopping.

Name

Shayan Khan

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 6

Date: Tuesday, 7 February 2023 2:45:48 PM

Proposed Tesla Carpark Project Submission

My written submission

This site would bridge a large gap in the supercharger/EV charging network. At present there are limited options on the Hume in relation to stopping at set locations to charge. This presents an issue at peak times such as Christmas, Easter, long weekends, etc. A charging site in Benalla would be greatly beneficial not only to the community, but also to EV users and subsequently the environment. The location of this charger would also make it viable for Winton Raceway to hold EV events and or for owners of EV's to attend events hosted at Winton.

I would strongly recommend that this plan proceeds.

I do note that there have been issues at other tesla sites with enforcement of parking rules. i.e "No parking - EV's permitted while charging ONLY" - council enforcement is greatly appreciated when these spots are blocked by I.C.E vehicles or by EV's that have completed their charging cycle.

Name

Zak Steedman

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 7

Date: Tuesday, 7 February 2023 1:35:27 PM

Proposed Tesla Carpark Project Submission

My written submission

This would be the largest charging location in the country!!! I'm all for it. How exciting!!!

Name

Jesse Kaplan

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 8

Date: Tuesday, 7 February 2023 4:22:52 PM

Proposed Tesla Carpark Project Submission

My written submission

As an EV driver who travels along the Hume highway, I am strongly supportive of this proposal. In your consideration of the application could you please keep in mind that EV drivers may want to dispose of rubbish from their car, may arrive late at night and may want to use comfort facilities such as bathrooms. Ensuring that EV charging stations are can accommodate the above considerations, are accessible and safe at all hours will see this location to become a preferential destination for EV users.

Name

Nathalie O'Toole

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 9

Date: Tuesday, 7 February 2023 4:32:20 PM

Proposed Tesla Carpark Project Submission

My written submission

Considering the financial cost for power on demand, During peak hours and also the amount of time that the charges would not be in use. It is highly suggested that this location Have solar canopies for keeping vehicles shaded And the a Tesla mega pack Be installed on the site To help smooth out the power draw

Name

Raymond Johnson

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 10

Date: Tuesday, 7 February 2023 4:33:31 PM

Proposed Tesla Carpark Project Submission

My written submission

Great idea. Would be great to see Benalla leading the way on EV charging.

Please support.

Name

Anonymous

I am happy to be identified in the public submissions report.

No.

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 11

Date: Tuesday, 7 February 2023 5:39:27 PM

Proposed Tesla Carpark Project Submission

My written submission

As a Tesla owner I would encourage the town and council of Benalla to support and endorse this project. My experience with chargers in nearby towns is that I spend time and money there while waiting to charge. It is also refreshing to get off the highway and explore beautiful towns I may have bypassed previously in my ICE vehicle.

Name

Richard Tozer

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 12

Date: Tuesday, 7 February 2023 5:56:23 PM

Proposed Tesla Carpark Project Submission

My written submission

Well done to council as this is an important initiative to encourage the move to electric cars and support tourism to the area. It's an excellent choice to use Tesla chargers as they are the most reliable, however it would be good if they were open to other brands of EVs as has recently happened in NSW. The site should have safe and easy access to toilets and good lighting.

Name

Anonymous

I am happy to be identified in the public submissions report.

No

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 13

Date: Tuesday, 7 February 2023 6:41:23 PM

Proposed Tesla Carpark Project Submission

My written submission

Great idea, this would provide significant infrastructure for electric vehicles, the future of passenger transport. This would provide benefit to locals and visitors and as the largest Tesla Supercharger location in Australia, would likely become a tourist attraction in itself.

Name

Aonymous

I am happy to be identified in the public submissions report.

No

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 14

Date: Tuesday, 7 February 2023 6:55:29 PM

Proposed Tesla Carpark Project Submission

My written submission

Thanks for dedicating a decent amount of space to this project. The demand for fast charging, & a quality network like Tesla supports, is important for those of us who travel.

Lighting and safety appears to have been thought of, and the security of somebody walking from the location to the McDonald's for a late night coffee needs to be a consideration.

These will be a great asset to the City.

Name

Matt Muir

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 15

Date: Tuesday, 7 February 2023 7:28:38 PM

Proposed Tesla Carpark Project Submission

My written submission

This is a bit of a no-brainer. EV sales are skyrocketing, and charging stations are desperately needed in the Melbourne-Sydney corridor. People who stop to charge are also people who spend money at local businesses in Benalla. Tesla are also opening up their Supercharger network, so the amount of users will increase further. By not introducing a capable charging option at Benalla, users will be forced to take their business to other towns.

There is also the environmental factor to consider, which can only allow for good PR for Benalla Rural City.

Name

Lachlan

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 16

Date: Tuesday, 7 February 2023 9:40:35 PM

Proposed Tesla Carpark Project Submission

My written submission

I'm a commuter driving through Benalla regularly and have a Tesla car and would love to stop by there longer if there are superchargers.

Fully supportive of this.

Name

Anonymous

I am happy to be identified in the public submissions report.

No

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 17

Date: Wednesday, 8 February 2023 7:25:33 AM

Proposed Tesla Carpark Project Submission

My written submission

1. With the increase in electric vehicle sales from many other car manufacturers, I would like to see the council insisting that non-Tesla vehicles can be charged there or for the council to install chargers for these vehicles elsewhere.
2. There are no chargers suitable to charge a car towing a trailer in the plan.
3. Will there be larger spaces for disabled drivers of EVs?

Name

Rowena Mann

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 18

Date: Wednesday, 8 February 2023 10:41:03 AM

Proposed Tesla Carpark Project Submission

My written submission

Great idea and will make me MUCH more likely to visit your town - but only if non-Tesla vehicles can use the charging facilities

Name

Gary Buck

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 19

Date: Wednesday, 8 February 2023 9:41:40 AM

Proposed Tesla Carpark Project Submission

My written submission

As a Tesla owner I fully support this proposal for Tesla Superchargers. From experience I know that when EV drivers stop to charge they will wander around and seek out stores to fill in the 20-30 minutes it takes to charge. This will bring money to the area and benefit the local businesses.

Name

Anonymous

I am happy to be identified in the public submissions report.

No

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 20

Date: Wednesday, 8 February 2023 9:50:37 AM

Proposed Tesla Carpark Project Submission

My written submission

I am not a Benalla resident but do own a Tesla and would definitely use the charger at some point if it was installed. As a Tesla owner I can say that I pretty much ALWAYS spend money at local shops or cafes whilst my car is charging so it will undoubtedly bring benefits to the local business community if the charger is installed.

Name

Terry Bradford

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 21

Date: Wednesday, 8 February 2023 10:54:45 AM

Proposed Tesla Carpark Project Submission

My written submission

What a fantastic idea! It's long over due.
Hope it goes ahead.

Name

Anonymous

I am happy to be identified in the public submissions report.

No

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 22

Date: Wednesday, 8 February 2023 11:42:38 AM

Proposed Tesla Carpark Project Submission

My written submission

As a Model 3 owner who travels to Melbourne frequently, I wholeheartedly support the proposed Tesla Supercharger in Benalla. The presence of such a large and advanced charging station in Benalla will not only be a time saving and great convenience for myself and other electric vehicle owners, but also a positive step towards electrification and sustainability in the region.

Name

Mansour Behabadi

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 23

Date: Wednesday, 8 February 2023 1:01:47 PM

Proposed Tesla Carpark Project Submission

My written submission

I support this and look forward to visiting Benalla should this go ahead. We have sold our petrol and diesel cars and communities with EV chargers are great as we can spend the time exploring the region. An example for this is tenterfield, we used to drive through, but now use it as a regular destination after taking the time to explore while charging. We also spend money at local retail stores while we wait

Name

Anonymous

I am happy to be identified in the public submissions report.

No

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 24

Date: Wednesday, 8 February 2023 2:13:58 PM

Proposed Tesla Carpark Project Submission

My written submission

Please ensure the spaces allocated for EV charging are properly signed so council and police can enforce the applicable Australian Road Rules, namely Road Rules 203b and 203C documented in the Amendment 2019.

Name

David Coates

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 25

Date: Wednesday, 8 February 2023 3:09:23 PM

Proposed Tesla Carpark Project Submission

My written submission

I believe that this will be very beneficial for local businesses as ev owners will use the site.
And spend money at local busiess

Name

Bernie Spencer-Dwyer

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 26

Date: Wednesday, 8 February 2023 3:27:40 PM

Proposed Tesla Carpark Project Submission

My written submission

I travel between Yass and Melbourne regularly in an EV. Great to see such a significant number of charging stations in one location on a hugely important inland route for Australia. This is exactly what is needed. More than 10 chargers at one site near shops and amenities that will reduce charger anxiety and bring in guests to country towns. Get in now Benalla before the bypass service station model takes this opportunity away from you. Towns have more value for an EV driver than petrol stations. Places to rest walk, play, shop and eat whilst charging that maintain the soul and culture of your unique town. Not some generic soulless service station. A great proposal one I will be using - though a condition should be that it is open to non Tesla EVs!

Name

Joel Edwards

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 27

Date: Wednesday, 8 February 2023 5:31:26 PM

Proposed Tesla Carpark Project Submission

My written submission

I am pleased to hear of an electric vehicle charging station proposed for Benalla. The site is a good one: central and easily accessed. This will bring forward my planned purchase of an EV.

Name

Anonymous

I am happy to be identified in the public submissions report.

No

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 28

Date: Wednesday, 8 February 2023 7:53:33 PM

Proposed Tesla Carpark Project Submission

My written submission

I have not even considered visiting this town until I heard of these chargers. I bar my trips on the ability to charge my car up easily.

Name

Anonymous

I am happy to be identified in the public submissions report.

No

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project
Date: Wednesday, 8 February 2023 8:33:31 PM

Submission 29

Proposed Tesla Carpark Project Submission

My written submission

For the record: I am not an electric car user and do not plan to.

I do not think this site is suitable.

If I was in the need of charging a vehicle that can take anywhere between 30 minutes and 12 hours to charge, I would want it in the CBD so I could shop, eat etc.

Our community should focus on supporting our businesses, not franchises like Woolworths, Aldi, Subway, KFC and McDonalds.

I suggest putting a charging site in the Fawkner Drive precinct or the Denny Street car park.

This potentially brings users into our CBD to spend money at our retail stores and cafes while waiting for their cars to recharge.

Also, adding signs on the Midland HWY, Yarrawonga Road and the Hume FWY to notify drivers that we have these facilities in our town.

Name

Will Rheese

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project
Date: Wednesday, 8 February 2023 9:47:26 PM

Submission 30

Proposed Tesla Carpark Project Submission

My written submission

As an EV owner, we desparately need more EV infrastructure in Victoria. When charging we spend at least 30-45 min in each location, enough for lunch & a coffee & a look around to support the local community.

Name

Matt Bassili

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 31

Date: Wednesday, 8 February 2023 10:16:26 PM

Proposed Tesla Carpark Project Submission

My written submission

This would be a fantastic opportunity for businesses in the local area and EV owners to charge their vehicles given the demand is surging!

Name

Ivan

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 32

Date: Thursday, 9 February 2023 6:40:32 AM

Proposed Tesla Carpark Project Submission

My written submission

I support the project of Smythe Street Carpark for the purpose of an Electric Vehicle (EV) charging station. In my opinion, Benalla would be taking a huge step ahead in contributing to net zero by completing this project.

The automotive scene is in a phase of ev transition and this project would bring convenience to many Australians resulting in a visitors and commuters passing through the city, which will be not only good for the economic developments but also gaining carbon credits which can be utilised in further infra projects.

Name

Binay Siddharth

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 33

Date: Thursday, 9 February 2023 7:09:33 AM

Proposed Tesla Carpark Project Submission

My written submission

This will be beneficial for both tourism, bringing people to town for the first time, and encouraging return visits. It also provides excellent exposure for the region, and will encourage overnight stays in the region. I encourage council to fast track this application given how quickly EV sales are growing.

Name

Andrew C

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project
Thursday, 9 February 2023 7:56:34 AM
Date:

Submission 34

Proposed Tesla Carpark Project Submission

My written submission

Yes please. Great idea. Great location.

Name

Goran kotevski

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 35

Date: Thursday, 9 February 2023 8:57:25 AM

Proposed Tesla Carpark Project Submission

My written submission

Looks great. That part of the Woolworths car park is often empty unless a day before major public holidays. I visit regularly for family in Benalla and tatong
I have some suggestions.

—Depending on placement of the power units etc, some sound deflection or mitigation would be needed so coil whine and noise generated by the packs is not blown into the adjoining private housing.

—The public bathrooms within the Woolworths building facing the charge points would need to be upgraded or at least repaired. They're very tired and shabby. Can't rely on McDonald's or KFC to provide that service.

—On that public side, additional lighting or security camera coverage of the area would be nice. Might be something more Woolworths responsibility or councils I'm not sure.

—Some kind of shelter over the stalls and the spots would be AMAZING! Either chat with Tesla and have it branded so cover some of the expenses etc. Doesn't have to be fancy or artistic, but just something that will shield the stalls and spots some what from the hot sun and heavy rain as you plug in the vehicle would just be wonderful. Also if any funding available be a great place to stick some solar panels to offset the extra lighting and cameras.

—Tesla navigation shouldn't have issue finding the charge points, however if they do get opened to all ev users, signage may be required to direct them to the location.

—Interaction with local businesses and arrange clear advertising around the stalls. Most traffic will be road trippers, so maybe a "local sights" board be great with a map of Benalla pointing out local shops, cafes etc so can easily find them while charging.

—Not sure of legals of "EV only" parking spot charging points normally have, but if enforceable, please do. Often Charge points in heavy traffic areas suffer from be ICED. This is where non EV cars with internal combustion engines, hence the term ICED, park in the spots to shut them down and make them unusable. This is a form or protest, but can also cause people to be stranded, and also cause bad memories of Benalla. I understand if busy time for Woolworths people will park there. Just some clear enforceable restrictions be great.

Hope these are helpful, can't wait for their install, hopefully before Christmas 2023 as it will be up in Tatong this year.

Name

Robert Geeves

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 36

Date: Thursday, 9 February 2023 11:03:31 AM

Proposed Tesla Carpark Project Submission

My written submission

I'm highly supportive of the proposal for a Tesla Supercharger in the town of Benalla. This will see a significant boost to the local economy from people travelling via Hume Freeway and from other regional townships. Tesla is also starting to open their superchargers to non-Tesla vehicles as well.

Name

Todd Gretton

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 37

Date: Thursday, 9 February 2023 11:17:34 AM

Proposed Tesla Carpark Project Submission

My written submission

As a Tesla driver I look forward to visit Benalla for the first time to take advantage of this new charging infrastructure. It's proximity to cafes and other services looks ideal for a Sydney to Melbourne road trip instead of the euroa service station. Looking forward to checking out hides bakery and Hollywood cafe

Name

Chris Blake

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 38

Date: Thursday, 9 February 2023 11:43:08 AM

Proposed Tesla Carpark Project Submission

My written submission

Benalla would be an excellent addition to the Tesla supercharging network. With the Rutherglen wine region, Yarrawonga & Mulwala, Lake Eildon, Winton Raceway, Hume Hwy etc so close, it would bring lots of Tesla owners to the town. They will spend money with local businesses while charging after visiting other areas of the local region. We live in Yarrawonga and own a Tesla.

Name

Anonymous

I am happy to be identified in the public submissions report.

No

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: DfcdcgYX HYgU 7UfdUF_ Dfc^VM

Submission 39

Date: Thursday, 9 February 2023 1:35:35 PM

Proposed Tesla Carpark Project Submission

My written submission

I agree that here in BENALLA , we require , or will require an EV charging station. This location appears ideal

Name

Mark Ryan

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 40

Date: Thursday, 9 February 2023 12:54:40 PM

Proposed Tesla Carpark Project Submission

My written submission

I agree, great idea and insisting on shade and protection from weather would be a great addition to these charging stations for asset protection, comfort and safety.

Name

Anonymous

I am happy to be identified in the public submissions report.

No

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 41

Date: Thursday, 9 February 2023 2:59:25 PM

Proposed Tesla Carpark Project Submission

My written submission

Would love to stop, shop and charge in Benalla. I pass by regularly

Name

David McLeod

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 42

Date: Thursday, 9 February 2023 3:06:34 PM

Proposed Tesla Carpark Project Submission

My written submission

This is a great idea and so needed along the Hume Freeway! I drive an EV with a small range and need to travel up the freeway regularly. I have had to borrow another car to get beyond Benalla as there isn't enough range in my battery (it's an imported Nissan Leaf, 2016). Now my partner is also buying an EV so we welcome this addition to the charging network. Neither of our cars will be Tesla's so we urge council to ensure that Tesla accommodate non-Tesla charging options so as to serve everyone with an EV.

Name

Anonymous

I am happy to be identified in the public submissions report.

No

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 43

Date: Thursday, 9 February 2023 4:19:48 PM

Proposed Tesla Carpark Project Submission

My written submission

Would be very handy as I could charge my Tesla and then go to Hide's for cake, pastie and tea!!

I'm ex-Benalla and would also use my time and money in the two op shops and art gallery

Name

Ian Milne

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project
Date: Friday, 10 February 2023 1:47:37 AM

Submission 44

Proposed Tesla Carpark Project Submission

My written submission

This is a fabulous idea. It will not only improve prospects for tourism traffic in Benalla itself, but provide a fast charging stop between Euora & Wadonga - further opening up the inland highways to EV traffic - enhancing tourism in the whole region. It also makes EV ownership a viable option for locals travelling long distances in the 1 day! They can charge while grabbing a bite & be back on the road in no time.

Name

Linda Reeb

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 45

Date: Thursday, 9 February 2023 5:21:28 PM

Proposed Tesla Carpark Project Submission

My written submission

Very briefly: We need EV chargers now, and we'll need ten times as many in five years time.

Name

Neil Bolton

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 46

Date: Friday, 10 February 2023 7:44:22 PM

Proposed Tesla Carpark Project Submission

My written submission

I think these should be expanded to 31 chargers from the start. Put the charge points in and people will come. Put 20 in to start with and you may never see the rest. There are only going to be more and more Electric Cars on the road. This way your City will be ahead of the rest and it will be a real positive point to promote Benalla. Go for it.

Name

Peter Shipp

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 47

Date: Friday, 10 February 2023 9:06:32 PM

Proposed Tesla Carpark Project Submission

My written submission

It's all well and good if it doesn't run off the main grid powered by coal, solar and wind. The main grid already cutting out/off all the time now. Add an extra load of up to 2.5 mega Volt or more....then if something goes wrong and cuts power off then all the businesses in the area. It needs to run off its own source of power to be practical. Hope there is also a fire plan for electrical fires and security for safety.

Name

Clayton Arnold

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Proejct

Submission 48

Date: Friday, 10 February 2023 10:00:29 PM

Proposed Tesla Carpark Project Submission

My written submission

250kw superchargers are not intended to cater for 30-60min shoppers.

They are meant for top-up travel that turns vehicles over rapidly.

Someone needs to get their facts straight before you start marketing superchargers as a shoppers plug-in.

A normal 60kw battery is usually between 20-40% when you pull up.

An LFB battery is full in no time and after 5 minutes of idle time Tesla starts charging a penalty rate per minute the vehicle remains plugged in and keeping the spot from other EV users.

Name

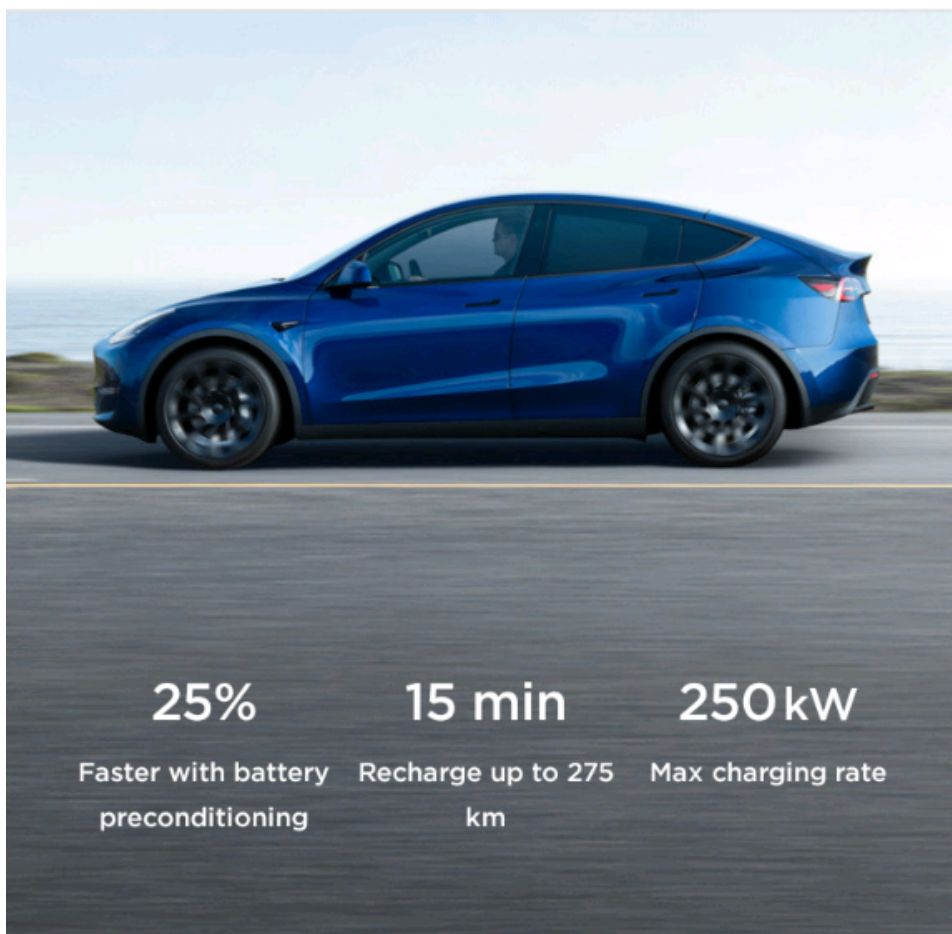
Ray Virta

I am happy to be identified in the public submissions report.

Yes

Upload supporting document (if applicable).

[Screenshot 20230210-215856.png](#)



Speed

Stay on the Road

Superchargers can add up to 275 kilometers of range in just 15 minutes. Since charging above 80 percent is rarely necessary, stops are typically short and convenient. With a broad network of high speed charging, automatic battery preconditioning and the exceptional range of every Tesla car, you'll spend even more time on the road.



From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 49

Date: Saturday, 11 February 2023 2:24:32 PM

Proposed Tesla Carpark Project Submission

My written submission

Ive just returned from a trip to Canberra. In Yass the EV charging stations are provided by NRMA. Why can't we do something similar in Benalla? Why is the council providing Tesla and Woolworths with a commercial advantage? Why not locate the stations closer to the Main Street and encourage visitors to shop locally, not just at Woolworths?

Name

Kerryn Amery

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 50

Date: Saturday, 11 February 2023 6:52:24 PM

Proposed Tesla Carpark Project Submission

My written submission

Further to my previous submission:

4. In response to the statement "Having the infrastructure in Benalla will also assist the Council in transitioning its own vehicle fleet towards EVs in the future" - does the Council expect their employees to spend 30 min to an hour in a supermarket carpark waiting for their cars to charge? This would not be a good use of our rates.

5. Has the council considered other council car parks? Ideally, there would be shade for charging vehicles or places to relax (or exercise) while the car charges.

The library precinct offers shade, shelter, access to the library to work or relax, places for children to run around, access to the lake walking track and closer to a variety of cafes, the Art Gallery, gardens, Tourist Information Centre, Splash Park and swimming pool. This would make Benalla a destination of choice for travellers in EVs; preferable to a service station in Euroa or Barnawartha and certainly more attractive than Woolworths and McDonalds.

The benefits to local businesses would be immeasurable.

The Council could consider incorporating a charging station in their new Library precinct plan, currently being developed.

Name

Rowena Mann

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 51

Date: Sunday, 12 February 2023 10:22:21 AM

Proposed Tesla Carpark Project Submission

My written submission

Council deserves commendation for this initiative, a significant development. Some concerns exist. I believe the area should be roofed, both to protect batteries while charging and to provide shade for people waiting. The roof should include solar panels. The system should not be exclusive to Tesla, all electric vehicles should be able to recharge, and all software systems should be accommodated. This will maximise potential visitations.

Name

David Moore

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 52

Date: Thursday, 16 February 2023 10:44:51 AM

Proposed Tesla Carpark Project Submission

My written submission

Council support to EV chargers is welcome.

It is disappointing that Council is only considering Tesla charging infrastructure and not running a tender process to explore alternative EV charging providers that may result in better value for money or value for the community (including non-Tesla EV owners).

If this project was the result of considered EV or transport plan, was consistent with a move towards net zero carbon emissions (i.e. only green power used for Council electricity supply) or aligned with broader support for all EV brands then it would seem less like Council was jumping to accommodate the first EV sales representative that walked through the door with a 'good' deal.

Past projects such as this have been coordinated with other regional local governments and coordinated by the Goulburn Murry Climate Alliance. Organisations such as RACV (or their interstate equivalents) have also coordinated broad implementation of EV chargers in regional areas. It does not appear that this project is the result of broader coordination or consultation by Council.

A broader more considered EV charging plan should be implemented first and consider access to charging infrastructure for all EV brands, options for regional chargers (in towns like Swanpool etc) and locations of chargers that result in a good tourism experience whilst charging. This plan may identify the need to utilise early opportunities such as those presented by Tesla to get things moving. A more considered EV strategy should be developed to inform projects such as this.

In reviewing this project I would encourage the Finance and Planning Committee to consider:

-If appropriate tender and procurement processes have been followed?

-Are the tenuous links to existing Council plans enough to support this project?

-Have alternative charging providers been requested to submit a proposal to Council?;

-Why Council should support a proprietary charging infrastructure that cannot be used by alternative brands?

-Whether EV chargers at this location are likely to result in a 'good tourism' experience, or whether other locations for EV chargers would result in a better showcasing of Benalla?

-Is Council likely to utilise Tesla EVs in their future fleet and if not would an alternative charging supplier be better aligned?

-Was this project the result of Council or Tesla initiated project and does it represent the best value for the whole community and not just those that can afford \$100K EVs.

Thank you for the opportunity to provide comments to this proposal.

Name

Damien Gerrans

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpar Project

Submission 53

Date: Saturday, 18 February 2023 12:56:22 PM

Proposed Tesla Carpark Project Submission

There has been a submission of the form Submitters will be identified in a public report that will become part of the public record. If you do not wish to be identified, please indicate this in your submission. through your Have Your Say website.

My written submission

I congratulate all involved in this project.

Query 1: Regarding risk analysis - what potential risks have been identified and what mitigation action(s) are/will be in place?

Query 2: what is the plan for replacement and/or removal of the re-charging infra-structure and stations as the EV re-charge industry evolves?

Suggestion 1 (a): include a roof structure over the parking spaces (for sun-safety) and include solar panels in the structure plan.

Suggestion 1 (b): Structure the solar feed back system to create a community income stream managed and distributed by, for example, Today Tomorrow Foundation.

Name

Jane Rushworth

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 54

Date: Saturday, 18 February 2023 1:01:25 PM

Proposed Tesla Carpark Project Submission

My written submission

Pleasing to see not just Tesla cars as that would send people through our town!

Both " ends" of town should be serviced. Apparently there is already conduit in the new carpark in Church St, according to the CEO

It is essential that some bays are available for the disabled

Ideally covered charging areas would be beneficial both summer and winter

Name

Kay Blore

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 55

Date: Sunday, 19 February 2023 1:59:26 PM

Proposed Tesla Carpark Project Submission

My written submission

I wholeheartedly support the installation of EV charging stations in Benalla. It is of some concern that they are only Tesla (what about other car brands?) but this is a very good start. We have some catching up to do in comparison to other rural towns, so the Council is to be commended on heading in this positive direction.

Whilst Council leases the land to Tesla, would they consider using some of their current economic recovery funding to instal shading above the charging station? I understand this will prolong the life of the batteries in an increasingly hotter climate - and with that, their cost-benefit ratio to our community.

Name

Sabine Smyth

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 56

Date: Monday, 20 February 2023 7:14:22 PM

Proposed Tesla Carpark Project Submission

My written submission

The proposed EV charging stations made by Tesla is a good one as far as it goes. No doubt it will benefit the community with new incoming tourists. The interesting fact that is being ignored is that there are many other EVs apart from Tesla that will not be provided for. It needs to be put to Tesla that access must be provided to other EVs not just Tesla and at the same costs. The carparks in Benalla are a completely wasted space. Each carpark in Benalla should be covered with solar panels to produce a much better outcome for the Benalla township, business and customers. Why also not create charging stations that run off the solar panels in one of the carparks? Also no information is being provided about the leasing arrangements and how it will impact the local community.

Name

Robert Bird

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 57

Date: Tuesday, 21 February 2023 9:05:24 PM

Proposed Tesla Carpark Project Submission

My written submission

A fantastic proposal. Forward thinking and a terrific opportunity for Benalla. We to this point have been sadly lacking with numerous drivers stopping at Euroa on way up/down highway to charge. Would definitely provide a boost to tourism and trade n the town. As a small accommodation provider, I note more EV's are passing through, often traversing the Silo Art trail. I provide no cost charging for guests and have had a number of emergency charge ups. It is vital though that these new chargers are accessible to all types of EV, not just Teslas. I personally don't have any issue with the siting - other than Xmas time/Easter trade periods, this car park area is not popular.

Name

Ray Gallagher

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 58

Date: Friday, 24 February 2023 3:07:24 PM

Proposed Tesla Carpark Project Submission

My written submission

I think its fantastic that the Benalla Council is finally working on getting EV Chargers into our business precinct. It will be a reason to stop. I would question having so many in the one spot and no others anywhere else, it would be good to understand the other areas of town that council is working on putting EV chargers and how far these plans have progressed. I also don't think it will bring much business to many of the businesses. With about an hour to charge, and these chargers being at the edge of the business area, people might do their grocery shopping, probably not tourists, they will get as far as McDonalds, maybe Zeus and possibly the bakery. Think about when you travel, most people plan their stops around food, or an interesting tourist attraction. Benalla doesn't have any unusual destination type shops, so the main reason to stop would be food. If you want people to explore the town, you need the chargers down near the lake area/Mair St/Fawckner Drive, easy walk to lots of food outlets and parks, good reasons to stop. Split this bank of chargers, put some up near the supermarkets and some at the other end of the shops. I'd also hope council is 100% sure that these Tesla chargers are available to non-Tesla at a realistic price and availability.

Name

Karen Nankervis

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 59

Date: Monday, 27 February 2023 2:20:36 PM

Proposed Tesla Carpark Project Submission

My written submission

Investing in EV charging station in Benalla is a great idea. Many regional LGAs already have charging stations and make visiting Benalla an attractive option to EV vehicle owners.

The location of the carparks could be optimised to be closer to cafes/gardens/Art Gallery to encourage people utilising the charging station to visit the Benalla CBD.

Name

Angeline Daniels

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 60

Date: Monday, 27 February 2023 2:35:20 PM

Proposed Tesla Carpark Project Submission

My written submission

I am strongly in support of the proposed Tesla carpark project.

I am an EV driver who has experience travelling from Tasmania to the ACT. At the time, we stopped in every town along the route with a Tesla supercharger (Euroa, Wodonga, Gundagai) to charge, and used the opportunity to have coffee/lunch breaks in the same location. This kind of driving pattern is common among EV drivers.

The existing sites have 6 stalls each, so a site with up to 20 stalls would become the preferred location by the majority of drivers, as it ensures that there are more likely to be spaces available (for Teslas, the location would be identified in the navigation system in the car, with availability information provided to the driver).

This charging station would be a huge benefit to the local Benalla hospitality businesses around the charging location.

Name

Charles Gregory

I am happy to be identified in the public submissions report.

Yes

From: no-reply@harvestdp.com
To: [Benalla Council Email](#)
Subject: Proposed Tesla Carpark Project

Submission 61

Date: Wednesday, 1 March 2023 7:54:32 PM

Proposed Tesla Carpark Project Submission

My written submission

It is great that Benalla will have EV charging stations in the near future.

I have reservations with the comment that 'options for charging non-Tesla vehicles will be explored'. Access to charging stations of non-Tesla vehicles should be compulsory in the first and subsequent stages.

A question is also about access for those cars requiring disabled access. This should be a necessity.

Further, I believe there were plans to have EV charge stations at the new Carpark near the Aquatic Centre. It would be ideal to have charge stations at both ends of town.

Name

Wendy Baker

I am happy to be identified in the public submissions report.

Yes



Outcomes Report for Central Victorian Greenhouse Alliance

Charging the Regions: Local Government EV Charging Network Study Component 5 – Outcomes Report

April 2020



Charging the Regions: Local Government EV Charging Network Study

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Version	Date	Authors	Reviewed by	Description of Change
Draft vA.0	20.03.2020	Hannah Meade, Michaela Hermanova, Emily Kempson	Micha Young	Draft for Discussion with PCG
vA.0	27.03.2020	Hannah Meade, Michaela Hermanova, Emily Kempson	Micha Young	Incorporating feedback
vA.1	02.04.2020	Hannah Meade, Michaela Hermanova, Emily Kempson	Micha Young	Finalising

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Charging the Regions: Local Government EV Charging Network Study

1 Introduction

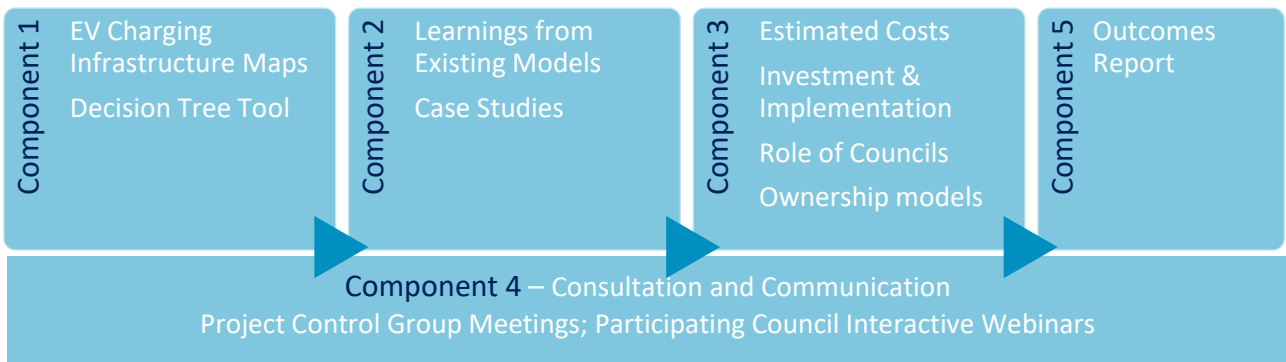
Ndevr Environmental was engaged by the Central Victorian Greenhouse Alliance (CVGA) to deliver the *Charging the Regions: Local Government Electric Vehicle Charging Network Study* (the project). The project is led by the CVGA, and includes 43 rural and regional councils, 12 metropolitan councils, 5 greenhouse alliances, the Victorian Government and the Electric Vehicle Council.

The project objective was to provide participating councils (shown in Figure 1) **with all the relevant information and tools to best facilitate a co-ordinated EV charging network across Victoria.**



Figure 1: Participating Councils

The project has been delivered in five components:



This Report constitutes the final component, summarising the key project outcomes, and detailing the next steps. This follows the delivery of two interim reports and two knowledge-sharing webinars. The project has been delivered with thanks to all stakeholders who provided insights. Stakeholders include end-users, installers, suppliers, governance bodies, the Project Control Group and all participating councils who participated in multiple online forums and surveys.



Note this is not an exhaustive list of relevant stakeholders

2 Key Project Outcomes

The outcomes of the project are as follows:

2.1 Current network and gaps

There is a gap in charging infrastructure across regional Victoria.

Component 1 of the project involved engagement with participating councils, and charging network providers to identify existing and planned charging infrastructure across Victoria. These were provided in maps in Section 3 of the Components 1 & 2 Report. The maps showed the significant role Tesla has played in the development and installation of EV charging networks, given the prevalence of Tesla Infrastructure across Victoria (red markers shown in Figure 2) in comparison to other models. It also highlighted the gap in connectivity in regional areas for non-Tesla EV drivers, as Tesla stations are designed for Tesla vehicles only.

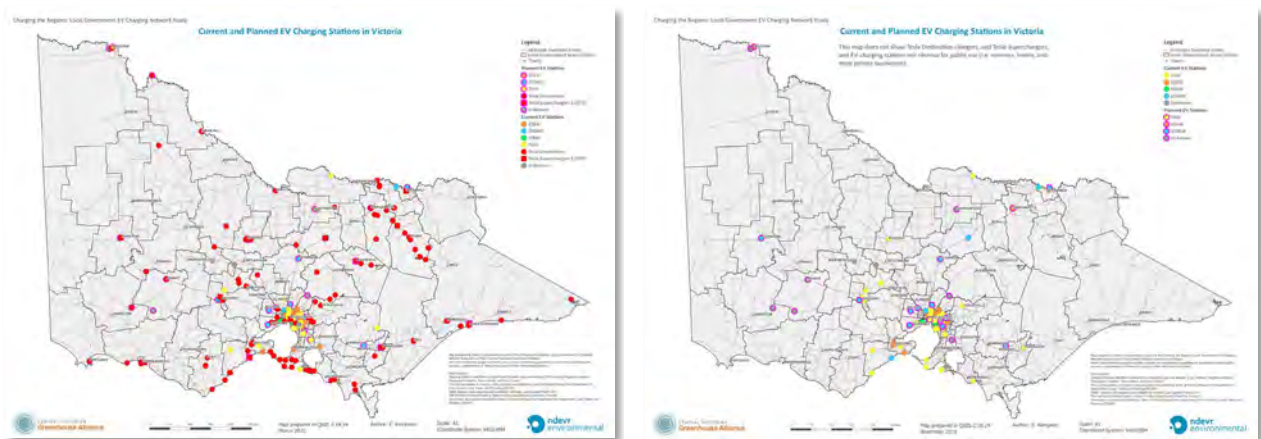


Figure 2: Map of Stations (a) including Tesla (b) excluding Tesla (stations over 7kW available to the public)

Priority towns in need of charging infrastructure to enable regional connectivity for all EV drivers were identified based on traffic volumes and regional connectivity; proximity to existing or planned charging station; population densities; proximity to popular tourist destinations; access to amenities; socio-economic areas; and planning zones as illustrated in Figure 3 and detailed in the Components 1 & 2 Report.

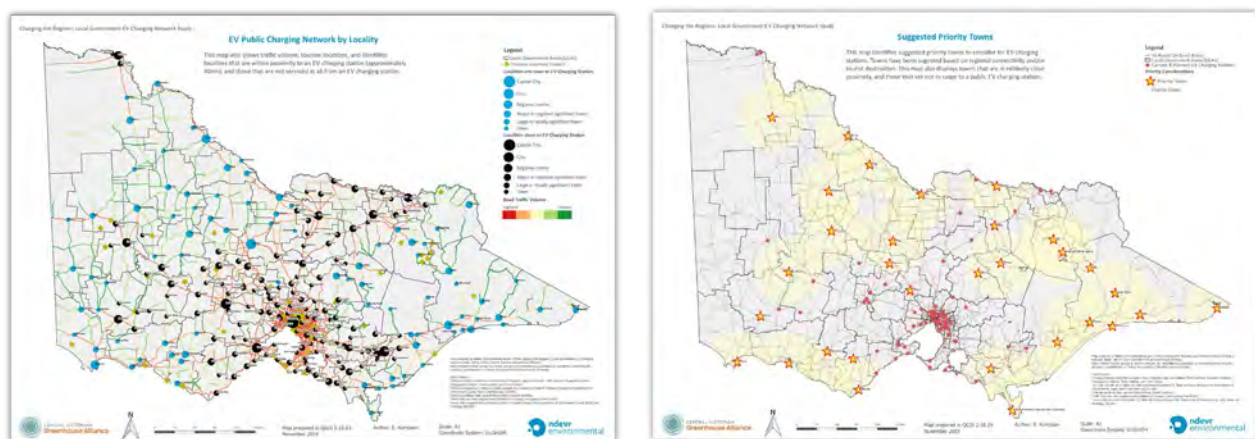


Figure 3: Suggested Priority Towns and Zones

Full sized maps are attached in Appendix A – Maps at the end of this report.

2.2 Learnings from others

The experiences of others in installing public charging infrastructure provided valuable insights into key considerations.

To ensure a charging infrastructure project roll-out by a large consortium of councils has the greatest chance for success, it was important to consider the lessons from those councils and government bodies that have previously installed public charging stations.

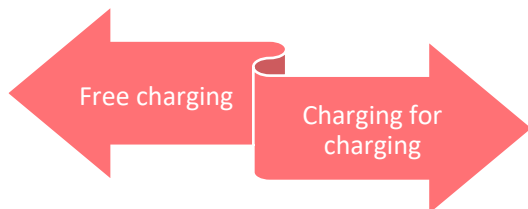
Section 4.3 and Appendix C of Components 1 & 2 Report contains an overview of each of the studies, including City of Adelaide, Tri Councils in NSW, the NRMA, Queensland Super-Highway, New Zealand, the City of Moreland and Knox City Council, with a desktop case study of Norway and Western Australia.



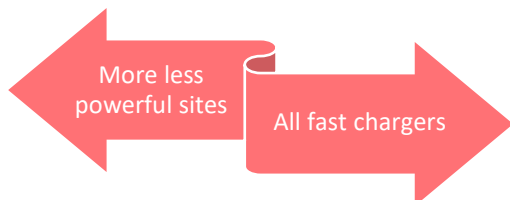
Figure 4: Case Studies were developed in consultation with stakeholders to be provided to the public

Key takeaway learnings from Australian and International case studies were compiled in Section 4.3 and incorporated into the Decision Tree tool and in the development of the recommendations.

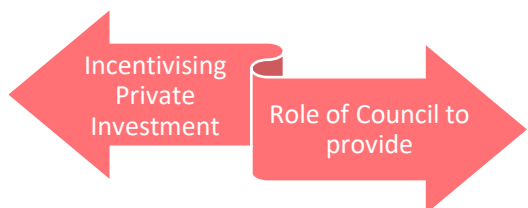
The following considerations identified in the case studies were explored with participating councils in the webinars:



While some councils (e.g. City of Moreland) firmly believe in providing free charging to support Australia's relatively low EV uptake, many other case studies advised against providing free charging to ensure that it was not taken for granted. Many case studies had initially provided free charging in the form of a free trial roll-out but found that it sometimes led to strange charging behaviour and that it was difficult to start charging for something that was previously free.



A mix of charging stations will be required to provide a future ready network of charging for Victoria. Enough fast and ultra-rapid chargers on the major arterials and a dense number of destination chargers in and around towns to cater for both passing through and visiting tourists will be required. New Zealand advised that they experience queues for public charging and recommended that more stations be installed. Similarly, the Tasmanian roll-out highlighted the desirability of sites that could accommodate additional sites in future as uptake increases.



While some councils firmly believe that it is their role to provide charging infrastructure, the City of Adelaide has shifted from providing chargers to incentivising private investment through the City of Adelaide Sustainability Incentives Scheme as detailed in the case study. The Charging the Regions project saw the value in a combination of these approaches.

Appendix C presents a more in-depth and visual two-page outline of each case study.

2.3 Costs and Benefits

The various costs and benefits associated with a charging infrastructure network roll-out are outlined in **Component 3** in **Section 3**, with the **Decision Tree Tool** helping councils select sites that would maximise benefits and keep costs low. The costs associated with various roll-outs will vary depending on the number, type, location of stations, and how they are procured. The benefits will also vary depending on the extent of the roll-out.

The many different costs to consider have been outlined in **Section 3.1**. **Table 2** in this section summarises the various cost categories, the different cost components and then estimates a cost range for each component. Because of the wide variability in the cost of nearly every element of charging infrastructure, the figures provided should serve as a guide only. More detailed pricing of charging hardware is provided in **Appendix B** of **Component 3**. For other cost components, such as installation costs, which vary greatly, and public infrastructure costs, which are not widely disclosed, estimations were made from case studies and various stakeholder consultations, ongoing throughout the project.

The various benefits are outlined in **Section 3.2**. The benefits associated with a charging station roll-out include direct financial benefits through payment for use of the chargers; and indirect financial benefits through increased expenditure in the local communities, avoided health costs from the associated removal of internal combustion engine vehicles, and the environmental benefit of the same. Various existing revenue models for direct financial benefits are outlined in the case study overview in **Section 4.3** of **Components 1 & 2**.

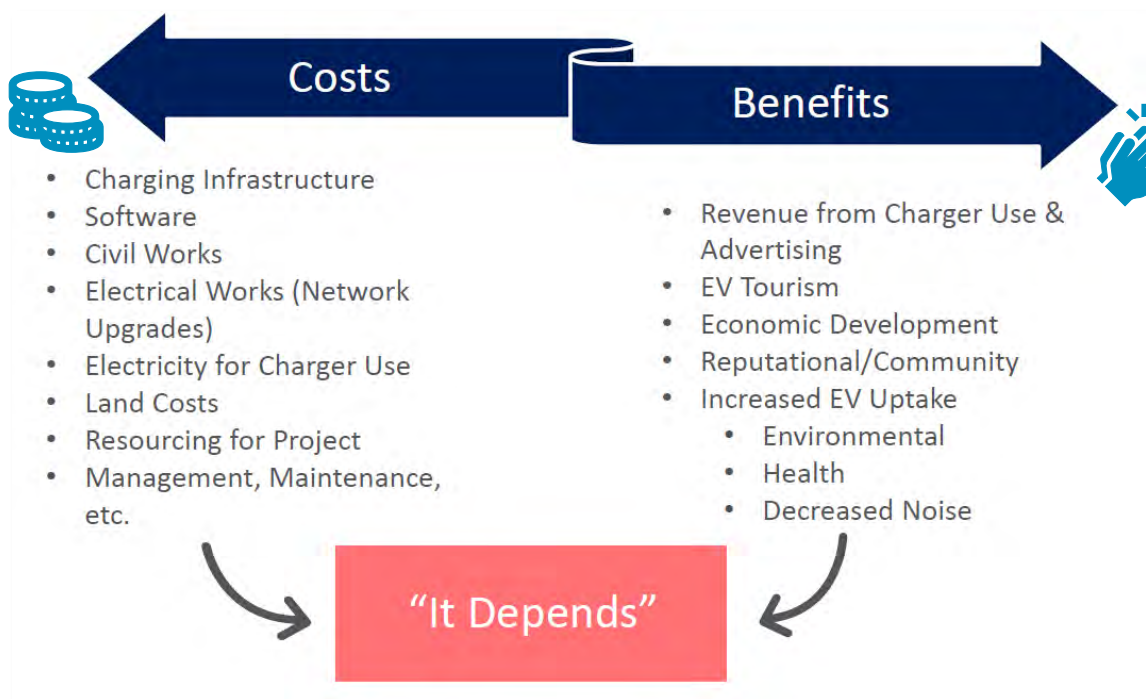


Figure 5: Most common response from stakeholder was "it depends"

Participating councils were provided with a business case calculator (excerpt shown Figure 6) which enables them to investigate the costs and benefits of different scenarios (i.e. charger numbers, charger types, charging rates, weighted average cost of capital, revenue model).

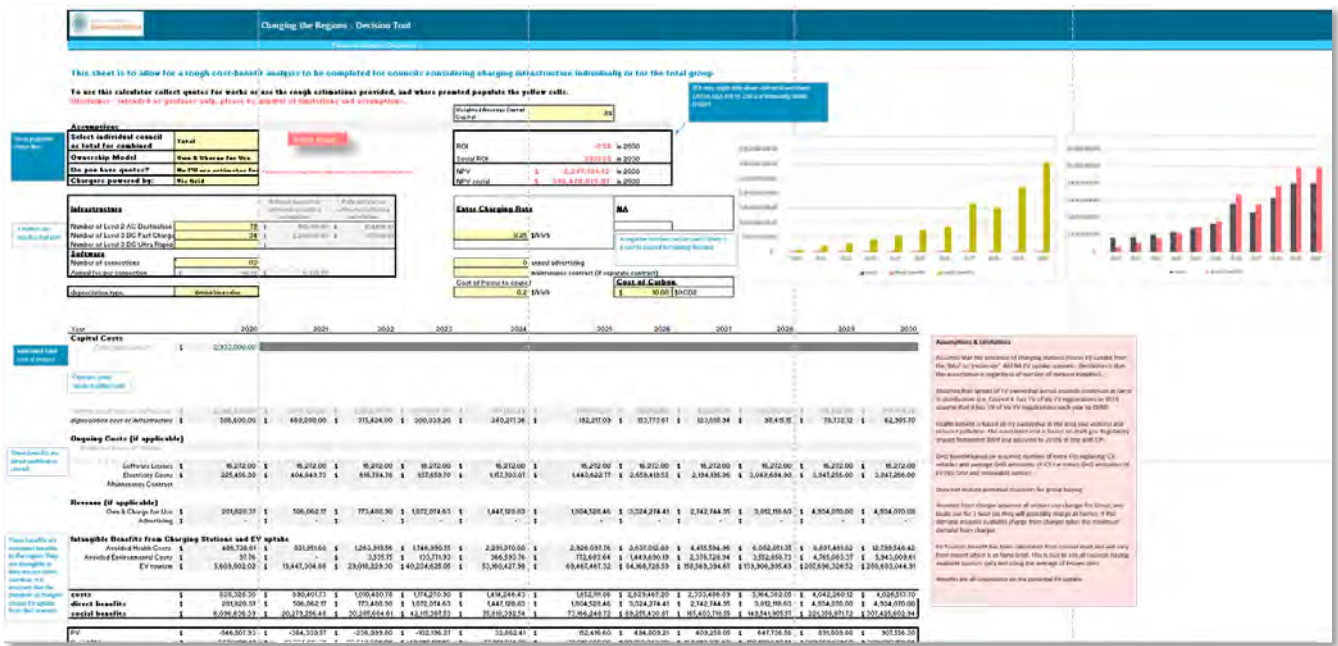


Figure 6: Excerpt from Financial Analysis Calculator

The tables below provide an indication of costs and benefits of the two options discussed in the webinar.

Table 1: Costs and benefits of two roll outs

25-50kW DC		7kW AC	
Costs	Benefits	Costs	Benefits
Charging infrastructure around \$17,800 – 35,000 AUD (excluding bulk buy discounts, GST and installation)	More attractive to customers/users, more likely to stop	Low infrastructure costs (from \$1,500 AUD)	Available to most EVs on the Australian market today
Potential installation/electrical costs for network/switchboard upgrades	Available to most cars on the Australian market today	Low installation costs (~\$800 AUD)	Economic development – estimated linger time – 2.7hr*
Outright ownership will come at a higher cost, but councils will have full control and can pick sites	Building EV tourism and regional connectivity – objectives of the project		Broader benefits – environmental, health, reputational
	Economic development – estimated linger time 20-60 min*		Only requires single phase power
	Broader benefits – environmental, health, reputational		Still contributes to connectivity but less attractive to long distance EV drivers.
	Potential for revenue directly from charging		

2.4 Environmental, social and economic benefits

Increasing charging infrastructure visibility is known to increase EV uptake by dispelling perceived range anxiety.¹ Increasing the uptake of EVs across Victoria from the ARENA business as usual scenario to even the moderate uptake scenario by 2030 was modelled to **avoid in the order of \$12.8M in health costs, and 600,000tCO₂-e.**² Further, a roll-out to ensure regional connectivity could potentially generate \$258M for regional economies over the next ten years by the respective EV tourists.

The current low penetration of EVs in the Australian market hinders the purely financial business case, which is reliant on revenue from EV drivers charging. However, there is a strong business case when considering the environmental, health and social benefits that can be achieved through facilitating greater EV uptake, which in turn improves the financial business case due to the increased number of EVs.

There is a business case for councils to continue this project to achieve regional connectivity, climate change mitigation, and to demonstrate leadership to the local communities, which was the objective of the project.

The business case calculator provided to participating councils in **Component 3** allows for multiple variables to be altered.

Figure 7 adjacent illustrates one scenario where: 70 50kW DC networked fast chargers are installed across Victoria; the price of the estimated installation is straight-line depreciated; councils pay \$0.20/kWh and charge \$0.25/kWh for usage; and a price on carbon is \$10/ tCO₂e.

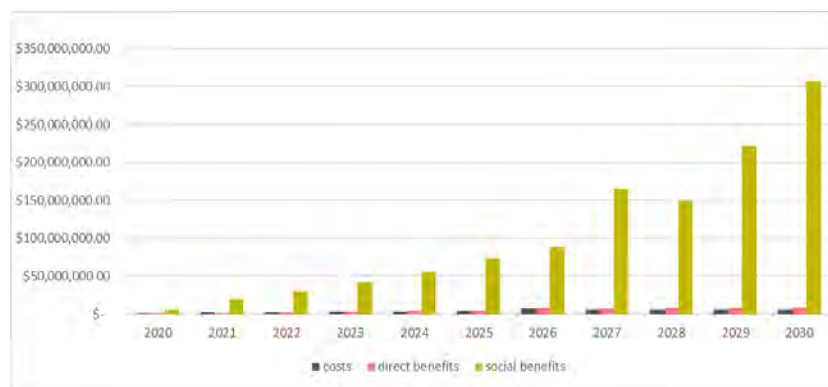
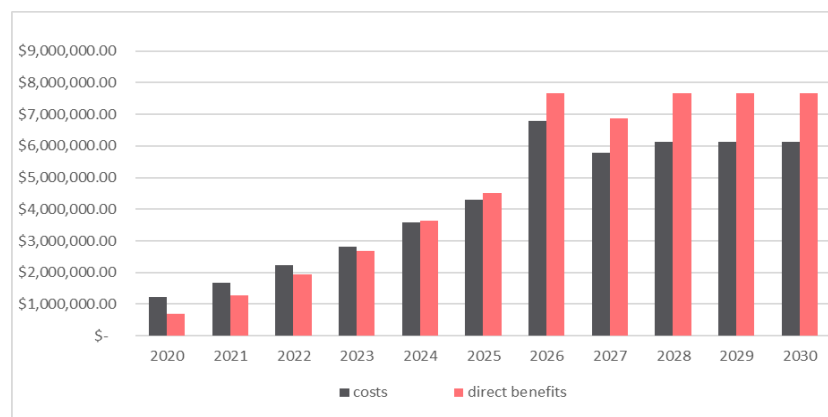


Figure 7: Excerpt from Financial Analysis Calculator

In this scenario the estimated cost is in the order of \$5M. In comparison, the ARENA funding component alone for the Ultra Rapid Charging Stations was \$6M for 21 stations from Adelaide to Brisbane, around Perth and in Tasmania. While more than a single station should be installed for future-proofing, a minimum of one will help alleviate range anxiety concerns and can be built upon in future.

¹ Morrissey, P., Weldon, P. and O'Mahony, M. (2016).

² Ndevr Environmental modelling in component 3

2.5 Site Selection

Component 1 of the project also utilised the learnings from the case studies prepared in Component 2 and stakeholder consultation to provide site selection guidance for participating councils in identifying optimal locations within their municipality. These are detailed in Section 4 of Components 1 & 2, and captured in an accompanying Decision Tree Tool, to enable participating councils to assess the feasibility of locations within their municipality by working through a series of prompting questions and considerations to rank different sites (Figure 8).

CENTRAL VICTORIAN
Greenhouse Alliance

Charging the Regions - Decision Tool

Guidance to help select optimum sites

Answer the questions below in the yellow cells to identify any key considerations for the site as well as any red or green flags. (note, not all questions will generate a flag)

A suitability score will be generated to allow comparison of sites. That can be tallied in the table to the right.

Refresh answers before assessing a new site.

Cover

Towns

Site

Chargers

Refresh Answers

Question	Ans.	Comments/ Considerations	Flags	Score
General				
Are you considering a site that was identified as a priority zone?				
What is the objective of the charger?				
Do you know the level charging station you want?				
How many stations would you like to install? (insert #)				
Will charging infrastructure at this site be connected to a charging network? (e.g. EVup, EVIE, Chargefox, Chargenet, Chargepoint, NRMMA, Tesla)				
Planning & Site Location				
Is the site council owned land?				0
Is there a reason for wanting drivers to stop here? (i.e. regional connectivity, tourism, potential demand)				0
Are amenities (toilets & eateries) in close proximity?				0
How far away is the next charging station? (km)				0
Are there places to linger and spend?				0
Is the site highly visible?				0
Is the site subject to any planning scheme restrictions?		Refer to https://mapshare.vic.gov.au/vicplan and confirm with Planning Team		0
Is the site an existing car space?				0
Is the site accessible to the public 24-7?				0
Is the location outdoors?				0
Are there any parking restrictions?				0
Power				
Does the site have an existing meter?				0
Does the site have 3-phase power?				0
Does the site have spare allocated network capacity?				0
Is the site in close proximity to the switchboard?				0
Would trenching be required to lay cables to connect the charging station to the switchboard?				0
Is the switchboard in suitable condition?				0
Is there a spare circuit breaker?				0
Does the circuit breaker correspond to the charging station power?				0
Connectivity				
Is there an available internet connection or mobile internet signal?				0
Is there a strong mobile reception signal?				0
Physical				
Is there physical space for a charging station?				0
Is it safe to access? (i.e. clear visibility from oncoming traffic, and constructed crossovers)				0
Are vehicles able to manoeuvre into the space?				0
Will the cable reach the car charge point?				0
Sustainability				
Does the site have solar?				0
Does the site purchase Greenpower or contract via a Power Purchase Agreement (PPA)?				0
User Safety				
Does the site have adequate lighting?				0
Is the site in a safe/ desirable location for tourists?				0
When plugged in could the cables be a tripping hazard?				0

Listed here to consider	
Installation Considerations	
Tyre stops and bollards	
Wayfinding signs	
Instructional signs at site	

Green Flag	0
Red Flag	0
Score	0/30

Site Comparison			
Site Name	Site 1	Site 2	Site 3
Score			

Figure 8: Excerpt of Questions in Decision Tree Tool

The ideal sites are existing off-street, highly visible council-owned car spaces with access to power near public amenities.

Key features of a desirable site included:

1. **Potential demand.** Regional Connectivity, Tourism.
2. **Desirable for an EV user to stop.** Proximity to amenities such as restrooms and food.
3. **Access to power & connectivity.** An existing grid connection, with available capacity at the site and from the network. Network upgrades, if required, can be costly and time-consuming.
4. **Physical space.** For the car, charger and transformer (if required).
5. **Off-street parking** is preferred to on-street. Off street will generally have more space, be in closer proximity to an electrical supply, and on-street EV charging can (a) present liability concerns due to potential tripping hazards, and (b) require illegal parking for EVs to charge.
6. **Highly visible** location with lots of signage to increase awareness of existence of EVs for non-EV owners and reduce perceived range anxiety.
7. **Council owned** land with planning approvals so that council can install stations.
8. **Minimal civil installation works** to minimise costs. For example, a garden bed is easier to dig up to install cabling than a footpath, and the closer proximity to power the less trenching required.



Figure 9 Example of EV required to park illegally to use on-street charging



Figure 10: The Tesla Super charger site in Euroa is located in a public off-street car park opposite a public toilet and within walking distance to the main street

2.6 The role of Councils

The new *Local Government Act 2020* requires local governments to: give priority to achieving the best outcomes for the municipal community, including future generations; promote the economic, social and environmental sustainability of the municipal district, including mitigation and planning for climate change risks, innovation and continuous improvement is to be pursued; and collaboration with other Councils and Governments and statutory bodies is to be sought.

Councils are on the ground with the community and, therefore, have an important role in supporting local communities through transitional periods. The benefits of a coordinated approach are discussed in **Section 4.4 of Component 3**. There is clear power in numbers, as higher levels of coordination bring about more benefits, such as network connectivity and seamless experiences for users driving from station to station, the opportunity to investigate user behaviour and the possibility of meeting financial requirements for funding, as well as a wide range of manufacturer and distributor discounts.



Figure 11: Role of Council

The Australian Government has yet to release its new national strategy on EVs. Similarly, the Victorian Zero Emission Vehicle (ZEV) Roadmap is not scheduled for release until mid-2020, and while the provision of charging infrastructure will be a component of it, the measures that the State government is currently considering have yet to disclosed. In contrast, the NSW government in its recently released Net Zero Plan, has committed to an *Electric Vehicle Infrastructure and Model Availability Program*. Investment will be targeted by running competitive funding processes that co-fund: (a) the deployment of fast EV charging infrastructure; and (b) vehicle fleet owners, such as car rental companies, car share companies and local councils, to procure electric vehicles. Hopefully, the Victorian strategy includes similar measures, given that the barriers to uptake of vehicle affordability and access to fast charging are the same in Victoria.

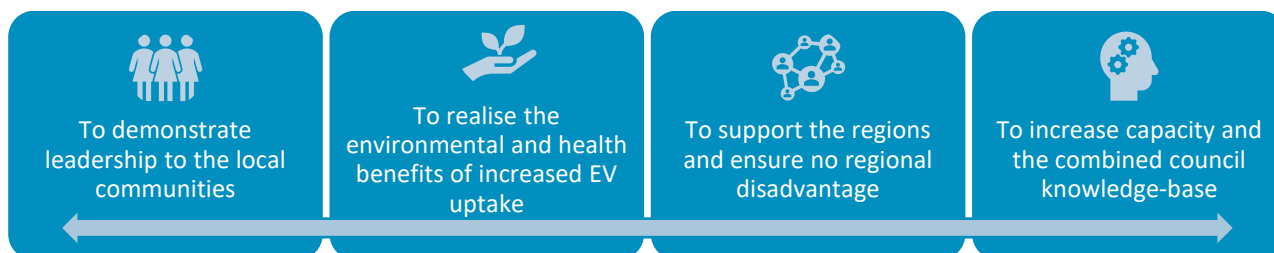


Figure 12: (L – R) National EV Strategy is coming, Victorian EV strategy is coming, NSW has committed to an EV investment program, Infrastructure Australia highlighted the need for national fast charging network

2.7 Council objectives

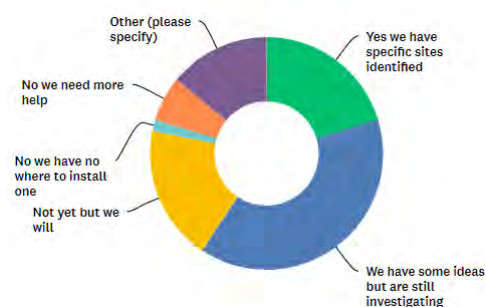
Local councils want to collaborate to best support their local communities and mitigate climate change.

132 responses to the initial online survey from 57 different participating councils highlighted that the key drivers for the Charging the Regions project were:



The key barriers identified at the beginning of the project and how they have been addressed through this project are listed below:

- **Uncertainty of local government's role** with respect to charging stations. Councils considering it be supporting private investment, purchasing and maintaining public stations, or no role at all. The role of council was a focus of the **Component 3 Report** and a discussion point for the second webinar. As the level of government closest to the community, council has a key role in **supporting community uptake, leading by example, and advocating to higher levels of government**. This is further discussed in Section 2.5.
- **Access to funds** to purchase, install, manage and maintain the infrastructure. This is still a barrier for some councils. However, this project has endeavoured to demonstrate the value in investment.
- **Financial business case**. The current low uptake of EVs hinders the purely financial business case of installing stations for the revenue they will generate. The business case for councils to install stations is that the presence of charging stations will help overcome the perceived range anxiety that is currently a contributing factor to limiting EV uptake.
- **Uncertainty of best locations** and where stations were currently installed. The maps identified current and planned stations and advice on location selection was provided in Component 1 & 2; and at the final survey 20% of respondents had selected sites, a further 39% had a shortlist they were investigating, and 19% had the intentions to identify public charging sites soon.
- **Network constraints** whether real or perceived. Network distributors have indicated a desire to work with councils to facilitate supply and understand future demand on the network from EVs.
- **Knowledge gap** of most appropriate infrastructure and requirements. At the final survey, 94% of the councils reported that their understanding of the EV space had grown since the beginning of the project through the project webinars and interim reports. Further, while the project was initially for the regions, an increasing number of metropolitan councils joined in due to the value in the capacity-building component.



2.8 EV Market players and Ownership options

Given the number of market players and ownership models, inviting the market to provide best offers for the roll-out will provide councils with the best value options.

While the international EV market is more developed compared to Australia and most of the charging hardware available on the market is manufactured internationally, several Australian-made options are currently available. These are outlined in Section 2.2 of Component 3. An overview of different charging stations with indicative pricing and specifications is available in Appendix B of the Component 3 Report, and a range of supplier brochures included in Appendix D of the same Report.

An overview of key stakeholders (hardware manufacturers, distributors, software, installers, landowners/host sites and approval bodies) is included in Section 2 of Component 3; and a visualisation of the partnerships between Australian market players is included in Appendix C of Component 3, as shown by excerpt in Figure 13.

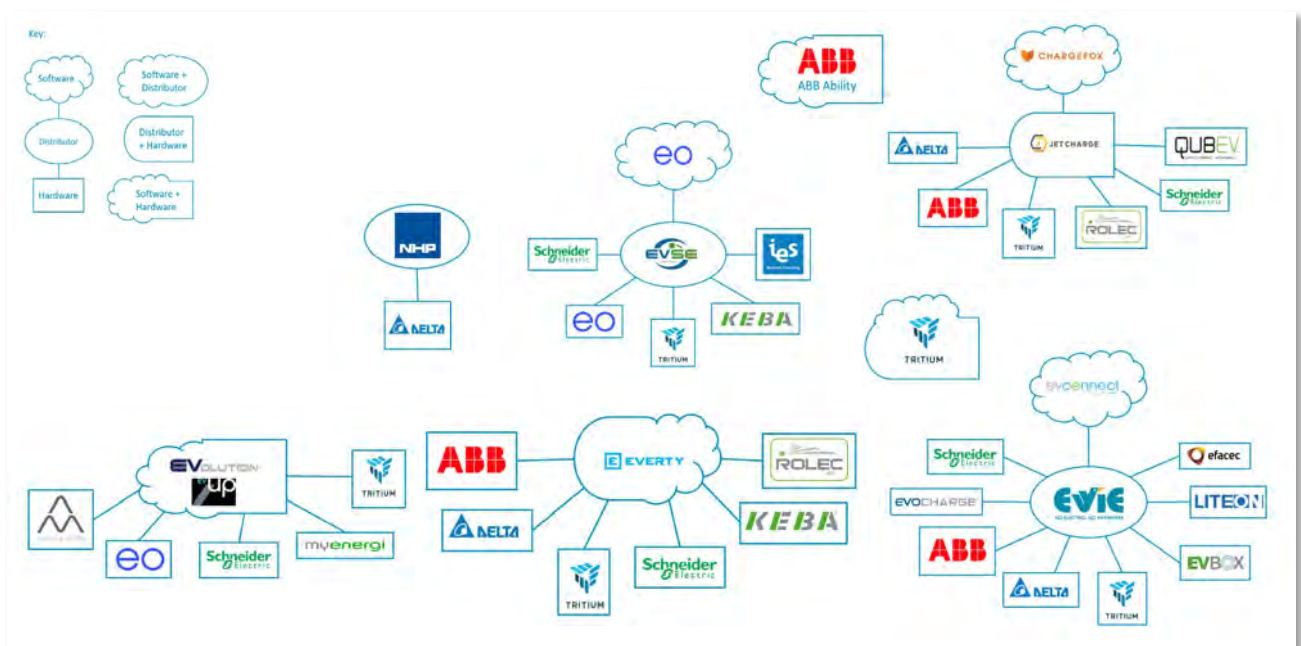


Figure 13: Examples of market players and relationships (note this is a snapshot in time and not exhaustive; additional relationships and stakeholders will likely exist by the time of publishing)

The EV space is in a growth phase in Australia. The project attempted to provide a present day “screenshot” of the EV space in Australia but the overview provided will not be exhaustive – other products, companies and relationships may exist due to the rapid rate of growth in the EV space.

Given this growth and the number of players in the market, councils will enjoy the benefit of competition in putting a request to the market for best value options in terms of hardware, software and ownership models.



Figure 14: Ownership models

In the final webinar, the potential for the market to own and operate public charging infrastructure sites was discussed as a third-party model. This option would mean the role of council would be to provide the land, while the third party operates the business, and therefore, incurs the associated costs and financial benefits. The presence of the charger would still contribute to the social benefits desired by councils.

While a potentially low-cost and, therefore, desirable option for some councils, the site would need to be in high demand for there to be a financial business case to the market; and given the current low EV uptake particularly in the regions, this will be a barrier to the market pursuing this approach.

An additional consideration relevant to a model directed at private market involvement in the roll-out of charging stations, is legislative limitations and/or requirements applicable to the use of public land. These differ depending on the type of land (as either Crown Land or Alienated Land) and the rules that govern commercial leases of such land. Requirements that may need to be satisfied range from procedural to substantive considerations, such as the need for public notices, consultation and consent of the Crown Lands Minister, to limitations on the terms for commercial leases.

Market sounding indicated that given the number of sites to be included in the Charging the Regions roll out – providers will offer different and innovative solutions in order to increase their presence in a growing and competitive market; and all those spoken to indicated a strong desire to be involved.

Additional detail on ownership models and considerations of each are included in **Component 3**.

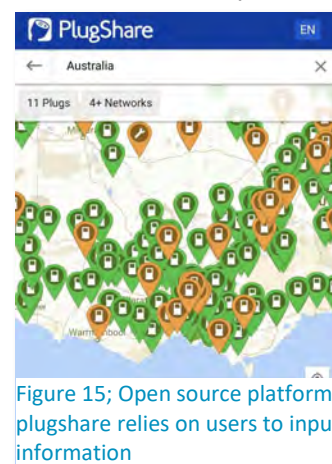
2.8.1 Site Maintenance and Management

The general preference that emerged from the surveys and webinar was for the council ownership model. In addition to funding, a barrier to this model was the potential resource challenge should councils be responsible for site management and maintenance. While in the leasing option, the provider still owns and therefore maintains the asset, and this cost for service is included in the leasing arrangement, but in the ownership model it can be included or excluded.

In most case studies, maintenance was included by the provider – either the hardware provider directly or the distributor. Exceptions included Northern Queensland where sites were not networked, and site hosts are responsible for maintenance; and the NSW NRMA case study given the NRMA developed its own software platform and managed the maintenance. The installation of software allows stations to be visible to users in real time through a portal, collecting and reporting on usage and performance, as well as sending alerts instantaneously to the site manager and provider if there are any faults.

City of Adelaide recommended that councils have a clear service agreement with the provider that includes a 24/7 helpline for support, processes in place for escalation of any issues, and protocols for the help desk and technical support. In addition to any potential maintenance issues, EV drivers may have questions when at the site on how to operate the charger. This role is best provided by the supplier.

A number of different software platforms are available (Figure 13). Individual software platforms will only show stations on their network and an EV driver will still need to refer to open source platform Plugshare to identify stations on his/her route. It was for this, and data ownership and reliability concerns, that New Zealand developed its own software *EV Roam* which overlaid across all the stations to provide a single source for visibility of all stations with real time data on usage. However, software development is not the role of councils, and the different options available on the market are suitable for use.



2.9 Recommended Roll Out

A 25-50kW DC networked charging infrastructure option is recommended for regional connectivity.

Currently a non-Tesla EV owner has limited to no fast-charging options in regional Victoria (Figure 15). While the existence of the AC chargers will enable committed drivers to find chargers, it does not overcome the perceived range anxiety barrier addressed by fast-chargers.

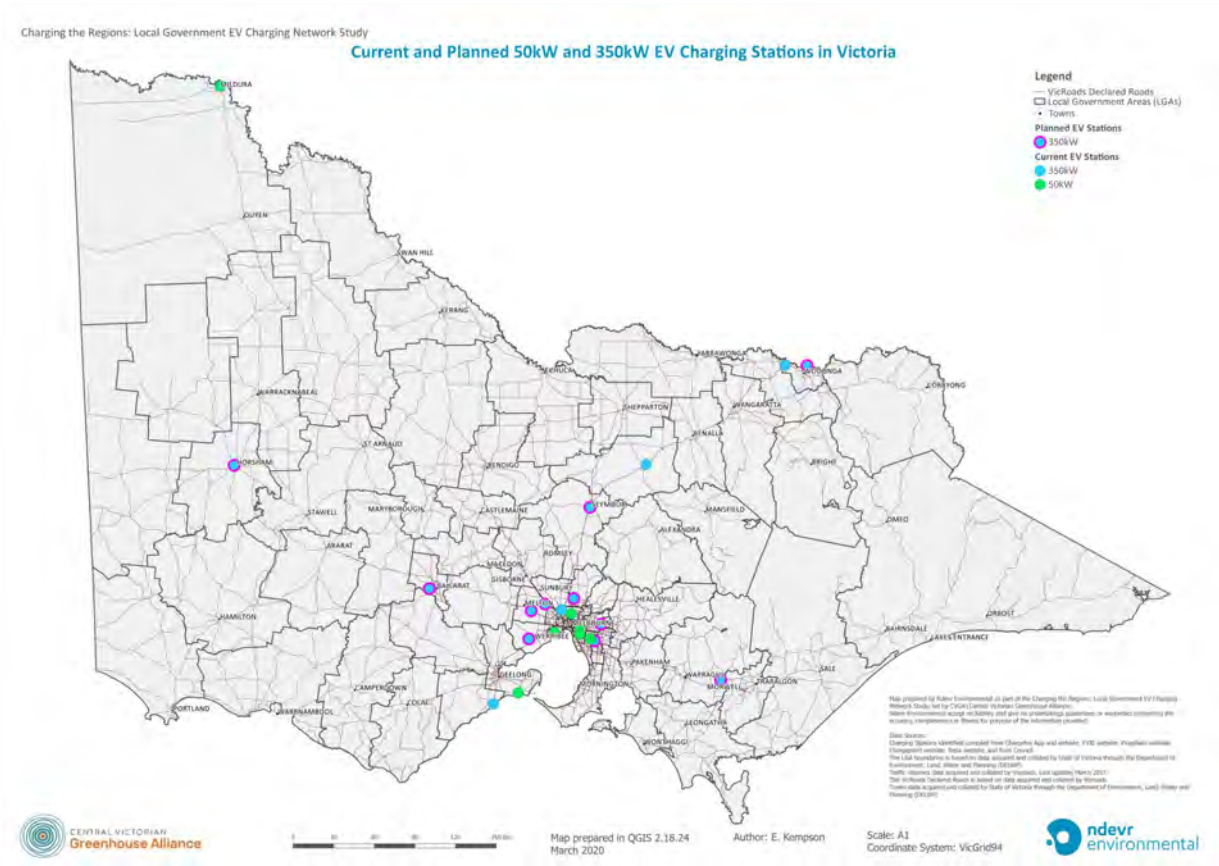


Figure 16: Current and Planned EV Fast Charging (DC) Stations in Victoria

Charging infrastructure comes in different levels, in reference to their charging rate, and within each of these levels there is a range of power ratings. The higher the power rating, the faster the charging infrastructure can provide charge to an EV. However, the higher the charge rate, the more complex the requirements of the network, chargers and vehicles, and therefore the higher the associated costs. An overview as discussed in the webinars is shown in Figure 17.

The installation of 25-50kW DC chargers is recommended for installation in the priority towns (at a minimum) as part of the Charging the Regions roll out.

This level of station is considered to provide the best value for money to achieve the regional connectivity desired by councils for their communities. These lower kW rated fast chargers are attractive to EV drivers as a fast-charge option without the wear and tear on their batteries that the higher rate can cause. Data has shown that the average charge time for EV drivers, who unlike conventional vehicle drivers will top up when they can rather than depleting their battery, is an hour³. An hour charge at 25-50kW will provide 100-200km range.



Figure 17: Example of a Tritium 50kW DC Station, and a Delta 25kW DC station

³ Chargefox presentation at 2019 All Energy Conference Melbourne



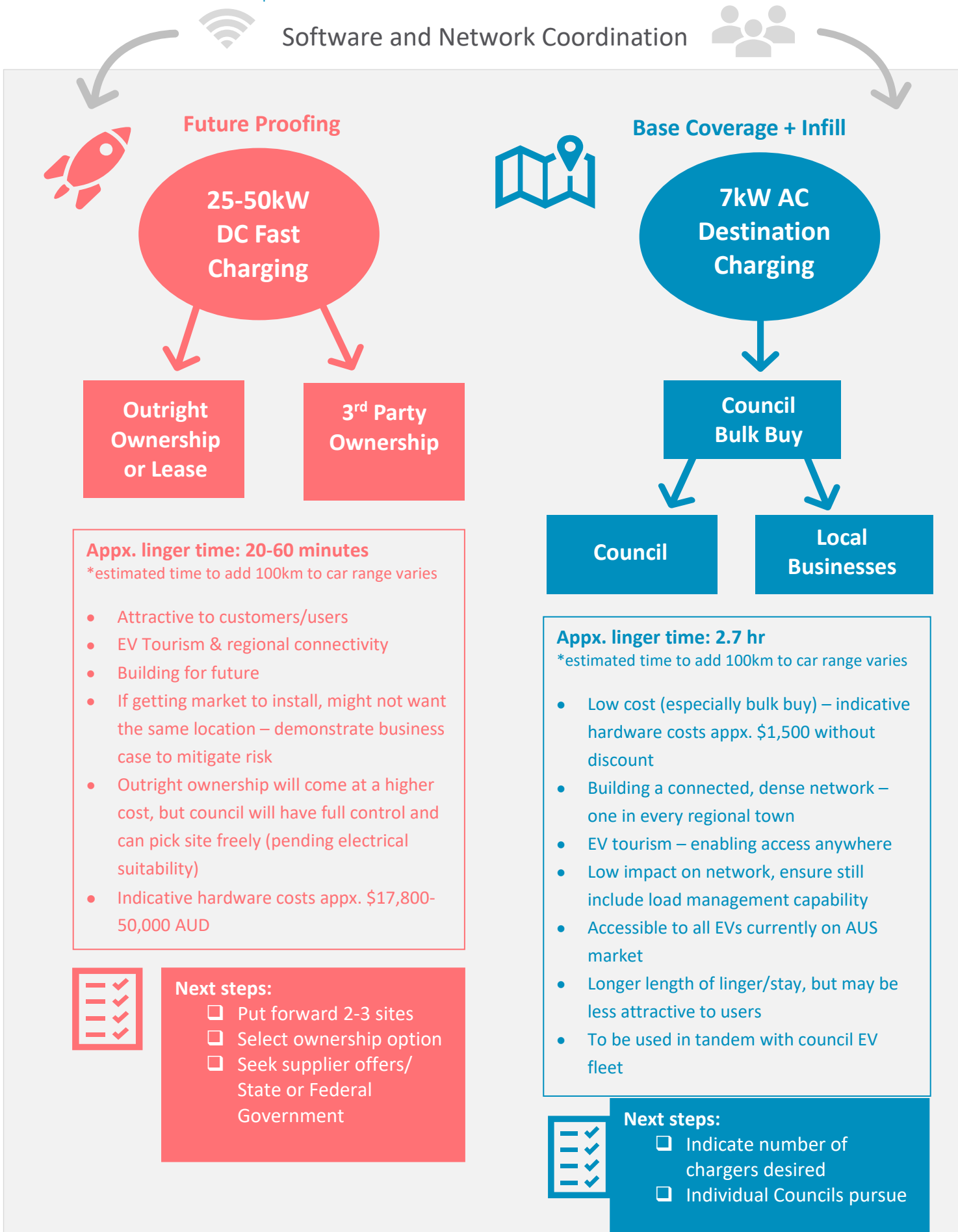
	Level 1 Trickle	Level 2 AC Destination Charging			Level 3 DC Fast Charging			
	2.3kW AC	7kW AC	11kW AC	22kW AC	25kW DC	50kW DC	100kW DC	350kW DC
 Locations	General Power Point	Homes, Hotels, Council Offices	Shopping Centres, Car parks, Destinations		Destination	Transport Corridor	Transport Corridor/High way	Superhighway
 Electrical Inputs	Single Phase, 10A	Single Phase, 32A	Three Phase, 32A		Three Phase, 40A	Three Phase, 80A	Three Phase	Three Phase
 EV Limitations	None	None	The majority of EVs on the market cannot charge at more than 7kW AC		Some older model EVs and PHEVs cannot use DC		Tesla Only	The majority of EVs currently on the market cannot charge at this rate.
 For 100 km	In theory: 8.7 hr	2.7 hr	1.7 hr	55 min	50 min	24 min	10 min	5 min
	For most of the current day EVs: 8.7 hr	2.7 hr	2.7 hr	2.7 hr	50 min	24 min	10 min	10 min
 Approximate Hardware Cost	\$\$\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$,\$

Figure 18: Overview of Charging infrastructure

It is also strongly recommended that the stations are networked on a software platform to enable visibility to users and site managers in real time to see that a station is functioning and available. It is recommended that councils enter into an arrangement with the supplier to provide 24/7 station helpline and technical support to maintain sites technically, while individual councils can manage site maintenance with respect to landscaping and tidiness. Different software platforms can be selected based on the results of the RfQ provided that all provide access to the data collected.

In the final webinar a second option was discussed to supplement the DC charging roll-out with additional 7kW AC stations as a low cost, low network impact, easy to implement additional option (Table 1); and it is still recommended that individual councils pursue additional AC charging in addition to transitioning council fleets and the community to include EVs.

Table 2: Overview of discussed roll-out options



3 Next Steps

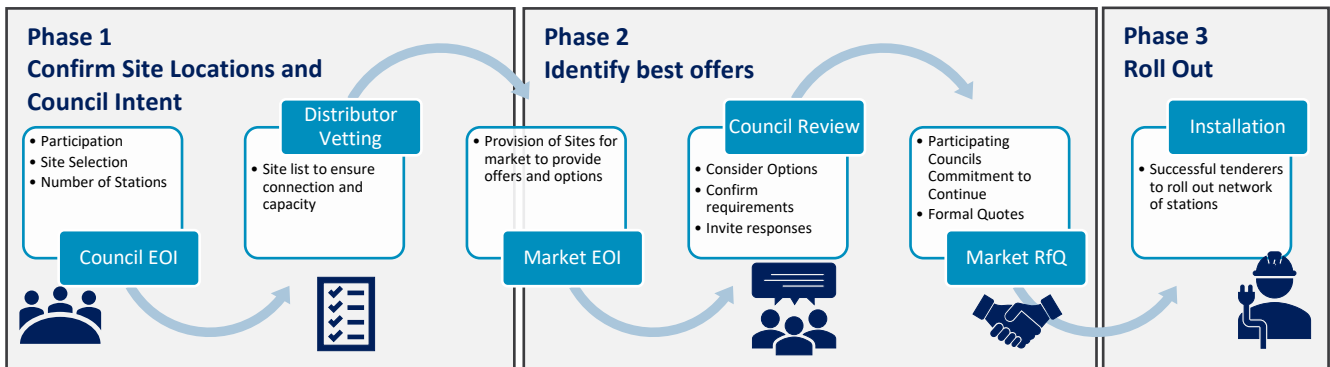
The increased uptake of EVs has clear environmental, health and social benefits to local communities. Participating councils have collaborated to better understand the benefits and requirements of charging infrastructure; and have indicated a desire to continue collaborating to achieve the best outcomes for their communities.



Given additional measures underway by State and National EV strategies, the EV space will likely continue to grow rapidly, and councils are wise to be prepared to ensure their communities are not left behind and disadvantaged.

3.1 Charging the Regions Fast Charging Roll Out

The following process is recommended to alleviate the remaining barriers.



3.1.1 Phase One – Confirm Site Locations and Participation

- **Site Selection.** Participating councils to continue to investigate and identify potential locations for public charging infrastructure within their respective municipalities using the tools provided through this project.
- **A Council EOI** to be distributed to councils to confirm numbers interested in continuing to participate in the roll out and to collect information on sites. A prospectus is attached that can be included to highlight the value. The final survey indicated that a large number were unsure of their ability to continue (Figure 21). Reasons for uncertainty included access to funding and uncertainty in the role of council in funding a state-wide charging network. This staged process aims to overcome this
- **Consultation with distributors** on the site shortlist will allow any network limitations to be identified and alternative options to be considered prior to going to market. Distributors are keen to support councils in ensuring an optimal site selection roll out.

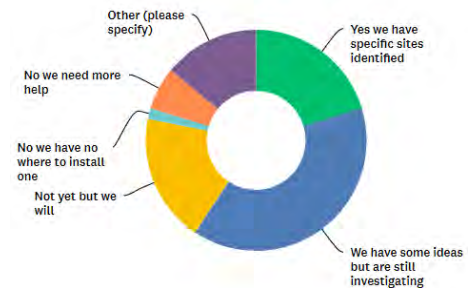


Figure 19: Current status of councils with selecting suitable sites

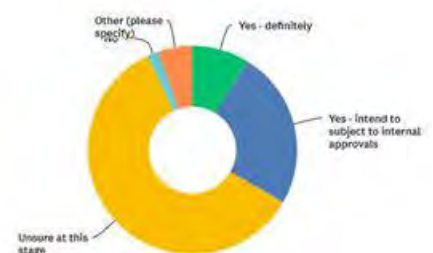


Figure 20: Current level of council certainty in participating in DC roll out

3.1.2 Phase Two – Competitive Tender Process

Councils have power in numbers when going to the market for pricing for a networked charging station model. This approach will allow the market freedom and the best offers to be made, while still allowing council to specify charger locations. This is a rapidly emerging market and new players are wanting to enter, which will result in competitive prices.

The **joint procurement guidelines** provided to participating councils detail site specific information for councils to collate and include in the market EOI/RfQ; and guidance on specifications required of respondents.

It is recommended that the market be invited to propose best value offers to provide a network of 25-50kW DC charging stations for the given list of vetted locations. To ensure future-proofing, all hardware must be Open Charge Point Protocol (OCPP) compliant and have in built load management. The preference is that stations are tethered, and that respondents include the maintenance and operation of stations.

The market will be invited to propose software options to ensure real-time visibility to EV drivers and to councils; and councils must have access to all data collected.

One provider does not need to be the only provider, as different suppliers may be better suited or capable to provide better options in different areas.

3.2 Council Leadership and Demonstration



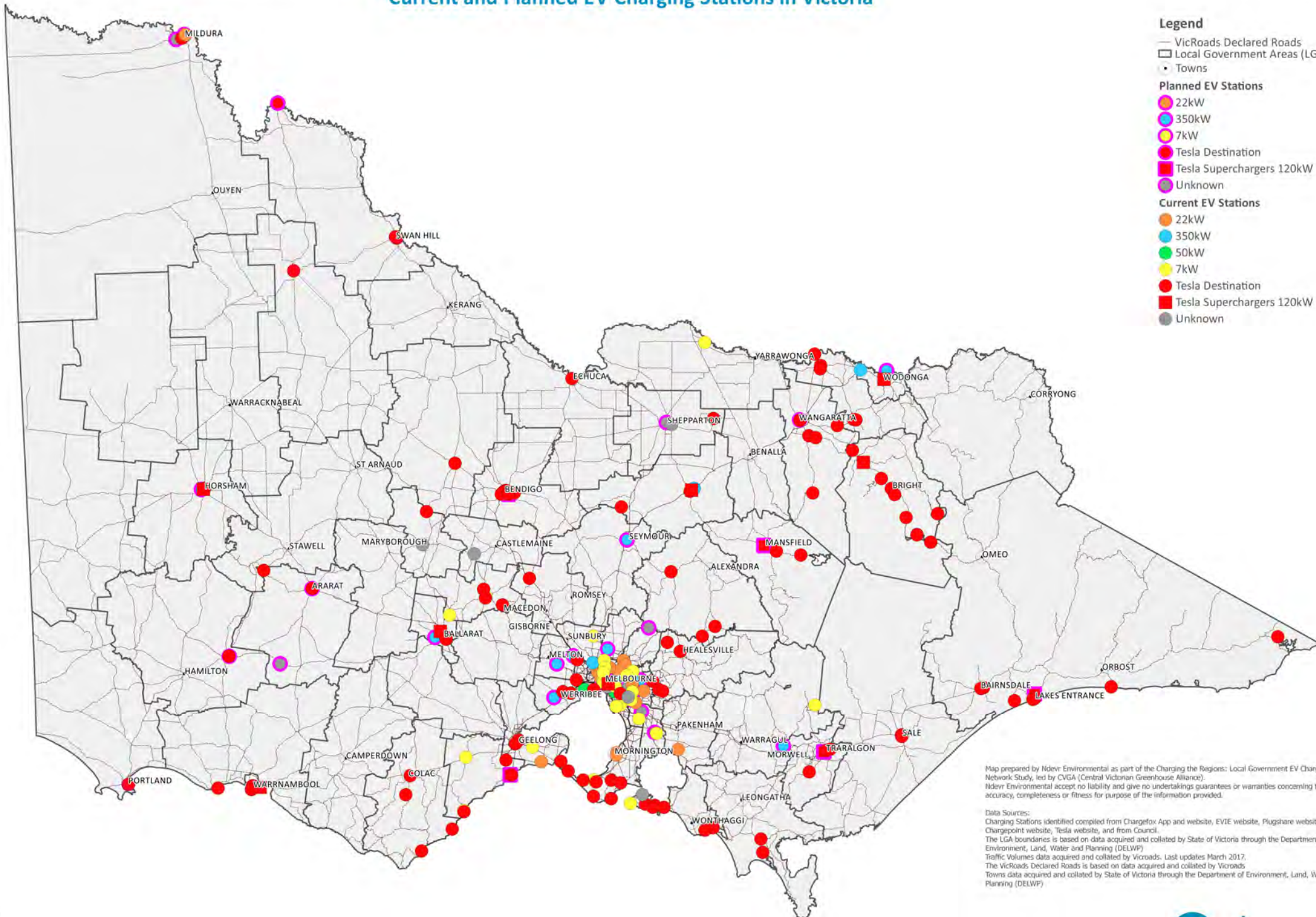
It is recommended that in addition to the DC fast charging roll out, councils continue to lead by example and incorporate EVs and charging infrastructure into council fleet operations; and support local communities and businesses in understanding and procuring AC charging infrastructure.



Figure 21: Example of Moreland EV; Council Demonstration in Benalla

Appendix A – Maps

Current and Planned EV Charging Stations in Victoria



Legend

- VicRoads Declared Roads
- ▭ Local Government Areas (LGA)
- Towns

Planned EV Stations

- 22kW
- 350kW
- 7kW
- Tesla Destination
- Tesla Superchargers 120kW
- Unknown

Current EV Stations

- 22kW
- 350kW
- 50kW
- 7kW
- Tesla Destination
- Tesla Superchargers 120kW
- Unknown

Map prepared by ndevr Environmental as part of the Charging the Regions: Local Government EV Charging Network Study, led by CVGA (Central Victorian Greenhouse Alliance).
 ndevr Environmental accept no liability and give no undertakings, guarantees or warranties concerning the accuracy, completeness or fitness for purpose of the information provided.

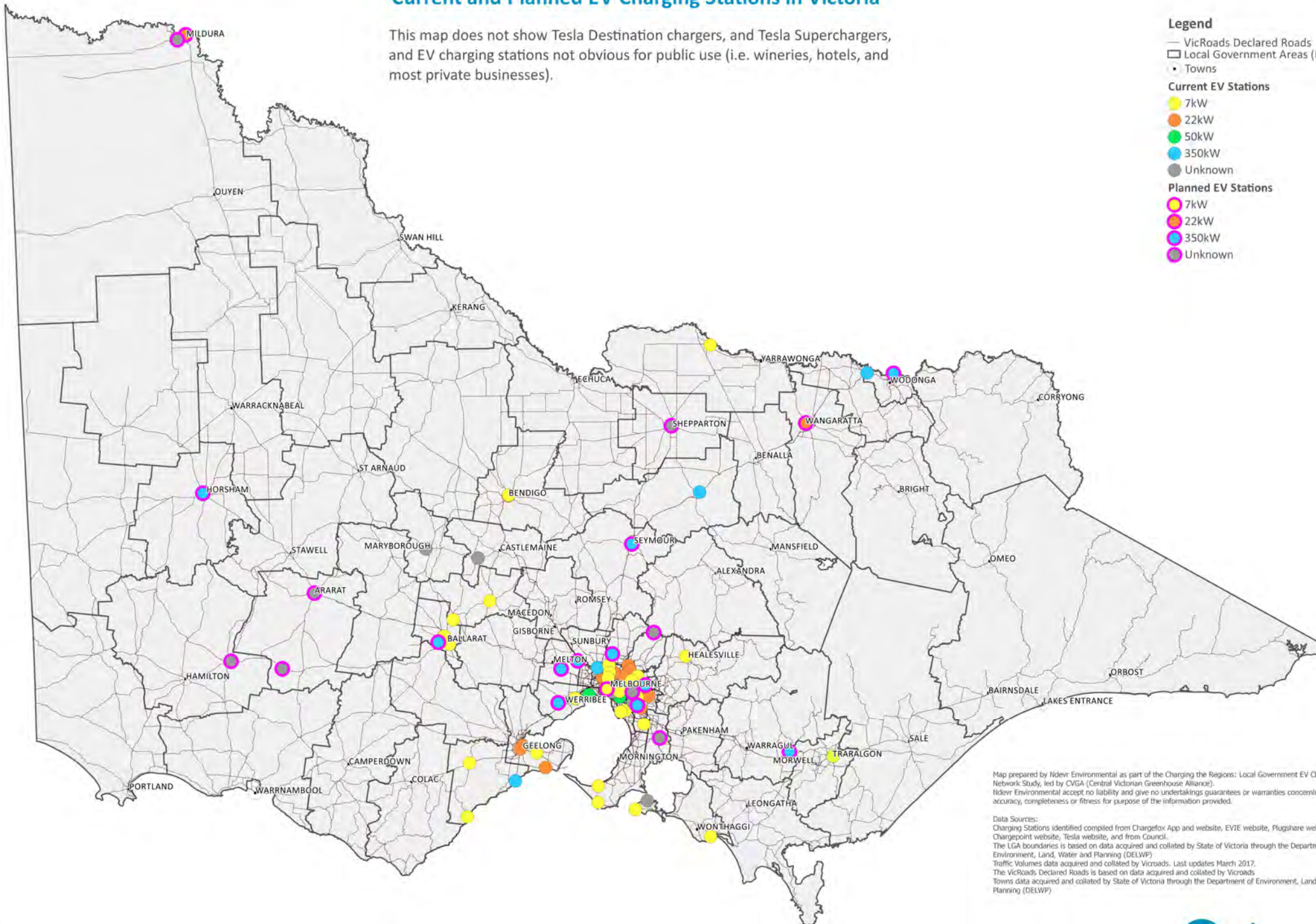
Data Sources:
 Charging Stations identified compiled from Chargefox App and website, EVIE website, Plugshare website, Chargepoint website, Tesla website, and from Council.
 The LGA boundaries is based on data acquired and collated by State of Victoria through the Department of Environment, Land, Water and Planning (DELWP).
 Traffic Volumes data acquired and collated by Vicroads. Last updates March 2017.
 The VicRoads Declared Roads is based on data acquired and collated by Vicroads.
 Towns data acquired and collated by State of Victoria through the Department of Environment, Land, Water and Planning (DELWP).

Current and Planned EV Charging Stations in Victoria

This map does not show Tesla Destination chargers, and Tesla Superchargers, and EV charging stations not obvious for public use (i.e. wineries, hotels, and most private businesses).

Legend

- VicRoads Declared Roads
- ▭ Local Government Areas (LGA)
- Towns
- Current EV Stations**
- 7kW
- 22kW
- 50kW
- 350kW
- Unknown
- Planned EV Stations**
- 7kW
- 22kW
- 350kW
- Unknown

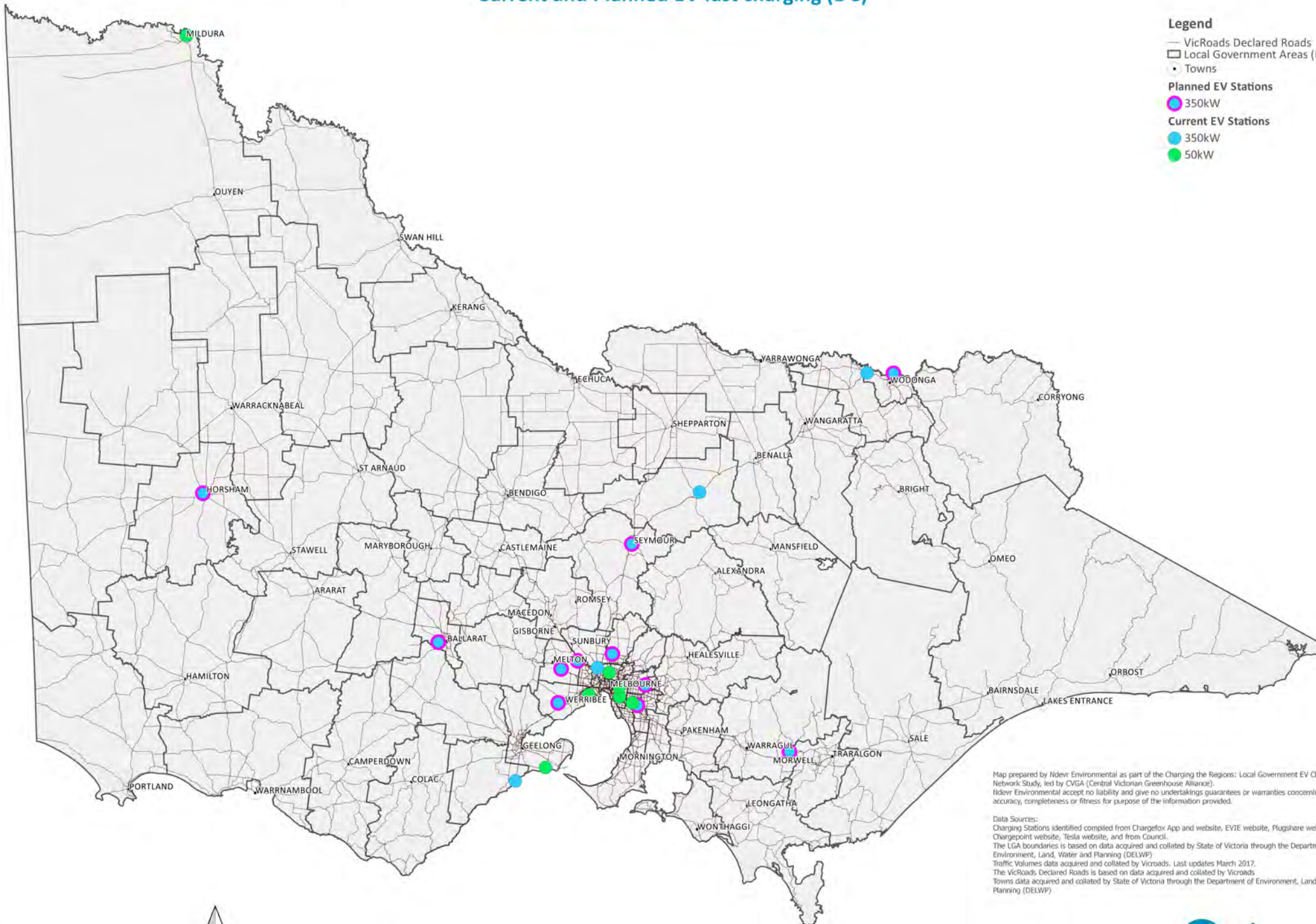


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 Towns data acquired and collated by State of Victoria through the Department of Environment, Land, Water and Planning (DELWP).

Current and Planned EV fast charging (DC)

- Legend**
- VicRoads Declared Roads
 - ▭ Local Government Areas (LGA)
 - Towns
 - Planned EV Stations**
 - 350kW
 - Current EV Stations**
 - 350kW
 - 50kW



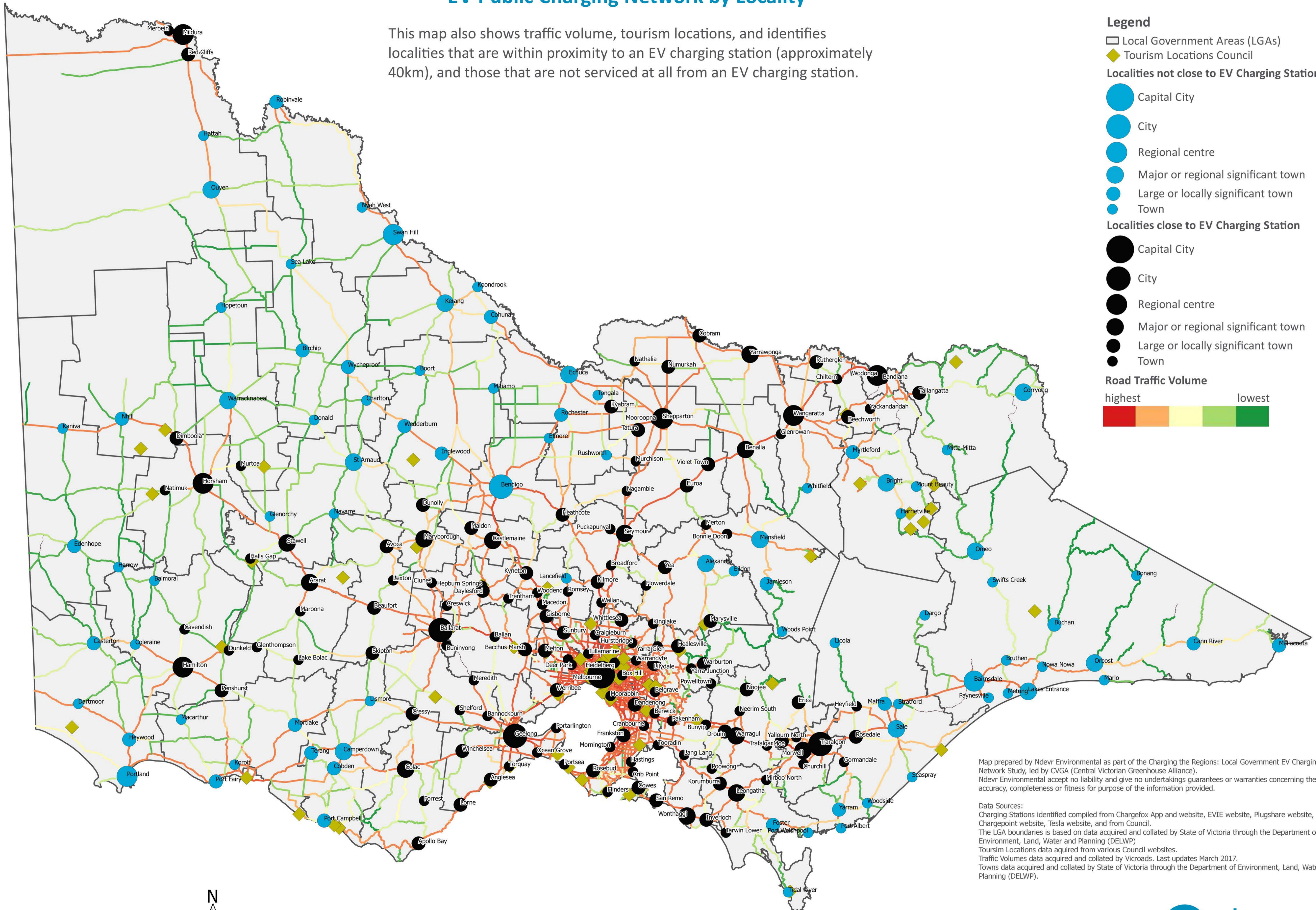
Map prepared by Ndevr Environmental as part of the Charging the Regions: Local Government EV Charging Network Study, led by CVGA (Central Victorian Greenhouse Alliance).
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Towns data acquired and collated by State of Victoria through the Department of Environment, Land, Water and Planning (DELWP).



EV Public Charging Network by Locality

This map also shows traffic volume, tourism locations, and identifies localities that are within proximity to an EV charging station (approximately 40km), and those that are not serviced at all from an EV charging station.

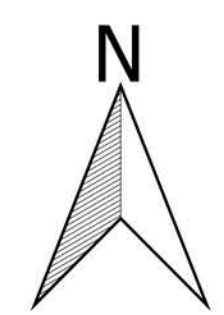


Legend

- Local Government Areas (LGAs)
- Tourism Locations Council
- Localities not close to EV Charging Station**
- Capital City
- City
- Regional centre
- Major or regional significant town
- Large or locally significant town
- Town
- Localities close to EV Charging Station**
- Capital City
- City
- Regional centre
- Major or regional significant town
- Large or locally significant town
- Town
- Road Traffic Volume**
- highest
- lowest

Map prepared by Ndevr Environmental as part of the Charging the Regions: Local Government EV Charging Network Study, led by CVGA (Central Victorian Greenhouse Alliance). Ndevr Environmental accept no liability and give no undertakings guarantees or warranties concerning the accuracy, completeness or fitness for purpose of the information provided.

Data Sources:
 Charging Stations identified compiled from Chargefox App and website, EVIE website, Plugshare website, Chargepoint website, Tesla website, and from Council.
 The LGA boundaries is based on data acquired and collated by State of Victoria through the Department of Environment, Land, Water and Planning (DELWP)
 Tourism Locations data acquired from various Council websites.
 Traffic Volumes data acquired and collated by Vicroads. Last updates March 2017.
 Towns data acquired and collated by State of Victoria through the Department of Environment, Land, Water and Planning (DELWP).

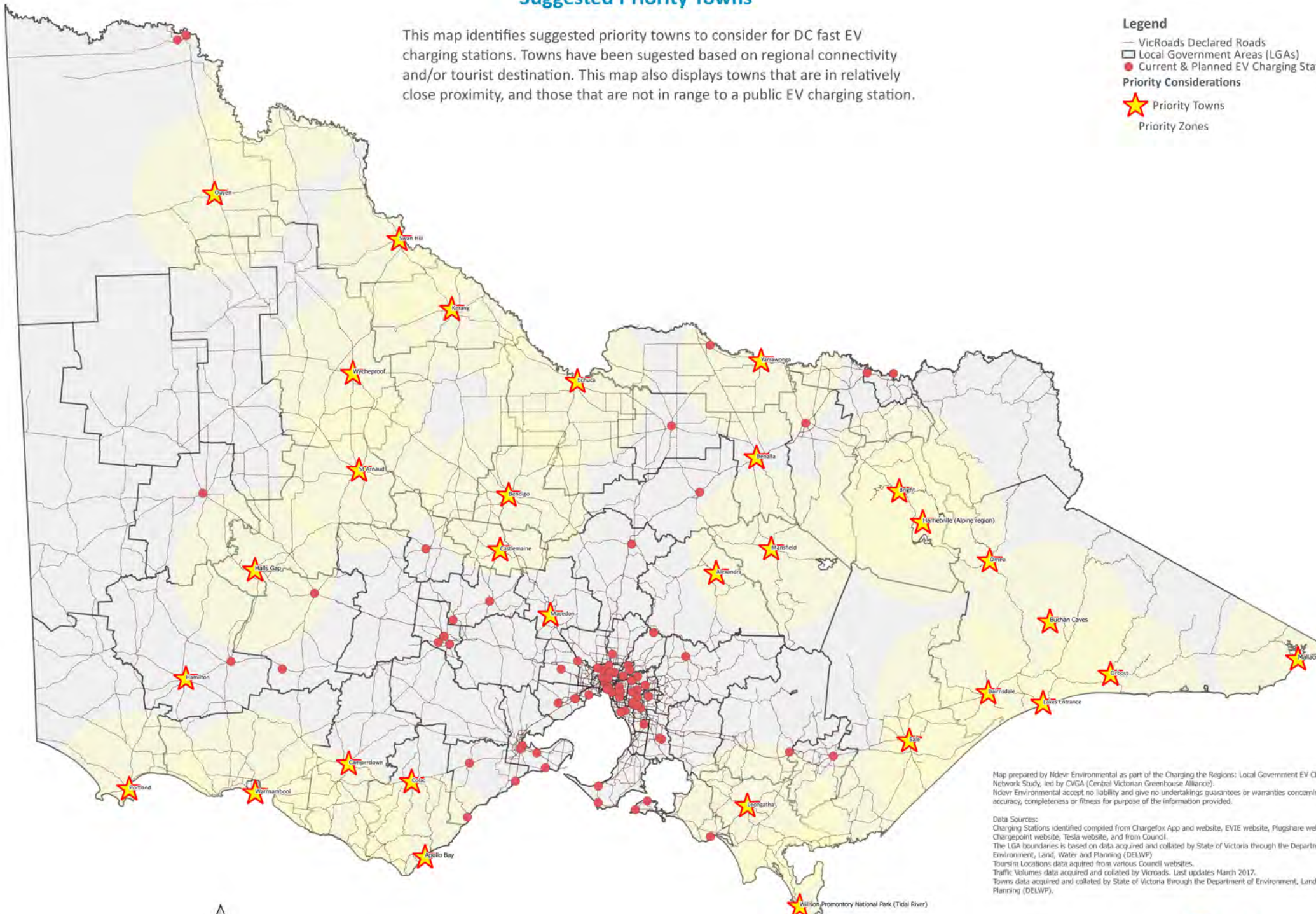


Suggested Priority Towns

This map identifies suggested priority towns to consider for DC fast EV charging stations. Towns have been suggested based on regional connectivity and/or tourist destination. This map also displays towns that are in relatively close proximity, and those that are not in range to a public EV charging station.

Legend

- VicRoads Declared Roads
- ▭ Local Government Areas (LGAs)
- Current & Planned EV Charging Station
- ★ Priority Towns
- Priority Zones



Map prepared by Ndevr Environmental as part of the Charging the Regions: Local Government EV Charging Network Study, led by CVGA (Central Victorian Greenhouse Alliance). Ndevr Environmental accepts no liability and give no undertakings, guarantees or warranties concerning the accuracy, completeness or fitness for purpose of the information provided.

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 Towns data acquired and collated by State of Victoria through the Department of Environment, Land, Water and Planning (DELWP).



Appendix B – Prospectus

Charging the Regions: Electric Vehicle Charging and Local Councils in Victoria

Why do we need more EV charging stations?

The EV industry is growing at a rapid rate. While Australia has been relatively slow to catch up to the global trend, sales of EVs increased by more than 200% between 2018 and 2019 as depicted in Figure 2.

EVs are coming to Australia, and the objective of the CVGA Charging the Region project is to ensure that regional Victoria does not get left behind. Ultra-fast electric charging networks are being built around the main highways and routes in Australia (see Figure 3), but this does not support regional connectivity or EV tourism.

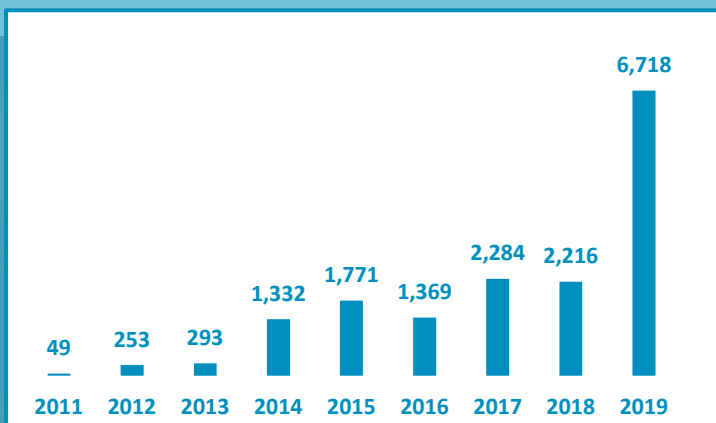


Figure 2: Annual Australian EV Sales

Why should local councils install EV charging stations?

The *Local Government Act* includes promoting the social, economic and environmental viability and sustainability of their districts. EVs provide a wide range of broader benefits, including:

- **Reputational** - uptake of EVs demonstrates an ethical and forward-thinking council
- **Community Responsiveness** - there is strong community support and interest in public charging and broader EV adoption
- **Regional Benefit** – indirect financial benefit to local economy through driver linger and spend
- **Public Health Benefits** – ICE vehicle emissions are linked to public health issues such as lung disease, heart disease and strokes and a wide variety of respiratory conditions
- **Reduced Traffic Noise**
- **Environmental Benefits** - ICE vehicles have detrimental environmental impacts on local communities and EVs provide a more sustainable option, with no tailpipe emissions
- **Land Use Benefits** – EV chargers may be a good solution to putting to use underutilised land

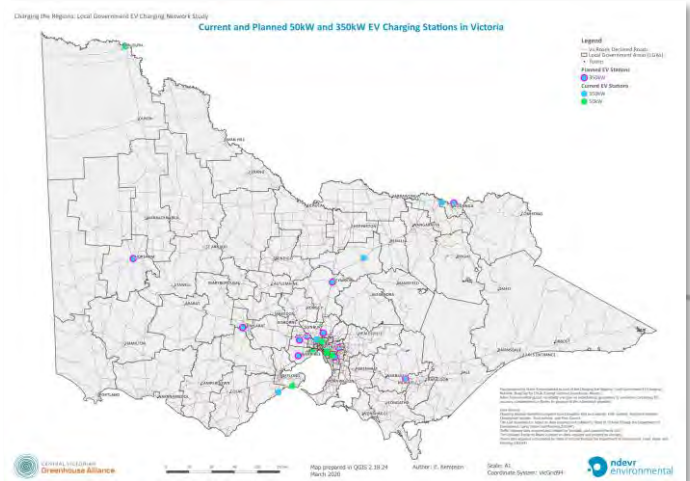


Figure 1: Current and planned DC Charging in Victoria is limited

EV Tourism in Victoria could be worth over \$264M by 2030

Australia's EVs sales are predicted to represent 22%-64% of yearly vehicle sales by 2030 ¹

Emissions from ICE vehicles cause around 500-1,000 deaths in Australia every year ³

52% of Victorians would support shifting all new car sales to EVs by 2025 ²

¹ Energeia (2018). Australian Electric Vehicle Market Study. ARENA and CEFC.

² The Australia Institute (2019a). Polling - Electric Vehicles. The Australia Institute.

³ Parliament of Victoria (2018). *Inquiry into electric vehicles*. No 377. Melbourne.

Which charging stations should local councils install, and where?

To build for the future and future-proof council's investments, the primary recommendation by the Charging the Regions project is to install fast, Level 3 DC chargers. Priority zones have been identified by the project group in Figure 3.

25-50kW Level 3 DC chargers are the recommended option for councils supporting regional connectivity and building for the future. They are fast enough to be attractive to users, but they still encourage a linger time while charging. They are significantly more affordable than ultra-rapid chargers, and DC chargers at this range are compatible with most EVs currently on the Australian market today.

User data shows that most Australian EV drivers charge at publicly available charging stations for an about an hour doing "top up" charging while they stop for lunch or go shopping.

In addition to a network of fast chargers, slower **Level 2 AC chargers** are suitable for fleet charging and to quickly develop a dense and affordable charging network. AC chargers are also suitable for smaller towns that have not been identified as a priority for a fast charger. They have a low impact on the grid; and are fully compatible with all the cars currently on the Australian market.

All levels of charging have a role within a robust charging network. It is important to consider a location's population density, traffic density, whether it is a place of regional connectivity or tourism to determine an appropriate amount of chargers needed in order to future proof EV charging in your region.

For a successful and future ready EV charging roll-out, the project group is strongly advising that all EV chargers:

- Be OCPP compatible
- Have load/demand management
- Be networked through software
- Allow access to user data

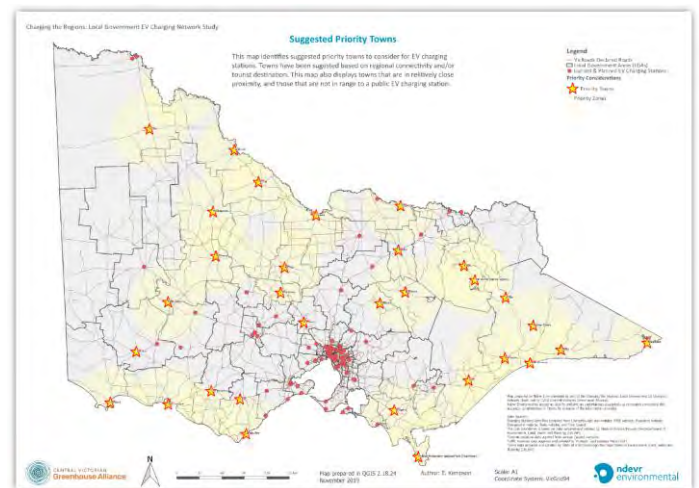


Figure 3: Priority Zones to Ensure Coverage and Connectivity

80% of motorists want fast charging in regional towns ⁵

49% of motorists would view government more positively if they progressed an EV charge network ⁵

81% of Victorians would support the government building a network of EV chargers ⁴

⁴ The Australia Institute (2019b). *Polling - Policies for low emissions and electric cars*. The Australia Institute.

⁵ Electric Vehicle Council (2018). *New Policy Proposal: Accelerating electric vehicle adoption*. Electric Vehicle Council.

Appendix C – Case Studies

Charging the Regions Case Study

City of Adelaide



The City of Adelaide is striving towards carbon neutrality and aims to reduce carbon emissions and improve air quality. The charging infrastructure project forms part of City of Adelaide vision and goals. Further driving the project is City of Adelaide's desire to position itself as an EV hub for tourists and residents, to harness positive economic and environmental outcomes for residents.

Charger Types:

The project involved the installation of 40 EV charging stations in on-street and off-street public car parks. This included a combination of chargers:

- 2 x 50kW DC fast chargers
- 38 x 22kW 3-phase AC chargers

2 x 15amp single-phase (trickle chargers) were installed in 2009.

The City has found that different charging services need to be provided for different user groups to avoid unnecessary expenditure on higher output chargers.



Maintenance & Operations:

City of Adelaide owns the charging stations; Chargefox maintains and operates the software for the charging network and payment system.

Financial Models:

The following three models were used:

- Self-funded - City of Adelaide covered approximately 60% of the costs of the project
- Grants – received grants from the South Australian Government and Mitsubishi
- Co-investment – SA Power Networks co-invested to develop systems and capabilities that could be applied across all of South Australia. Tesla co-paid on one site for the remainder of the costs.

Payment:

Payment is possible through the Chargefox app, with contactless payment available. Payment structure is:

- 50kW DC – 30c/kWh all times
- 22kW AC – free for first hour, then 20c/kWh 6am-6pm Mon-Fri, then 10c/kWh all other times (min. \$1 fee)
- 15amp AC – free all times

Due to the higher cost of more powerful chargers and need for peak electricity demand management systems, it may be necessary for reserve parking customers to pay an annual fee and electricity consumption fees for these services to ensure they are financially sustainable.

Utilisation:

Over two-thirds of all usage has been recorded at one site, the Franklin Hub. This site has 4 chargers and is in front of the Central Market, South Australia's most visited tourist attraction. The car spaces offer 2 hours of free parking and 1 hour of free charging on the AC 22kW charger.

Insights for this case study were provided from discussions with the City of Adelaide.

Barriers to Uptake:

City of Adelaide identified several barriers to the implementation and operation of EV charging stations:

- Councils lack of knowledge and expertise in electricity network and technology of chargers, old switchboards and electrical systems
- Phase charging differences between EV models, capacity limitations of existing main electrical switch and distribution boards
- Australian road rules - reverse parking not permitted in on-street parking bays in South Australia, causing need for longer cables.
- Offers of free chargers usually come with long contract terms and conditions such as commercial advertising that may be inconsistent with local government urban design and public realm hazard reduction priorities (footpath and visual obstructions).

Be wary of hidden agendas in partnership offers

Key enablers:

City of Adelaide recommends early engagement with electricity distributors to understand network constraints and how much capacity is available at certain sites.

Contactless payment is important from a bigger picture perspective, allowing a seamless and user-friendly experience across different models.

Communications and Marketing:

To date the campaign has involved education on the existence of EVs and EV charging. Roll out in near future of advertising on back of buses and social media, targeting up to 100,000 people who have been in proximity of a car dealership within the last 2 months.



Signage Used:

Educational/restrictive signage was used to identify a parking bay as an EV charging bay with operation instructions.

City of Adelaide identified that visibility of signage is key primarily for non-EV users to raise awareness and ease perceptions of range-anxiety and encouraging uptake.

The City implemented a UPark Smart EV Parking System, a modular system for multi-level car parks to match EV demand to total car park facility utilisation. This involves a shift to limit the number of EV parking bays available as car park occupancy increases to over 60%. At 95% capacity, if there are vacant bays in the EV parking area, only 2/10 EV charging bays will be designated as EV only, using the overhead lighting system.

The overhead lighting system indicated availability as below:

- Red – occupied bays
- Green – vacant bays (all customers)
- Orange – EV only bays

Future Plans:

Move from council-ownership and leadership model towards an incentive-based, broad community uptake model through City of Adelaide's *Sustainability Incentives Scheme*. A \$1,000 rebate is being offered to City of Adelaide property owners and tenants on a >7- <50kW charger and a \$5,000 rebate on a >50kW charger.

A better business case for local councils is an incentive-based model

Insights for this case study were provided from discussions with the City of Adelaide.

Charging the Regions Case Study

Knox City Council



Knox City Council installed two twin charging points (two stations, with four charging points in total) in April 2019. One of these stations is available for public charging and the other is for council use for their EV fleet. Public chargers are located at the front of the Knox Civic Centre, next to the entrance for high visibility.

Knox City Council had noticed a gap in publicly available charging infrastructure in its municipality. Council wanted to ensure availability of publicly accessible chargers to support EV uptake, as well as to show leadership in the community. Council acquired several EVs for its fleet, which influenced the direction of the project by adding private charging for Council use.

Charger Types:

Each station is 22kW with 2 x Mennekes sockets (users have to bring their own cables to connect).

Jet Charge supplied and installed Schneider hardware with Chargefox providing software.

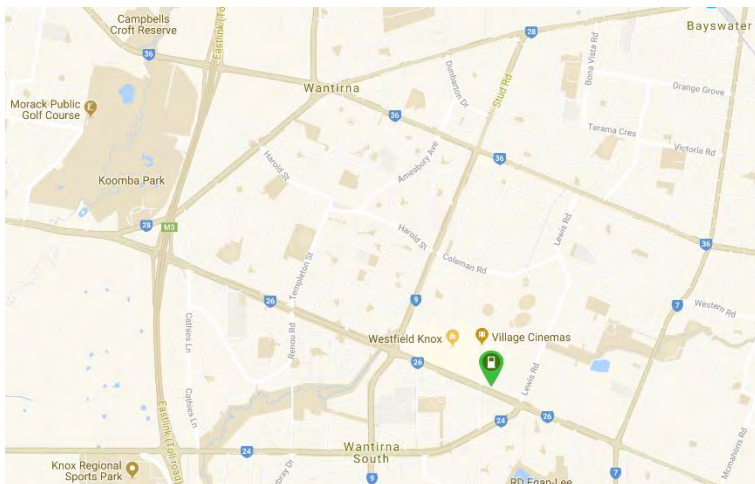
Prioritise visibility for public charging to encourage uptake and utilisation

Location:

Visibility of the public charging station was prioritised during the location decision-making. The draw-back of this prioritisation is that trenching costs for the public chargers exceeded the cost of the chargers themselves. Trenching costs were also influenced by the fact that the works triggered the need for traffic management, as the works extended across the road. Other considerations for council were:

- Lighting
- CCTV coverage
- Location of station under trees (to prevent damage from sap or bird droppings) or sheltered and protected from the elements
- Proximity to amenities (e.g. bathrooms, water, seats and benches)

Keeping driver in mind – providing seating and proximity to amenities



Insights for this case study were provided from discussions with Knox City Council.

Financial Models:

The project is owned and was financed in full by Knox City Council.

Payment:

To date, charging has been provided for free by Council. If Council installs more chargers in the future, this may eventually change.

Barriers to Uptake:

Many unknowns, for example:

- Knowledge around charging/EVs within council
- Lack of standards and blueprint for council around EV implementation (e.g. where to place charger)
- Community perceptions
- Future uptake

Lack of standards and blueprint for councils a barrier

Key enablers:

- Very strong support from Council and CEO
- Consulting with other Councils who had undertaken EV charging projects
- Seeing the value for money regarding EVs and EV charging – biggest cost to project was trenching

Council and CEO support is key enabler



Signage Used:

Signage used includes standard parking signs and green markings on pavement indicating EV use. As of now, signage denotes parking is for EVs that are plugged in and charging, and council may time-restrict parking in the future – depending on uptake and whether behavioural or congestion issues arise.

Communications and Marketing:

Chargers were communicated through a mostly digital media release and presence, as well as through a local paper. Council EV fleet is kitted with sleek stickers on the sides promoting EV fleet, reading “Knox going electric”.

Utilisation:

Council has noticed increased use on weekends and after hours, with slightly over 40% of usage of public charger occurring on weekends and Public Holidays.

Charging the Regions Case Study

Moreland City Council



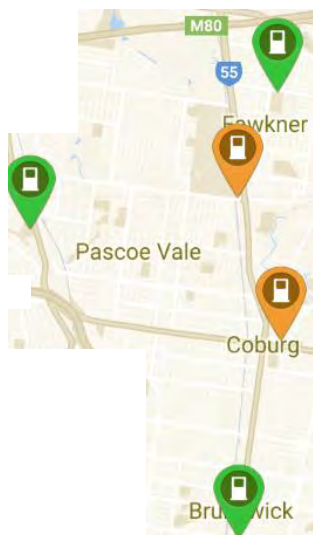
In April 2007, Moreland City Council endorsed a Climate Action Plan, which includes a commitment to the goal of zero net emissions for Council's corporate emissions by 2020, and the goal of zero net emissions for the Moreland community by 2030. Moreland City Council has been certified carbon neutral since 2012. As part of its strategy, the Council supports uptake of zero emissions vehicles and the promotion of zero emissions transportation.

Moreland City Council has been an EV pioneer since joining the Victorian Government's EV trial program in 2012. The Council installed the first DC fast charging station in Victoria (the second DC charger in Australia!) at Council offices in 2013.

Charger Types:

10 x public charging stations, several with multiple parking bays – a combination of DC (50kW) and AC (22kW and 7kW) charging.

Mix of Type 1 and Type 2 plugs, looking to phase out Type 1 plugs.



Maintenance & Operations:

Hardware and Software is provided by a combination of Chargepoint and Tritium, and more recently Chargefox and JET Charge. Maintenance and operations are provided accordingly.

Council will need to make a change once Chargepoint departs Australia (2023). This is complicated by the fact that Chargepoint products are closed protocol and because the Plug 1 types will need to be retrofitted.

Look out for closed protocol products

Financial Model:

Council received \$50,000 from joining the Victorian Government's EV trial program in 2012; otherwise local Council funded.

Council has also bought 14 EVs for its fleet and is looking to add 6 more this financial year.

Payment:

Has been free with free parking, with no plans to start charging.

DC fast chargers – 1 hour free parking

AC charging – 3 hours free parking

Strongly advise free charging – believe it is role of Council to provide this service

Insights for this case study were provided from discussions with Moreland City Council.

Barriers to Uptake:

Moreland City Council identified the following factors as barriers to uptake:

- Internal stakeholders (Council management), understanding, especially regarding contested parking
- Complexity in development of Council EV strategy

Key Enablers:

The City of Moreland identified Council support from the Executive level as a key success factor.

The City's smart approach to implementation, based on a feasibility study for one location, which was then replicated and reused for other sites, rather than conducting a full study for each site as a critical enabler.

In addition to funding, potential enablers for councils could also be through EV requirements for new buildings/precincts or existing council infrastructure.

Replication and reuse of feasibility study a big timesaver

Utilisation:

Overall, very positive and Council regularly receives requests for further chargers to be installed— Moreland has installed 11 private chargers (for Council owned vehicles) in addition to the 10 publicly available ones.

Council endeavours to add 3 more public chargers this financial year.



Signage Used:

Council has installed both restrictive and instructive signage.

Communications and Marketing:

Purchased EVs for use in Council fleet. Council EVs are clearly marked by a prominent sticker on the side of the vehicle. The sticker displays the carbon neutral logo and Council name.

Since Moreland Council was an early adopter, media interest and in the project was high and as such Council did not feel the need to market or communicate the project through a focused campaign. Having the first fast charger in Victoria (and the second in Australia) certainly helped!

Being an early mover holds marketing benefits

Charging the Regions Case Study

NSW Tri-Council Project



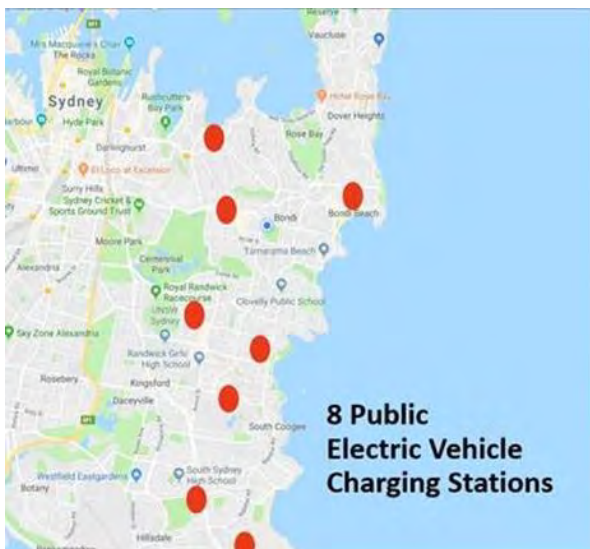
Three councils in Sydney's eastern suburbs – Waverley, Woollahra and Randwick - became the first councils in NSW to provide public on-street EV charging stations. The installation was completed in June 2019. Stations are currently installed at Bondi Beach, Double Bay, Coogee Beach and Randwick, Bondi Junction and Maroubra.

The charging station network forms a key part of the tri-council's plan to reduce emissions across the region, committing to make their suburbs 'EV-ready' and to support the transition to zero emissions vehicle transport. Other drivers for the project include providing revenue to local areas, fuel cost reduction to residents, pollution and noise reduction, as well as overcoming range anxiety.

Charger Types:

8 x Level 2 22kWh AC charging stations.

All stations are powered with 100% renewable energy.



Maintenance & Operations:

Hardware installed and managed by JET Charge, software (network and payment) managed by Chargefox.

Council in charge of the maintenance of other aspects around the charging station (civil works e.g. pavement/bollards).

Financial Models:

Self-funded – three councils funded the project entirely.

Payment:

Initially free for a three-month roll-out period.

Now, different payment rates have been implemented for charging depending on the time of day:

- 25c/kWh in peak (2pm-8pm)
- 15c/kWh in shoulder (7am-2pm, 8pm-10pm)
- 10c/kWh in off-peak (10pm-7am)

Council was interested in tap & go payment but could not find anything that was robust enough for outdoor use.

Strongly advise against free roll-out

Barriers to Uptake:

Some of the biggest barriers to the project have been within councils and the energy space. A major barrier was internal stakeholder management (within council). This included getting agreement and approvals, managing and coordinating priorities and expectations.

Additionally, there was substantial uncertainty surrounding the suitability of sites - both electrically and in terms of finding a parking spot that can be reserved for EV charging in a high demand area. A specialised electrician was required to conduct an electrical suitability assessment to scope out sites, which meant additional costs and time.

Internal (within council)
stakeholder management a
big barrier

Key enablers:

Not many existing enablers – a lot of hoops to jump through and moving parts to the project. Future key enablers would include:

- EV charging providers covering everything necessary (hardware/software/installation/management etc.) in one package
- Setting standards for uniformity to make it easy for councils to know what to do and expect

Providers can be best
enablers



Signage Used:

No wayfinding signage - council was worried about too much visual clutter on streetscape and adding to it, citing that technology in cars and smartphones are adequate to cover wayfinding.

Signage on site is educational and restrictive, with additional instructional stickers on charger infrastructure.

Communications and Marketing:

Project was communicated through variety of media channels (TV on 6pm news, radio, print, online), launch event and partner announcement.

Utilisation:

Few charging sessions per week have been recorded.

Expected to rise during summer and with release of new EV models.

Charging the Regions Case Study

New Zealand



The Ministry of Transport announced an EV programme in 2016. The programme entailed the development of public charging infrastructure along with other incentives for EV uptake such as rebates and the creation of guidelines to make installation easier and uniform. The programme was so successful in encouraging EV uptake that targets for public chargers are continually revised and updated – currently, the aim is to install one DC charger for every 35 EVs where home charging is limited and 4 DC charging points every 100km.

Charger Types:

230 x DC chargers (indicated in yellow on map)
Many more AC chargers (not indicated on map)

Roads coloured red indicate there is more than 75km between DC chargers.



Maintenance & Operations:

Chargenet is the largest operator and is leading the market in NZ. Chargenet installed 150 of the 230 DC chargers and is in charge of the operation and maintenance of its hardware. A handful of energy providers supplied the remainder of the hardware and those providers are responsible for maintenance. 95% of all chargers use Chargenet software.

In addition to Chargenet software, the New Zealand Transport Agency developed EVRoam, a live database using real-time information which allows users to locate chargers and see whether or not they are in use.

Advise having own software
overlayed on provider
software. Data is valuable

Financial Models:

The New Zealand Transport Agency is the owner of the project, receiving an initial \$17 million in funding from the government. Funding also comes from the NZ Low Emission Vehicle fund, which offers up to \$7 million a year to fund public charging infrastructure, along with electric buses and car sharing programs, among other projects, and is currently in its seventh year of operation. Furthermore, EV Roam was developed using a \$3.4 million fund from the National Land and Transport Fund.

Payment:

Free AC charging

Usual DC charging rate: 25c/minute + 25c/kWh

Some variance in DC charging if not operated by Chargenet

Barriers to Uptake:

Trying to figure out where EVs fit in terms of Government and funding – New Zealand does not subsidise fuel, and thus there was no existing framework to subsidise EV charging.

Key enablers:

- Early start – formed clear guidelines around EV charging that was able to be applied across whole of New Zealand
- Uniformity of experience across country
- Small size of country, relatively easy to connect and easier to combat range anxiety
- Early engagement with electricity industry
- Paired with government incentives on purchase of EVs – part of bigger strategy
- 85% of all energy in NZ renewable seen as an enabling factor to positive perception surrounding EVs
- NZ fleet predominantly consists of used Japanese imported EVs. The lower price of these cars has supported uptake.

Consistent guidelines key

Utilisation:

Uptake has been significant, and New Zealand has experienced significant congestion at chargers where charging is provided for free. NZ plans to expand charging infrastructure four-fold over the next four years.

Encourage multiple fast chargers at one site to build for future



Signage:

Considered old school in NZ at this point, redundant because of so much technology surrounding EVs.

However, would be valuable in Australia because of low uptake – signage would help place EVs on radar and inform of all possible charging stations, easing range anxiety of potential EV owners, as well as prompting general public to wonder about EVs.

Signage key for EV awareness and important in Australian context

Charging the Regions Case Study

Queensland Electric Super Highway



Queensland Government

Department of Transport and Main Roads

The Queensland Electric Super Highway is the world's longest single-state electric superhighway, spanning 1,800 kilometres along the coast of Queensland. It was started in 2017 and connects Cairns in North Queensland to Coolangatta in South Queensland, and inland to connect Toowoomba to Brisbane.

The highway is part of a bigger state tourism strategy. The 2017 Queensland Electric Vehicle Strategy estimated that EV- based domestic tourism in Queensland could be worth up to \$234 million within the next decade (not including international visitors), and that an inherent risk was presented if Queensland did not support the roll out of charging infrastructure for EV owners not taking driving holidays into regional Queensland.



Charger Types:

There are currently 18 charging stations, each with both a 50kW DC and a 22kW AC charger (with the exception of one location, which has 2x50kW DC chargers). They are placed no more than 200km apart, with 50 more chargers planned in Stage 2 of the project to fill in the gaps and create a denser network, with chargers around 100km apart. Chargers have been supplied with renewable energy bought through credits.

Maintenance & Operations:

Queensland TMR engaged Chargefox on 1 July 2019 to provide a “driver care management” package. This includes:

- Portal for customer access and eventual payment
- Customer service support
- Complete maintenance of site

Additionally, TMR and Energy Queensland have hosting agreements with councils.

Financial Models:

The project is owned and operated by Yurika, and the first phase was co-funded by TMR and Energy Queensland. The second phase will be funded by TMR.

Payment:

To support the roll- out and implementation of the Super Highway, the stations have been free of charge, which is set to change in October 2019. The plan is to encourage a linger-and-spend model (where tourists linger and spend in local shops while waiting for the charge to complete).

Insights for this case study were provided from discussions with the Department of Transport, Yurika and Main Roads and Economic Development Queensland.

Barriers to Uptake:

- Electrical upgrading of several locations and high civil/electrical conduit costs from dispersed car parking (e.g. longer trenching, conduits, etc).
- High cost of upgrading car parks – paving, fencing (etc).
- Many moving parts and stakeholders, often waiting a long time for an answer.
- Council fragmentation (internal stakeholder management) causing delays in acceptance of land use for EV charging and hosting agreements
- Expectation management – some councils wanted to be a part of the Super Highway but TMR had to focus on key sites on the highway to prioritise funding, and could not include all.

Avoid electrical and location upgrades to decrease costs

Key enablers:

- Engaging whole of council.
- Message about not doing this to make money but to make change and getting EVs into regional areas, selling it as an economic opportunity story.
- Introduced as part of broader economic and social government strategy – developing an EV tourism product.
- All land was provided to the project for free.
- Partnerships with airports to encourage EVs for rental cars and capture international tourism.



Utilisation:

Have seen 100% growth when comparing August 2018 (appx. 238 charges) to August 2019 (appx. 450 charges). Expecting grater uptake.

Signage Used:

There is consistent wayfinding signage along the highway – this is especially important in remote areas, where reception is less reliable. However, users mostly use technology - the Chargefox app, a smartphone, or built in EV software and GPS to find charging stations. Location specific signage consists of parking information (e.g. “EV Only” signs and “1-hour parking” limits), and instructional signage on how to operate chargers.

Tropical North Queensland EV Drive:

This separate pilot project complementing the Queensland Electric Superhighway has implemented a set of six 7kW chargers. These chargers are free, based on a ‘linger and spend’ model at tourism locations. These chargers will be non-networked due to the network challenges in these areas and the types of chargers.

Linger and spend model

Insights for this case study were provided from discussions with the Department of Transport, Yurika and Main Roads and Economic Development Queensland.

Appendix D – Joint Procurement Guidelines

This document is intended to provide councils with a basis to build and assess the market EOI and Request for Quote. **This document is not for inclusion in the public report.**

Information for Councils to Collate and Provide

It is recommended that each Council populate the following table of information for the identified sites during Phase One of the Roll Out during their site nomination and distributor vetting. The more detail provided, the more accurate the provision of pricing will be.

The Charging the Regions project is wanting to install a network of DC fast EV charging infrastructure across Victoria. The following sites have been nominated by Council for the installation of stations.

Location	
Council	
Address	
Latitude & Longitude	
Site Details	
Site Owner	The entity that owns the site. e.g. Name of Council, or private business
Existing Use	e.g. Public carpark
Planning approval obtained	e.g. Yes (include any restrictions)
Current Surface:	e.g. Asphalt, concrete, soil,
Photos	(insert photos to show current use and site for charging station and associated car space)
Charging Stations	
Number & Charging Rate	e.g. 1 x dual port 25kW DC station; or e.g. DC fast charging to accommodate two EVs <i>Note – first is specific, the second allows market to respond with suggested best approach based on electrical capacity</i>
Electrical Details	
Current electrical connection	e.g. 3-phase 415V 400A
Current peak electricity demand and usage pattern	Attach interval data. This can be requested from the retailer with the National Meter Identifier located on an invoice. This can be used to identify current usage patterns and peak demand to determine site capacity for the additional load the charging station will create.
Mains Supply & cable size	Incoming mains supply (kVa), Incoming supply size (cable size) Main circuit size from switchboard.
Transformer details	This information to be collected in collaboration with the distributor. E.g. Transformer fuse size to the property, and any additional limitations from distributors.
Electrician required?	Yes/ No (council to nominate whether its electrician will be involved in the installation process)
Photos	Insert photo of switchboard
Other	
Ownership structures considered for this site.	e.g. Open to third party ownership e.g. Council owned only

Information Requested from Respondents

It is recommended that market material clearly communicates the objective of the Charging the Regions project to facilitate a transparent comparative assessment of offers. Providing the market sufficient freedom in responses will enable the best value offers to be provided, including new technology, innovations and collaborations that may not yet exist.

The objective of the project is to facilitate the increased uptake of EVs to assist in mitigating the impacts of climate change. Participating councils have collaborated to identify sites detailed in the attached list that will facilitate greater regional connectivity across Victoria.

Respondents are invited to respond with offers for the provision, installation and maintenance of networked DC fast charging stations as listed in the attached specific site detail. Respondents are invited to quote on all or some of the requested sites; and the project may award the contract to one or multiple respondents. Should any discounts only apply for the provision of all sites please specify this in the response. *Note this may be determined in the EOI and then suppliers invited for specific sites in the RfQ.*

At a minimum all offers must include the following technical specifications:

- Open Charge Point Protocol (OCPP) compliant hardware. *To ensure the hardware is compatible with any software platform.*
- Tethered.
- Software options for user platform and council access to all data collected. *Note that while different suppliers will offer different software solutions they will capture similar usage data, which will allow councils to capture and report together on utilisation.*
- In built load management. *To enable the station to adjust charging rates to avoid exceeding the site capacity.*
- Designed for public use and ability of stations to be branded Charging the Regions. *Consider potential branding options.*

Offers must also detail:

- Hardware warranty.
- Maintenance & Service agreement. *Preference offers that include a 24/7 helpline for EV driver support with clear processes between councils and the provider for escalating and rectifying any issues.*
- Features of the software platform included. Please include examples of the user interface and the data that will be visible and accessible by connected councils, including mechanism to facilitate payment
- Respondent experience.
- Any additional sustainability measures. *Given the project objective is to mitigate climate change it makes sense to also preference any sustainable innovations. This may include for example, the inclusion of renewables, and or the end-of life measures.*

The project will be evaluating responses based on the following evaluation criteria, and respondents are invited to provide different ownership structures to best meet these in line with the annotations on the site list.

Evaluation Criteria

The following are suggested evaluation criteria and considerations. Participating councils in the project should revise and develop these together.

Table 3: Evaluation Scorecard

Criterion	Score	Weighting	Comments
Value for Money Cost for the service provided i.e. number and charging rate of stations			
Meets Technical Specifications The offer meets all requirements.			
Ease of Implementation The offer is clear and transparent with minimal resourcing requirements from councils.			
Ease of Operation The offer is clear and transparent and includes ongoing support and maintenance of networked stations.			
Regional benefit The offer utilises and builds capacity in local resources and demonstrates co-benefits to the local community.			
Sustainability The offer demonstrates a commitment to environmental sustainability beyond just the provision of EV charging infrastructure.			



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Ndeivr Environmental is a specialist carbon, energy and sustainability focused consultancy that partners with clients to achieve positive business and environmental outcomes.

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4.3 Arthur Baird Memorial Sculpture

SF/1893

Courtney Naughton – Manager Economic Development and Sustainability
Eric Nash – Benalla Art Gallery Director

PURPOSE OF REPORT

The report presents for consideration the installation and commissioning of a sculpture dedicated to Arthur Baird, a former Benalla resident and founding member of QANTAS.

BACKGROUND

A community driven history piece undertaken by Barry O'Connor and Beverly 'Chick' Walker discovered that Arthur Baird, a founding member of QANTAS, was born and raised in Benalla.

Mr Baird was a driving force in the establishment of Australia's aviation industry. In addition to his time with QANTAS, he also assisted Reverend John Flynn establish the Royal Flying Doctors Service in Queensland. Mr Baird modified the first aircraft to be used as an air ambulance that could operate in remote inland conditions.

Mr Baird's legacy has never been formally recognised in Benalla.

In consultation with a working group comprising family members and councillors, it was proposed that the acknowledgement of Arthur Baird could be achieved through a contemporary and engaging art installation, such as a sculpture dedicated in his honor.

DISCUSSION

An expression of interest for a sculpture design was released in January 2020. The EoI process received three submissions.

A submission featuring an aerodynamic sculpture of a flying plane from artist Alex Sanson was chosen. It is proposed that the memorial sculpture, which features an aerodynamic plane flying, be located near the Sir Edward 'Weary' Dunlop Learning Centre.

The proposed location and sculpture concept and design drawings are attached as **Appendix 1**.

COUNCIL PLAN 2021-2025 IMPLICATIONS

Community

- *A connected, involved and inclusive community.*

Livability

- *Vibrant public spaces and places.*

Economy

- *Flourishing tourism.*

Environment

- *Sustainable practices.*

Leadership

- *Engaged and informed community.*
- *Effective and responsive advocacy.*

COMMUNITY ENGAGEMENT

It is proposed that community engagement be undertaken at the ‘consult’ level under the International Association for Public Participation’s IAP2 public participation spectrum as detailed in the table below:

Level of Public Participation	Promise to the community	Techniques to be used
Consult	We will provide information and consider feedback prior to making a decision.	<ul style="list-style-type: none"> ▪ Proposed sculpture presented in a public report to the Council. ▪ Proposed sculpture to be promoted on the Council’s website and social media channels and via local media. ▪ Community feedback invited via the Council’s Have Your Say website.

If endorsed by the Council, community consultation on the proposed Arthur Baird Sculpture will start on Thursday 16 March 2023.

FINANCIAL IMPLICATIONS

In November 2020, \$150,000 from the State Government’s \$2.5million Building Works Package funding was allocated to deliver an Art Sculpture Trail.

It is proposed that \$90,000 from this \$150,000 allocation be used to fund the installation and commissioning of the Arthur Baird Memorial sculpture.

LEGISLATIVE AND STATUTORY IMPLICATIONS

It is considered that the report is consistent with the *Charter of Human Rights and Responsibilities Act 2006* and *Gender Equality Act 2020*.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any general or material conflicts of interest in this matter.

CONCLUSION

The proposed Arthur Baird Memorial sculpture recognises Mr Baird's significant contribution to the aviation industry, celebrates Benalla's history and complements other existing public art works such as the Sir Edward 'Weary' Dunlop statue and memorials to Captain Hec Waller and Michael Savage.

The sculpture would also complement Benalla Rural City's existing arts and culture offering.

Recommendation:

That the proposed Arthur Baird Memorial sculpture be endorsed for public exhibition for a period of at least 28 days.

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The preferred Arthur Baird/QANTAS Memorial location was referred to Benalla Rural City Council staff on 12th February 2020. The initial advice was that there were no issues that would prohibit the memorial being located in the preferred location, next to the Sir Edward 'Weary' Dunlop Learning Centre (**Benalla Library**). It is possible that the memorial could be illuminated from the Library building.



Memorial will be located here, between the library and the main southern car park of the shopping precinct. The memorial will have clear 'line of sight' down Nunn Street (B300 Midland Highway)



M E T A F O R M

Proposed concept

Title

Working title only – *On a wing and a prayer.*

Final title to be determined.

Video

Please see video at link below to view how the sculpture may look in motion.

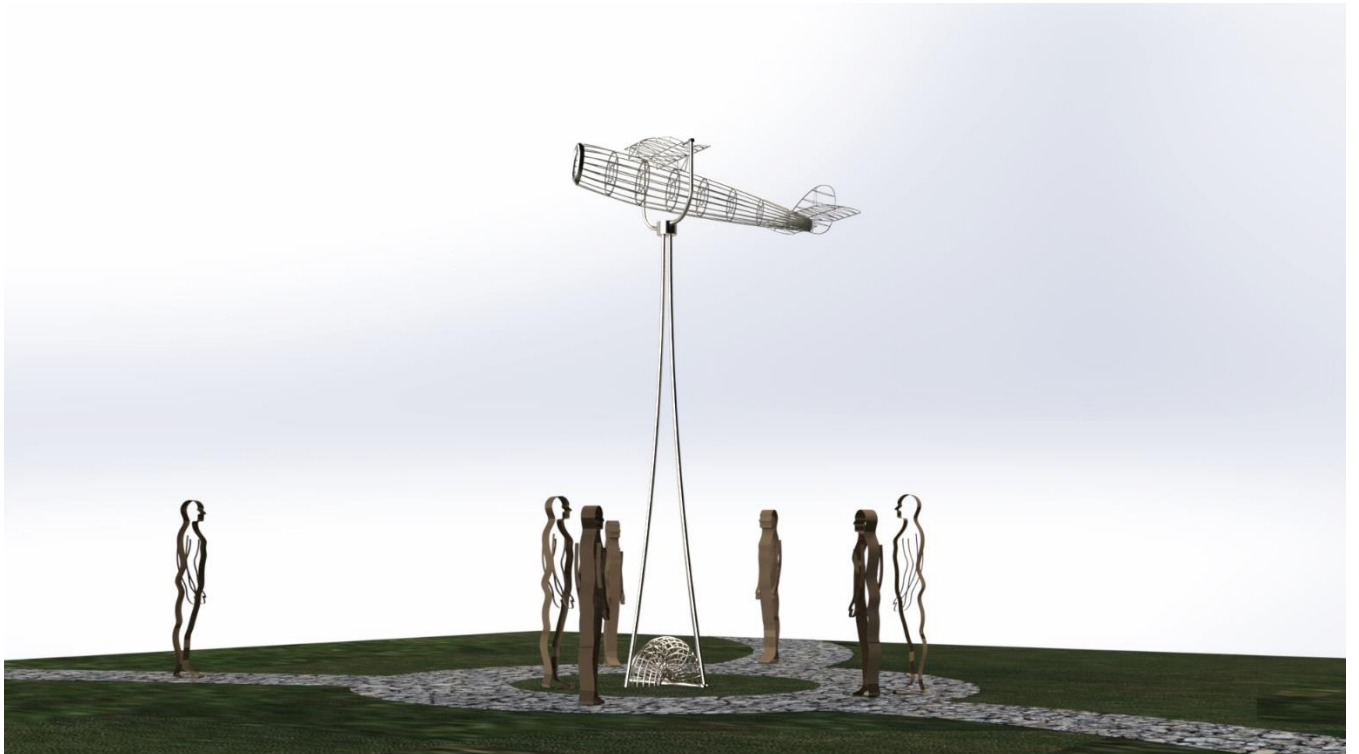
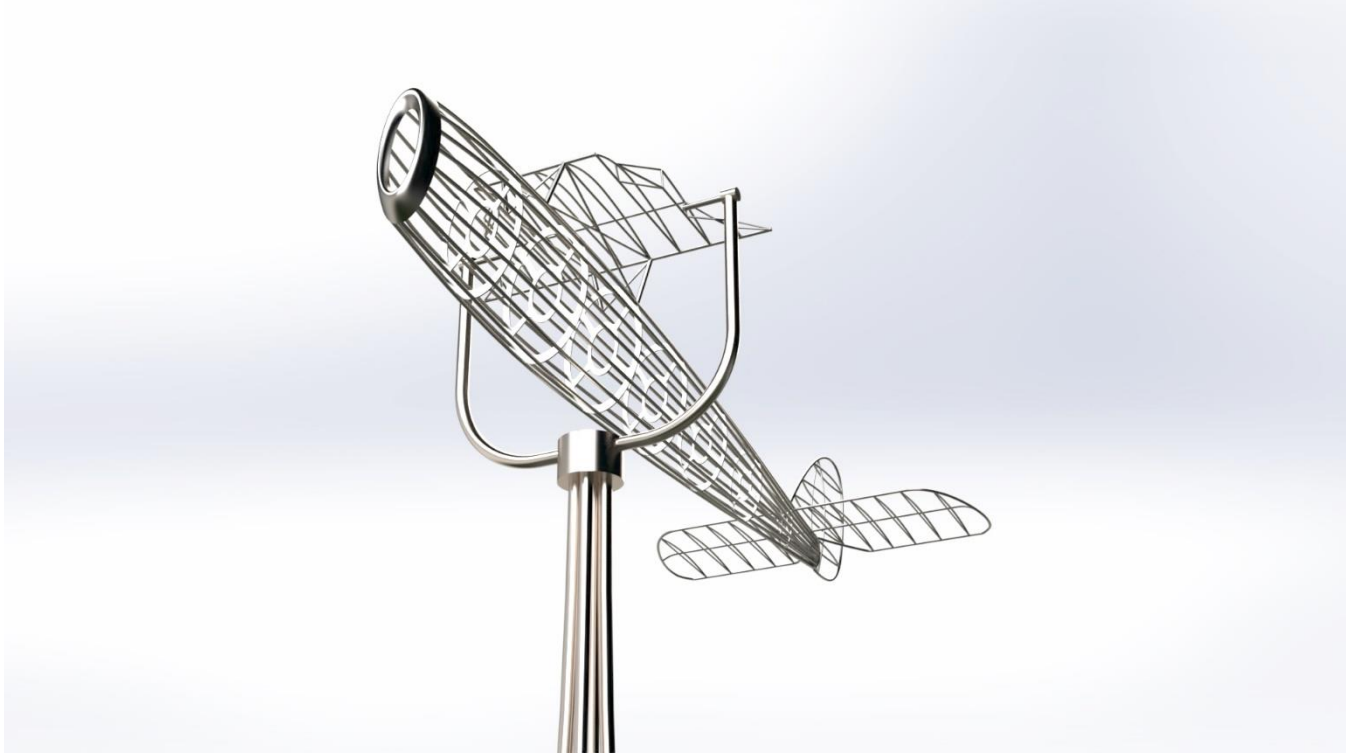
- <https://vimeo.com/380159096>
- Password: Sanson9387

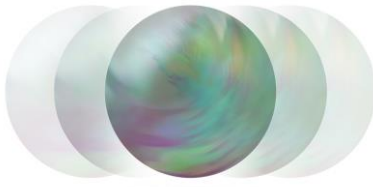
Images



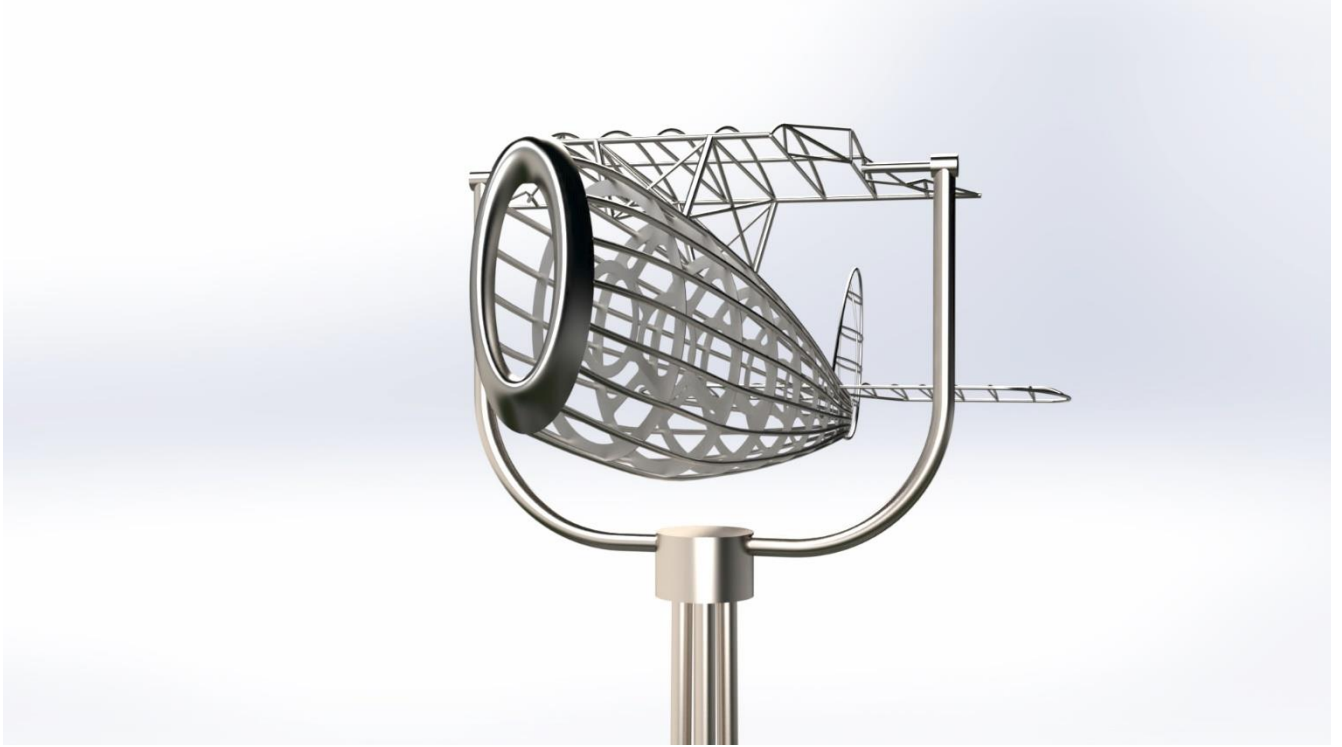


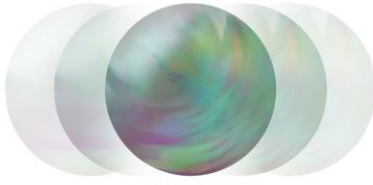
METAFORM





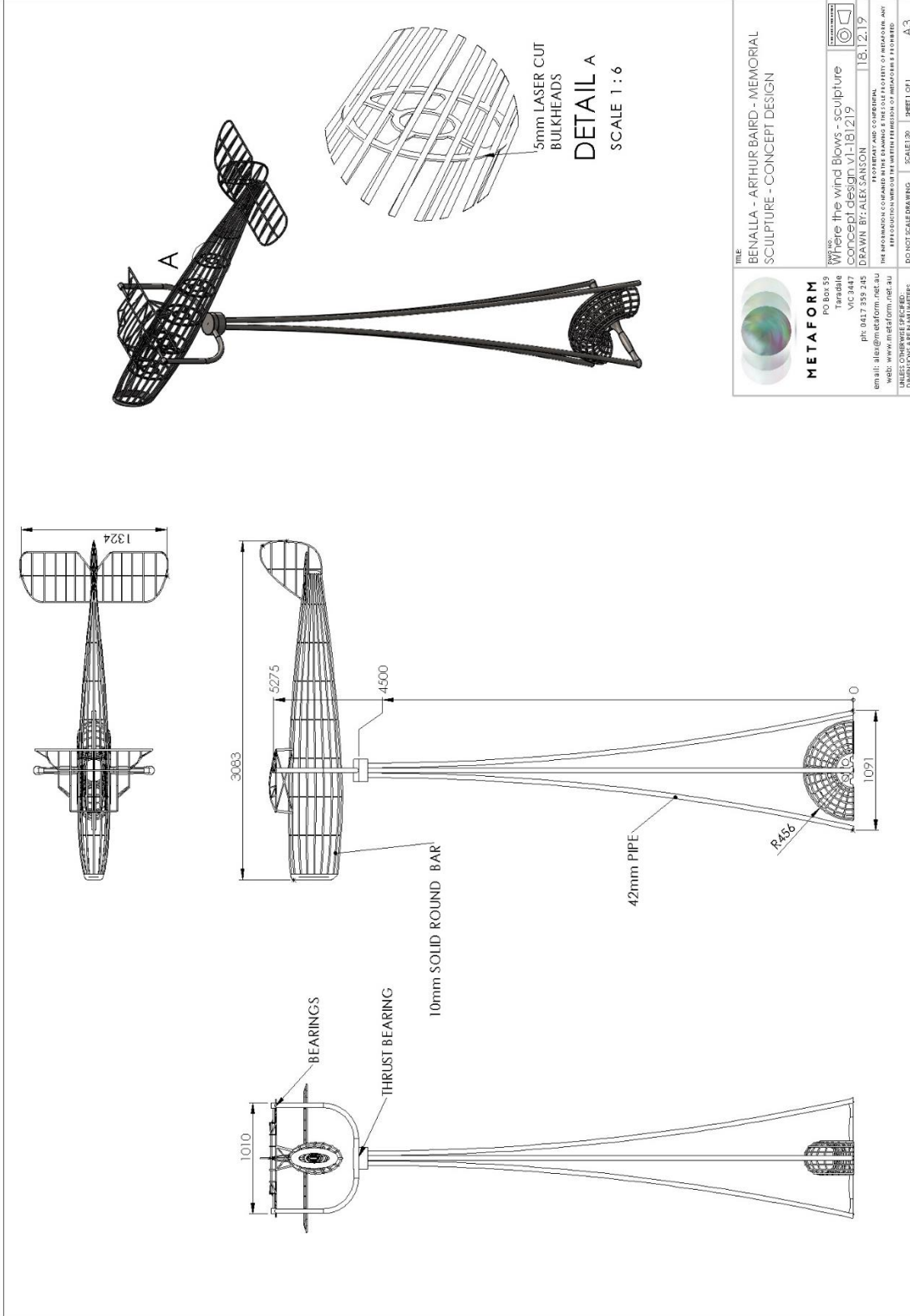
METAFORM





METAFORM

Technical Drawing



4.4 Benalla Airport – Intention to Lease Land

SF/3327

Greg Robertson – Manager Facilities and Information Technology

PURPOSE OF REPORT

The report finalises the matter of intention to lease land to Mr Martin Jacobson for the development of aircraft hangarage at the Benalla Airport.

BACKGROUND

The Finance and Planning Committee on 1 February 2023, acting under its delegated authority of the Council, resolved:

That the Council give notice under section 115 of the Local Government Act 2020 of its intention to enter into a lease with Martin Jacobson for hangar land lease.

The principal terms of the lease will be:

- 1. A term of five years commencing on 1 July 2023 with an option of four further terms of five years.*
- 2. To waive until 1 July 2024 lease costs, excluding the Fire Services Property Levy. From this date, all applicable lease fees will be payable for the remaining term of the lease.*

The lease will be adjusted annually by the All-Groups Consumer Price Index except for the fifth anniversary of the commencement of the lease where the fee will be reviewed to market value.

A Public notice was published on the Council's website and appeared in the *Benalla Ensign* on 8 February 2023 (refer **Appendix 1**) inviting interested persons to make a submission.

The submission period closed 5pm 2 March 2023

DISCUSSION

No submissions on the matter were received.

COUNCIL PLAN 2021-2025

Leadership

- Good governance
- High performance culture
- Engaged and informed community

FINANCIAL IMPLICATIONS

In recognition of the development costs, it is proposed to waive the first 12 months lease costs, excluding the Fire Services Property Levy.

At a rate of \$5.80 (inc. GST) per square meter the hangar land lease site would have produced lease income of \$1,131 (inc. GST) in the 2022/23 financial year, which will increase annually in line with the consumer price index.

The lessee will be responsible for civil works required to develop the hangar site, including building up the site, drainage works and widening the hangar access track.

After year one of the lease, all applicable lease fees will be payable for the remaining term of the lease.

The lease will be adjusted annually by the All-Groups Consumer Price Index except for the fifth anniversary of the commencement of the lease where the fee will be reviewed to market value.

COMMUNITY ENGAGEMENT

In accordance with the Council's *Community Engagement Policy* community engagement was undertaken at the 'consult' level under the International Association for Public Participation's IAP2 public participation spectrum.

LEGISLATIVE AND STATUTORY IMPLICATIONS

The proposal to lease land for hangar development is consistent with the Benalla Airport Masterplan 2015 and the matter has proceeded in compliance with *the Local Government Act 2020*, Section 115.

It is considered that the report is consistent with the *Charter of Human Rights and Responsibilities Act 2006* and *Gender Equality Act 2020*.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any general or material conflicts of interest in this matter.

Recommendation:

1. That in accordance with Section 115 of the *Local Government Act 2020*, a lease agreement be entered into with Mr Martin Jacobson for Hangar site 28 at the Benalla Airport, Samaria Road, Benalla for a term of five years commencing 1 July 2023 with an option for four further terms of five years.
2. That the Chief Executive Officer be authorised to execute lease documentation on behalf of the Council.

BENALLA
RURAL CITY COUNCIL



NOTICE OF INTENTION TO LEASE

Benalla Rural City Council (The Council) gives notice under Section 115 of the *Local Government Act 2020 (Act)* of its intention to enter into a lease with Martin Jacobson in respect of the premises described below (Proposal).

The premises is known as Hangar Lease Site 28, Benalla Airport, Samaria Road, Benalla Victoria 3672 (Premises).

The principal terms of the lease will be:

1. A term of five years commencing on 1 July 2023 with an option for four further terms of five years (Term).
2. To waive costs until 30 June 2024, excluding Fire Services Property Levy. From 1 July 2024, all applicable lease fees will be payable for the remaining term of the lease.
3. The lease will be adjusted annually by the All-Groups Consumer Price Index, except for the 5th anniversary on which the rent will be reviewed to market value.

Persons wanting to make a submission on the proposal under Section 223 of the *Local Government Act 1989* must do so by **5pm Thursday 2 March 2023**. All submissions will be considered in accordance with Section 223 of the *Local Government Act 1989*.

Submissions should be addressed to the Council's Chief Executive Officer and can be delivered to Council's Customer Service Centre, 1 Bridge Street East, Benalla 3672, posted to PO Box 227, Benalla VIC 3671 or emailed to council@benalla.vic.gov.au

Any person requesting to be heard in support of their submission is entitled to be heard before the Council or a Committee established by the Council for this purpose.

Any person may be represented by a person acting on their behalf and will be notified of the time and date of the hearing.

Should a hearing be required, it is scheduled to be on **Wednesday 15 March 2023**.

Dominic Testoni
Chief Executive Officer

www.benalla.vic.gov.au

4.5 2022/23 Quick Response Grants Program

SF/2857

Tom Arnold – Community Development Coordinator
Jane Archbold – Manager Community

PURPOSE OF REPORT

The report presents funding applications for 2022/23 Quick Response Grants.

BACKGROUND

The Quick Response grant program enables local community groups, clubs and organisations to seek funding to increase their capacity to work in partnership with the Council and others to address local needs and enhance the local community.

The program distributes grants up to \$500 allowing local clubs, groups and organisations the opportunity to seek funds when the need arises.

DISCUSSION

Applications for consideration under the 2022/23 Quick Response Grant program are detailed in the table below.

Applicant	Details	Amount Requested	Proposed Assistance
Lima South Hall Committee	The Lima South Hall Committee is hosting a community BBQ planned for 16 April 2023. All Lima South residents will be invited to the luncheon at the hall. Catered food and drink will be provided free of charge to attendees. Funding is required for catering and hire of a large BBQ.	\$500	\$500
Benalla Clydesdale and Heavy Horse Driving Day	The Benalla Driving Day has been run for the past 23 years. The 2023 Event is planned for 6 May 2023. The event provides an opportunity for competitors to bring their horses from all around the state to come together to participate in the activities of the day and to meet and mingle with like-minded folk. Funding is required for catering and promotional costs.	\$500	\$500
Total		\$1,000	\$1,000

COUNCIL PLAN 2021-2025 IMPLICATIONS

Community

- *A healthy, Safe and resilient community.*
- *A connected, involved and inclusive community.*

Leadership

- *Engaged and informed community.*

COMMUNITY ENGAGEMENT

In accordance with the Council’s *Community Engagement Policy* community engagement will be undertaken at the ‘Inform’ level under the International Association for Public Participation’s IAP2 public participation spectrum.

Level of Public Participation	Promise to the community	Techniques to be used
Inform	We will provide information	<ul style="list-style-type: none"> ▪ Promotion of program via media, website and social media. ▪ Program presented in public reports to the Council. ▪ Outcomes advised directly to applicants. ▪ Outcomes detailed in Annual Report.

FINANCIAL IMPLICATIONS

The *2022/23 Budget* allocates \$15,000 to the Quick Response Grant program. To date, \$8,500 in Quick Response Grant funding has been allocated.

To ensure transparency and accountability, where assistance is provided in meeting the cost of Council facility hire, the payment is reflected in relevant ledger accounts via an internal transaction.

For example, if the Council agrees to meet the hire cost of the Benalla Town Hall a credit would be made to the Town Hall income ledger account and a debit made to the Annual Grant Program expense ledger account.

In addition, recipients of support throughout the financial year are detailed in the Annual Report.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any general or material conflicts of interest in this matter.

Recommendation:

That \$500 grants from the 2022/2023 Quick Response Grant program be allocated to Lima South Hall Committee and the Benalla Clydesdale and Heavy Horse Driving Day.

4.6 Community Department Activity Report For The Quarter Ended 31 December 2022

SF/1534

Jane Archbold – Manager Community

PURPOSE OF REPORT

The report presents activity for the Community Department for the quarter ended 31 December 2022.

Community and Youth Development

- Rural Outreach Worker Ivan Lister finished in his position in November 2022 after 20 years in the role. The Rural Outreach Worker position has been supported by the Council since 2016. An afternoon tea event was organised to farewell Ivan and was attended by staff, councillors, Rural Outreach Reference Group members and key contacts in the program.
- Rural Community Activation grants of up to \$750 were provided to Thoona, Moorngag, Goorambat, Devenish, Tatong, Warrenbayne, Swanpool, Molyullah and Boweya to host community gatherings.
- Community Sponsorship applications were approved for Benalla Theatre Company, Rotary, Stroke Association of Victoria, Baddaginnie Fire Brigade, Room at the Table, and Waminda Community House
- The Community Development team focused on re-establishing and updating contacts in rural communities and keeping them abreast of grant updates and entitlements for anyone affected by the floods. The team also asked communities to consider the development of rural township plans that will assist them to prioritise projects they would like Council to support in the future.
- Two Accessibility Reference Group (ARG) meetings were held over the quarter. ARG members undertook an audit of the Community Care building as requested by Benalla Health.
- Census Deep Dive sessions facilitated by Profile ID for staff and community were held on Monday 28 November with more than 10 attendees booked in for each session. The sessions were well received by participants who valued the opportunity to explore the latest census data.
- Grant Guru training for staff was undertaken over the quarter.
- Creating Safer Places grant funded project meetings were held with the Department of Justice and council staff over the quarter. The meetings focused on the development of consultation materials and procurement of additional lighting for Benalla Botanic Gardens and Benalla Lake walking tracks.
- Playce consultants presented initial concept plans for the Fawckner Drive Precinct project in Councillor and staff sessions.
- Community Development team supported the initiative 'Coffee with a Cop' program.
- The Aboriginal Advisory Group met monthly over the quarter with the Benalla Art Gallery and the Benalla Historical Society.

- The L2P program received funding support for the purchase of a third vehicle (manual) for the L2P program. With assistance from Ovens Kia (part of the Value Auto Group) the program secured an ex-demo manual Kia Picante for participants to drive. The program received an increase in funding to allow for an additional administration role. The program averaged 33 young learner drivers over the quarter and saw seven young people gain their licence. An average of 19 volunteers actively drove over the quarter, providing over 580 driving hours to participants and 51 professional driving lessons were undertaken.
- A Christmas L2P mentor function was held on 5 December 2022, with mentors, driving instructors, steering committee members and sponsors in attendance.
- Live4Life crew held their annual celebration event Tuesday 18 October 2022 at the Benalla Lakeside Community Centre with Year 8 students from Benalla P-12 College and Benalla FCJ College. This year over 120 Year 8 and 80 Year 11 students from both schools have received teen Mental Health First Aid training.
- FReeZA hosted the 'Not A Bad Counter Version' CD Launch at the Benalla Town Hall Saturday 26 November 2022. The CD launch was for local bands Inversion and The Counterfeits and Strathbogie Shire bands Bad Ibis and YNOT who recorded their own original music as part of the Kool Skools program back in June. More than 70 people were in attendance.
- FReeZA hosted the Outdoor Pop-Up Cinema on Saturday 17 December 2022. More than 200 people were in attendance for the screening of 'The Grinch'.
- FReeZA staged a successful North East Skate Park Series event during the November 2022 Benalla Festival weekend. The event had more than 40 young people in attendance. Some parts of the event were cancelled due to poor weather conditions.



- Youth Development Coordinator graduated from the Fairley Leadership Program on Thursday 24 November 2022.

Maternal and Child Health (MCH)

- 27 births were recorded for the quarter.
- A new MCH Support Worker commenced with the MCH team in November 2022.
- There was a 19 percent increase in Aboriginal and Torres Strait Islander children accessing the MCH service for the quarter.
- A survey of first-time dads was undertaken to investigate the needs of new dad and the interest in running future first time dad sessions. This resulted in MCH staff offering a First Time Parents Group and First Time Dads Group over the quarter. Both programs offered CPR training for parents.

- All client consultations remain face to face with relevant personal protective equipment as per guidelines.
- Benalla Health Admin Staff completed training in October 2022 on how to use the MCH Client booking system. Benalla Health staff will assist the MCH team by scheduling, rescheduling and cancelling MCH appointments as required.
- Work completed on the 'MCH Costing Methodology' was submitted at the end of October 2022. This partnership project between the MAV and the Department of Health aims to improve everyone's understanding of the costs to deliver both Universal and Enhanced MCH programs. The program will develop a common costing tool that can be used to help monitor and estimate the cost of program delivery.
- Sleep and settling support continue to be provided for high needs clients.
- First Time Parent Group continues to be held face to face.
- First Time Parent Group for Dads was run for four consecutive weeks over the quarter. Seven fathers attended the majority of sessions.

Integrated Family Services (IFS)

- 10 Referrals were allocations to Benalla Family Services from The Orange Door. Service hour targets for the quarter finished at 80.29 percent, bringing year-to-date targets achieved to 83.03 percent.
- Staffing issues continue to be a challenge impacting service hour targets. Work will begin in January 2023 with Latrobe University in relation to expressing our interest in securing placement students for 2023.
- Family Services, Family Liaison, Upper Murray Family Care (UMFC) and Benalla P-12 College worked collaboratively to deliver *Bringing Up Great Kids* program to local families. Benalla Family Services and UMFC co-facilitated the group, held at Benalla P-12 Waller St Campus over four Wednesdays in November 2022. The program saw eight families attend on a regular. Plans are underway to facilitate the program again in 2023.
- Integrated Family Services worked collaboratively with North East Multicultural Association (NEMA) in supporting multicultural clients. This included supporting clients to attend English as a second language (ESL) classes, driving lessons and arranging access to culturally and linguistically appropriate legal and family violence services.
- The Family Services Team ran a 'Giving Tree' in December 2022. Gifts were dominated to support 20 families (including 60+ children) over the holiday season with gifts for parents and children. Gift vouchers were given to each family receiving support from the Family Services team for the purchase of groceries. The material support was greatly received with positive messages sent through from some families in relation to making difficult times easier.
- Supported Playgroup had a successful quarter with families continuing to put into practice gentle approach parenting skills. Sixteen families were involved with the program during the quarter.



Christmas team building activity for IFS staff and a sample of the gifts given to local children as part of the annual Xmas Giving Tree program.

Age Friendly Benalla

- A full-page advertisement was placed in the Benalla Ensign promoting the 2022 Seniors Festival. Several successful events were held over October including a High Tea at Waminda House, U3A Get Online lunch, Senior Citizen's Fun Games and Music afternoon and subsidized movie screenings at Benalla Performing Arts and Convention Center and Swanpool cinemas.
- Members of the Age Friendly Reference Group attended a facilitated workshop on 8 November 2022. A draft action plan was developed to give direction to the group over the coming three years.

Regional Assessment Service

- The assessment team have experienced a lull in referrals due to not being able to refer clients on to services. New aged care service providers have not able to offer services.
- The Commonwealth has written to advise of their intention to extend the Regional Assessment Services (RAS) for a probable period of twelve months from 1 July 2023 to 30 June 2024, under existing terms and conditions. This aligns with the Commonwealth's intent to implement the new in-home aged care program on 1 July 2024. The Commonwealth has indicated that formal notification will be provided in December 2023.
- Assessment Officers attended the inaugural Aged Care and Carer Services (ACCS) Network meeting held on 22 November 2022. The Network brings together a number of providers and services aiming to keep network members updated with recent and future changes on aged care and carer services.

Highlights

- Benalla Rural City Council was one of five local government areas to receive state funding for a new initiative to promote community connection and support mental health and wellbeing. The funding will support a new Social Inclusion Action Group (SIAG), a flagship prevention program recommended by the Royal Commission into Victoria's Mental Health System. Other Councils to receive this ongoing funding were Wangaratta, Mansfield, LaTrobe and Frankston.

COUNCIL PLAN 2021-2025

Community

A healthy, safe and resilient community		
Strategy	Action	December Quarter Update
Work closely with our community and key stakeholders to address some of the priorities of the Victorian Public Health and Wellbeing Plan 2019-2023: healthy eating and active living; mental wellbeing, preventing violence and injury, and climate change and its impact on health.	Development, implementation and monitoring of <i>Benalla Rural City Municipal Health and Wellbeing Action Plan</i> .	Resourcing Benalla Health and Wellbeing Partnership Working group. Work has begun on reporting against the <i>Benalla Rural City Municipal Health and Wellbeing Action Plan</i>
Offer programs, services, activities and events that support, develop and connect community members of all abilities and lead the community in being age friendly and child and COVID safe.	Update and adopt <i>Benalla Rural City Council Community Access and Inclusion Plan</i> .	Resource Accessibility Reference Group, Age Friendly Benalla Reference Group. Updating of Disability Action Plan and Mobility Map are in progress.

A connected, involved and inclusive community		
Strategy	Action	December Quarter Update
Support and promote opportunities for the community to participate in a range of social, recreational, and arts and cultural programs, activities and events.	Update and adopt <i>Benalla Rural City Council Youth Strategy</i> .	Youth Strategy adopted by Council 29 June 2022, to be supported by annual action plans.
Continue to respectfully engage, include, celebrate and promote Aboriginal and Torres Strait Islander culture and people.	Develop and adopt a <i>Benalla Rural City Council Aboriginal Reconciliation Plan</i> .	Preliminary investigation researching what is involved in the development of a RAP.
Promote, support and actively engage with smaller rural communities.	Deliver Township projects. Develop Rural Township Plans. Reintroduce Councillor Rural Community Visitation program.	Rural Community Activation grants of up to \$750 were provided to Thoona, Moorngag, Goorambat, Devenish, Tatong, Warrenbayne, Swanpool, Molyullah and Boweya to host community gatherings

Leadership

Good Governance		
Strategy	Action	December Quarter Update
Ensure key community priorities captured in the long-term community vision are reflected in the Council Plan.	Review and update the <i>Long-Term Community Plan</i> .	Updating of community vision completed.

Engaged and informed community		
Strategy	Action	December Quarter Update
Work in partnership with community members, groups and organisations to achieve the aspirations captured within the Benalla Rural City long-term Community Vision.	Review and update the <i>Long-Term Community Plan</i> .	Ongoing work in progress ensuring aspirations of long-term community vision are captured in work undertaken by variety of community groups and organisations
Create opportunities for deliberative engagement prior to decision making and actively improve and enhance Council's community engagement practices.	Develop and adopt a <i>Benalla Rural City Council Community Engagement Policy and Community Engagement Framework and Toolkit</i> .	Policy adopted and engagement now the responsibility of the Communications Coordinator
Provide timely and effective communications in plain language to the community about Council services, activities and decision making.	Develop and adopt a <i>Benalla Rural City Council Community Engagement Policy and Community Engagement Framework and Toolkit</i> .	Policy adopted and engagement now the responsibility of the Communications Coordinator

FINANCIAL IMPLICATIONS

Sub-Programs	Notes	2022/23 YTD Actuals	2022/23 YTD Budget	2022/23 YTD Variance	2022/23 Full Year Budget	2022/23 Full Year Forecast
Community Operations	1	\$318,398	\$100,941	-\$217,458	\$744,399	\$766,495
Youth Programs	2	\$67,581	\$11,759	-\$55,822	\$98,259	\$136,908
Rural Outreach	3	\$13,596	\$21,884	\$8,288	\$42,639	\$15,538
Rural Access	4	(\$89,261)	\$0	\$89,261	\$0	\$15,123
ADS Aged & Disability Services	5	\$26,601	\$60,620	\$34,019	\$121,004	\$59,557
ADS Assessment	6	\$12,398	\$4,937	-\$7,461	\$9,545	\$8,189
ADS Social Support		\$698	\$0	-\$698	\$0	\$698
Maternal Child Health	7	\$305	\$65,935	\$65,631	\$126,317	\$282,415
Family & Children's Services	8	(\$4,297)	\$30,007	\$34,304	\$58,945	\$256,956
Total		\$346,019	\$296,083	-\$49,936	\$1,201,108	\$1,541,879

Notes:

1. Unfavourable variance primarily due to Local Roads and Community Infrastructure Funding not yet received pending completion of all projects.
2. Unfavourable variance due to carry forward funds for 22/23 not reflected in budget.
3. Favourable variance due to cessation of program. Funds to be allocated to another service.
4. Favourable variance due to unbudgeted funding.
5. Favourable variance primarily due to less than budgeted Employee Costs.
6. Unfavourable variance due to an increase in the number of clients requiring assessments.
7. Favourable variance primarily due to timing variance in grant payments.
8. Favourable variance primarily due to staff absences and difficulties with staff recruitment.

Recommendation:

That the report be noted.

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4.7 People and Performance Department Activity Report For The Quarter Ended 31 December 2022

SF/1538

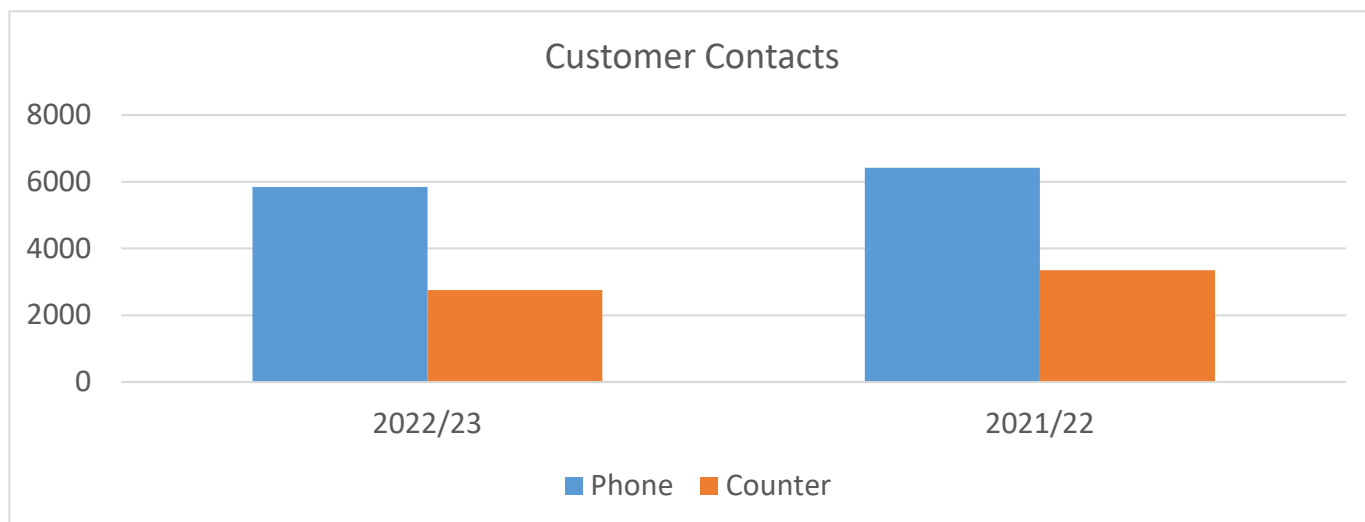
Janine McMaster – Manager People and Performance

PURPOSE OF REPORT

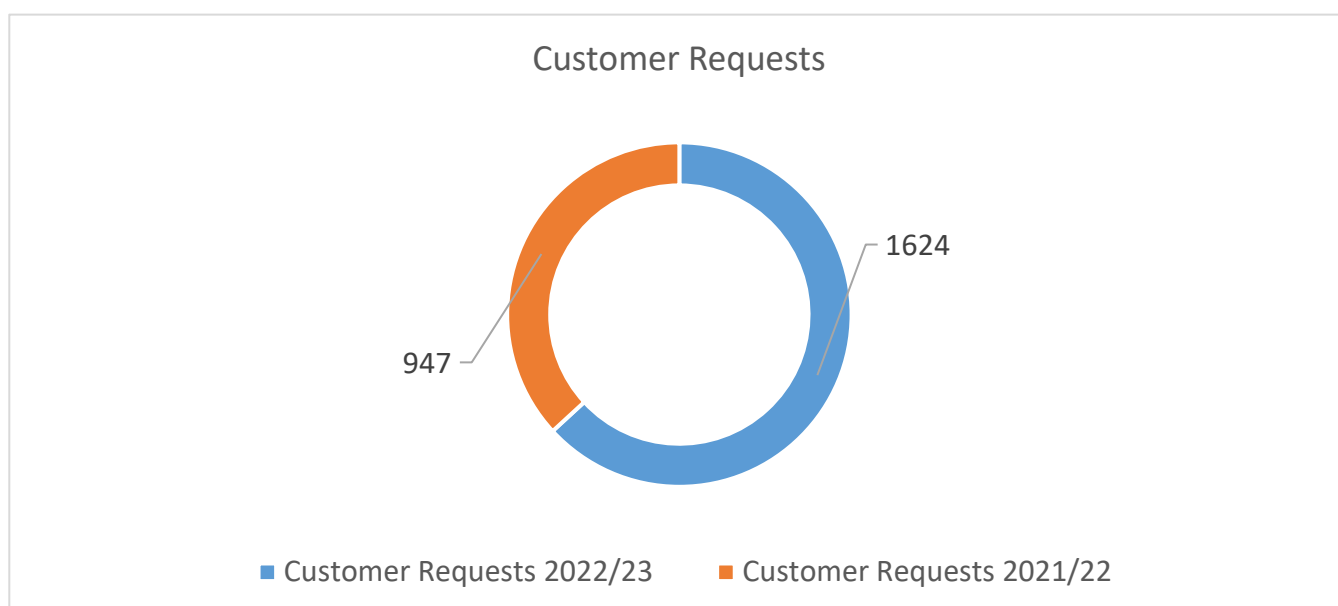
The report presents the activities of the People and Performance Department for the quarter ended 31 December 2022.

Customer Relations

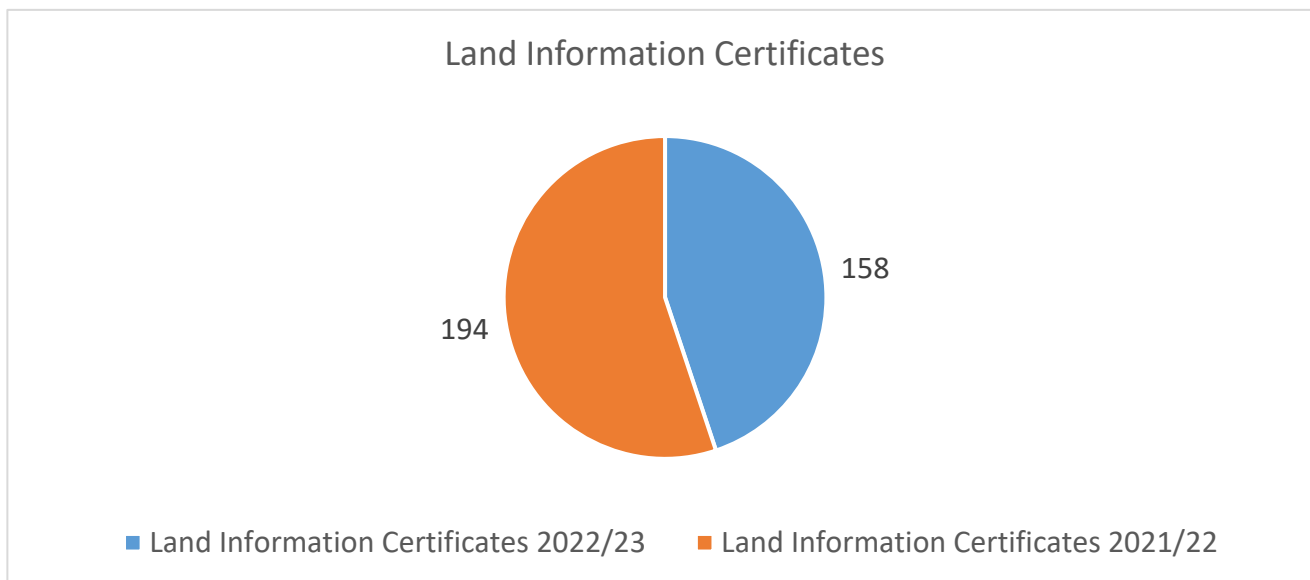
- The customer contacts (phone and counter) decreased by 12 per cent for the quarter compared to 2021/22.



- The customer requests (CRMS) increased by 71 per cent for the quarter compared to 2021/22.



- The land information certificates decreased by 19 per cent for the quarter compared to 2021/22.



Human Resources

Service	June 2022	September 2022	December 2022
Recruitment	5	6	5
Turnover	34	5	5
Training Applications	50	30	50
Workplace incidents	5	10	7
WorkCover claims	0	1	2

- The workplace incidents ranged from manual handling, slip/trip/fall and insect bite. Two of these incidents resulted in Workcover claims. The claims were for manual handling and slip/trip/fall. Both staff members have returned to full duties and with no further medical issues.
- Organised the annual First Aid and CPR training for several staff.
- Ongoing maintenance and administration of the Human Resources functions, including the following areas: recruitment, interviews, inductions, organisational wide training and monitoring the training budget.

Payroll

- Maintained Payforce database in response to changes in employee details and terms of employment.
- Maintained the organisation structure module of Payforce to incorporate resignations, employment of new staff as well as changes to staff terms of employment.
- Responded to internal payroll enquiries.
- Prepared managers' payroll reports each fortnight and other ad hoc reports and costing requests.

Risk Management**Occupational Health and Safety**

OH&S continues to be monitored through the following regular:

- workplace inspections
- designated Workplace Group meetings
- incident and hazard reporting and monitoring
- incident and hazard action lists
- reporting to the Leadership Team and OH&S Committee
- reporting at department team meetings.

Electronic Incident Reports

The Corporate Risk Coordinator has recently implemented electronic incident reports which have been well received by those staff who have had to use them. Since the introduction of electronic reporting, the time between the incident and the reporting has significantly decreased.

Information Management

- The Information Management Coordinator has returned to work after a period of parental leave.
- 15,550 electronic documents were saved into Content Manager during this quarter which was 1,861 less than the September quarter.

Volunteer Development

- During November and December 2022 several small celebratory activities were held for volunteers to attend. Volunteers were given a notebook and a pen gift box in appreciation of their work for 2022.



Gallery Celebration Artist Talk with Edie Black and Gallery Shop Soiree



Litter Gatherers Christmas get together.

- The draft Benalla Rural City Council Volunteer Development and Engagement Strategy is currently under review.

Volunteer Programs	September 2022		December 2022	
	Registered	Active	Registered	Active
Arts and Tourism	52	37	54	40
Events and Festivals	18	10	18	10
Youth Programs	25	18	25	18
L2P (Mentors only)	27	24	29	26
Gardens maintenance and Litter Reduction (includes airport)	35	23	36	30
Specialist Committees and Steering Groups (includes Age Friendly and CASI)	45	41	44	35
RedB4 Bookshop	34	34	37	37
Benalla Library	8	0	9	0
Friends of Groups	53	41	54	43
Total	297	228	306	239

- Youth Program numbers will change as new student volunteers will be inducted in early March 2023.

Sir Edward ‘Weary’ Dunlop Learning Centre

- Benalla Library welcomed independent author Phillipa Nefri Clarke for an author talk in November. Phillipa was so in love with Benalla Lake, the library (of course), and the street art that she has planned to feature Benalla in her next book in the “Daph” series. Phillipa will come back to Benalla for the official launch of this book.
- Staff and Junior Creative Writing Group members enjoyed dressing up for Halloween.



- After the successful “Easter Egg Hunt” in April 2022, staff developed a Christmas version. Many children enjoyed the activity, and it was a fantastic way for children to explore more areas of the library and identify where different sections are.
- Over this period the Benalla Library have welcomed 13,856 patrons through the doors and loaned a total of 17,762 items.

Activity	October 2022	November 2022	December 2022
Total Visits	4,435	4,823	4,598
Total Loans	6,695	5,925	5,142
Total Members	5,242	5,210	5,202

COUNCIL PLAN 2021-2025 ACTION PLAN

Community

A Connected, Involved and Inclusive Community		
Strategy	Action	September Quarter Update
Encourage, support, value and celebrate volunteering in the community.	Develop and adopt a strategy for engaging new volunteer participation.	The Benalla Rural City Council Volunteer Development and Engagement Strategy 2023-2025 is in draft format and currently under review.

Leadership

High Performance Culture		
Strategy	Action	September Quarter Update
Improve customer experience through responsive, timely, efficient, well planned, and accessible services.	Review and update the <i>Customer Relations Strategy</i> .	Strategy under review.
Develop a skilled, efficient, and high performing customer focussed workforce.	Develop a <i>Benalla Rural City Council Workforce Plan</i> .	Workforce Plan was adopted 2021 and due for review.
In collaboration with key community partners support an inclusive and safe workplace, aiming to increase awareness of and access to appropriate training for staff in the prevention of all forms of violence.	Develop a <i>Gender Equity Action Plan</i> .	As part of council’s commitment to our <i>Gender Equality Action Plan</i> , Gender Equity and Bystander training was provided to the Leadership Team in February 2023. Staff training has been arranged to take place March 2023.

FINANCIAL IMPLICATIONS

Sub Program	Notes	2022/23 YTD Actuals	2022/23 YTD Budgets	2022/23 YTD Variance	2022/23 Full Year Budget	2022/23 Full Year Forecast
People & Performance		\$339,534	\$359,320	\$19,786	\$720,888	\$723,189
Customer Relations		\$179,170	\$177,812	-\$1,358	\$378,074	\$378,074
Records Management	1	\$128,617	\$152,172	\$23,555	\$313,150	\$302,600
Volunteer Development		\$26,217	\$26,572	\$355	\$53,072	\$53,072
Risk Management	2	\$485,788	\$740,381	\$254,593	\$790,575	\$791,428
Library	3	\$166,095	\$202,724	\$36,629	\$472,290	\$452,776
Total		\$1,325,421	\$1,658,981	\$333,560	\$2,728,048	\$2,701,138

Notes:

1. Favorable variance due to temporary staff vacancy and invoice payment timing difference.
2. Favorable variance due to reduced insurance costs and claims.
3. Favorable variance due to: More than budgeted hire fee income. Additional grant income received. Library operations grant larger than budgeted. Contract payment to the High Country Library Network less than budgeted.

Recommendation:

That the report be noted.

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4.8 Finance Department Activity Report For The Quarter Ended 31 December 2022

SF/1519

Cathy Fitzpatrick – Manager Finance

PURPOSE OF REPORT

The report presents an overview of the functions of the Finance Department for the quarter ended 31 December 2022.

Finance

- Victorian Local Government Grants Commission return 2021/22 was lodged.
- Quarter two review of forecast result for 30 June 2023 considering impacts against budget phasing 2022/23 given impact of flood event.
- Released *2023/24 Budget* Program and Business Planning Guidance Instructions.

Sundry Debtors

An analysis of the unpaid sundry accounts as at that date with comparative data for the previous year is as follows:

Debtors Balances:

Date	90 days	60 days	30 days	Current	Total
31/12/22	\$60,095	\$115,348	\$174,703	\$435,164	\$785,310
30/09/22	\$51,004	\$6,093	\$64,942	\$378,602	\$500,642
30/06/22	39,404	\$9,579	\$53,089	\$633,443	\$735,515
31/03/22	\$256,068	\$162,834	\$42,295	\$628,796	\$1,089,993
31/12/21	\$38,995	\$83,149	\$154,539	\$192,538	\$469,222

Investment Portfolio

In accordance with the Investment Policy, details of investments held at 31 December 2022 are provided in the following table.

Table 1. Investments held at 31 December 2022

Bank	Short-term credit rating	Investment type	Amount invested '000	Interest rate	Term (days)	Maturity date
NAB	A-1+	TD	\$3,063	3.10%	90	06-Feb-23
Westpac	A-1+	TD	\$934	2.37%	277	27-Feb-23
Westpac	A-1+	TD	\$1,053	3.20%	273	23-Mar-23
Westpac	A-1+	TD	\$2,015	4.00%	181	25-May-23
NAB	A-1+	TD	\$927	3.50%	182	21-Jun-23
ANZ	A-1+	TD	\$3,900	3.20%	212	24-Jul-23
Subtotal:			\$11,892			
CBA	A-1+	At call	\$4,264	0.20%		
CBA	A-1+	Operating	\$10,051	2.60%		
Subtotal:			\$14,315			
Total:			\$26,207			

*TD refers to general term deposits where the use of interest earned is not restricted.

These funds are required to meet the Council’s short-term commitments, including capital and operating supplier payments, employee payroll costs and loan repayments.

Loan Portfolio

Details of existing loans held at 31 December 2022 are attached in **Appendix 1**.

Loan terms are:

Loan Number	Type	Term
15 to 17	Variable	10 years
18	Fixed – principal and interest	10 years
19	Variable	10 years
20	Fixed	10 years
21	Fixed	10 years
22	Variable	10 Years

Procurement

Contracts and Works Awarded Under Delegation

The purpose of this sections is to inform the Council and Community of publicly advertised tenders which have been awarded under delegation for the period 1 Octoberber 2022 – 31 December 2022.

No contracts were awarded for the period 1 October – 31 December 2022.

Delegation of Procurement Authority to Chief Executive Officer

As per the *Procurement Policy*, instances where the Chief Executive Officer approved expenditure for statutory charges or other matters, generally consistent with the approved or revised budget, be reported quarterly.

No expenditure for statutory charges or other matters occurred during the period 1 October – 31 December 2022.

Revenue, Property and Valuations

- Second instalment notices issued to all ratepayers. First and second instalment reminder notices issued for overdue balances.
- Annual Rate Cap compliance data submitted to the Essential Services Commission.
- Fire Services Property Levy:
 - Second instalment remittance return submitted to the State Revenue Office (SRO).
 - Annual Return for 2022/23 approved by SRO.
 - Annual Reconciliation for 2020/21 approved by SRO. Funding invoice generated.
- Municipal Rates Concession biennial audit in progress.
- E-notice stats:
 - EzyBill – 346 (+46)
 - BPAY View – 398 (+1).

EzyBill allows access to rate notices from any device, making payment both easy and convenient.

BPAY is an easy and secure way to pay and manage bills from your online banking.

Rates and Charges Revenue

- Reminder notices were issued for the first instalment on 10 October 2022. There were 1,190 notices issued for debts totaling just under \$893,000.
- Second instalment notices were issued on 25 October 2022 with payment due by 30 November. Reminder notices were issued on 8 December 2022. There were 1,139 notices issued for debts totaling just under \$1.127million.
- Valuation objections are still being processed by Valuer-General Victoria.
- To date, there have been 256 supplementary valuations processed this year, resulting in an additional 59 ratable properties.

Appendix 2 details the overall rates and charges generated and collected and apportions the unpaid balance between arrears from previous years of \$559,000 and unpaid charges levied in the current year amounting to \$8.65 million.

Rate arrears collected in the current year amount to \$284,000. This figure has increased significantly on last quarter but is lower (-30 percent) than quarter two last year. This change, compared to last quarter, was expected due some large overdue debts being paid in full.

Collections, as a proportion of overall debt, are slightly down compared to Q2 last year (-0.79 percent). As a result, the number of properties with outstanding balances has increased by 64 properties.

Larger rate balances will be referred to Council's debt collection agency in early 2023.

Appendix 3 provides a graph summary comparing the 2022/23 rate instalments due with the total instalments paid as at 3 January 2023.

Spatial Data Management

The following table includes spatial data management statistics:

Task	Dec 2022	Sept 2022	June 2022	March 2022
Rural Road numbers and urban addresses issued. (not part of new subdivisions)	14	23	12	24
M1s forwarded to the Spatial Information Division of DELWP to update the State mapping datasets with new addresses and Council Property Numbers and rectify anomalies	252	83	371	184
Maintenance and auditing parcels on Mapbase	280	105	390	220

Corporate GIS

- Continued with data audit of mapping files to translate their projection from GDA94 to GDA2020 which is happening nationally.
- Uploaded the latest rural aerial imagery, captured in February 2022 into the Corporate GIS. This imagery was obtained through a large group purchase involving neighboring Councils and Authorities via the Coordinated Imagery Program (CIP) at the Department of Environment, Land, Water and Planning (DELWP).
- There were delivery delays of the data, mainly due to the La Nina weather and flooding events across Australia, and the aerial company contracted were involved with urgent captures for emergencies and future flood modelling in several States and Territories.
- Prepared various maps for the Incident Control Centre (ICC) to assist with the October floods.

COUNCIL PLAN 2021-2025 ACTION PLAN

Leadership

Good Governance		
Strategy	Action	December Quarter Update
Deliver responsible budget outcomes linked to strategy that maintain financial sustainability and deliver value for money and rating fairness.	Ongoing development of <i>Financial Plan</i>	Release of 23/24 – 26/27 BRCC Budget Guidelines

FINANCIAL IMPLICATIONS

Sub-Programs	Notes	2021/22 YTD Actuals	2021/22 YTD Budget	2021/22 YTD Variance	2021/22 Full Year Budget	2021/22 Full Year Forecast
Accounting Services	1	(\$93,718)	\$5,735	\$99,452	\$112,928	\$11,583
Property and Valuations	2	(\$16,689,054)	(\$16,343,900)	\$345,154	(\$16,480,259)	(\$16,697,942)
Acquisition and Disposal of Council Properties		0	0	0	(\$25,000)	(\$25,000)
Total		(\$16,782,771)	(\$16,338,165)	\$444,606	(\$16,392,331)	(\$16,711,359)

Notes:

1. Favourable variance of \$124,103 as interest expenses lower than budgeted. Partly offset by unfavourable additional online transaction charges and higher 22/23 audit fees expense of \$17,291.
2. Favourable variance due to supplementary rates and charges (\$292,051) and revenue in lieu of rates (\$10,203). Fire Services Property Levy Grant for collection received earlier than budgeted (\$46,310) offset by unfavourable variances associated with reduced collections due to application of *COVID-19 Financial Hardship* policy.

Recommendation:

That the report be noted.

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Loan Liability and Interest

Interest To Be Paid		2022/2023 Year	2023/2024 Year	2024/2025 Year	2025/2026 Year	2026/27 Year	2027/28 Year	2028/29 Year	2029/30 Year	2030/31 Year	2031/32 Year	Totals
Loan Number	15A	\$ 1,922.17										\$ 1,922.17
	15B	\$ 4,172.69										\$ 4,172.69
	16	\$ 10,190.30	\$ 3,740.74									\$ 13,931.04
	17	\$ 7,505.83	\$ 4,120.28	\$ 794.00								\$ 12,420.12
	18	\$ 7,615.00	\$ 5,630.00	\$ 3,561.15	\$ 1,371.71							\$ 18,177.87
	19	\$ 8,471.54	\$ 7,588.63	\$ 5,709.98	\$ 3,780.36	\$ 1,788.94						\$ 27,339.45
	20	\$ 11,385.31	\$ 9,499.21	\$ 7,528.09	\$ 5,394.85	\$ 3,286.35	\$ 1,062.37					\$ 38,156.18
	21	\$ 11,304.30	\$ 9,774.72	\$ 8,142.20	\$ 6,482.53	\$ 4,768.43	\$ 3,005.77	\$ 1,169.98				\$ 44,647.92
	22	\$ 54,742.52	\$ 53,683.78	\$ 46,518.25	\$ 39,496.99	\$ 32,475.73	\$ 25,521.80	\$ 18,433.21	\$ 11,411.95	\$ 4,390.69		\$ 286,674.93
Total Interest Payable		\$ 117,309.65	\$ 94,037.38	\$ 72,253.68	\$ 56,526.44	\$ 42,319.44	\$ 29,589.94	\$ 19,603.19	\$ 11,411.95	\$ 4,390.69	\$ -	\$ 447,442.37

Principal To Be Paid		2022/2023 Year	2023/2024 Year	2024/2025 Year	2025/2026 Year	2026/27 Year	2027/28 Year	2028/29 Year	2029/30 Year	2030/31 Year	2031/32 Year	Totals
Loan Number	15A	\$ 105,376.08										\$ 105,376.08
	15B	\$ 230,546.91										\$ 230,546.91
	16	\$ 142,407.39	\$ 130,121.80									\$ 272,529.20
	17	\$ 111,532.92	\$ 114,939.84	\$ 64,404.50								\$ 290,877.26
	18	\$ 52,584.72	\$ 54,569.72	\$ 56,638.57	\$ 58,818.68							\$ 222,611.68
	19	\$ 48,099.47	\$ 48,982.38	\$ 50,861.03	\$ 52,790.65	\$ 67,881.90						\$ 268,615.44
	20	\$ 49,767.97	\$ 51,654.07	\$ 53,625.19	\$ 55,758.43	\$ 57,866.93	\$ 50,060.97					\$ 318,733.56
	21	\$ 47,444.18	\$ 48,973.76	\$ 50,606.28	\$ 52,265.95	\$ 53,980.05	\$ 55,742.71	\$ 57,536.82				\$ 366,549.76
	22	\$ 190,000.00	\$ 190,000.00	\$ 190,000.00	\$ 190,000.00	\$ 190,000.00	\$ 190,000.00	\$ 190,000.00	\$ 190,000.00	\$ 190,000.00	\$ 190,000.00	
Total Principal Payable		\$ 977,759.65	\$ 639,241.57	\$ 466,135.58	\$ 409,633.71	\$ 369,728.89	\$ 295,803.68	\$ 247,536.82	\$ 190,000.00	\$ 190,000.00	\$ -	\$ 3,785,839.90

Rates and Charges Collections Report

31 December 2022

	Rates	Interest	Legal	Total	Comments
Arrears as at 1 July 2022	\$787,623	\$49,123	\$6,687	\$843,433	Unpaid amounts up to and including the 2021/22 rating year.
Payments 30/09/2022	-\$86,799	-\$11,854	-\$400	-\$99,053	
31/12/2022	-\$180,746	-\$4,197	-\$545	-\$185,488	
Total	-\$267,545	-\$16,051	-\$945	-\$284,541	
Arrears Rates Balance	\$520,079	\$33,072	\$5,742	\$558,893	<i>Arrears Unpaid as at 30 September 2022</i>

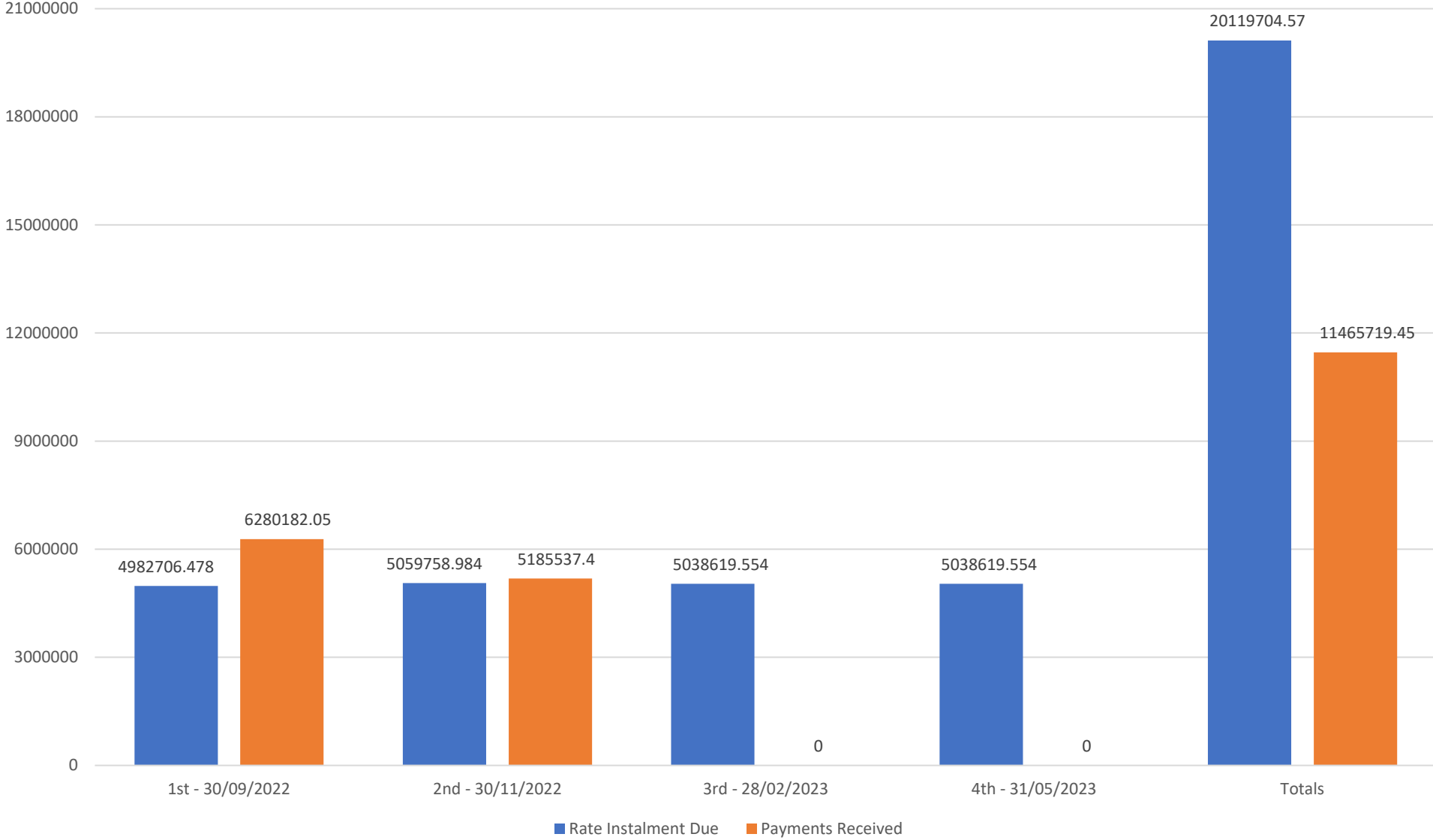
	Rates	Interest	Legal	Total	Comments
Current Rates/Charges					
Raised 30/09/2022	\$20,313,793	\$4,453	\$4,161	\$20,322,406	2022/23 Rates including Municipal and Waste Management Charges (includes additional rates levied on new houses and subdivided lands)
31/12/2022	\$197,175	\$15,839	\$5,300	\$218,315	
Total	\$20,510,968	\$20,292	\$9,461	\$20,540,721	

	Rates	Interest	Legal	Total	Comments
Pension Concessions					
30/09/2022	-\$417,421	\$0	\$0	-\$417,421	State Govt - reimbursed by DFFH.
31/12/2022	-\$3,595	\$0	\$0	-\$3,595	
Total	-\$421,016	\$0	\$0	-\$421,016	

	Rates	Interest	Legal	Total	Comments
Net Rates for Collection	\$20,089,952	\$20,292	\$9,461	\$20,119,705	Payments received to date for current year rates
Payments 30/09/2022	-\$6,277,617	-\$1,675	-\$891	-\$6,280,182	
31/12/2022	-\$5,175,074	-\$8,047	-\$2,416	-\$5,185,537	
Total	-\$11,452,690	-\$9,722	-\$3,307	-\$11,465,719	

	Rates	Interest	Legal	Total	Comments
Current Rates Balance	\$8,637,262	\$10,570	\$6,154	\$8,653,986	<i>Current unpaid as at 31 December 2022</i>
Balance Remaining	\$9,157,341	\$43,642	\$11,896	\$9,212,879	<i>Balance as at 31 December 2022</i>

2022/23 Rates and Charges - Due and Collected to 31 December 2023



4.9 Local Government Performance Reporting Framework - Report Of Operations For Half-Year Ending 31 December 2022

SF/2495

Robert Barber – General Manager Corporate

PURPOSE OF REPORT

The report presents half-year service performance indicator results under the Local Government Performance Reporting Framework.

BACKGROUND

The Council is required to prepare and publish a half-yearly report detailing its performance against service performance indicators under the State Government's Local Government Reporting Framework.

The Local Government Performance Reporting Framework is a mandatory system of performance reporting for all Victorian councils. It ensures that councils are measuring and reporting on their performance in a consistent way to promote transparency and accountability in the local government sector.

The framework is made up of 58 measures from a range of service areas, including roads, planning, animal management and waste.

The Council's full year report is published in its Annual Report and made available to the public via the *Performance Report* page on the Local Government Victoria website.

DISCUSSION

The *Benalla Rural City Council Local Government Performance Report of Operations as at 31 December 2022* is attached as **Appendix 1**. The report includes comments on material variances.

COMMUNITY ENGAGEMENT

In accordance with the Council's *Community Engagement Policy* community engagement will be undertaken at the 'Inform' level under the International Association for Public Participation's IAP2 public participation spectrum as detailed in the table below:

Level of Public Participation	Promise to the community	Techniques to be used
Inform	We will provide information	<ul style="list-style-type: none"> ▪ Report to the Council. ▪ Report published on Council's website.

COUNCIL PLAN 2021-2025 IMPLICATIONS

Leadership

- *Good governance*
- *Engaged and informed community*

FINANCIAL IMPLICATIONS

There are no material financial implications in the collation of the data and report.

OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any general or material conflicts of interest in this matter.

Recommendation:

That the report be noted.

Local Government Performance Report of Operations

Ref	Service Performance Indicators	End Results 2018/19	Results as at 31/12/19	End Results 2019/20	Results as at 31/12/20	Year End Results 2020/21	Results as at 31/12/21	Year End Results 2021/22	Results as at 31/12/22	Comments
	Animal Management									
AM1	Timeliness Time taken to action animal management requests	1	1	1	1	1	1	1	1	
AM2	Service standard Animals reclaimed	33.77%	39.01%	35.01%	35.16%	40.35%	55%	50.45%	59%	
AM3	Service cost Cost of animal management service per registered animal	\$81.93	\$17.67							Retired
AM4	Health and safety Animal management prosecutions	0	0							Retired
AM5	Service standard Animals rehomed			N/A	N/A	N/A	N/A	N/A	N/A	Council does not operate a rehoming service. This is undertaken by our contract pound service provider. <i>Note: New measure for 2019-20 financial year.</i>
AM6	Service Cost Cost of animal management service per population			15.37	\$20.38	\$18.35	\$11.07	\$24.92	\$12.99	The result for this measure has increased due to the cost of the service provided by the RSPCA as the Councils Animal Pound.
AM7	Health and Safety Animal management prosecutions			0	0	100%	75%	60%	100%	The result for this measure has increased due to successful animal prosecutions in 2022.

Ref	Service Performance Indicators	End Results 2018/19	Results as at 31/12/19	End Results 2019/20	Results as at 31/12/20	Year End Results 2020/21	Results as at 31/12/21	Year End Results 2021/22	Results as at 31/12/22	Comments
	Food safety									
FS1	Timeliness Time taken to action food complaints	1	1	1	1	1	1	1	1	
FS2	Service standard Food safety assessments	97.98%	37.39%	71.30%	98.48%	77.59%	34.82%	50.00%	15.97%	
FS3	Service cost Cost of food safety service	\$499.02	\$588.65	\$431.09	\$190.57	\$420.52	\$230.70	\$554.60	\$262.21	
FS4	Health and safety Critical and major non-compliance outcome notifications	0%	0%	100%	0%	0%	0%	0%	0%	No critical and major non-compliance outcome notifications for 2022.

Ref	Service Performance Indicators	Year End Results 2018/19	Half Year Results as at 31/12/19	Year End Results 2019/20	Half Year Results as at 31/12/20	Year End Results 2020/21	Half Year Results as at 31/12/21	Year End Results 2021/22	Half Year Results as at 31/12/22	Comments
	Governance									
G1	Transparency Council decisions made at meetings closed to the public	14.79%	16.67%	12.88%	14.29%	10.88%	9.43%	9.96%	11.83%	
G2	Consultation and engagement Satisfaction with community consultation and engagement	56/100	-	55/100	-	52/100	-	47/100	-	
G3	Attendance Councillor attendance at council meetings	92.38%	91.84%	93.41%	93.51%	100%	100%	98%	100%	
G4	Service cost Cost of elected representation	\$32,316	\$16,440	\$33,595	\$14,339	\$31,357	\$17,199	\$35,960	\$19,515	The result for this measure has increased due to an increase in Mayoral, Deputy Mayor and Councillor allowances.
G5	Satisfaction Satisfaction with council decisions	56/100	-	54/100	-	57/100	-	48/100	-	

Ref	Service Performance Indicators	Year End Results 2018/19	Half Year Results as at 31/12/19	Year End Results 2019/20	Half Year Results as at 31/12/20	Year End Results 2020/21	Half Year Results as at 31/12/21	Year End Results 2021/22	Half Year Results as at 31/12/22	Comments
	Libraries									
LB1	Utilisation Physical library collection usage	3.62	1.74	3.04	0.8	2.19	1.24	2.6	1.52	
LB2	Resource standard Recently purchased library collection	56.78%	57.44%	59.18%	55.99%	53.83%	56.47%	56.11%	56.00%	
LB3	Service cost Cost of library service per visit	\$6.89	\$2.65							Retired
LB4	Participation Active library borrowers in municipality	17.63%	13.53%	16.89%	13.52%	14.64%	11.65%	12.66%	10.63%	
LB5	Service cost Cost of the Library service per population			\$40.95	\$26.36	\$30.39	23.77%	\$44.00	23.78%	

Ref	Service Performance Indicators	Year End Results 2018/19	Half Year Results as at 31/12/19	Year End Results 2019/20	Half Year Results as at 31/12/20	Year End Results 2020/21	Half Year Results as at 31/12/21	Year End Results 2021/22	Half Year Results as at 31/12/22	Comments
Maternal and Child Health (MCH)										
MC1	Satisfaction Participation in first MCH home visit	96.83%	104.00%							Retired
MC2	Service standard Infant enrolments in the MCH service	100.79%	102.00%	101.71%	100%	100%	101%	102%	98%	
MC3	Service cost Cost of the MCH service	\$79.95	\$102.57	\$60.79	\$55.27	\$89.39	\$108.12	\$102.65	\$182.17	The result for this measure has increased due to expanded staffing levels such as the employment of a Maternal Child Health Team Leader, increased use of casual staff and additional support staff. COVID-19 impacted consultation times, causing an increase in appointment time allocations to allow for COVID-19 screening.
MC4	Participation Participation in the MCH service	79.93%	64.59%	78.95%	67.34%	77.81%	80%	87.54%	66%	
MC5	Participation Participation in the MCH service by Aboriginal children	88.52%	66.67%	75.93%	65.96%	75%	80%	89%	82%	
MC6	Satisfaction Participation in 4-week key Age and Stage visit			94.87%	109.84%	97.67%	90%	100.00%	81%	

Ref	Service Performance Indicators	Year End Results 2018/19	Half Year Results as at 31/12/19	Year End Results 2019/20	Half Year Results as at 31/12/20	Year End Results 2020/21	Half Year Results as at 31/12/21	Year End Results 2021/22	Half Year Results as at 31/12/22	Comments
	Roads									
R1	Satisfaction of use Sealed local road requests	26.79	11.43	17.68	13.04	26.43	24.92	40.58	184	This measure has increased due to a large number of pothole patching requests.
R2	Condition Sealed local roads maintained to condition standards	98.39%	98.39%	98.57%	98.58%	98.80%	93.88%	93.88%	93.87%	
R3	Service cost Cost of sealed local road reconstruction	N/A	N/A	\$80.38	N/A	\$184.06	N/A	\$59.91	\$0.00	No road re-construction was completed in the July-December 2022 period.
R4	Service cost Cost of sealed local road resealing	\$4.83	\$4.72	\$5.49	\$5.88	\$6.00	N/A	\$3.58	\$0.00	No road re-sealing was completed in the July-December 2022 period.
R5	Satisfaction Satisfaction with sealed local roads	54/100	-	49/100	-	53/100	-	45/100	-	

Ref	Service Performance Indicators	Year End Results 2018/19	Half Year Results as at 31/12/19	Year End Results 2019/20	Half Year Results as at 31/12/20	Year End Results 2020/21	Half Year Results as at 31/12/21	Year End Results 2021/22	Half Year Results as at 31/12/22	Comments
	Statutory Planning									
SP1	Timeliness Time taken to decide planning applications (days)	23	30	29	28	34	27	35	36	
SP2	Service standard Planning applications decided within required time frames	88.39%	91.49%	85.31%	85.29%	83.33%	90.48%	87.60%	83.13%	
SP3	Service cost Cost of statutory planning service	\$1,554	\$1,807	\$1,564	\$816	\$1,009	\$1,263	\$1,452	\$1,655	The result for this measure has increased due to the increase in applications for planning permits.
SP4	Decision making Council planning decisions upheld at VCAT	N/A	50%	50%	N/A	0%	33%	33%	0%	No decisions taken to VCAT.

Ref	Service Performance Indicators	Year End Results 2018/19	Half Year Results as at 31/12/19	Year End Results 2019/20	Half Year Results as at 31/12/20	Year End Results 2020/21	Half Year Results as at 31/12/21	Year End Results 2021/22	Half Year Results as at 31/12/22	Comments
	Waste Collection									
WC1	Satisfaction Kerbside bin collection requests	126.95	47.71	135.30	68.93	137.80	68.43	173.16	122.51	
WC2	Service standard Kerbside collection bins missed	9.07	10.25	11.93	5.80	6.55	7.20	8.60	9.76	
WC3	Service cost Cost of kerbside garbage bin collection service	\$57.43	\$29.22	\$58.23	\$29.06	\$55.12	\$31.46	\$54.78	\$31.29	
WC4	Service cost Cost of kerbside recyclables collection service	\$69.50	\$38.02	\$77.03	\$43.61	\$82.09	\$43.91	\$87.34	\$49.80	
WC5	Waste diversion Kerbside collection waste diverted from landfill	60.85%	60.99%	60.91%	62.67%	60.88%	61.07%	60.20%	59.57%	

4.10 Councillor Conduct Panel Determination

SF/1552

Robert Barber – General Manager Corporate

PURPOSE OF REPORT

The report tables the *Councillor Conduct Panel Determination and Statement Of Reasons For Decision* in the matter of an application by Cr Gunaratne concerning Cr Claridge.

BACKGROUND

In August 2022, the Principal Councillor Conduct Registrar (PCCR) advised that he had received an application from Cr Gunaratne for a Councillor Conduct Panel to make a finding of serious misconduct against Cr Claridge.

In September 2022, the PCCR advised he was satisfied the application met the requirements of the *Local Government Act 2020* and that he was required to form a Councillor Conduct Panel to hear the matter.

On 13 December 2022, a Councillor Conduct Panel hearing was held to hear 12 allegations of serious misconduct made by Cr Gunaratne against Cr Claridge.

DISCUSSION

The Councillor Conduct Panel (CCP 2022-05) *Determination and Statement of Reasons For Decision* is attached (refer **Appendix 1**).

COUNCIL PLAN 2021-2025 IMPLICATIONS

Leadership

- Good governance.

STATUTORY IMPLICATIONS

The Councillor Conduct Panel (CCP) was established and conducted in accordance with Division 7 of the *Local Government Act 2020* (the Act).

In accordance with the Act, the CCP's decision must be tabled at the next Council meeting and recorded in the minutes of that meeting.

FINANCIAL IMPLICATIONS

Costs associated with the Councillor Conduct Panel have not been finalised.

Costs will be allocated to the 'Council and Associated Meetings' budget.

COMMUNITY ENGAGEMENT

It is proposed that in relation to this matter, community engagement be undertaken at the 'inform' level via this public Council report.

OFFICER DECLARATION OF CONFLICT OF INTEREST

The officer involved in the preparation of this report has no general or material conflicts of interest in this matter.

Recommendation:

That the Councillor Conduct Panel Determination and Statement Of Reasons For Decision contained in Appendix 1 be noted.

COUNCILLOR CONDUCT PANEL

In the matter of an Application by
Councillor Punarji Nandaruchi Hewa Gunaratne
concerning Councillor Danny Claridge
of Benalla Rural City Council (CCP 2022-5}

HEARING PURSUANT TO PART 6 OF THE *LOCAL GOVERNMENT ACT 2020*

Applicant: Councillor Punarji Nandaruchi Hewa Gunaratne

Respondent: Councillor Danny Claridge

Date of Hearing: 13 December 2022

Panel Members: Dr Lily O'Neill (Chairperson)
Mr Matt Evans

DETERMINATION

Pursuant to section 167(1)(d) of the *Local Government Act 2020* the Councillor Conduct Panel dismisses the Application having made no findings of serious misconduct against Councillor Claridge in relation to any of the 12 allegations contained therein.

Lily O'Neill
Chairperson

Matt Evans
Panel Member

3 March 2023

STATEMENT OF REASONS FOR DECISION

Introduction

1. The matters before the Panel are 12 allegations by Councillor Punarji Nandaruchi Hewa Gunaratne of Benalla Rural City Council ('Council') against Councillor Danny Claridge, of the same Council. At the heart of these 12 allegations is an allegation that Cr Claridge engaged in serious misconduct against Cr Gunaratne by bullying him, including allegations of bullying motivated by racism.
2. Section 154 of the *Local Government Act 2020* ('the Act') allows an application to be made to the Councillor Conduct Panel for allegations of serious misconduct against a Councillor.
3. In s3 of the Act, "serious misconduct" is defined to include in paragraph (f) of the definition:

"bullying by a Councillor of another Councillor or member of council staff."
4. "Bullying" is also defined in s 3 of the Act as:

"bullying by a Councillor means the Councillor repeatedly behaves unreasonably towards another Councillor or a member of Council staff and that behaviour creates a risk to the health and safety of that other Councillor or member of Council staff."
5. Clause 5 of Schedule 1 to the Local Government (Governance and Integrity) Regulations 2020 ('the Regulations') provides that "(n)othing in these standards is intended to limit, restrict or detract from robust public debate in a democracy."
6. From the tenor of the standards of conduct provided for by the Act and Regulations, robust political debate about issues is to be engaged in, but not insulting, threatening or humiliating behaviour.
7. During the hearing, it became clear that the central issue at the heart of the 12 allegations is a disagreement between the Applicant and Respondent about Council's role in the development of a new community cinema precinct ('proposed Benalla cinema') and their subsequent interactions, primarily via email and Facebook, but also at various Council meetings. During the hearing it also became apparent that as well as complaints initiated against Cr Claridge, Cr Gunaratne feels ostracised by several other councillors at the Council.
8. Relevantly, Cr Gunaratne was during the relevant period one of the administrators of the 'Benalla Community Noticeboard' Facebook page, a position that appears to have made several other councillors uncomfortable because of perceptions that this may be a conflict with Cr Gunaratne's role as a local councillor.
9. Councillor Gunaratne stated he is currently not attending Councillor Only Time (COT) meetings because of "continuous exclusion" and "ongoing harassment" from several councillors.

10. It was submitted by the Respondent during the hearing, and accepted by the Panel, that he did not realise that Cr Gunaratne felt bullied by him until he received copies of the Application for Formation of Councillor Conduct Panel.
11. Councillor Claridge stated that he believed that Cr Gunaratne's allegations stem from the disagreement about the proposed Benalla cinema and denied the allegations of bullying and racism, as well as describing these allegations as a real worry to him.
12. Both the Applicant and Respondent provided material in relation to each of the 12 allegations of serious misconduct which the Panel read and considered both before the hearing, and in writing up this Decision.

The Hearing

13. The matter was heard in person at the Benalla Rural City Council office on 13 December 2022. Present were the Panel, Dr Lily O'Neill and Mr Matt Evans, Councillors Punarji Nandaruchi Hewa Gunaratne and Danny Claridge, and Benalla General Manager Corporate Robert Barber who was performing the role as Council's Conduct Officer pursuant to section 150 of the Act.
14. The Panel heard opening statements from both the Applicant and the Respondent, and then dealt with the relevant aspects of each allegation in turn.

The Allegations

Allegation 1

15. Allegation 1 is that two emails sent by Cr Claridge to Cr Gunaratne on 26 March 2022 regarding a Facebook post about the proposed cinema development, asking that the Facebook post be removed. Councillor Gunaratne in his application states: "He has accused me of being an administrator of a Facebook group I have nothing to do with, and copied all other Councillors into the email." Councillor Gunaratne contacted the mayor, Cr Bernie Hearn, about these emails describing them as 'consistent harassment' and seeking her mediation. During the hearing, the evidence was that this email was not remembered by Cr Hearn, and she did not act on it.
16. Councillor Claridge stated that "ccing" all councillors was his usual practice, he did not mean it to harass Cr Gunaratne, "it's not done with any malice".
17. Having read the relevant material, and after listening to the oral evidence, the Panel finds that Cr Claridge's emails were not considered to be unreasonable behaviour in the circumstances, and there is no evidence of serious misconduct in relation to this allegation.

Allegation 2

18. Allegation 2 relates to a 1 February 2022 email string sent by Cr Gunaratne and replied to by Cr Claridge in relation to Facebook posts about the proposed Benalla cinema. Councillor Gunaratne alleges that “He accused me of condoning ... [certain] information by allowing it on my group, which was incorrect” and “I felt from the tone and content of Cr Claridge’s reply email, he was trying to bully and silence me.”
19. During the hearing, Cr Gunaratne stated that he believed that if Cr Claridge had an issue with a Facebook page, he should have raised this through the page’s administrators. Councillor Claridge’s evidence was that he finds it hard to distinguish between different Benalla community-type Facebook pages and didn’t see an issue with raising it via email. At some point around this time, Cr Gunaratne blocked Cr Claridge from one of the community Facebook pages for violating rules which say you cannot discuss matters on the Facebook page outside of Facebook.
20. The Panel notes that there appears to be a disconnect in expectations between Cr Gunaratne and Cr Claridge in relation to responsibilities as a ‘member’ of a Facebook group. This appears to have resulted in some consternation for Cr Gunaratne, but the Panel does not accept that this exchange in the circumstances amounts to bullying.
21. Having read the relevant material, and listened to the oral evidence, the Panel finds there is no evidence of serious misconduct in relation to this allegation.

Allegation 3

22. Allegation 3 relates to media training conducted at Council on 13 December 2021. According to Cr Gunaratne’s Application, Cr Claridge brought up the issue of a ‘GoFundMe’ campaign posted on a Facebook page. This ‘GoFundMe’ campaign was to raise money to take Council to VCAT over the proposed Benalla cinema. Councillor Gunaratne alleges that Cr Claridge was mixing up Facebook pages, and that the GoFundMe page was not on a page he administered, and “this was an attempt to denigrate and humiliate me in a public forum, and it is part of an on-going campaign by Cr Claridge to isolate me.”
23. The Panel accepts that Cr Claridge’s discussing of this issue in media training was very upsetting for Cr Gunaratne, particularly because it was in relation to a Facebook page he did not administer.
24. In the hearing, Cr Claridge stated that he raised the issue because there: “had been a lot of issues in the press at the time about Facebook administrators so I thought it an appropriate time to warn the other councillors ... [about] social media and how you need to be [careful] ... It wasn’t picking on Puna. It was about the Facebook – didn’t matter which page it was on [it was about whether it was] appropriate or not. I didn’t think I had to qualify that [that I wasn’t picking on Puna] but ... maybe I should have”.

25. The Panel believes that Cr Claridge should have made more of an effort to distinguish between Facebook pages. The Panel also accepts that Cr Claridge should have made it clearer that the discussion in the media training was not an attack on Cr Gunaratne. However, the Panel finds that this did not mean that his behaviour was such that a reasonable person would consider it to be unreasonable.
26. Having read the relevant material, and listened to the oral evidence, the Panel finds there is no evidence of serious misconduct in relation to this allegation.

Allegation 4

27. Allegation 4 is that Cr Claridge “spread a rumour through his friends that I wanted to be the mayor at the last mayor’s election in November 2021.” In the hearing, Cr Gunaratne stated that he believed inherent in this alleged rumour was the implication that he shouldn’t be mayor “because I’m not white”. Cr Claridge denied any knowledge or involvement in this alleged rumour, and moreover stated that “I was really amazed” when he read the allegation and “I don’t know what it’s all – what the allegation is about”.
28. The Panel takes allegations of racism very seriously. However, the Panel believes that the evidence in relation to this allegation is very weak as it rests on one Benalla resident’s recollection of a conversation with another resident, as related to Cr Gunaratne (and to the Panel via a written statement). The Panel finds there is no evidence of serious misconduct in relation to this allegation.

Allegation 5

29. Allegation 5 is in relation to an email exchange between a community member and Cr Claridge on 11 November 2021. Councillor Gunaratne alleges that this exchange relates to “the image that he has been trying to establish about me based on my racial background and English language being my second language.” Further, “I want to be able to do my job as a councillor well, and part of that role for me is to engage in public discussion on issues that are relevant for the public. I have been left feeling isolated and humiliated by the mayor [referring to then mayor Cr Claridge] discussing, and calling in to question, my ability to “understand.”
30. Councillor Gunaratne submitted a Statement from a community member which the Panel has carefully considered. This includes general observations in relation to a perceived increase in disrespectful behaviour amongst councillors and also specific observations relating to treatment of Cr Gunaratne.
31. In the evidence provided, and in the hearing, it became apparent that a community member had contacted Cr Claridge to state that she was concerned about how Cr Gunaratne was treated in council meetings. Councillor Claridge accepted that this community member had contacted him but disputed the finer points of what she said he had told her in relation to how council decisions were made.

32. It is clear to the Panel that there is frustration on the part of Cr Claridge about how he perceives Cr Gunaratne conducts Council business. However, the Panel does not think that this frustration or its associated behaviours reaches the seriousness required to uphold an allegation of serious misconduct.

Allegation 6

33. Allegation 6 is in relation to a voting procedure for the Audit and Risk Committee of the Council which Cr Gunaratne alleges “I have reasonable grounds to believe that Cr Claridge changed the initially planned process to get me out of the audit and risk committee after a conversation with another Councillor.” Further, “I believe that there was an effort made by Cr Claridge ... to isolate me, and to humiliate me by removing me from my role on the Audit and Risk Committee.”

34. In the hearing, Cr Claridge stated that the process he set in place for voting for representatives for committees had been set up on the run, after unexpectedly encountering more than one applicant for the Audit and Risk Committee. He accepted that the process needed to be improved and stated that it had since been improved, but that “it was the most democratic way I could think of doing it”. Councillor Claridge said that the other candidate for the Audit and Risk Committee was also well-qualified for the role because “he runs a very large organisation”. He said that “there’s no ‘Team Other’ and ‘Team Puna’”.

35. Councillor Gunaratne stated that his not being elected to the Audit and Risk Committee was because of a “negative image about me with other councillors” that Cr Claridge had created, including as the chair of meetings.

36. The Panel having read the relevant material, and listened to the oral evidence, finds that in the circumstances there is no evidence that the voting process for the Audit and Risk Committee was conducted in an inappropriate way, and that there is no evidence of serious misconduct in relation to this allegation.

Allegation 7

37. Allegation 7 is in relation to a 5 November 2021 photo shoot of Councillors that occurred with the Benalla Ensign local newspaper to promote Covid-19 vaccination. The photo shoot was arranged by Cr Hearn at a time that Cr Gunaratne could not attend. In his Application, Cr Gunaratne states: “My name was mentioned [in the newspaper] as “absent”. Thereafter I received a lot of community inquiries asking whether I was purposely excluded from the photograph. Some community members asked me whether I am an anti-vaxxer ...”. Further, he states “I felt isolated and humiliated by this experience ... [this incident was] as a direct consequence of the isolation the council has created ...”. However, during the hearing, the Panel heard that Cr Claridge was not involved in the organisation of this photo shoot.

38. The Panel accepts that Cr Gunarante received unwarranted negative community comments about his absence from this newspaper photo and believes much more effort should have been made to ensure that the shoot was organised at a time when Cr Gunaratne could attend, particularly because of his parental duties with small children and his desire to be involved in this media event.
39. The Panel finds there is no evidence of serious misconduct in relation to this allegation.

Allegation 8

40. Allegation 8 relates to comments made by Cr Claridge at a Councillor Only Time (COT) meeting on 3 November 2021. The allegation is that Cr Claridge both stated that Cr Gunaratne was asking questions of Council staff at inappropriate times, and “[a]dding to this conversation, Cr Claridge said that “Punarji has said before that English is not his first language, he seems to have trouble understanding because English is not his first language”. Councillor Gunaratne states that “I feel that this exchange was racist and an attempt to denigrate, humiliate, and bully me in front of other people.”
41. During the hearing, the accepted evidence is that this exchange did occur. Cr Claridge states however that it was not his intention that his comment be racially construed. He stated that it occurred in the context of another councillor’s frustration at Cr Gunaratne moving a motion against the “fully-funded” art gallery.
42. In the hearing, Cr Claridge said:
- “Councillor Davis was getting fairly loud, and to diffuse the situation, I said here in my comments that it was probably very unwise, but I repeated the words that Cr Gunaratne had said [about English not being his first language] but not with any malice ... I only ever said it once ... and I do regret saying it. I said, “Councillor Davis, you have to cut Cr Gunaratne a little bit of slack.”.
43. Councillor Claridge added that “And, as I’ve said in my statement, when he first used those words, I was a bit amazed because he has a very good grasp, as you have found today, of English”.
44. The Panel completely accepts that given Cr Gunaratne is the only person of colour on the Council that he would encounter many instances of what he so shrewdly refers to as ‘polite racism’. The Panel has considered these allegations very carefully because the Panel accepts that racism is often subtle, unconscious, and pervasive. However, the Panel also feels that the allegation of racism is an extremely serious one, and one that it will not make a finding on without sufficient evidence. The Panel also accepts the sincerity of Cr Claridge’s rebuttal of this accusation.
45. Having read the relevant material, and listened to the oral evidence, the Panel finds there is not sufficient evidence of serious misconduct in relation to this allegation.

Allegation 9

46. Allegation 9 relates a request to Cr Claridge in his role as then-mayor to help resolve a dispute between Cr Gunaratne and Cr King. The dispute is in relation to how this request was handled at a COT meeting on 3 November 2021. The Applicant states “I felt he bullied me by passing my complaint to all other councillors and allowing them to comment on my matter at the COT. He violated the complaint handling process and created his own process to shut me down. I felt he misused his position as the mayor to isolate, humiliate, denigrate, and bully me in front of other people.”
47. During the hearing, Cr Claridge said his understanding of the dispute Cr Gunaratne had with Councillors King and O’Brien was that it occurred after a meeting at which:
- “Councillor Gunaratne spoke against adopting the budget, and, once again, this goes back to some – well, not misunderstandings, but the past three meetings prior to that, he had voted for the adoption of the budget. Hadn’t put any recommendations in for changes to the budget. So on the night, I was really surprised. I was ... blindsided”.
48. In the hearing, in relation to voting against adopting the budget, Cr Gunaratne explained that at previous meetings it was not appropriate for him to raise any questions about the budget.
49. After this meeting, Cr Claridge said, Councillors King and O’Brien had expressed frustration with Cr Gunaratne. Cr Claridge said that he felt that Cr Gunaratne’s complaint with the two councillors had “no merit”, and that he was frustrated with him when he (Cr Gunaratne) wanted to take it to external mediation.
50. Having read the relevant material, and listened to the oral evidence, the Panel accepts that there were significant levels of frustration directed at Cr Gunaratne by several councillors, but that this is not sufficient evidence to support a finding of serious misconduct being made against Cr Claridge.

Allegation 10

51. Allegation 10 relates to a Facebook comment made on 15 September 2021 by Cr Claridge to a comment by Cr Gunaratne’s partner. The allegation is that Cr Claridge’s comment implied that Cr Gunaratne “will give away confidential council information to my partner.” The comment was made on a Facebook page with approximately 8000 members.
52. In the hearing, Cr Claridge clarified that he was not suggesting Cr Gunaratne would give confidential information to his partner, but rather that he had sufficient insight as a councillor from publicly available information to explain the issue.

53. The Panel believes that this comment thread could be interpreted in several different ways, the most negative interpretation being that Cr Claridge suggesting he would leak confidential information, with several members of the Facebook page telling Cr Claridge it was not an appropriate comment. The Panel observes that Cr Claridge's explanation of his comments is also plausible.
54. The Panel finds that there is insufficient evidence to support a finding of serious misconduct against Cr Claridge in relation to this allegation.

Allegation 11

55. Allegation 11 relates to Cr Claridge's handling of a complaint by Cr Gunaratne about a statement that Cr Hearn made about who could be running the proposed Benalla cinema in the future. Cr Gunaratne alleges that "Cr Claridge has bullied me by claiming that I do not understand council reports".
56. In the hearing, Cr Claridge's evidence was that Cr Gunaratne was in effect misstating council position about the running of the proposed Benalla cinema and was frustrated with him because of this.
57. The Panel accepts that Cr Claridge was frustrated with Cr Gunaratne over the issue of the proposed Benalla cinema, particularly who will run it, and expressed that frustration to him. Cr Claridge said:
- "That's the frustration we've had all along. We've continually said that to Cr Gunaratne and to the group who are opposed to it but they won't listen. But we've never had any other plans apart from continuing, as we have in the last 10 years, to continue to run the cinema".
58. Having read the relevant material, and listened to the oral evidence, the Panel finds there is no evidence of serious misconduct in relation to this allegation.

Allegation 12

59. Allegation 12 relates a COT meeting on 23 June 2021 at which Cr Claridge is alleged to have accused Cr Gunaratne of making a misleading statement that the proposed Benalla cinema would be run by a Melbourne company. Cr Gunaratne disputes that he said that, merely that he didn't want the cinema being run by a Melbourne company. Councillor Gunarante states that Cr Claridge's handling of this dispute created "an intimidating and humiliating situation for me in the COT".
60. During the hearing, Cr Gunaratne explained that his resistance to the Benalla cinema project had been picked up by local newspapers and that this has caused consternation amongst his fellow councillors.

61. Having read the relevant material, listened to the oral evidence and watched the video evidence, the Panel finds there is no evidence of serious misconduct in relation to this allegation. Rather, the panel finds that a reasonable person, assessing all the evidence, would find that what was being engaged in was robust political debate rather than unreasonable behaviour that creates a risk to the health and safety.

Discussion

62. As well as considering each allegation in turn, the Panel has also considered the cumulative nature of these allegations, again finding insufficient evidence to support a finding of serious misconduct. The Panel believes that the reasonable person would not see Cr Claridge's behaviour as constituting either bullying or unreasonable behaviour.

63. Having heard these allegations, particularly the allegations of racism, the Panel recommends that the Council consider additional training in relation to increasing awareness of both racism, as well as anti-racism measures. As well as the discussion in Allegation 8 about the nature of racism, the Panel also observes that it would be understandable that, as the only person of colour on the Council, Cr Gunaratne would be sensitive to any adverse behaviour that could be construed as racist.

64. The dismissal of the Application does not mean that the decision of the Registrar to form a Panel under s 156 of the Act was not appropriate. On the face of the application, it was open to the Registrar to form the view that the application was not lacking in substance and that there was sufficient evidence to support the allegations made, see s 155 (1) of the Act. Ultimately, the Panel had the benefit of the allegations being tested by competing evidence and did not find them made out on the totality of all the evidence before the Panel.

4.11 Councillors Expenses For The Quarter Ended 31 December 2022

SF/1557

Tracey Beaton – Executive Coordinator

PURPOSE OF REPORT

The report details expenditure associated with Councillors' mobile phone usage, attendance at professional development courses and conferences and seminars, and reimbursement of expenses incurred during the quarter ended 31 December 2022.

Councillors' Information and Communication Expenses

Councillors' information and communication expenses for mobile phones and iPads are detailed in the table below:

Councillor	2022/23 Quarter One	2022/23 Quarter Two
Cr Claridge	\$118.62	\$118.62
Cr Davis	\$118.62	\$118.62
Cr Firth	\$39.54	\$39.54
Cr Gunaratne	\$118.62	\$118.62
Cr Hearn	\$118.62	\$118.62
Cr King	\$118.62	\$118.62
Cr O'Brien	\$118.62	\$118.62
Total Inc GST:	\$751.26	\$751.26

Councillors' reimbursement of expenses

The Council at its meeting on 15 December 2021 adopted the *Councillor Resources and Reimbursement Policy*.

Councillors' reimbursements are detailed in the table below:

Date	Councillor	Details	Amount
05/12/2022	Cr Gunaratne	Parking and fuel costs – attendance at MAV Leadership Training – 20/07/2022	\$101.83
05/12/2022	Cr Hearn Cr Claridge	Taxi and fuel costs – attendance at MAV Annual Conference	\$106.18
19/12/2022	Cr Firth	Mobile phone costs Nov 2020 to December 2022	\$414.84
Total Ex. GST			\$622.85

Councillors' attendance at training courses, conferences and seminars

The Council at its meeting on 12 October 2022 adopted the *Professional Development for Councillors Policy*. The policy states that a quarterly report be submitted to the Council detailing year to date expenditure on Councillors' attendance at professional development courses or conferences and seminars.

Professional Development attendance by Councillors from 1 October 2022 – 31 December 2022:

Date	Councillor	Description	Registration & Accommodation
01/10/2022	Cr Hearn	Rural Councils Victoria - AICD Foundations of Directorship Course	\$1,249.00
13/10/2022	Cr Hearn	2022 MAV Annual Conference	\$695.00
13/10/2022	Cr Claridge	2022 MAV Annual Conference and accommodation	\$1,149.95
03/11/2022	Cr Hearn	The Change Agent Network Pty Ltd - Expert Executive Training by Jonny Schauder	\$590.00
Total Ex GST			\$3,683.95

FINANCIAL IMPLICATIONS

The *2022/23 Budget* allocated for Councillors professional development is \$14,000.

Professional development	Total Ex GST
Quarter one	\$3,217
Quarter two	\$3,684
Total spend as at 31 December 2022	\$6,901

Recommendation:

That the report be noted.

4.12 Mayor and Councillor’s Attendance at Committees and Civic Functions

SF/808-08

Tracey Beaton - Executive Coordinator

The Mayor and Councillors, listed in alphabetical order, attended meetings and events as detailed below during the period from 30 January 2023 to 5 March 2023.

Councillor Danny Claridge	
31 January	Risk Assessment Survey Presentation
1 February	Councillor Only Time
	Benalla Historical Society Committee Meeting
	Finance and Planning Committee Meeting
2 February	Launch event to celebrate the unveiling of the new L2P vehicle
7 February	St Kilda Football Club - Community Camp 2023 – Welcome to Country
8 February	Councillor Only Time
	Council Meeting
16 February	Visitor Cinema History Co-location in Benalla - Project Working Group
	International Cricket Match - England Over 70's and Victoria Over 70's
20 February	Street Art Meeting
21 February	Benalla Family Research Group Meeting
	Audit and Risk Committee Meeting
22 February	Councillor Only Time
	Communications Advisory Committee
	Assembly of Councillors – Business Review
1 March	Finance and Planning Committee Meeting
2 March	Strategic Planning Workshop

Councillor Peter Davis	
1 February	Councillor Only Time
	Finance and Planning Committee Meeting
2 February	Launch event to celebrate the unveiling of the new L2P vehicle
8 February	Councillor Only Time
	Council Meeting
21 February	Audit and Risk Committee Meeting
22 February	Assembly of Councillors – Business Review
27 February	Benalla Art Gallery Foundation Meeting
1 March	Finance and Planning Committee Meeting
2 March	Strategic Planning Workshop

Councillor Don Firth	
31 January	Risk Assessment Survey Presentation
1 February	Councillor Only Time
	Finance and Planning Committee Meeting
7 February	Accessibility Reference Group Meeting
	Tatong Hall Committee Tri Annual General Meeting
8 February	Councillor Only Time
	Council Meeting
9 February	Benalla Airshow Meeting
	Moorngag Hall Committee Tri Annual General Meeting
22 February	Councillor Only Time
	Assembly of Councillors – Business Review
27 February	Australian Indian Historical Society – Siva Singh Hawkers’ Wagon Meeting
1 March	Finance and Planning Committee Meeting
2 March	Strategic Planning Workshop
	Benalla AirShow Meeting

Councillor Punarji Hewa Gunaratne	
31 January	Risk Assessment Survey Presentation
1 February	Finance and Planning Committee Meeting
6 February	Benalla P-12 College Extraordinary School Meeting
8 February	Council Meeting
27 February	Benalla P-12 College School Council Meeting
1 March	Finance and Planning Committee Meeting
2 March	Strategic Planning Workshop

Mayor Councillor Bernie Hearn	
31 January	Risk Assessment Survey Presentation
1 February	Councillor Only Time
	Finance and Planning Committee Meeting
2 February	Launch event to celebrate the unveiling of the new L2P vehicle
7 February	Accessibility Reference Group Meeting
	St Kilda Football Club - Community Camp 2023 – Welcome to Country
8 February	Councillor Only Time
	Council Meeting
16 February	International Cricket Match - England Over 70's and Victoria Over 70's
	Visitor Cinema History Co-location in Benalla - Project Working Group
17 February	Benalla Art Gallery - Exhibition Celebration: Daniel O'Toole – Voices from the Void
21 February	Benalla Health Annual General Meeting
22 February	Councillor Only Time
	Communications Advisory Committee
	Assembly of Councillors – Business Review
23 February	Welcome at event for Moteliers
24 February	Indi Local Government Area Roundtable Meeting
26 February	Ceremony commemorating the loss of HMAS Perth and USS Houston in the battle of Sunda strait during WW2
27 February	Australian Indian Historical Society – Siva Singh Hawkers' Wagon Meeting
1 March	Municipal Emergency Management Planning Committee
	Finance and Planning Committee Meeting
2 March	Strategic Planning Workshop

Councillor Justin King	
31 January	Risk Assessment Survey Presentation
1 February	Councillor Only Time
	Finance and Planning Committee Meeting
2 February	Launch event to celebrate the unveiling of the new L2P vehicle
6 February	Benalla Local Safety and Traffic Liaison Committee
8 February	Councillor Only Time
	Council Meeting
21 February	Churchill Reserve Committee of Management Meeting
22 February	Councillor Only Time
	Assembly of Councillors – Business Review

Councillor Gail O’Brien	
31 January	Risk Assessment Survey Presentation
1 February	Councillor Only Time
	Finance and Planning Committee Meeting
2 February	Launch event to celebrate the unveiling of the new L2P vehicle
6 February	Benalla Health and Wellbeing Partnership Meeting
7 February	Accessibility Reference Group Meeting
	St Kilda Football Club - Community Camp 2023 – Welcome to Country
8 February	Councillor Only Time
	Council Meeting
21 February	RESPOND Systems Training (systems thinking and delivering community workshop)
22 February	RESPOND Systems Training (systems thinking and delivering community workshop)
	Assembly of Councillors – Business Review
1 March	Finance and Planning Committee Meeting
2 March	Strategic Planning Workshop

Recommendation:
That the report be noted.

4.13 Council Actions Pending

Council Actions Pending are detailed in **Appendix 1**.

Recommendation:

That the report be noted.

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Council Actions Pending

Action No.	Meeting Name	Item	Action	Officer	Status/notes
1.	F&P Committee 1-Mar-23	9	<p>2022/2023 Quick Response Grants Program</p> <p>That \$500 grants from the 2022/23 Quick Response Grant program be allocated to Tatong Memorial Hall; Benalla Squash and Racquetball Association; and Benalla Indoor Recreation Centre.</p>	MC	Completed
2.	F&P Committee 1-Mar-23	3	<p>Planning Scheme Review Amendment – Benalla Planning Scheme Review</p> <p>That Council resolves to:</p> <ol style="list-style-type: none"> 1. Note and forward the <i>Benalla Planning Scheme Review 2022</i> to the Minister for Planning in accordance with Section 12B (5) of the <i>Planning and Environment Act 1987</i>. 2. Seek assistance from Regional Planning Hubs to prepare and exhibit a planning scheme amendment to implement the <i>Benalla Planning Scheme Review 2022</i>. 	MD	<ol style="list-style-type: none"> 1. Completed 2. In progress

Action No.	Meeting Name	Item	Action	Officer	Status/notes
3.	Council Meeting 8-Feb-23	4.4	<p>Proposed Discontinuance of Roads Abutting Nelson Road, Winton North</p> <p>That Council, acting under clause of Schedule 10 of the <i>Local Government Act 1989</i> (Act):</p> <ol style="list-style-type: none"> 1. Having followed all the required statutory procedures pursuant to sections 207A and 223 of the Act, and being of the opinion that the government roads abutting Nelson Road, Winton North, being the land shown marked as 'lot 1' on each of the plans attached to this report as Attachment 1 (Roads), are not reasonably required for public use for the reasons set out in this report, resolves that the Roads be discontinued; 2. Directs that a notice pursuant to the provisions of clause 3(a) of Schedule 10 of the Act is to be published in the <i>Victoria Government Gazette</i>; and 3. Directs that any easements, rights or interests required to be created or saved over the Roads by any authority be done so and not be affected by the discontinuance of the Roads. 	MAI	<p>1. Completed</p> <p>2. In progress</p> <p>3. In progress</p>
4.	Council Meeting 8-Feb-23	4.3	<p>Benalla Art Gallery Strategic Plan 2023-2030</p> <p>That the <i>Benalla Art Gallery Strategic Plan 2023-2030</i> be adopted.</p>	MEDAS	Completed

Action No.	Meeting Name	Item	Action	Officer	Status/notes
5.	F&P Committee 1-Feb-23	3.	<p>Benalla Airport Leasing Opportunities – Intention to Lease Land</p> <p>That the Finance and Planning Committee, acting under its delegated authority of the Council, resolve:</p> <p>That the Council give notice under section 115 of the <i>Local Government Act 2020</i> of its intention to enter into a lease with Martin Jacobson for hangar land lease.</p> <p>The principal terms of the lease will be:</p> <ol style="list-style-type: none"> 1. A term of five years commencing on 1 July 2023 with an option of four further terms of five years. 2. To waive until 1 July 2024 lease costs, excluding the Fire Services Property Levy. From 1 July 2024, all applicable lease fees will be payable for the remaining term of the lease. 3. The lease will be adjusted annually by the All-Groups Consumer Price Index except for the fifth anniversary of the commencement of the lease where the fee will be reviewed to market value. 	MFIT	Report to be presented to Council at its meeting on 15 March 2023.
6.	F&P Committee 1-Feb-23	4.	<p>Proposed Tesla Carpark Lease</p> <p>That the Finance and Planning Committee, acting under its delegated authority of the Council, resolve:</p> <p>That the proposed Tesla Carpark Project be endorsed and placed on public exhibition for a period of at least 28 days.</p>	MEDAS	Report to be presented to Council at its meeting on 15 March 2023.
7.	Council Meeting 7-Sep-22	9.2	<p>Waste Services Policy Review</p> <ol style="list-style-type: none"> 1. That the <i>Waste Services Policy</i> be adopted. 2. That the <i>Waste Services Policy</i> be reviewed in September 2026. 3. That a report on the establishment of a Waste Reduction Working Group be presented to the December 2022 Planning and Development Committee meeting. 4. That Waste Reduction Working Group investigate a cloth nappy rebate initiative and report back to the Council in due course. 	MAI	<ol style="list-style-type: none"> 1. Completed 2. To be completed 3. Report presented to Finance and Planning Committee on 7 December 2022. 4. Committee to investigate

Action No.	Meeting Name	Item	Action	Officer	Status/notes
8.	F&O Committee 27-Jul-22	2.	<p>Presentation: Benalla Centrelink Campaign</p> <ol style="list-style-type: none"> 1. That the Council reach out to Centrelink to send a representative to present to the Council. 2. That the Council continue to advocate to the Federal Government for the re-opening of the Benalla Centrelink and National Disability Insurance Agency (NDIA) offices. 	CEO	<ol style="list-style-type: none"> 1. In progress 2. Meeting organised with representatives from Hon Bill Shorten MP office.
9.	P&D Committee 22-Jun-22	3.	<p>Petition: Declare Churchill Reserve an Off-leash Area</p> <ol style="list-style-type: none"> 1. That the report be noted. 2. That the option of a designated fenced dogs-off-leash area within or in proximity of Churchill Reserve be investigated and reported back to the Council. 	MD	<ol style="list-style-type: none"> 1. Completed 2. In progress
10.	F&O Committee 15-Jun-22	9.	<p>Financial Hardship Policy Review</p> <ol style="list-style-type: none"> 1. That the <i>Financial Hardship Policy</i> be adopted. 2. That the <i>Financial Hardship Policy</i> be reviewed once the <i>Local Government legislation Amendment (Rating Reform and Other Matters) Bill 2022</i> becomes legislation. 	MF	<ol style="list-style-type: none"> 1. Completed 2. Legislation has been passed. A report will be presented once further clarification has been received.
11.	Council Meeting 25-May-22	9.2	<p>Benalla Central Business District Streetscape Concepts</p> <ol style="list-style-type: none"> 1. That the draft <i>Benalla Bridge Street Improvements Project</i> be endorsed for public exhibition. 2. That the draft <i>Benalla Bridge Street Improvements Project</i> be placed on public exhibition for a period of at least 28 days. 	MD	<ol style="list-style-type: none"> 1. Completed 2. Preparing consultation program

Action No.	Meeting Name	Item	Action	Officer	Status/notes
12.	Council Meeting 10-Feb-21	11.2	<p>Notice of Motion: Hosting of a community and sporting group summit to understand the impact of COVID-19</p> <ol style="list-style-type: none"> 1. That the Council invite representatives from sporting and community clubs to participate in "round table" discussions to identify the challenges faced during the COVID-19 Pandemic with the intent to better understand the impact of the pandemic with a specific focus on: <ul style="list-style-type: none"> ▪ Financial impact ▪ Participation rate impact (members/volunteers) ▪ Social impact 2. That "round table" (or alternative 'one on one') discussions be facilitated in accordance with COVID-19 requirements by the Waste and Recreation Coordinator, Community Development Coordinator and Volunteer Development Coordinator in the normal cycle of interactions (i.e. Committee of Management meetings) across 3 months. Options of MS Teams and Zoom can be offered as a second means of facilitating discussions if required. 3. That the Council use the Summit as an exercise to collect information. 4. That the Council draft the information collected in a document that captures the impact of COVID-19 on sporting clubs and community groups within our community. 5. That the report be developed and presented to the Council for adoption and be provided to Federal and State members for consideration. 	CEO	<ol style="list-style-type: none"> 1. Pending 2. Pending 3. Pending 4. Pending 5. Pending

Action No.	Meeting Name	Item	Action	Officer	Status/notes
13.	Council Meeting 10-Feb-21	11.1	<p>Notice of Motion: Seeking development of COVID-19 Support Initiatives</p> <p>That the Council develop COVID-19 Support Initiatives (BCSI) that provide advice and support to the Benalla community through 2021/22.</p> <ol style="list-style-type: none"> 1. That the Council develop a community 2021/22 BCSI document (directory) that provides current advice and information relating to COVID-19 supports, including local providers and agencies, Government Departments and sectors from across the state. 2. That the Council undertake a review to consider local supports for the Benalla community as part of the BCSI. 3. That the Council consider the adoption of the final BCSI document upon its completion and the review be considered during the council budget process 2021/22. 	CEO	<ol style="list-style-type: none"> 1. Completed 2. In progress 3. Ongoing. COVID-19 impacts considered during 2021/22 and 2022/23 Budget deliberations.

5. Reports by Councillors

Recommendation:
That the report(s) be noted.

6. Notices of Motion

7. Notices of Rescission Motion

8. Urgent Business

Business can only be admitted as urgent business by resolution of the council, and only then if it:

- relates to or arises out of a matter which has arisen since distribution of the agenda; and
- cannot be deferred until the next Council Meeting without having a negative impact on the Council, the municipality or the local community; and
- cannot be addressed through the Customer Request Management System.

A Councillor proposing that a matter be admitted as urgent business must lodge it in writing with the Chief Executive Officer by 4pm on the day of the meeting.

The Chief Executive Officer will advise the Mayor of any matter that the Chief Executive Officer determines appropriate for the Council to consider admitting as urgent business.

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Confidential Business

It is proposed that the following items be considered in confidential business pursuant to the *Local Government Act 2020* as they contain personal information or private commercial information that would result in the unreasonable disclosure of information about a person, their personal affairs or expose the business, commercial or financial undertaking if released:

- 9.1 Confidential Reports by Councillors
- 9.2 Confidential Council Actions Pending

Recommendation:

That the meeting be closed to the public for the consideration of the confidential business item noted above pursuant to Sections 3(1) and Section 66(2)(a) of the *Local Government Act 2020*.

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10. Reopening of the meeting to the public

Recommendation:

That the meeting be reopened to the public.

Closure of the meeting