

# Council Meeting

## Agenda

**Date: Wednesday 20 December 2023**

**Time: Midday**

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

Any person wishing to participate in Public Submissions in accordance with Rule 7.3 of the Governance Rules 2020 should contact the Council by emailing [council@benalla.vic.gov.au](mailto:council@benalla.vic.gov.au) or telephoning the Governance Coordinator Jess Pendergast on (03) 5760 2600.

In accordance with Rule 6.4 of the Governance Rules 2020 the Council Meeting will be livestreamed via the Council's website and an audio recording will be made of the proceedings.

Members of the public are encouraged to watch the live broadcast of the meeting at [www.benalla.vic.gov.au](http://www.benalla.vic.gov.au)

PO Box 227  
1 Bridge Street East  
Benalla Victoria 3671  
Tel: 03 5760 2600  
[council@benalla.vic.gov.au](mailto:council@benalla.vic.gov.au)  
[www.benalla.vic.gov.au](http://www.benalla.vic.gov.au)

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# Agenda

**Councillors**

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

**In attendance**

Dom Testoni	Chief Executive Officer
Robert Barber	General Manager Corporate
Jessica Beaton	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.*

## Apologies

**Recommendation:**

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

**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.

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## Officer Reports

### 1. Annual Report 2022/23

SF/1876-02  
Dom Testoni – Chief Executive Officer  
Danny Claridge – Mayor

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#### PURPOSE OF REPORT

The report presents for consideration the *Benalla Rural City Council Annual Report 2022/23*.

#### BACKGROUND

Sections 98 and 99 of the *Local Government Act 2020* (the Act), require councils to prepare an annual report for the preceding financial year.

The 2022/23 financial statements, the 2022/23 performance statement and the 2022/23 governance and management checklist are required to be included in the Annual Report.

The financial statements and performance statement included in the Annual Report have been subject to review by the Victorian Auditor-Generals Office subsequent to the December Council meeting.

All councils are required to report performance results as part of their annual report.

The framework was introduced to ensure all councils measure and report on their performance in a consistent way. The Annual Report also follows the State Government's better practice guide for producing the report of operations.

#### DISCUSSION

The Annual Report provides an account to the community of the Council's performance to our community. The report details achievements against the goals of the Council Plan and performance against stipulated measures. It also provides a detailed account of the Council's financial management across the 2022/23 financial year.

The Annual Report has been provided under separate cover and is available for download on the Council's website.

Public notice that the Council had prepared its Annual Report was advertised in the *Benalla Ensign* on 6 December 2023 and on the Council's website.

**COUNCIL PLAN 2021-2025 IMPLICATIONS**

**Leadership**

- *Good governance*
- *Engaged and informed community*

**FINANCIAL IMPLICATIONS**

Costs associated with the production of the Annual Report were met from existing budget allocations.

**COMMUNITY ENGAGEMENT**

Section 100 of the *Local Government Act 2020* the Council must present the Annual Report at a Council Meeting open to the public.

Councillors and staff have been consulted in the development of the Annual Report with no community consultation proposed.

Level of public participation	Promise to community	Techniques to be used
Inform	We will provide information	<ul style="list-style-type: none"> <li>▪ Public notice in <i>Benalla Ensign</i> and on Council's website that the Annual Report has been produced.</li> <li>▪ Annual Report presented in a public report to the Council.</li> <li>▪ Annual Report to be published on Council's website.</li> <li>▪ Annual Report availability to be promoted via media release and social media.</li> </ul>

**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**

Once received by the Council, the Annual Report will be made available on the Council's website, at the Customer Service Centre and the Sir Edward 'Weary' Dunlop Learning Centre.

**Recommendation:**

**That the *Benalla Rural City Council Annual Report 2022/23* be received.**

## 2. Proposed Tesla Carpark Licence Agreement

SF/1893

Dom Testoni – Chief Executive Officer

Nathan Gasperoni – Environmental Sustainability Officer

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### PURPOSE OF REPORT

The report presents the proposed Tesla licence on 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.

At its meeting on the 15 March 2023, the Council resolved:

- 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.*

It is proposed that the section of the carpark required for the charging station and required parking spaces will be licensed 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.

A separate electrical easement agreement will be entered into between the Benalla Rural City Council and the utility provider.

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

The report and appendices presented at the Council Meeting on 15 March 2023 is attached as **Appendix 1**.

## **DISCUSSION**

Whilst there is no requirement to undertake a community engagement process for the consideration of a licence, notice of the proposed carpark was given on the Council’s website on 2 February 2023 and in the *Benalla Ensign* on Wednesday 8 February 2023.

The draft licence agreement has been provided to councillors as a confidential attachment as it contains commercial information. The licence agreement has been comprehensively reviewed by Maddocks Lawyers.

## ***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 licence conditions include Tesla being responsible for all capital and operating costs for the licensed area

## 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

Even though community engagement was not required, it was undertaken at the ‘consult’ level under the International Association for Public Participation’s IAP2 public participation spectrum. Notice of the proposal was given on the Council’s website on 2 February 2023 and in the *Benalla Ensign* on Wednesday 8 February 2023.

At the close of the submission period, 61 submissions were received. Submissions were received by the Council at its meeting on 15 March 2023 (refer **Appendix 1**).

## 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

It is proposed that the draft licence agreement be approved by the Council. The Chief Executive Officer will finalise negotiations with Tesla in the coming weeks.

### **Recommendation:**

- 1. That the report be noted.**
- 2. That the Council grant in principle the licence to Tesla Motors Australia Pty Ltd for the use and occupancy of land at the rear of 49-59 Smythe Street, Benalla.**
- 3. That the Chief Executive Officer be authorised to finalise negotiations with Tesla Motors Australia Pty Ltd for the use and occupancy of land at the rear of 49-59 Smythe Street, Benalla.**
- 4. That the Chief Executive Officer be authorised to execute final contract documentation.**

## 4.2 Proposed Tesla Carpark Lease

SF/1893

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

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### 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><b>Project:</b> 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"> <li>▪ <i>I am strongly in support of the proposed Tesla project.</i></li> <li>▪ <i>A fantastic proposal. Forward thinking and a terrific opportunity for Benalla.</i></li> <li>▪ <i>It needs to be put to Tesla that access must be provided to other EV’s not just Tesla.</i></li> <li>▪ <i>Pleasing to see not just Tesla cars as that would send people through our town.</i></li> </ul>
<p><b>Tourism:</b> 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"> <li>▪ <i>Would love to stop, shop and charge in Benalla.</i></li> <li>▪ <i>This will see a significant boost to the local economy from people travelling via Hume Freeway and from other regional townships.</i></li> <li>▪ <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></li> <li>▪ <i>By not introducing a capable charging option at Benalla, users will be forced to take their business to other towns.</i></li> </ul>
<p><b>Location:</b> 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"> <li>▪ <i>The site is a good one: central and easily accessed.</i></li> <li>▪ <i>Why not locate the stations closer to the Main Street and encourage visitors to shop locally, not just at Woolworths?</i></li> <li>▪ <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></li> </ul>

Theme	Comments
<p><b>Accessibility and Safety:</b> 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"> <li>▪ <i>It is essential that some bays are available for disabled parking.</i></li> <li>▪ <i>The site should have safe and easy access to toilets and good lighting.</i></li> </ul>
<p><b>Structural Considerations:</b> 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"> <li>▪ <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></li> </ul>

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:**

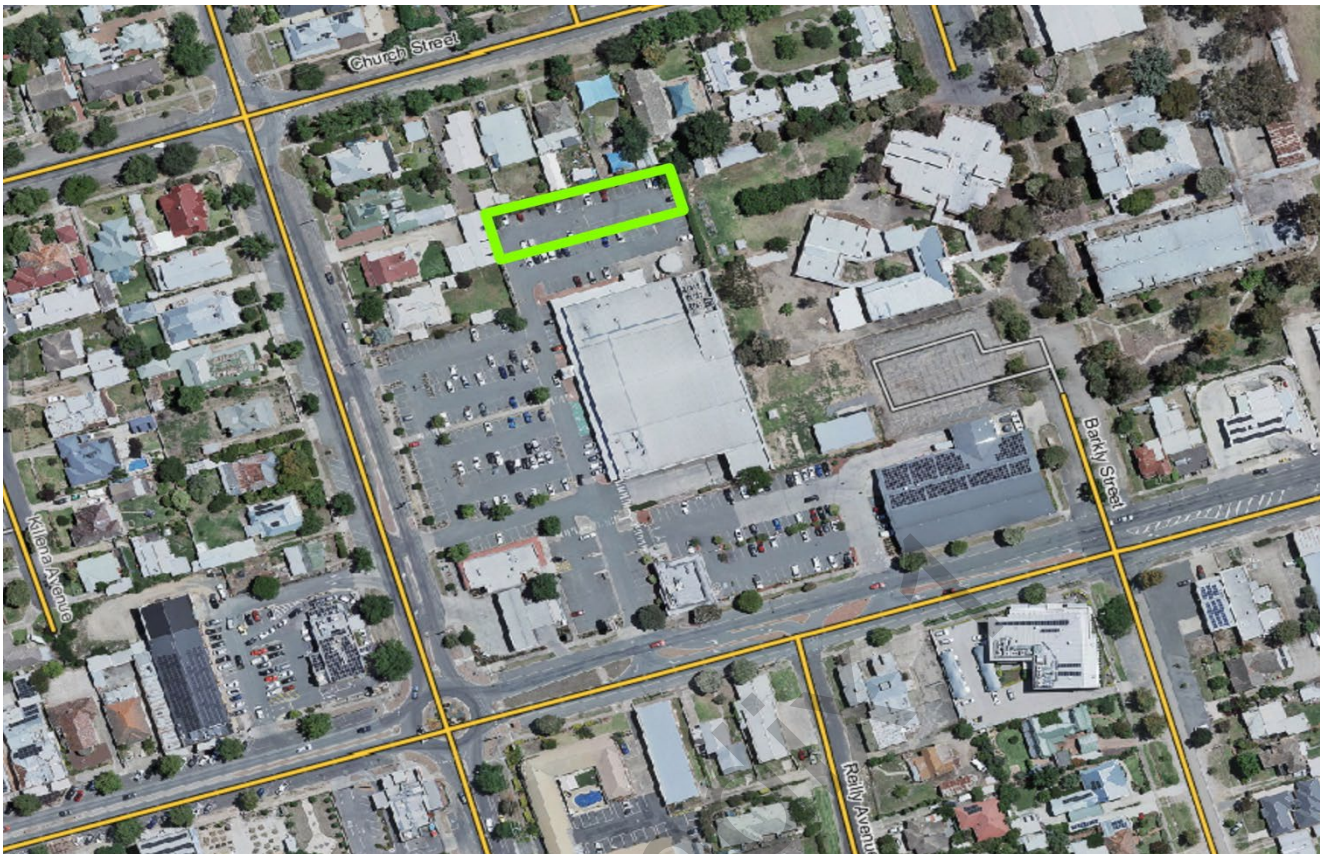
- 1. That submissions be received.**
- 2. That in-principle support be given to the installation of an electric vehicle supercharger in the carpark at the rear of 49-59 Smythe Street, Benalla.**
- 3. That licence agreement negotiations be finalised with Tesla Motors Australia Pty Ltd for the use and 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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Appendix 1



Locality Map

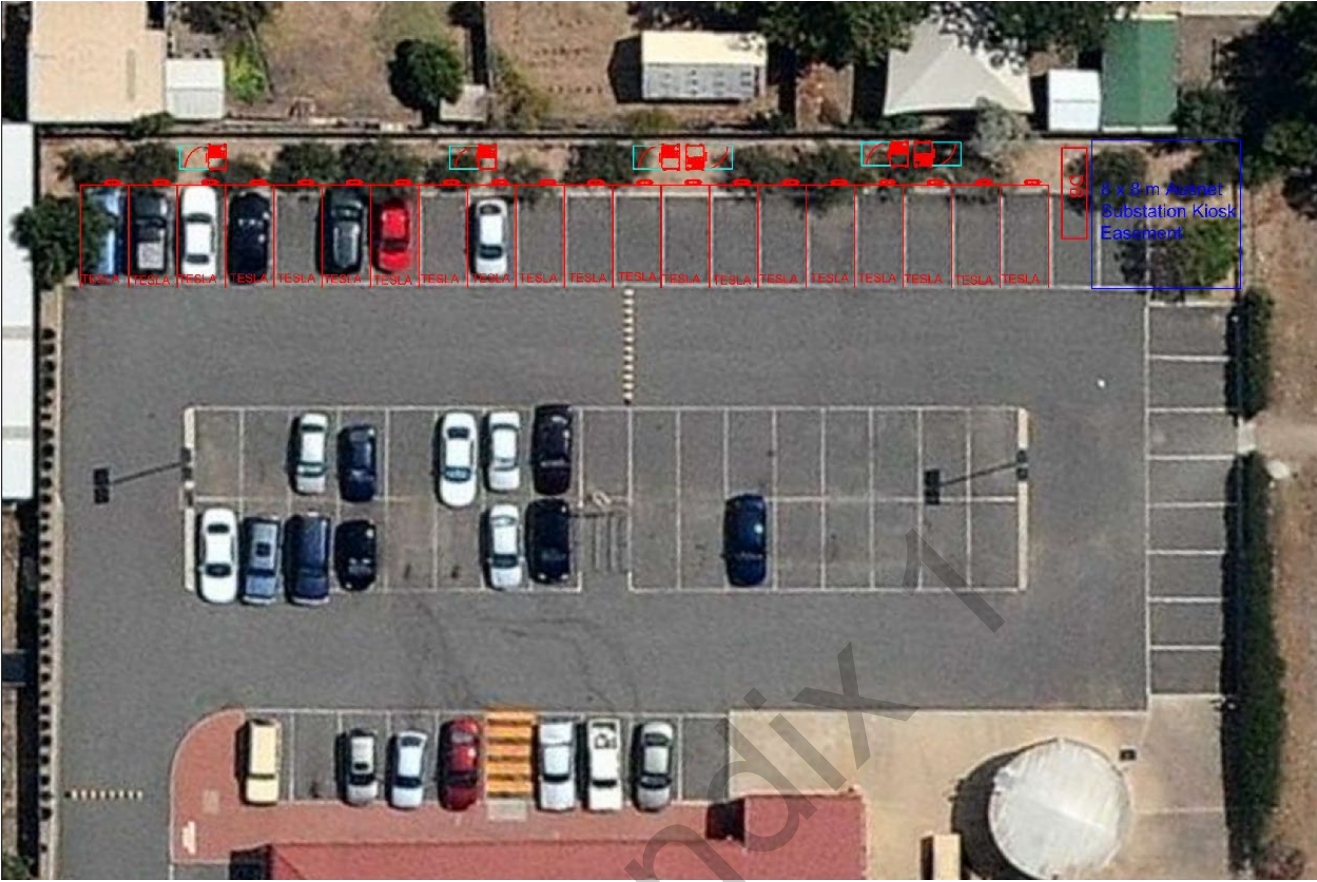


Proposed draft carpark layout stage 1.





Proposed draft carpark layout final stage.





# Connecting our Rural City



## Mayor's Message

Welcome to another edition of Connecting our Rural City.

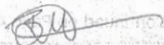
Another January, another storm. It's always sad

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](mailto: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.

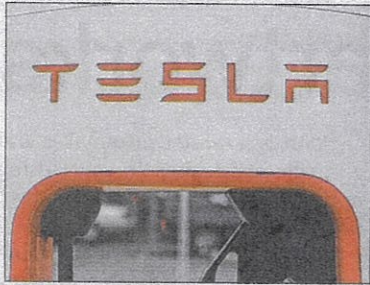
Introduced 1 February, the statewide ban is a crucial step to protect Victoria's rivers, waterways and oceans from plastic pollution. Visit [www.sustainability.vic.gov.au/plastics](http://www.sustainability.vic.gov.au/plastics) for more information.

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

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

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

Submission 3

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

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

Submission 4

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

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

Submission 5

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

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

Submission 6

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

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

Submission 13

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

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

Submission 19

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

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

Submission 20

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

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

Submission 22

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

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

Submission 23

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

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

Submission 29

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

Submission 30

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

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

Submission 43

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

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## 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](mailto: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](mailto: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](mailto: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](mailto: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 a 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](mailto: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](#)

Appendix 1



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](mailto: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](mailto: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](mailto: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

Appendix 1

**From:** [no-reply@harvestdp.com](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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](mailto: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 carpark 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](mailto: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](mailto: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

Appendix 1

# Appendix 1



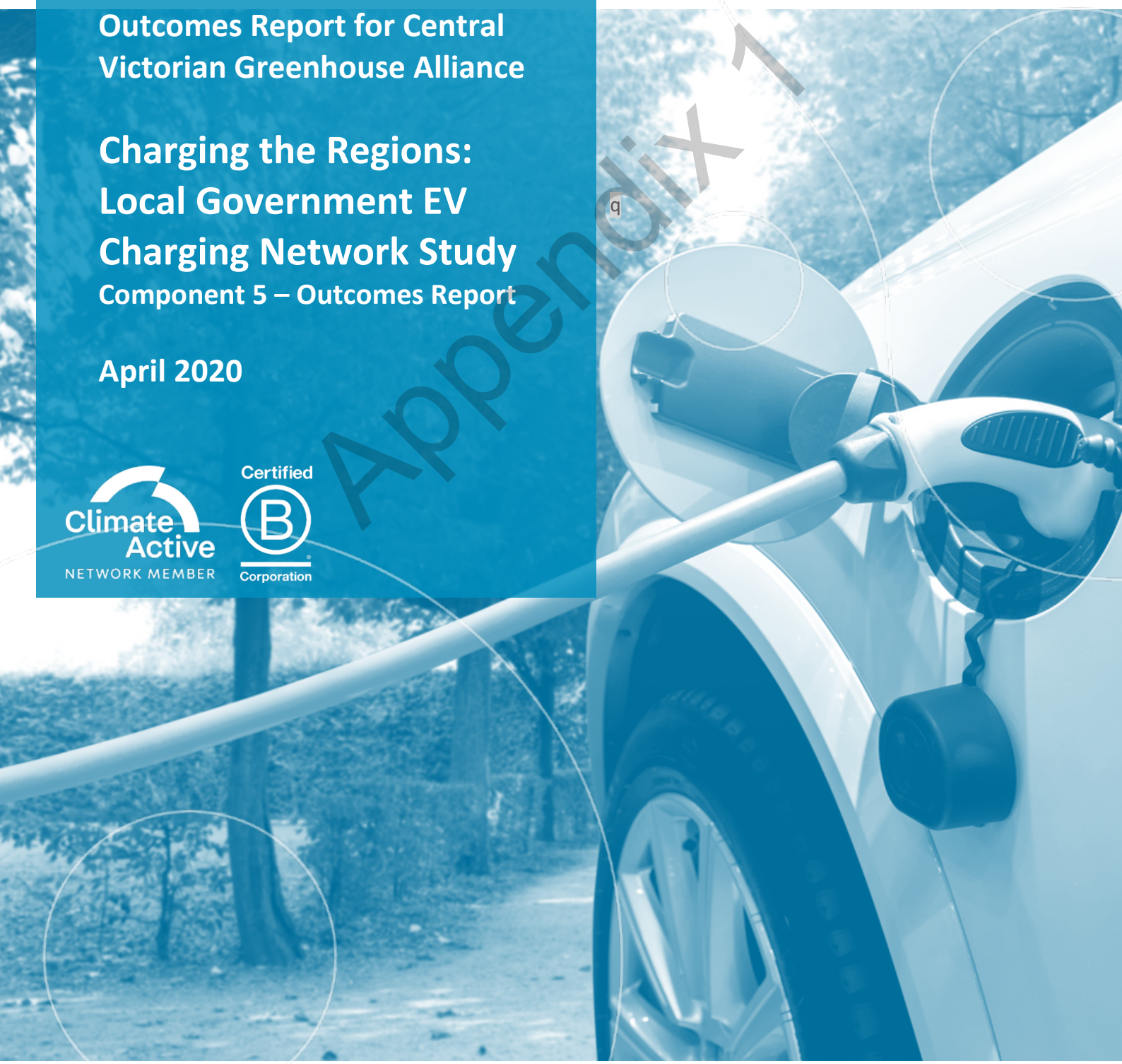
**Outcomes Report for Central Victorian Greenhouse Alliance**

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

**April 2020**



Appendix 1





# Charging the Regions: Local Government EV Charging Network Study

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

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Appendix 1

# 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.**

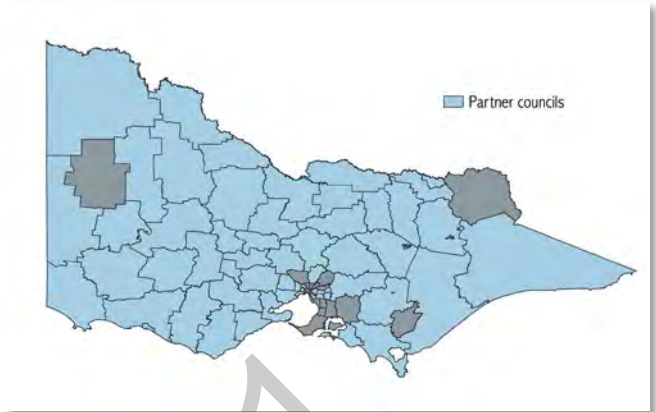
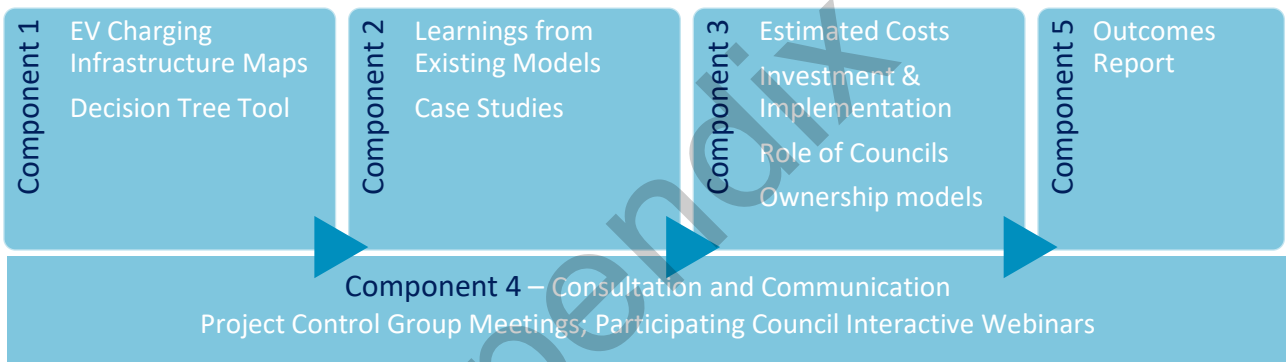


Figure 1: Participating Councils

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.

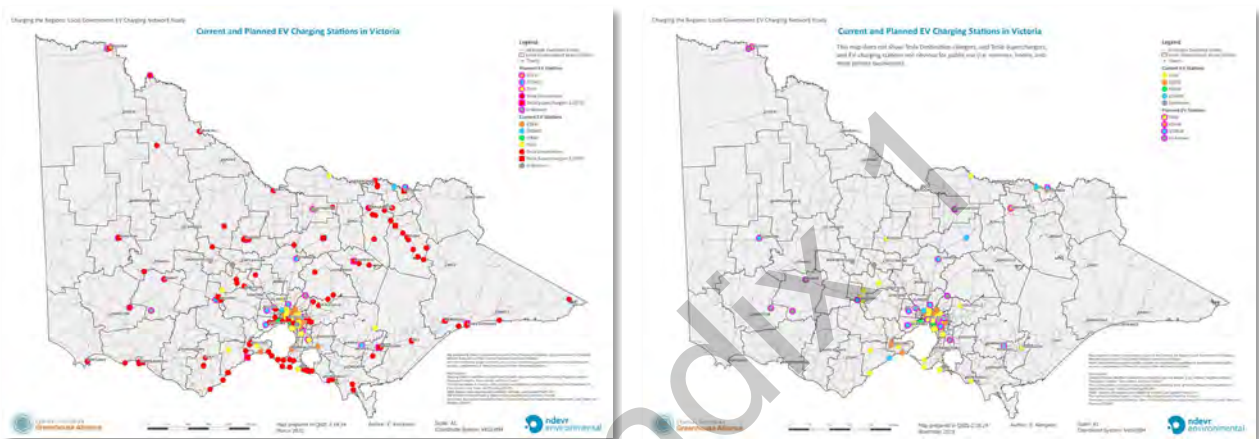


Figure 2: Map of Stations (a) including Tesla (b) excluding Tesla (stations over 7kW available to the public)

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.

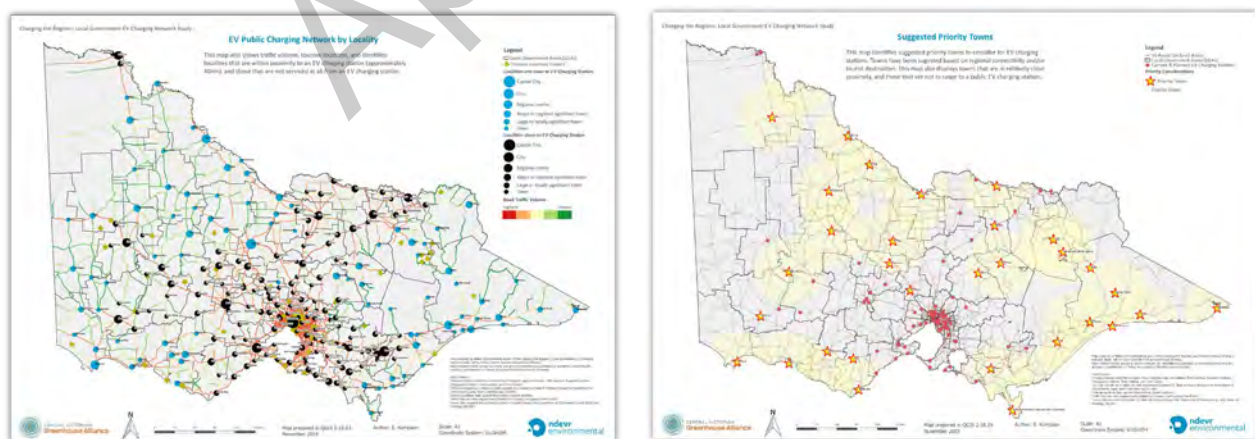


Figure 3: Suggested Priority Towns and Zones

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.

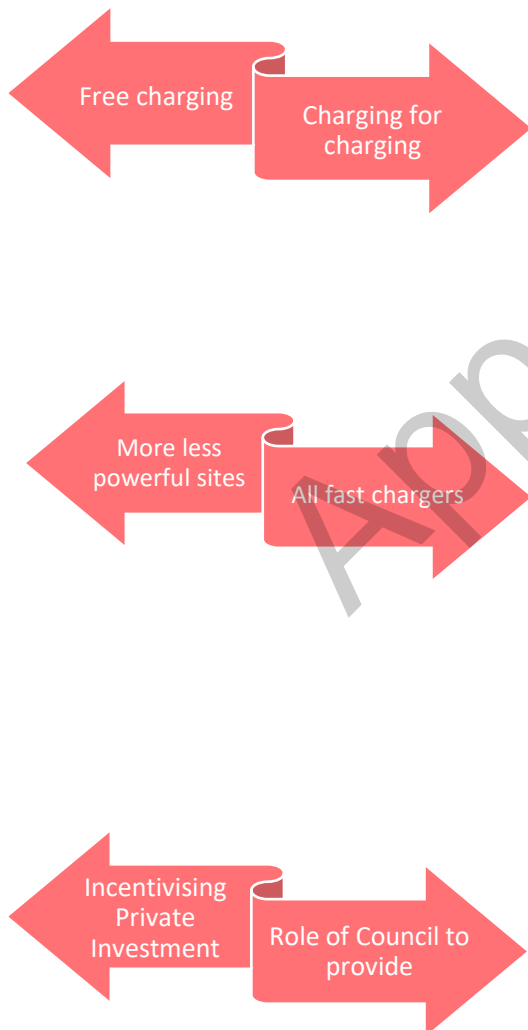
Section 4.3 and Appendix C of Components 1 & 2 Report contains an overview of each of the studies, including City of Adelaide, Tri Councils in NSW, the NRMA, Queensland Super-Highway, New Zealand, the City of Moreland and Knox City Council, with a desktop case study of Norway and Western Australia.



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**.

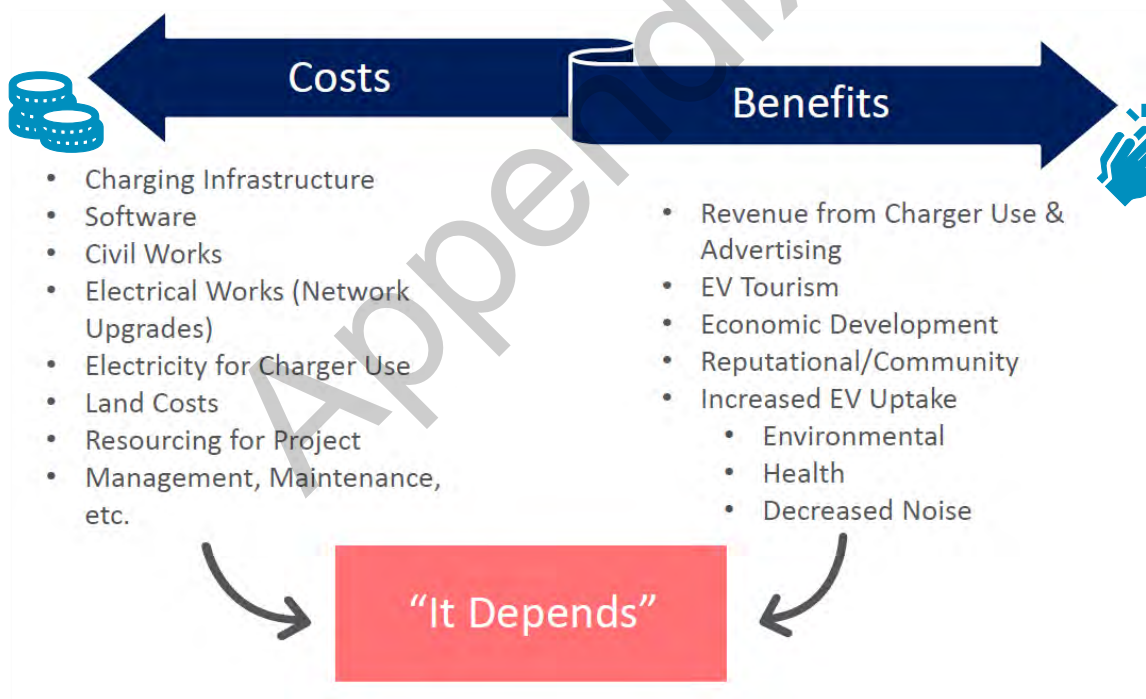


Figure 5: Most common response from stakeholder was "it depends"

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).

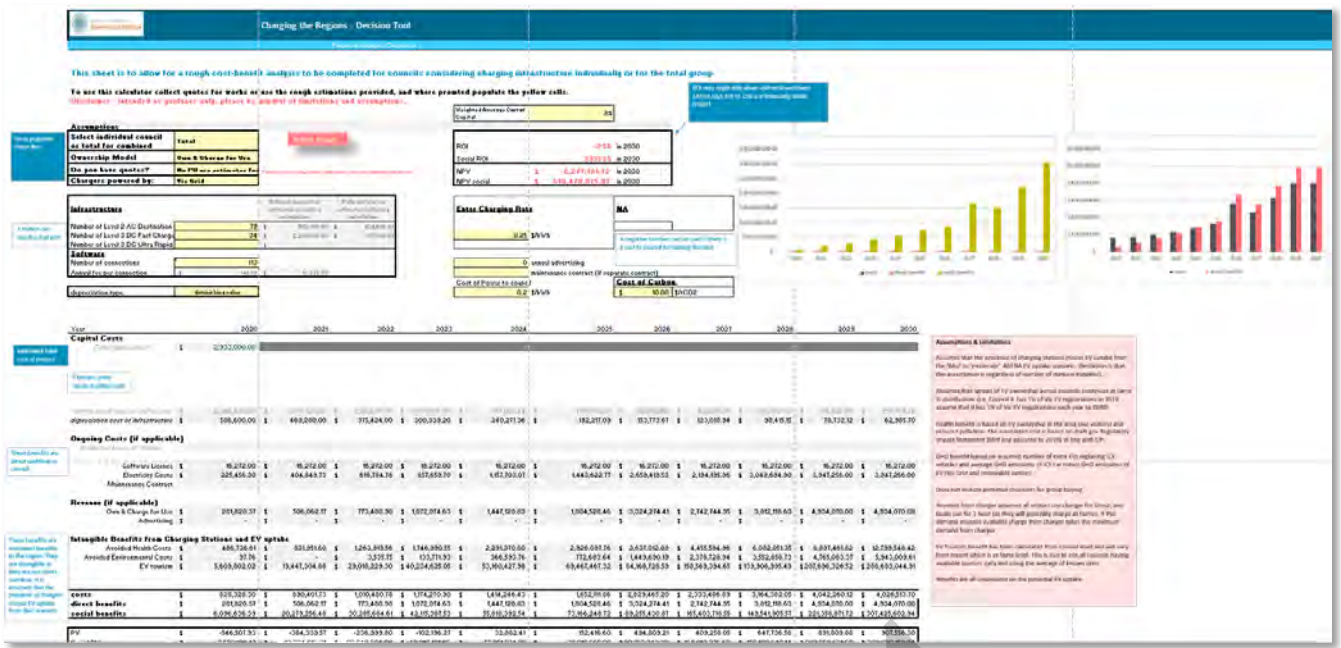


Figure 6: Excerpt from Financial Analysis Calculator

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.<sup>1</sup> 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 600,000tCO<sub>2</sub>-e.**<sup>2</sup> 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/tCO<sub>2</sub>e.

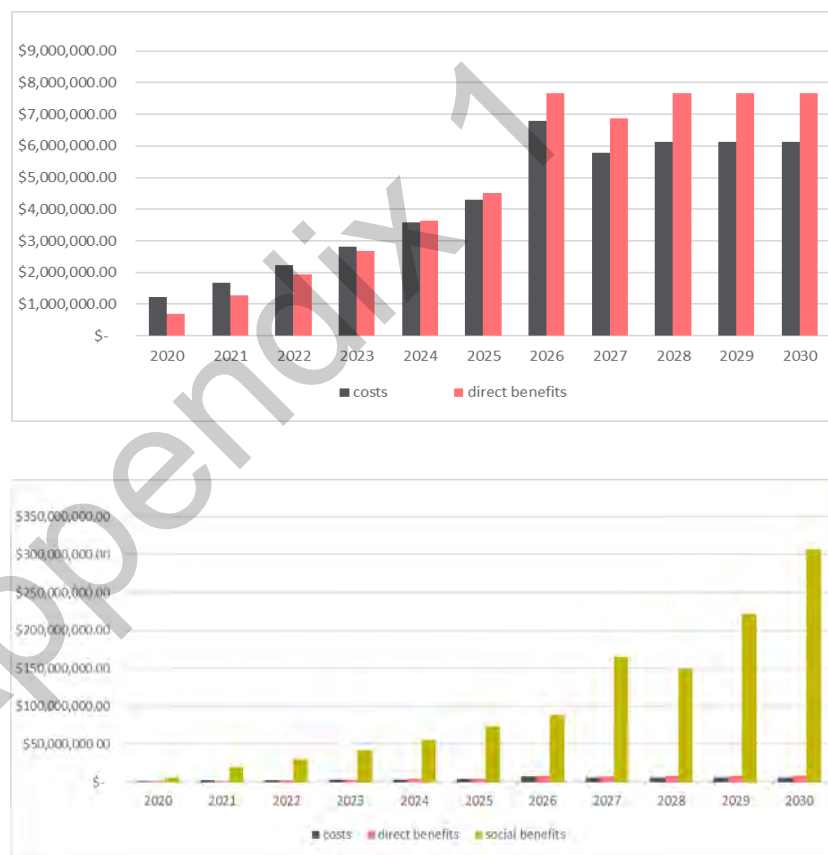


Figure 7: Excerpt from Financial Analysis Calculator

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.

<sup>1</sup> Morrissey, P., Weldon, P. and O'Mahony, M. (2016).

<sup>2</sup> 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
<b>General</b>				
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, NRMA, Tesla)				
<b>Planning &amp; Site Location</b>				
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?		<a href="#">Refer to https://marche.vic.gov.au/visuals/ and confirm with Planning Team</a>		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
<b>Power</b>				
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
<b>Connectivity</b>				
Is there an available internet connection or mobile internet signal?				0
Is there a strong mobile reception signal?				0
<b>Physical</b>				
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
<b>Sustainability</b>				
Does the site have solar?				0
Does the site purchase Greenpower or contract via a Power Purchase Agreement (PPA)?				0
<b>User Safety</b>				
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	0/20

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 be 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.

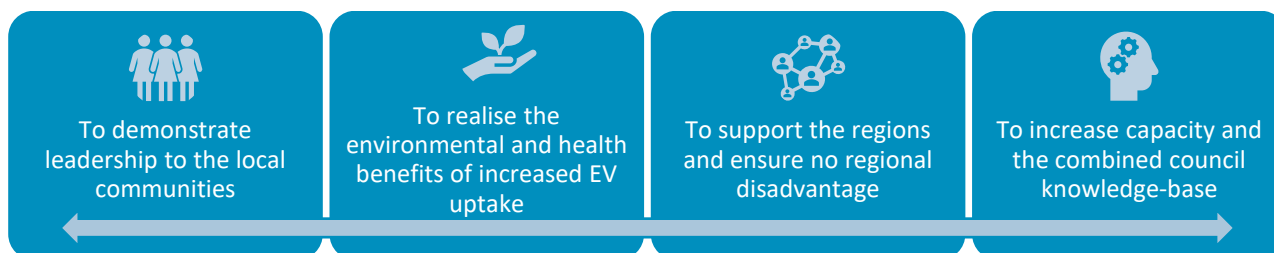


Figure 12: (L – R) National EV Strategy is coming, Victorian EV strategy is coming, NSW has committed to an EV investment program, Infrastructure Australia highlighted the need for national fast charging network

## 2.7 Council objectives

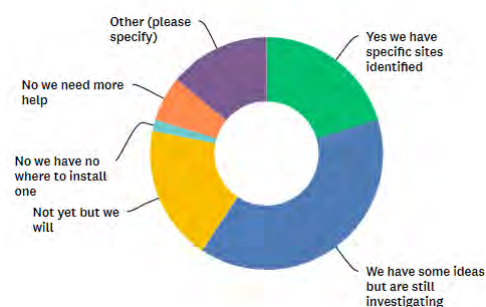
*Local councils want to collaborate to best support their local communities and mitigate climate change.*

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 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.

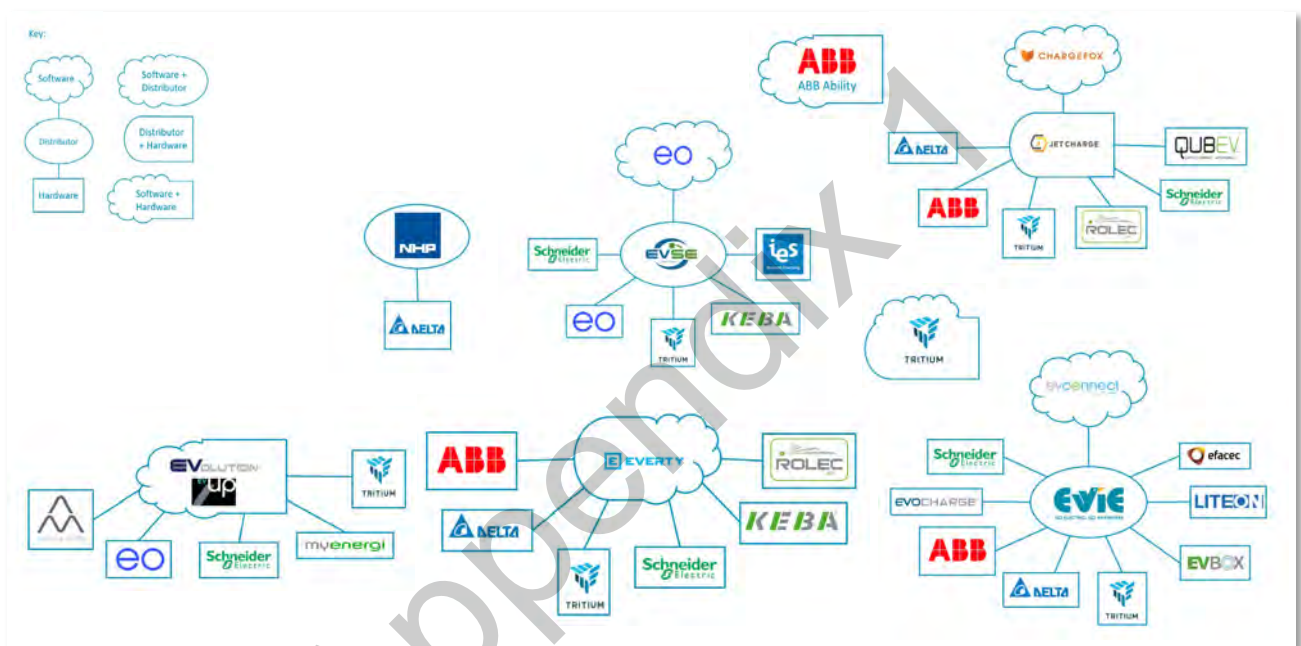


Figure 13: Examples of market players and relationships (note this is a snapshot in time and not exhaustive; additional relationships and stakeholders will likely exist by the time of publishing)

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**.

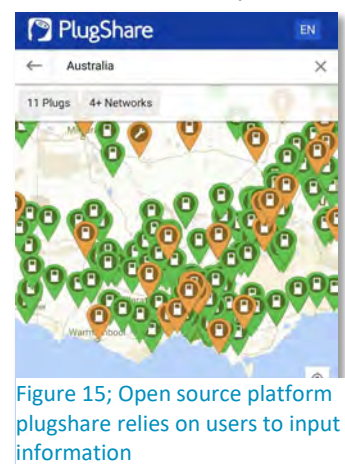
### 2.8.1 Site Maintenance and Management

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.

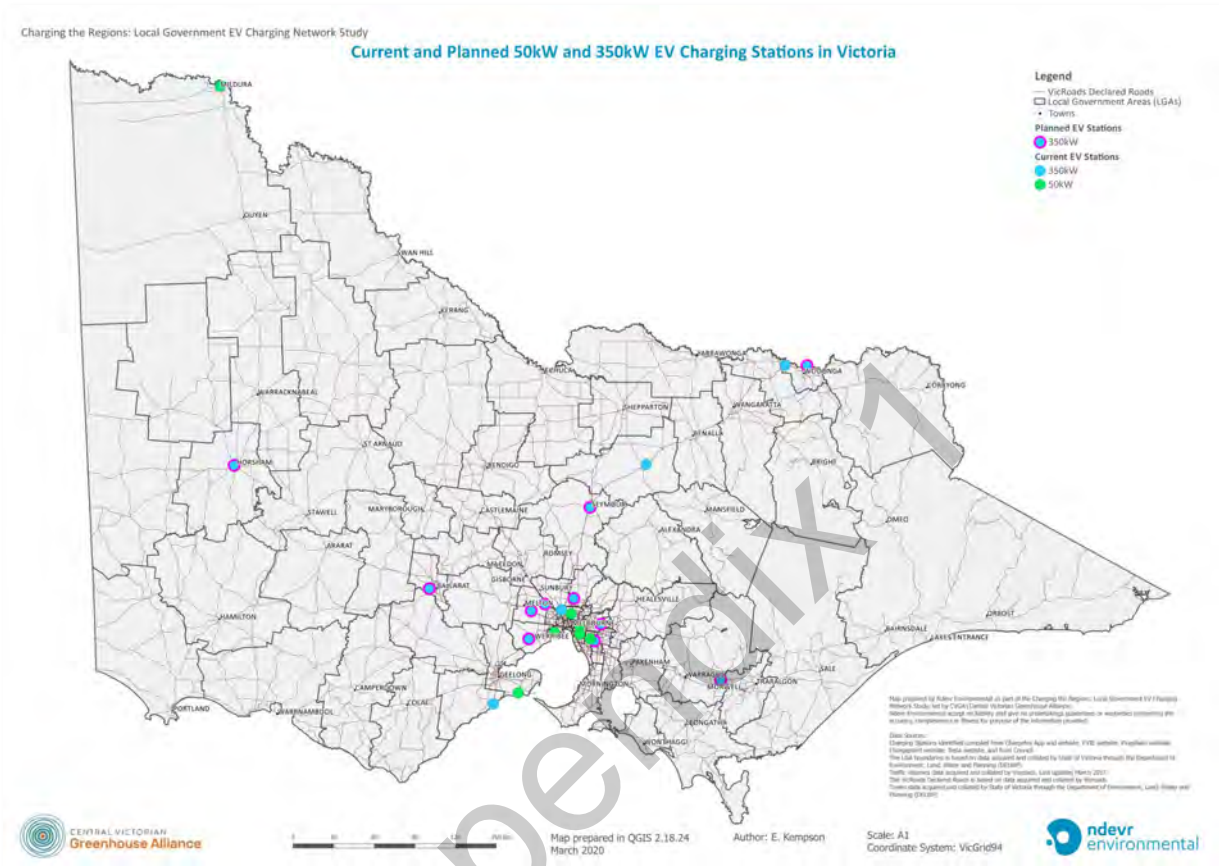


Figure 16: Current and Planned EV Fast Charging (DC) Stations in Victoria

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 hour<sup>3</sup>. 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

<sup>3</sup> Chargefox presentation at 2019 All Energy Conference Melbourne



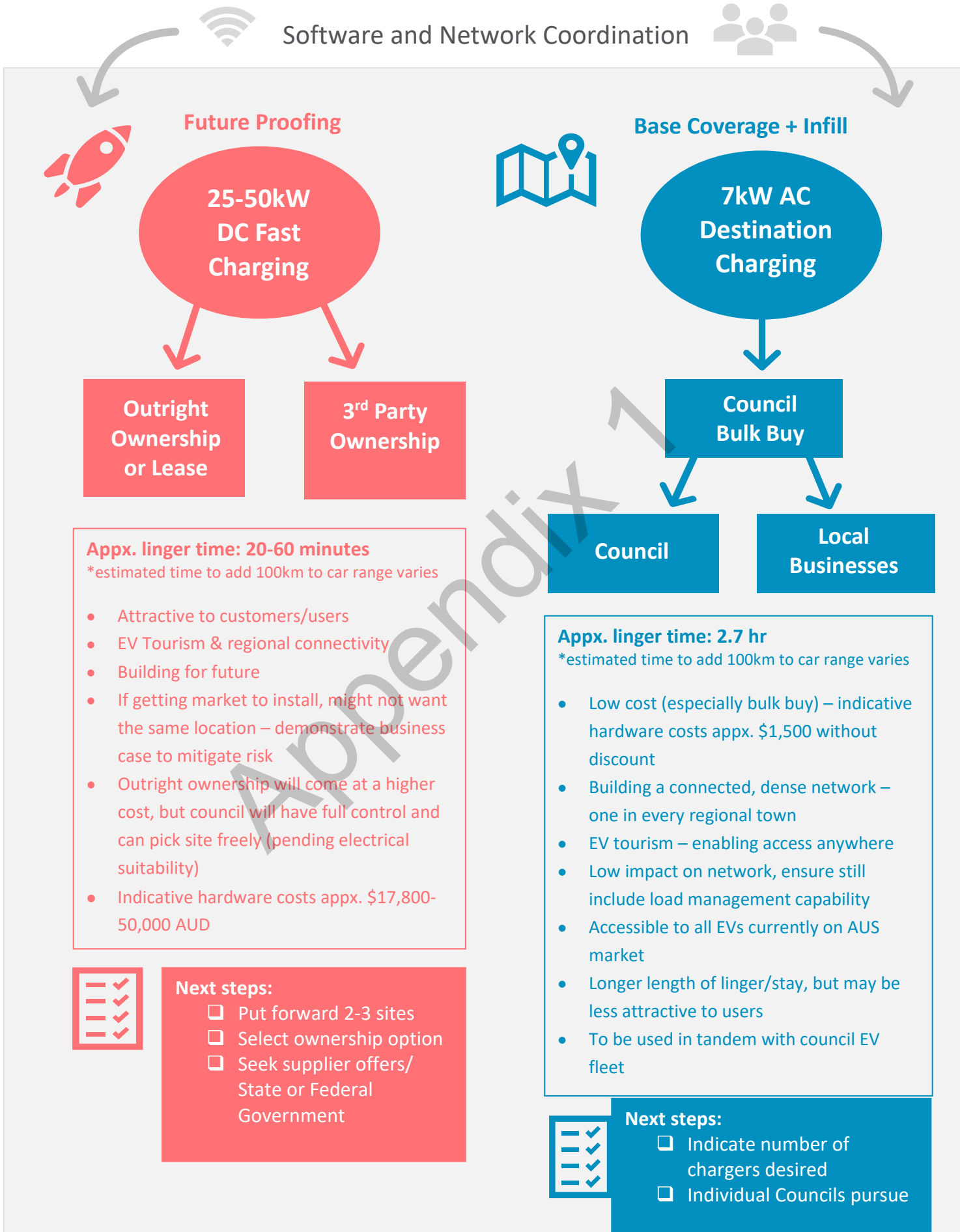
	Level 1 Trickle	Level 2 AC Destination Charging			Level 3 DC Fast Charging			
	2.3kW AC	7kW AC	11kW AC	22kW AC	25kW DC	50kW DC	100kW DC	350kW DC
Locations	General Power Point	Homes, Hotels, Council Offices	Shopping Centres, Car parks, Destinations		Destination	Transport Corridor	Transport Corridor/High 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

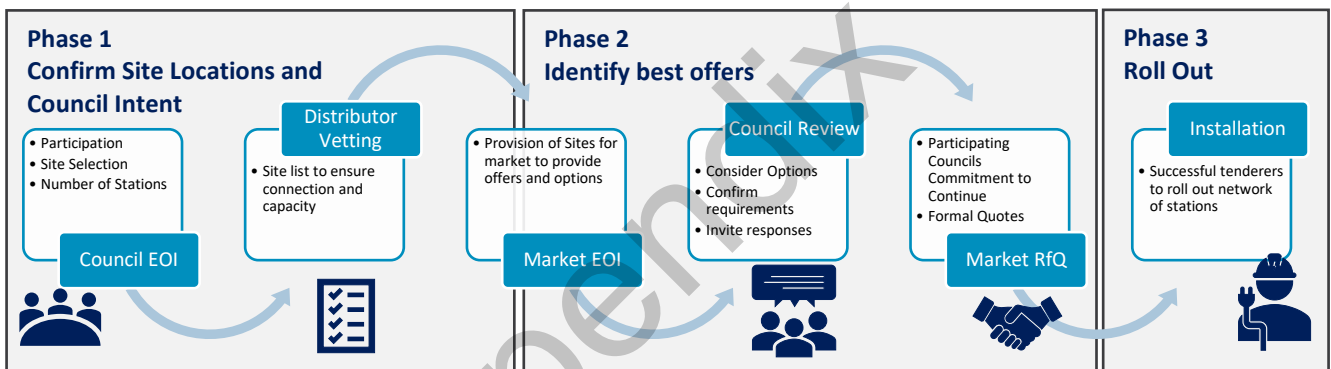
The increased uptake of EVs has clear environmental, health and social benefits to local communities. Participating councils have collaborated to better understand the benefits and requirements of charging infrastructure; and have indicated a desire to continue collaborating to achieve the best outcomes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

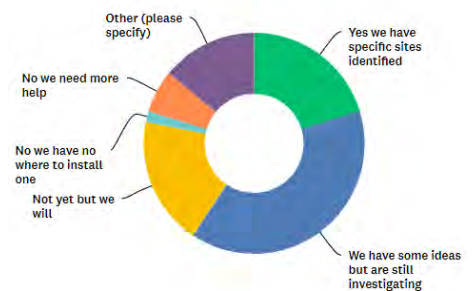


Figure 19: Current status of councils with selecting suitable sites

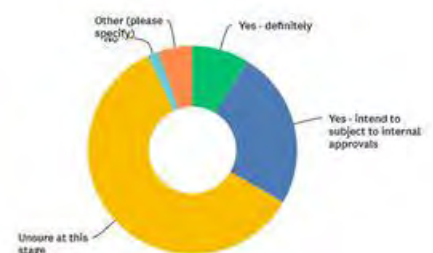


Figure 20: Current level of council certainty in participating in DC roll out

### 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.

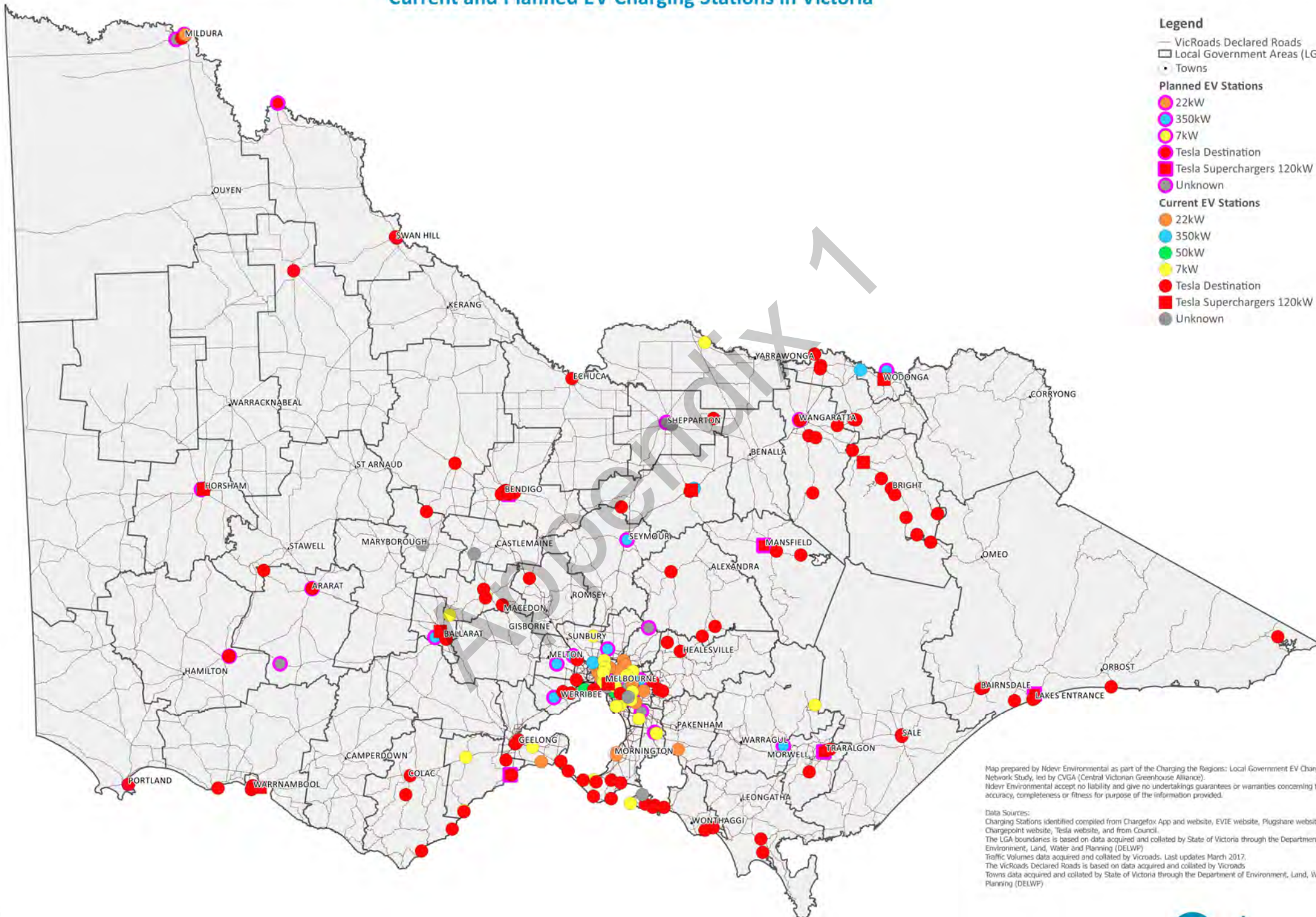


Figure 21: Example of Moreland EV; Council Demonstration in Benalla

Appendix 1



## Current and Planned EV Charging Stations in Victoria



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.

**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).

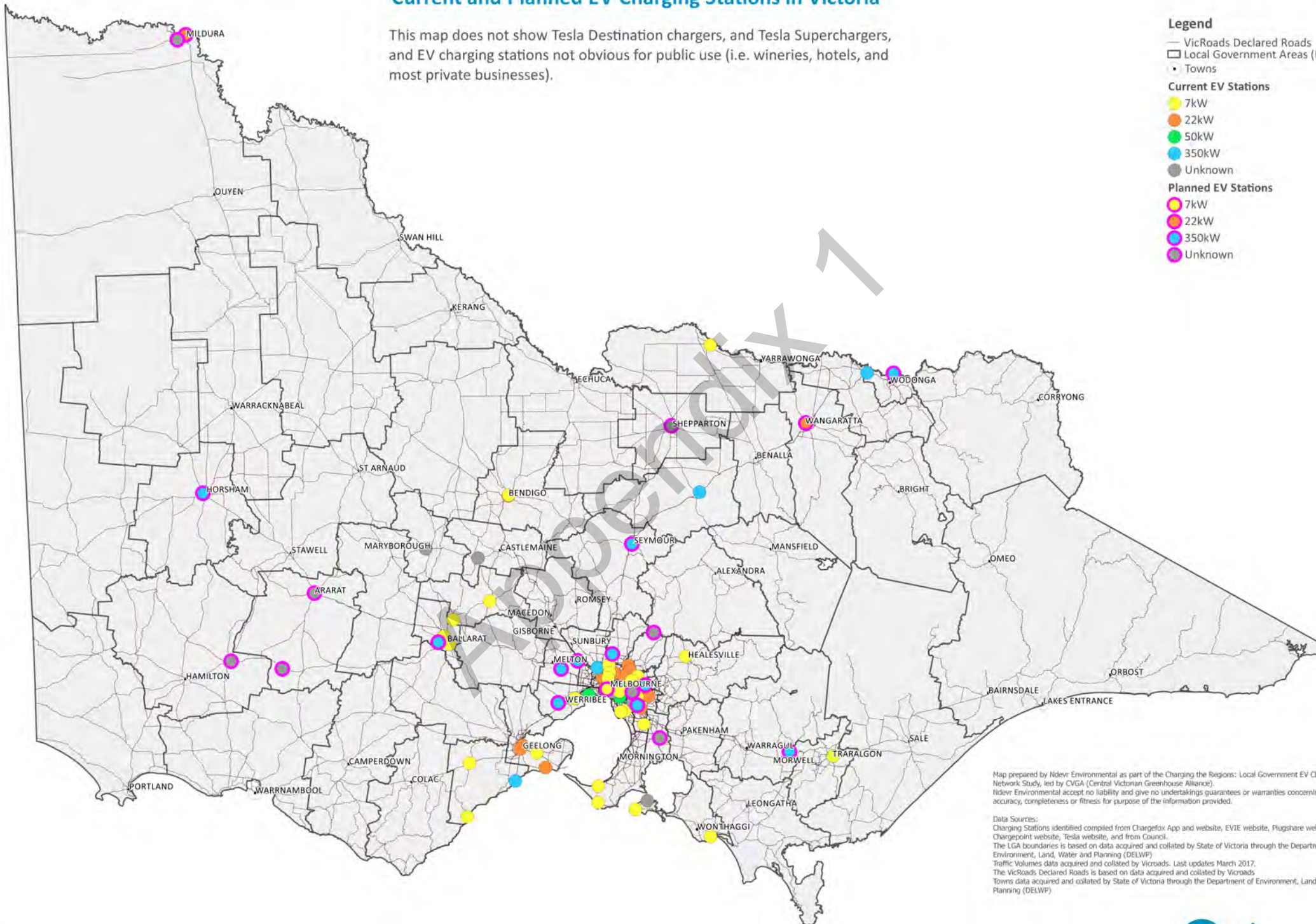


## Current and Planned EV Charging Stations in Victoria

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

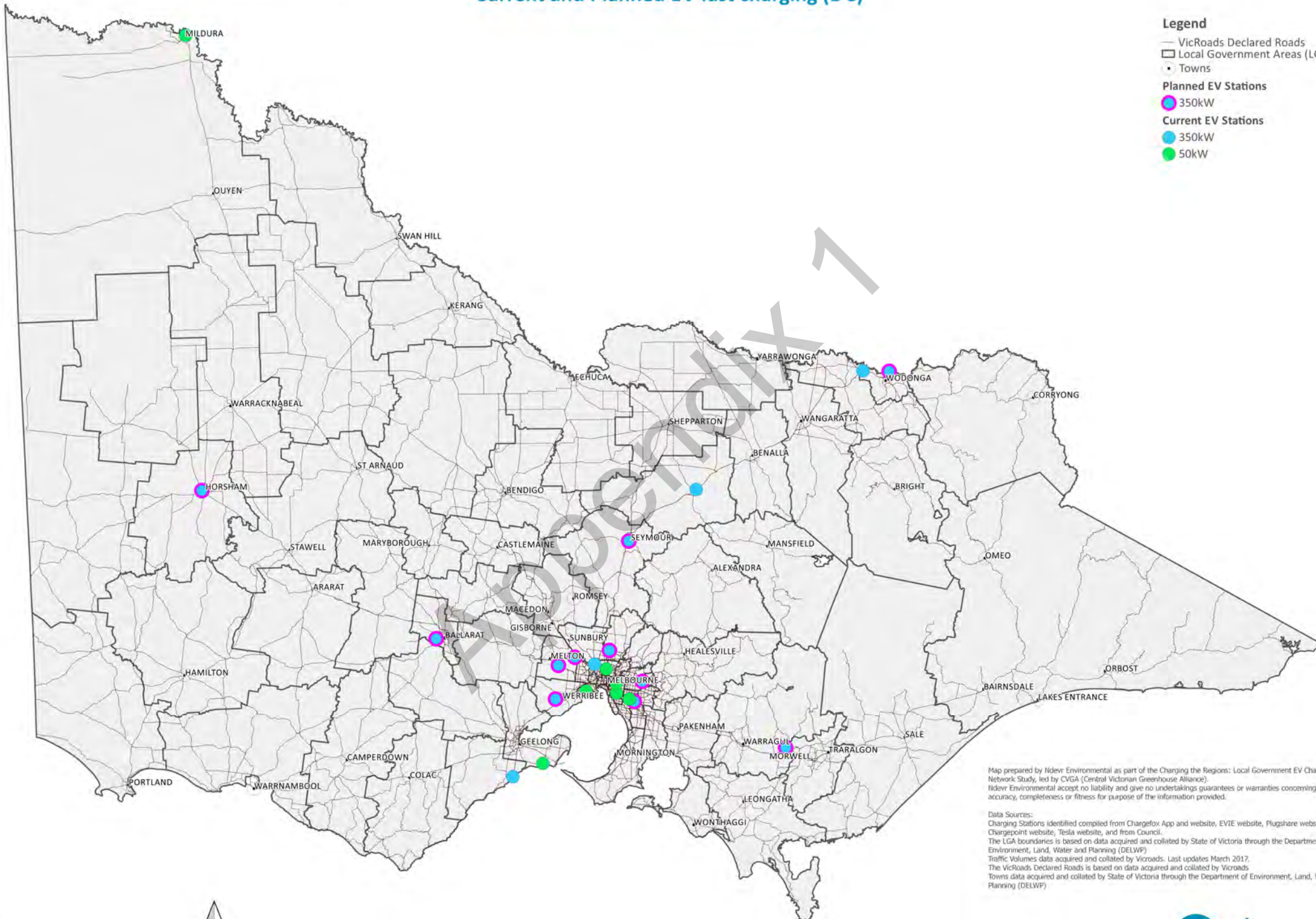


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 Towns data acquired and collated by State of Victoria through the Department of Environment, Land, Water and Planning (DELWP).



### Current and Planned EV fast charging (DC)



- 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). Ndevr Environmental accepts no liability and give no undertakings, guarantees or warranties concerning the accuracy, completeness or fitness for purpose of the information provided.

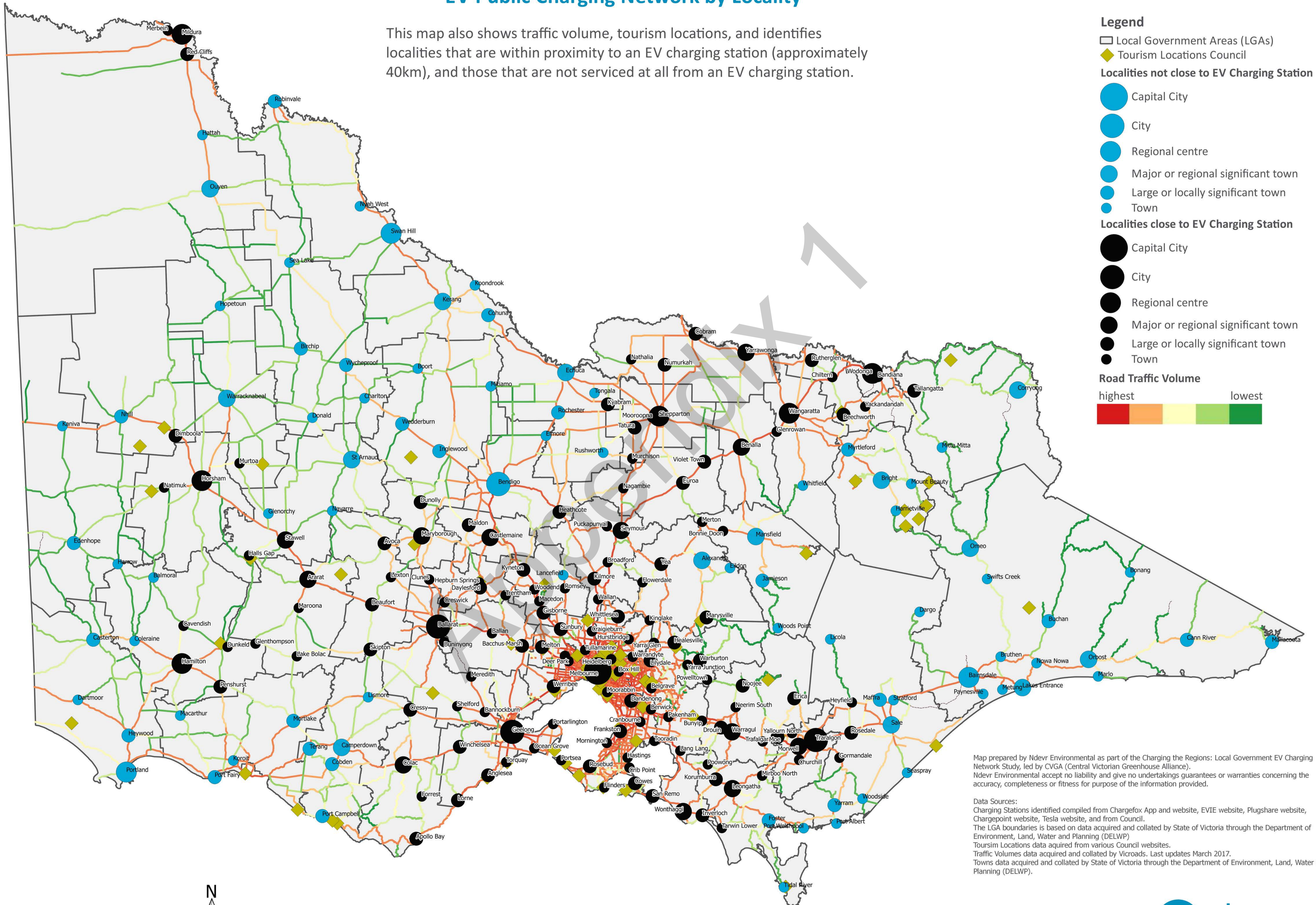
Data Sources:  
Charging Stations identified compiled from Chargefox App and website, EVIE website, Plugshare website, Chargepoint website, Tesla website, and from Council.  
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Traffic Volumes data acquired and collated by Vicroads. Last updates March 2017.  
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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**

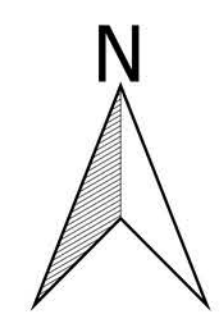
- Capital City
- City
- Regional centre
- Major or regional significant town
- Large or locally significant town
- Town

**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.

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 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).



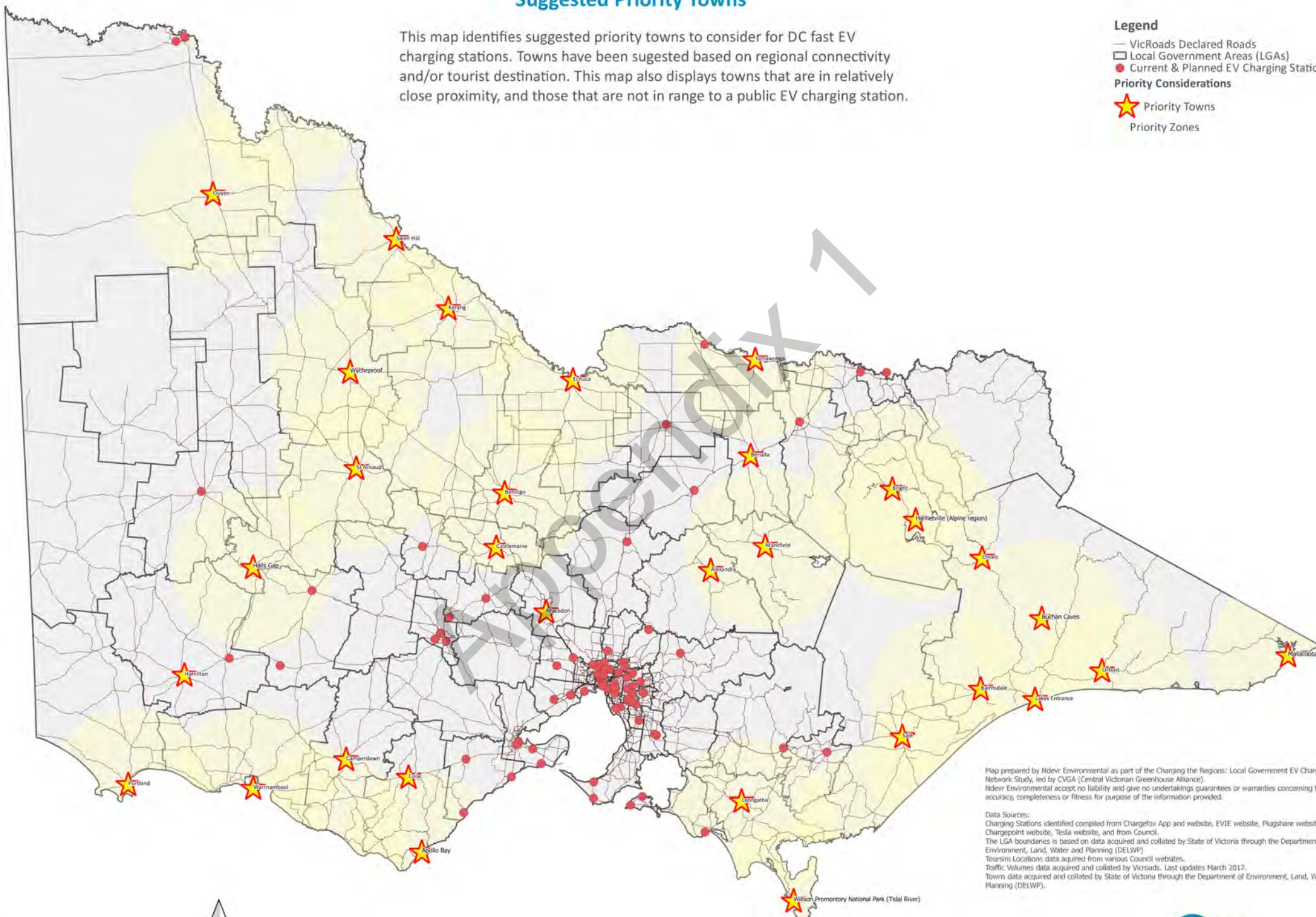


## Suggested Priority Towns

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 Considerations**
- ★ 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 accept 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 1



# 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.

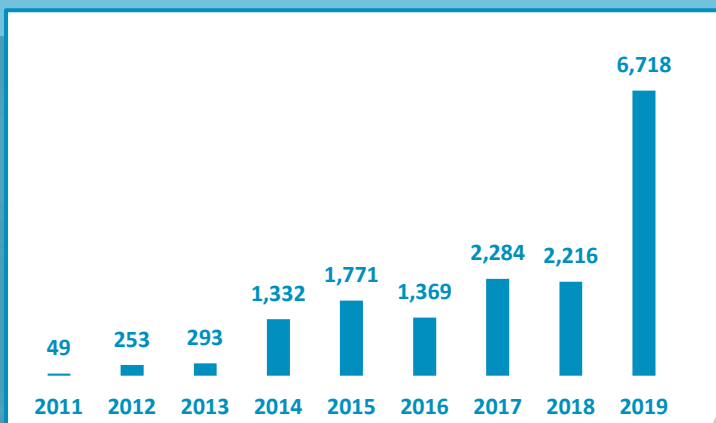


Figure 2: Annual Australian EV Sales

## 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

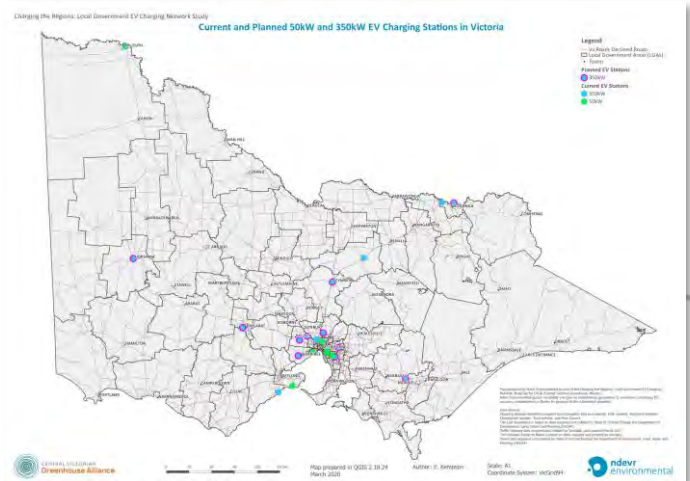


Figure 1: Current and planned DC Charging in Victoria is limited

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 <sup>1</sup>

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

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

<sup>1</sup> Energeia (2018). Australian Electric Vehicle Market Study. ARENA and CEFC.

<sup>2</sup> The Australia Institute (2019a). Polling - Electric Vehicles. The Australia Institute.

<sup>3</sup> 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

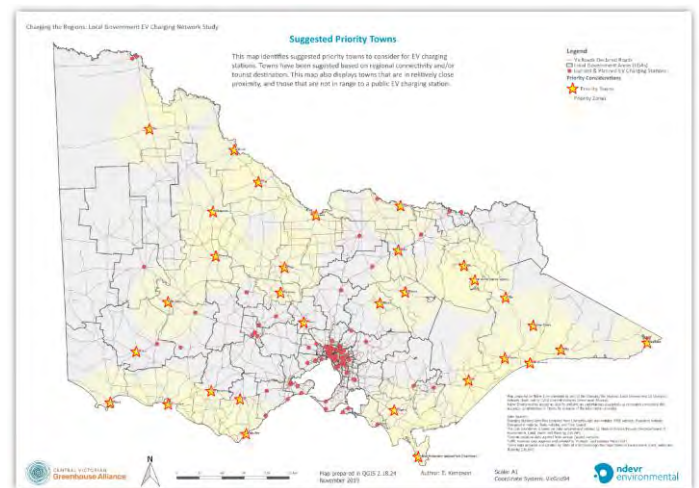


Figure 3: Priority Zones to Ensure Coverage and Connectivity

80% of motorists want fast charging in regional towns <sup>5</sup>

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

81% of Victorians would support the government building a network of EV chargers <sup>4</sup>

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

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



Appendix 1

# 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.

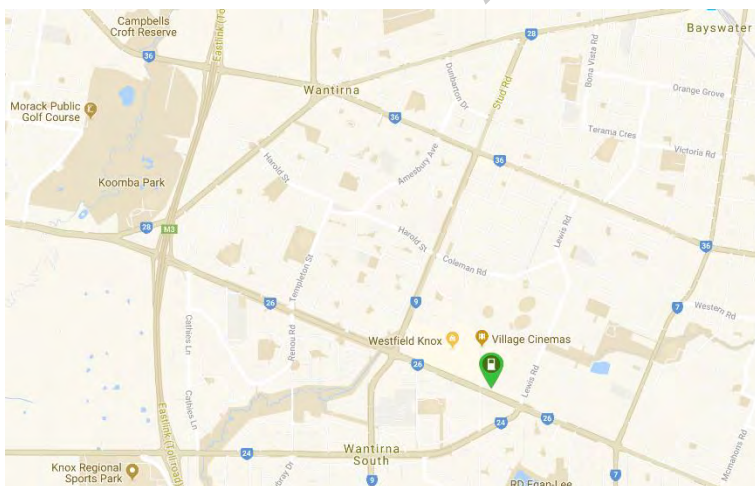
Prioritise visibility for public charging to encourage uptake and utilisation

### 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



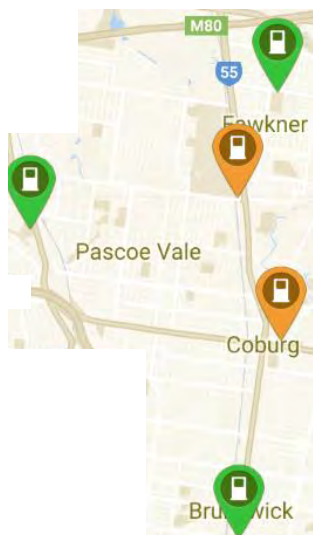
In April 2007, Moreland City Council endorsed a Climate Action Plan, which includes a commitment to the goal of zero net emissions for Council's corporate emissions by 2020, and the goal of zero net emissions for the Moreland community by 2030. Moreland City Council has been certified carbon neutral 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



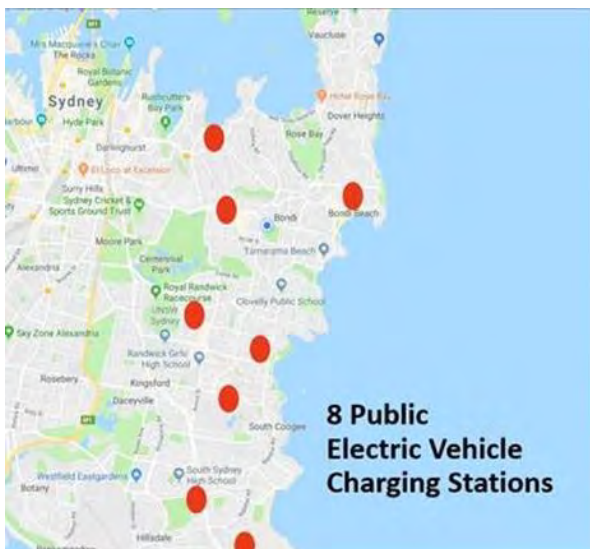
Three councils in Sydney's eastern suburbs – Waverley, Woollahra and Randwick - became the first councils in NSW to provide public on-street EV charging stations. The installation was completed in June 2019. Stations are currently installed at Bondi Beach, Double Bay, Coogee Beach and Randwick, Bondi 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 overlaid 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
<b>Value for Money</b> Cost for the service provided i.e. number and charging rate of stations			
<b>Meets Technical Specifications</b> The offer meets all requirements.			
<b>Ease of Implementation</b> The offer is clear and transparent with minimal resourcing requirements from councils.			
<b>Ease of Operation</b> The offer is clear and transparent and includes ongoing support and maintenance of networked stations.			
<b>Regional benefit</b> The offer utilises and builds capacity in local resources and demonstrates co-benefits to the local community.			
<b>Sustainability</b> The offer demonstrates a commitment to environmental sustainability beyond just the provision of EV charging infrastructure.			

Appendix 1





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Hannah Meade, Director  
Hannah.meade@ndeivr.com.au

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

**Melbourne**  
Level 2, 27-31 King Street  
Melbourne, VIC 3000  
p 03 9865 1400  
w [ndeivrenvironemntal.com.au](http://ndeivrenvironemntal.com.au)  
f 03 9865 1499



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Corporation



Appendix 1

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### 3. 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.

### Closure of the meeting