

Have Your Say

## **Proposed Tesla Carpark Project - Barkly Street, Benalla Results**

Response No:  
1

**Contribution ID: 3966**

**Member ID:**

**Date Submitted: Apr 23, 2026, 04:41 PM**

**Q1**

**My written submission**

Long Text

I very much support this proposal, however, under one condition : the charging station must be open to other EV drivers as well; not only for Tesla.

Otherwise we would be in a position where we got 11 (later 21) charging stations in Benalla for Tesla drivers, but only 1 for non Tesla drivers, hardly an acceptable situation.

**Q2**

**Name**

Short Text

Dieter Liebrich

**Q3**

**Email**

Email

**Q4**

**Contact number**

Telephone

**Q5**

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

Multi Choice

Yes

**Q6**

**Upload supporting document (if applicable)**

File Upload

Response No:  
2

**Contribution ID: 3965**

**Member ID:**

**Date Submitted: Apr 23, 2026, 04:38 PM**

**Q1**

**My written submission**

Long Text

Great idea - Tesla chargers are a sure way to get visitors into the shopping precinct ! Barkly Street is a prime location for easy charging infrastructure. And at "nil cost" to Council - what's not to like !  
The presence of EV chargers is a significant driver of spending and travel behavior, acting as a crucial element in electric vehicle (EV) adoption, route planning, and regional commerce. Tesla's high-speed, reliable, and strategically located network encourages long-distance travel and influences where EV owners choose to stop, eat, and shop. Placing chargers within walking distance of cafes, retail outlets and other services is clever tourism. Tesla drivers and users of the network, including non-Tesla vehicles, often choose locations with Tesla chargers due to their high reliability and 99% uptime, removing the anxiety of finding a working charger on road trips.

**Q2**

**Name**

Short Text

Shirley Saywell

**Q3**

**Email**

Email

**Q4**

**Contact number**

Telephone

**Q5**

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

Multi Choice

Yes

**Q6**

**Upload supporting document (if applicable)**

File Upload

**Q1 My written submission**

Long Text

I totally support this arrangement. I live in Euroa but often shop in Benalla and would find it very convenient to be able to charge my EV while shopping if I needed to.  
Having the chargers there in the main street area will be a great tourism initiative - we frequently drive around Victoria and we choose to stop in places where there is charging infrastructure. We then shop in those towns or visit their parks and art centres.  
It would be better if generic EV chargers could be installed but if Tesla are the only proponent the application should nevertheless receive council's support.  
There is no down side to this proposal - financial, social or otherwise. In fact if you don't do it you will shortly find yourselves as the outliers and miss the tourism and other opportunities that follow. People will drive on to Euroa or to Wangaratta where they will shop and circulate.

**Q2 Name**

Short Text

Kate Auty

**Q3 Email**

Email

**Q4 Contact number**

Telephone

**Q5 I am happy to be identified in the public submissions report.**

Multi Choice

Yes

**Q6 Upload supporting document (if applicable)**

File Upload

Q1

**My written submission**

Long Text

Any agreement with Tesla should require open access for all EVs, not brand-exclusive use like in Wangaratta, Euroa and Wodonga. Public land shouldn't benefit a single manufacturer, especially as the EV market becomes more diverse.

Council should also ensure chargers are genuinely usable by all vehicles, with appropriate spacing and cable reach, not just technically "open" but practically accessible.

If those conditions are met, the proposal is worth backing.

Q2

**Name**

Short Text

Michael O'Brien

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Q1

**My written submission**

Long Text

Council should support leasing public land for EV charging infrastructure, recognising the growing importance of accessible charging for both residents and visitors.

However, this support should be conditional on the infrastructure being genuinely open to all electric vehicles, not limited to a single manufacturer. There is a clear precedent for this approach in Kilmore, where Tesla superchargers are available to all EV users. In contrast, sites in Wangaratta, Euroa and Wodonga remain Tesla-exclusive, which restricts access and undermines the broader public benefit.

If public land is to be used, it must deliver equitable access. Restricting chargers to Tesla vehicles would mean a community asset is effectively subsidising a private brand and serving only a subset of users. This becomes increasingly problematic as Tesla's share of the Australian EV market declines and a wider range of electric vehicles becomes more common.

It is also important that public land is not used as a de facto marketing tool. Charging infrastructure should not function as a mechanism to drive brand-specific vehicle sales beyond the legitimate provision of a charging service.

Finally, any agreement should ensure practical accessibility. Even at sites nominally open to all EVs, charger layout and cable length can limit usability for non-Tesla vehicles. Design standards should require appropriate spacing, cable reach, and configuration to ensure all EV drivers can realistically access the infrastructure.

In summary, leasing public land for EV charging is worth supporting - but only where it delivers open access, genuine community benefit, and practical usability for all EV users.

Q2

**Name**

Short Text

Natalie O'Brien

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
6

Contribution ID: 3961

Member ID:

Date Submitted: Apr 23, 2026, 08:50 AM

Q1

**My written submission**

Long Text

The Victorian section of the Hume Highway desperately needs some more EV charging locations - very little has changed in the last few years despite EV adoption continuing to grow. The Victorian state government seems to have lost interest in EV infrastructure so any attempt by a third-party to improve the situation should be welcomed. The chargers being in the centre of Benalla will bring customers to businesses in the area, much like the Tesla chargers in Albury. My family and I have purposely chosen to stay in a hotel near those Albury chargers, with the associated dinners and breakfast also benefitting nearby businesses. As the owner of an EV from a brand other than Tesla I would hope that Tesla will open these chargers to other brands like they have done in most of their new locations.

Q2

**Name**

Short Text

Paul Donovan

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
7

Contribution ID: 3960

Member ID:

Date Submitted: Apr 23, 2026, 01:57 AM

Q1

**My written submission**

Long Text

We agree with the Tesla proposal, but reduced to 6 chargers and available for all EV vehicles for one and the same charging fee.

Q2

**Name**

Short Text

Anonymous

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

No

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
8

Contribution ID: 3959

Member ID:

Date Submitted: Apr 22, 2026, 07:29 PM

Q1

**My written submission**

Long Text

EV owners travelling the Melbourne to Canberra / Sydney would find the location attractive and useful. Most EV owners plan charging stops to meal breaks and rest stops; which should bring revenue into Benalla. The growth of the EV market would indicate that use of this facility will grow. Win/win!

Q2

**Name**

Short Text

Anonymous

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

No

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
9

**Contribution ID: 3958**

**Member ID:**

**Date Submitted: Apr 22, 2026, 06:01 PM**

**Q1**

**My written submission**

Long Text

Very well. We need more EV charging hubs. Also community will benefit from tourists visiting this town as well.

**Q2**

**Name**

Short Text

Anonymous

**Q3**

**Email**

Email

**Q4**

**Contact number**

Telephone

**Q5**

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

Multi Choice

No

**Q6**

**Upload supporting document (if applicable)**

File Upload

Q1

**My written submission**

Long Text

REB wholeheartedly supports the installation of more EV charging points in the Benalla Business area. Benalla is the ideal distance from Melbourne for a rest break and vehicle battery charging, and is already missing out with multiple EV chargers already installed at Euroa and Wangaratta . Telsa chargers have a good reputation for reliability, and the latest V4 300kW chargers indicated should be suitable for other than Telsa vehicles. This compatibility should be written into the BRCC contract.

Although the site at the rear of Aldi is fine for supermarket shopping, BRCC should also be looking for a second new site in the main Street close to to the bakeries and coffee shops for those customers requiring these facilities.

Q2

**Name**

Short Text

Kevin Smith, for Renewable Energy Benalla [ a sub group of Benalla Sustainable Future Group ]

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
11

Contribution ID: 3956

Member ID:

Date Submitted: Apr 22, 2026, 12:37 PM

Q1

**My written submission**

Long Text

Written submission from the Benalla Bush Walking Club is attached.

Q2

**Name**

Short Text

John Boehm on behalf of Wendy Baker, President

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

[https://haveyoursay.benalla.vic.gov.au/download\\_file/684](https://haveyoursay.benalla.vic.gov.au/download_file/684)

## **Submission Opposing the Use of the Proposed Barkly Street Site to Lease Public Road Space for Tesla Charging Stations**

**To:** Benalla Rural City Council

**Re:** Proposal to Lease Eight (8) Public Parking Spaces in the Barkly Street for Tesla EV Charging Infrastructure

**From:** Benalla Bushwalking Club

**Date:** 22/4/2026

### **1. Introduction**

The Benalla Bushwalking Club (about 100 members) submits this objection in response to the Council's proposal to lease a section of the public road reserve in Barkly Street to Tesla for the installation of eight electric-vehicle charging stations. The Club doesn't object to the need for charging stations but considers this site inappropriate for reasons stated below.

The Club's comments are made considering the limited information provided in the advertised proposal. This lack of detail makes it difficult to accurately evaluate the potential effects on the local community. Without comprehensive documentation regarding the scope, implementation, and management of the proposed charging stations, stakeholders are unable to fully understand how this initiative may influence public access, usage patterns, and overall amenity of the Barkly Street site.

This submission outlines significant concerns regarding public access, safety, amenity, environmental impact, governance, and procedural compliance. We request that Council reject the proposal or defer the decision pending a full public consultation and assessment of alternative sites.

### **2. Summary of Objection**

The proposal should not proceed because:

1. It removes public access to land currently used by the community.
2. It creates safety and traffic risks in a confined cul-de-sac.
3. It displaces users of the space, including the bushwalking club who use it regularly.
4. It grants exclusive use of public land to a private corporation.
5. It sets an undesirable precedent for the commercialisation of public road reserves.
6. It has not demonstrated a clear public benefit or value for ratepayers.
7. More suitable alternative sites exist.
8. Environmental and amenity impacts have not been assessed.
9. Statutory and procedural requirements appear incomplete or unclear.

### **3. Loss of Public Access and Public Purpose**

The 'cul-de-sac' is part of a public road reserve intended for public access, parking, and community use. Leasing part of it to Tesla for exclusive or restricted use is inconsistent with the purpose of public road land.

- The area is limited in size and hence parking space.
- The area is regularly used by the club, residents, and visitors.
- Public land should not be alienated unless the Council can demonstrate that the public interest is not harmed.
- The proposal effectively converts public parking into private purpose infrastructure.

Council has not demonstrated that the public benefit outweighs the loss of public access.

### **4. Impact on Recreational Users and Community Groups**

The area is a well used access point for bushwalkers and other users. There will be a loss of parking and turning space.

Under the Local Government Act, Council must consider social and community impacts.

Despite the significance of this issue to users and community groups who rely on the area for access and parking, the Council has not addressed it. This lack of engagement with affected groups further highlights the need for transparent communication and a clear demonstration of public benefit before any changes to public land use are implemented.

### **5. Traffic, Safety, and Congestion Risks**

Installing eight charging bays will significantly alter traffic patterns in a confined cul-de-sac.

Risks include:

- Increased vehicle movements in a space not designed for destination traffic.
- Queuing or idling vehicles waiting for chargers.
- Reduced manoeuvring space for pedestrians and parked vehicles.
- Conflict between recreational users and EV drivers unfamiliar with the area.

No traffic impact assessment has been provided.

## **6. Loss of Public Parking**

The proposal removes eight public parking spaces and replaces them with restricted-use EV charging bays.

- This reduces general parking availability for residents and recreational users.

EV charging bays are reserved for charging, not general parking.

## **7. Precedent and Equity Concerns**

Granting exclusive use of public road space to one private company sets a problematic precedent.

- Other companies may expect similar arrangements.
- Council risks accusations of preferential treatment or unfair commercial advantage.
- Public land should not be commercialised without a transparent, competitive process.

## **8. Environmental and Amenity Impacts**

Although EV charging is environmentally positive, the infrastructure itself may negatively affect the local environment.

No environmental assessment has been provided.

## **9. Lack of Demonstrated Public Benefit or Value**

Council has not provided:

- A cost–benefit analysis.
- Evidence that the arrangement provides value to ratepayers.
- Justification for using public land instead of commercial or council owned car parks.

Without this information, the proposal cannot be considered transparent or accountable.

## **10. Availability of More Suitable Alternative Sites**

There are more appropriate locations for EV charging infrastructure, such as:

- Shopping centre car parks.
- Service stations.
- Industrial or commercial zones.
- Council-owned off-street car parks.
- Areas with higher traffic flow and lower recreational use.
- The northern side of the school in Barkly Street.

Council must demonstrate that alternative sites were assessed and rejected for valid reasons.

### **11. Request**

For the reasons outlined above, we respectfully request that Council:

1. Reject the proposal to lease public road space to Tesla; or
2. Defer the decision pending:
  - a full public consultation process,
  - a transparent evaluation of alternative sites, and

### **13. Conclusion**

The Benalla Bushwalking Club considers that the Council proposal represents an inappropriate use of public road land, reduces community access, creates safety risks, and provides an unclear public benefit. It is inconsistent with good governance, community expectations, and the intended purpose of public land.

We urge Council to reconsider and protect this important community space.

Signed:

Wendy Baker  
President  
Benalla Bushwalking Club

Response No:  
12

**Contribution ID: 3955**

**Member ID:**

**Date Submitted: Apr 22, 2026, 10:02 AM**

**Q1**

**My written submission**

Long Text

Yes, this will be beneficial for both locals and travellers

**Q2**

**Name**

Short Text

Robert Frohlich

**Q3**

**Email**

Email

**Q4**

**Contact number**

Telephone

**Q5**

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

Multi Choice

Yes

**Q6**

**Upload supporting document (if applicable)**

File Upload

Response No:  
13

Contribution ID: 3954

Member ID:

Date Submitted: Apr 22, 2026, 01:31 AM

Q1

**My written submission**

Long Text

Yes, of course EVs need to have adequate infrastructure.

Q2

**Name**

Short Text

Simon Argall

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Q1

**My written submission**

Long Text

I'm an interstate EV owner who supported the previous Tesla proposal in the Woolworths car park. I wish to show my support for this Barkly St proposal. Benalla remains a key location on the Hume Highway and EV charging stations have been shown to be attractors of drivers into towns and cities.

The only unfortunate side of this is that the site is much smaller than the previous proposal, only 8 spaces - instead of 10 with expansion to 20. Evidence from travel over the recent Easter period indicates that 12+ stalls should be the minimum for a route such as this. Hopefully the site is capable of this level of expansion in the future.

Q2

**Name**

Short Text

Charles Gregory

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

**Q1 My written submission**

Long Text

I work at the Department of Education (DE) and was not aware of any consultation process occurring with our Regional office. This proposed EV charging site is full each day with DE staff vehicles, if this site was to be set aside for EV's (which none of us drive due to living in a rural location there is no alternative location where we could park our vehicles when we attend the office. Furthermore this location would not maximise tourist exposure for businesses in Benalla rural precinct, it would primarily benefit Aldi and Woolworths, both large chains who contribute little to our Community. The site would be best placed either under the library or via extension of the Denny St charging site to allow visitors to peruse the main street and benefit small local businesses which will ensure funds spent by visitors are injected into the economy of Benalla.

**Q2 Name**

Short Text

Sarah Gaudion

**Q3 Email**

Email

**Q4 Contact number**

Telephone

**Q5 I am happy to be identified in the public submissions report.**

Multi Choice

Yes

**Q6 Upload supporting document (if applicable)**

File Upload

Response No:  
16

Contribution ID: 3951

Member ID:

Date Submitted: Apr 21, 2026, 02:58 PM

Q1

**My written submission**

Long Text

I park in this car park at least twice a week when I work in Benalla and would be significantly impacted if this was unavailable. The majority of other parking options in the area are time limited.

Q2

**Name**

Short Text

Anonymous

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

No

Q6

**Upload supporting document (if applicable)**

File Upload

**Q1 My written submission**

Long Text

Proposed EV Charging Station – Barkly Street Carpark, Benalla

I would like to thank Benalla Rural City Council for the opportunity to provide feedback on the proposed lease of car parking space in Barkly Street for the installation of an EV charging station.

I strongly support the expansion of electric vehicle infrastructure within Benalla and recognise the value this investment can bring to both local residents and visitors. Increasing EV charging capacity is an important step toward sustainability and future-focused transport.

However, I do not support the proposed location for this development.

The Barkly Street carpark currently serves a critical function for the surrounding area. It is heavily utilised by a number of nearby education and community services, including the Flexible Learning Centre, “The Centre” adult learning facility, Scope disability day programs, and staff working within the Department of Education. Importantly, this is one of the only areas in close proximity that provides reliable all-day parking for these users.

This is not just anecdotal. Council’s own consultation identified that:

- the carpark is “often at capacity by 9am on weekdays”
- it is used extensively by staff, students, clients and visitors across multiple services

Reducing available parking by allocating eight dedicated EV charging spaces in this location will place significant pressure on an already limited resource. This is likely to impact not only staff, but also students, participants, and visitors who rely on accessible and consistent parking throughout the day. For some users—particularly those attending disability programs—proximity and ease of access are essential considerations.

This proposal may unintentionally disadvantage vulnerable members of our community who depend on these nearby services and accessible parking options.

Benalla has a strong and proud history of supporting its local community—prioritising accessibility, inclusion, and connection. It is important that developments such as this continue to reflect those values. While partnering with global providers presents opportunities, decisions about location should not come at the expense of local access, particularly for education and community services.

From a strategic perspective, there are more suitable locations within Benalla that would better align with the broader intent of attracting and supporting visitors. The report notes that the chargers are expected to draw travellers from the Hume Freeway and create economic benefits for local businesses. To maximise this opportunity, EV infrastructure should be located near key destinations—such as the library, gardens, and central attractions—where visitors are more likely to spend time and engage with the town.

There is also reference within the consultation feedback to alternative locations, including other sections of Barkly Street that are underutilised. This suggests there may be viable options that would achieve the same outcome without displacing critical all-day parking.

In contrast, the current proposed site near the Aldi carpark does not maximise visitor engagement and instead displaces essential parking for existing users without delivering the same level of benefit to the wider community.

In summary:

- I support the introduction of EV charging infrastructure in Benalla
- I do not support the proposed Barkly Street location
- Council’s own consultation confirms the site is already at capacity and heavily relied upon
- The proposal may unintentionally disadvantage vulnerable community members
- Alternative locations should be explored, including underutilised areas nearby
- EV infrastructure should be positioned to strengthen visitor engagement with key local attractions

Thank you for considering this feedback as part of the consultation process.

Kind regards - Claire Grellman

**Q2 Name**

Short Text

Claire Grellman

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

Yes

**Upload supporting document (if applicable)**

Q1

**My written submission**

Long Text

As an EV driver who frequently travels the Hume freeway, I request that approval be given for the proposed charging facility in Benalla.  
Charging infrastructure needs to improve to match the increase in vehicles and Benalla would be an ideal location. While charging in Benalla, drivers and passengers would seek coffee, meals and shopping opportunities in town bringing benefits to the local community.  
It would also encourage local people to drive EVs and that is a benefit to everyone.

Q2

**Name**

Short Text

Laurie Smith

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
19

Contribution ID: 3948

Member ID:

Date Submitted: Apr 20, 2026, 07:30 PM

Q1

**My written submission**

Long Text

A charger here would be of great utility to tourists like me, 2 hrs from Melbourne. It's always great to be able to charge near to shops and cafes.

Q2

**Name**

Short Text

Brad Smith

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
20

Contribution ID: 3947

Member ID:

Date Submitted: Apr 20, 2026, 02:45 PM

Q1

**My written submission**

Long Text

This is a great idea. The location looks great . I am an EV driver from Melbourne, and I can imagine myself using this on the way to Wodonga and beyond. The council should also upgrade the nearby Evie charger, it currently only has one CCS2 plug, so it can basically only charge one car at a time.

Q2

**Name**

Short Text

Tony Lim

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
21

Contribution ID: 3946

Member ID:

Date Submitted: Apr 19, 2026, 02:40 PM

Q1

**My written submission**

Long Text

As a Tesla driver I would be delighted to have another option to charge my car travelling on the Hume. At the moment Benalla is bypassed by EV drivers because there is no adequate charging infrastructure. This charger would boost business for cafes and shops from the increasing number of EV's travelling on the Hume.

Q2

**Name**

Short Text

Andreas Kofler

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
22

**Contribution ID: 3945**

**Member ID:**

**Date Submitted: Apr 19, 2026, 08:30 AM**

**Q1**

**My written submission**

Long Text

I think it is a great idea - I approve

**Q2**

**Name**

Short Text

Karla Goodberry

**Q3**

**Email**

Email

**Q4**

**Contact number**

Telephone

**Q5**

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

Multi Choice

Yes

**Q6**

**Upload supporting document (if applicable)**

File Upload

Response No:  
23

Contribution ID: 3944

Member ID:

Date Submitted: Apr 18, 2026, 04:54 PM

Q1

**My written submission**

Long Text

Would be greatly appreciated for us frequently Hume EV drivers. Great location too!

Q2

**Name**

Short Text

Pat Allan

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
24

**Contribution ID: 3943**

**Member ID:**

**Date Submitted: Apr 17, 2026, 02:17 PM**

**Q1**

**My written submission**

Long Text

I am writing to formally voice support this Proposal. Benalla desperately needs to improve the local EV charging capacity as explained in the Proposal. I also support the proposed location due to its central position (versus Denny St which can be a bit deserted at night. In Denny Street, the Evie charge station supports two different plugs. How many different plug types will be supported in the proposed facility, and how many of each will there be?

**Q2**

**Name**

Short Text

Anonymous

**Q3**

**Email**

Email

**Q4**

**Contact number**

Telephone

**Q5**

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

Multi Choice

No

**Q6**

**Upload supporting document (if applicable)**

File Upload

**Q1 My written submission**

Long Text

I would strongly encourage this project to go ahead. In fact, I would encourage an increase on the 8 stalls (if possible with electricity constraints). This is a much needed connection along the Hume for EVs and will likely see large use by the public. Especially during busy periods like Easter 2026, where there was limited chargers in locations throughout the Mel - Syd route. This charger location will add significant value to the overall network. Further benefits are:

1. Tesla EV DC chargers are considered much more reliable than others, meaning people will go out of their way to use them (not just Tesla Vehicles).
2. Location of these chargers is considered a good spot for traffic coming to and from Melbourne.
3. Current Hume Freeway charging limitations means that these chargers will be used a lot and this will bring economic benefit and tourism to the area (benefiting the whole community).
4. Getting in early with these solutions means people will prioritise stopping here going forward, even if other chargers are placed in the future. Establishing sites early that are good quality means people will continue to return in the future instead of taking other options.

I do hope council consider the overall benefits this will have on everything and not get caught up in the minor issues or minority that may be vocal about this suggestion. The whole of Victoria will benefit from this decision going forward and I really do think the benefits will be significant

**Q2 Name**

Short Text

Anonymous

**Q3 Email**

Email

**Q4 Contact number**

Telephone

**Q5 I am happy to be identified in the public submissions report.**

Multi Choice

No

**Q6 Upload supporting document (if applicable)**

File Upload

**Q1 My written submission**

Long Text

I strongly support the proposed lease of part of the Barkly Street car park for a EV fast charging site.

Benalla is an excellent location for this type of infrastructure. It is a natural stopping point on the Hume corridor and would be particularly valuable for northbound and Alpine travel, including during the ski season for drivers travelling between Melbourne and Mt Hotham or Falls Creek. A well-located, reliable fast charging site would encourage drivers to pull off the highway, spend time in town, and support local businesses.

However, my support is subject to two very important conditions.

First, this site must be open to all compatible EVs, not just Tesla vehicles, and that requirement should be clearly written into the lease or agreement. This is public land in a prime location. If Council is giving up public parking spaces for EV infrastructure, the benefit should flow to the broader public, not just to one brand's customers. A site on Council land should serve residents, visitors and through-travellers across all compatible EV makes.

Second, Council should not assume that the words "V4" and "up to 300kW" automatically mean this will be the latest and best charging technology. That may sound impressive, but the devil is in the details. A charging station can have new-looking charger posts on the outside while still using older power equipment behind the scenes.

That matters because many newer EVs now use higher-voltage 800V battery systems. If Tesla installs newer V4 dispensers but older lower-voltage cabinet hardware, many non-Tesla vehicles may not be able to access the charging performance that the "300kW" headline suggests. In plain terms, it can look like premium, future-ready infrastructure while delivering compromised results for a growing number of vehicles.

Council should not approve this proposal on branding and headline numbers alone. It should ask direct questions and seek clear answers about exactly what hardware is being installed, whether it will be open to all compatible vehicles, and whether it is genuinely fit for the next generation of EVs rather than just today's or Tesla's own fleet.

If this project proceeds, Council should push for a truly future-ready installation with modern high-voltage hardware and guaranteed open access for all compatible EVs. Those points should not be left to assumption or goodwill after the lease is signed. They should be made clear up front and reflected in the contract.

If Council proceeds, I also encourage it to work with Tesla to ensure the site includes, or is supported by, suitable bins, good lighting, clear signage, and convenient access to nearby toilets so the area remains clean, safe and welcoming.

This proposal has the potential to be a real asset for Benalla, but only if it is genuinely open, genuinely future-ready, and delivers real public benefit in exchange for the use of public land.

**Q2 Name**

Short Text

Andrew Bartram

**Q3 Email**

Email

**Q4 Contact number**

Telephone

**Q5 I am happy to be identified in the public submissions report.**

Multi Choice

Yes

**Q6 Upload supporting document (if applicable)**

File Upload

**Q1 My written submission**

Long Text

I wish to express concern regarding the proposed placement of Tesla charging stations on Barkly Street, Benalla. The selected location is heavily utilised on a daily basis by staff, students, and parents of the Flexi Learning Centre. Introducing dedicated charging infrastructure in this space would significantly reduce the availability of parking and is likely to impede access for those who rely on it most.

It is important to note that existing electric vehicle charging infrastructure is already available at the Denny Street car park, which is a more central and appropriate location. Rather than duplicating facilities in a constrained and high-demand area, a more practical and community-conscious approach would be to expand the number of charging stations within the Denny Street car park.

Such an expansion could be thoughtfully positioned toward the rear of the car park, ensuring that electric vehicle users are accommodated without displacing general parking. This would strike a fair balance between supporting the transition to electric vehicles and maintaining equitable access for the broader community.

In summary, I respectfully urge council to reconsider the proposed Barkly Street location and instead prioritise the expansion of charging infrastructure in existing, better-suited areas.

**Q2 Name**

Short Text

Lisa Linke

**Q3 Email**

Email

**Q4 Contact number**

Telephone

**Q5 I am happy to be identified in the public submissions report.**

Multi Choice

Yes

**Q6 Upload supporting document (if applicable)**

File Upload

**Q1 My written submission**

Long Text

This development will have benefits for people well beyond the ratepayers of Benalla. It will deliver an important piece of infrastructure that will benefit Australia's 450,000 electric vehicle owners. The Australian Electric Vehicle Association (AEVA) has received several reports that this section of the Hume Highway is significantly under-supported by EV charging infrastructure. The shortcoming is that it appears that these chargers would be available to Tesla vehicles only. If that is the case, then the Council should plan for additional chargers that will support non-Tesla vehicles. AEVA also recommends that this charging installation be accessible to users with a disability. In the absence of an Australian Standard for charger accessibility, the RAA Design Guidelines for Accessible EV Charging Stations should be used in the interim. AEVA's policy recommendations for charging infrastructure are attached.

**Q2 Name**

Short Text

Warwick Cathro (National Secretary, Australian Electric Vehicle Association)

**Q3 Email**

Email

**Q4 Contact number**

Telephone

**Q5 I am happy to be identified in the public submissions report.**

Multi Choice

Yes

**Q6 Upload supporting document (if applicable)**

File Upload

[https://haveyoursay.benalla.vic.gov.au/download\\_file/683](https://haveyoursay.benalla.vic.gov.au/download_file/683)



## **AEVA POLICY RECOMMENDATIONS: PUBLIC CHARGING INFRASTRUCTURE APPROVED BY THE BOARD: 7 JULY 2025**

### *Policy statements*

**[1]** AEVA recommends that, where governments provide financial assistance to install charging infrastructure, contractual agreements should mandate specific reliability guarantees.

**[2]** AEVA recommends that charging installations be accessible to users with a disability. In the absence of an Australian Standard for charger accessibility, the RAA *Design Guidelines for Accessible EV Charging Stations* should be used in the interim.

**[3]** AEVA recommends that governments specify standards for public charging concerning flexible payment mechanisms, open charging data and the visibility of fees.

**[4]** AEVA recommends that any charging infrastructure which is supported by state or federal funding should be subject to “idle fees” and that any rules on the misuse of EV charging bays are enforced.

**[5]** AEVA recommends that charge point operators install only CCS2 plugs for new installations. We strongly recommend that existing CHAdeMO plugs in service be maintained for the next few years at least, in support of owners of older vehicles.

**[6]** AEVA does not support ‘free unlimited charging’ business models, particularly for DC fast chargers, including inducements offered by car dealerships or automotive clubs. Free charging results in excessive occupation by thrifty EV drivers, and devalues the amenity of the infrastructure.

**[7]** AEVA believes that support for a competitive market for installation and management of kerbside or pole-mounted chargers is likely to result in the best options for efficiency, profitability, pricing and local amenities. The costs of installation and maintenance must be covered by income generated from charging (or grants) and should not be passed on to the general pool of electricity consumers.

**[8]** AEVA recommends that if regulations are changed to allow distribution network service providers (DNSPs) to own and operate pole-mounted EV charging points, the DNSPs (a) accept reliability standards similar to the electricity network itself; (b) take a community service obligation approach and invest in regional EV charging infrastructure where applicable; and (c) do not include these in the Regulated Asset Base.

## *Commentary*

**[1] - [5]** The need for accessible, reliable and convenient EV fast charging infrastructure is substantial, but won't need to match the current ubiquity of petrol filling stations. This is because the bulk of EV charging will happen at home or at work on lower powered AC charging, and, with the exception of use cases for long-distance travel or those seeking a short-duration charge away from their regular charging location, only occasionally will the need for convenient DC charging arise.

Public charging should ideally comprise a mixture of 50 kW+ DC charging, and slower AC charging (typically 11kW or less). The slower 'destination charging' may be installed at a modest cost by motels, entertainment venues, businesses, retailers, pubs and shopping centres. Different charging speeds suit different destinations and expected 'dwell times'.

It is essential that governments that are planning on installing charging infrastructure select the most appropriate charger types, and determine the necessary redundancy for different locations. In some locations, the installation of several DC fast chargers with redundancy is most appropriate, such as in small towns between major centres.

Where power supplies are constrained in small centres it is preferable to install lower power (20kW) DC chargers on existing or new 32A three-phase supply rather than 11 or 22kW AC chargers. This allows a reasonable charging speed as all EVs can charge at 20kW DC, but most are limited to 6-11 kW AC. Other locations, with longer dwell times, may benefit from a larger number of relatively slow AC charging points, such as in recreational centres, libraries, civic centres and parks, workplace parking, 'Park and Ride' and other long-stay car parks. Local governments or retailers may also plan to develop car parks with solar roofs to supplement their EV charging facilities.

For long distance travel, EV drivers must have confidence that reliable charging will be available at regular intervals along major intercity routes and country towns. Since EV uptake is now growing rapidly through the mid-2020s, there is a clear need for substantial banks of EV chargers at regular intervals on Australia's highways and secondary roads. Suppliers of fast chargers on these busy routes should be able to make these investments and receive an economic return through charging fees.

Where governments provide financial assistance to install charging infrastructure, such agreements should require on-going reliability guarantees. Chargers left out-of-order for extended times are a cause of considerable frustration among EV drivers and could erode public confidence in EVs.

AEVA welcomes moves by Tesla to open up its 'Supercharger' network to non-Tesla vehicles. Tesla has an excellent reputation for the reliability of their chargers and the addition of Tesla as a further supplier of reliable charging would be a valuable broadening of competition. AEVA accepts that non-Tesla EV owners are charged a higher rate per kWh for electricity than Tesla owners. In the future, AEVA would like to see all existing Tesla charging stations opened to non-Tesla vehicles.

The CHAdeMO DC charging standard used by Japanese manufacturers such as Mitsubishi is becoming much less prevalent over time. New models from other Japanese brands such as Nissan, Toyota, Lexus and Subaru have been introduced into Australia with CCS2 charging ports. AEVA accepts that providing a small number of CHAdeMO plugs (e.g. one plug per station) reduces overall station utilisation, and that CHAdeMO's demise is inevitable. Therefore, AEVA would like to see all existing CHAdeMO plugs retained at existing stations for the next few years at least. A significant number of affordable, used EVs will continue to be imported from Japan under the parallel importation scheme.

The needs of EV drivers with respect to public charging infrastructure are summarised as follows:

- Chargers should be accessible 24 hours a day, be well signposted, with fees clearly visible
- Faults, damage and interruptions must be easy to report, 24 hours a day
- Maintenance and technical support must be prompt, reliable, and effective. Charging station hosts should expect contractual requirements for service up-time of at least 98%.
- EV drivers with disabilities should have no difficulty accessing and using chargers. In the absence of an Australian standard for charger accessibility, the RAA guidelines should be used instead
- Chargers should be well signposted, particularly on highway routes
- Chargers should be located near accessible amenities, such as toilets and food outlets
- Chargers should be able to cater for a wide range of EVs, including cars, vehicles towing trailers, motorbikes and e-bikes, whether personally-owned or hired
- Payment should be available using a credit or debit card as a priority, with company-specific apps or RFID cards a reliable alternative
- Charging for longer than 30 minutes at the fastest DC chargers (150 kW+) should be discouraged through fee structures such as idle fees
- Access to charger information in real time allows users to better plan their trips using tools like A Better Route Planner.

**[6]** Some charging networks have partnered with luxury car brands to offer car buyers several years (in some cases up to six years) of free, unlimited charging. These free charging plans have the potential to create unnecessary congestion at busy charging sites by local drivers preferentially charging there instead of at home (where possible). These plans should be discontinued for new customers. AEVA considers credits such as a limited number of kilowatt hours or a limited dollar value acceptable as recipients of these deals should create an incentive to conserve their free credit. It is the view of AEVA that idle fees should never be included within these free charging plans.

**[7]** Kerbside charging can be a valuable part of the charging infrastructure and AEVA is supportive of this type of installation. How it is owned and operated matters. Where there is no off-street parking available for each residence, kerb-style charging (e.g. lamp posts or pedestals with a charge socket) could be introduced, as proposed by ConnectedKerb<sup>1</sup>. Similarly, lamp posts around shopping centres, cafés and other commercial precincts which offer street parking could be similarly retro-fitted.

**[8]** Since late 2024 some distribution network service providers (DNSPs) have been piloting and promoting the installation of additional kerbside charging on existing power poles that are managed within their regulated asset base, but often in partnership with charge point operators (CPOs).

For example:

- Ausgrid is proposing to enter into charging partnerships<sup>1</sup> with commercial CPOs to establish such charging infrastructure. Their 2023-24 pilot<sup>2</sup> found that “*pole mounted chargers are faster and cheaper to deploy than other kerb side charging units, while reducing urban clutter and causing less disruption to the surrounding communities*”.

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<sup>1</sup> <https://www.ausgrid.com.au/About-Us/Future-Grid/Electric-Vehicles/EV-Charging-Partnerships>

<sup>2</sup> Energy Networks Australia report: The Time is Now: Getting Smarter with the grid, 6 August 2024 p32.

- AGL has partnered with PLUS ES to expand the NSW charging network by installing 149 public chargers – [Kerbside Charger - Pole Charging in Australia](#).

However, Energy Networks Australia notes<sup>3</sup> that EV charging infrastructure is not considered a distribution service under the current regulatory framework for DNSPs, and sees this as a restriction to DNSPs in playing a role in deploying and maintaining public chargers as part of their regulated asset base.

AEVA does not support inclusion of EV charging infrastructure in the regulated asset base of DNSP's as this unfairly distributes the cost across all consumers. AEVA is also concerned that over-focusing on DNSP-led EV charging infrastructure could have detrimental effects on the ability and incentive for competitive providers to deploy these assets, and consequently risks inefficient and higher cost deployment of such assets by regulated monopoly businesses. A competitive market for installation and management of kerbside chargers is likely to result in the best options for efficiency, profitability, pricing and local amenities.

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<sup>3</sup> Energy Networks Australia report: The Time is Now: Getting Smarter with the grid, 6 August 2024 p31.

Response No:  
29

**Contribution ID: 3938**

**Member ID:**

**Date Submitted: Apr 16, 2026, 01:31 PM**

**Q1**

**My written submission**

Long Text

EV vehicles are becoming more popular and will only continue to grow being utilised into the future, however Benalla only has limited existing equipment to re-fuel these vehicles. Supporting additional charge equipment not only supports locals with EVs, it also supports outsiders visiting the town with peace of mind of gaining access to chargers, thus boosting visitation to Benalla.

**Q2**

**Name**

Short Text

Andrew Lindsay

**Q3**

**Email**

Email

**Q4**

**Contact number**

Telephone

**Q5**

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

Multi Choice

Yes

**Q6**

**Upload supporting document (if applicable)**

File Upload

Response No:  
30

Contribution ID: 3937

Member ID:

Date Submitted: Apr 16, 2026, 12:30 PM

Q1

**My written submission**

Long Text

Great idea

Q2

**Name**

Short Text

Anonymous

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

No

Q6

**Upload supporting document (if applicable)**

File Upload

Q1

**My written submission**

Long Text

I am interested to understand why we need a further bank of EV charging stations when from memory 20 EV stations were passed for construction on land owned by BRCC adjacent to the Woolworth carpark. EV stations were mooted to be installed in the carpark adjacent to the swimming pool in Mair Street but never went ahead. The Denny Street car park has EV charging stations.  
A better option would be in Fawkner Drive which is adjacent to the main shopping precinct rather than hidden away. The devil in me sees the Education Building occupants using the Barkly St proposal to the exclusion of tourists.

Q2

**Name**

Short Text

Michael Hedderman

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
32

Contribution ID: 3935

Member ID:

Date Submitted: Apr 15, 2026, 05:39 PM

Q1

**My written submission**

Long Text

This service is badly needed not only for locals but also for those traveling the Hume highway. It would also bring other business into the town.

Q2

**Name**

Short Text

David Staff

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
33

Contribution ID: 3934

Member ID:

Date Submitted: Apr 15, 2026, 01:45 PM

Q1

**My written submission**

Long Text

An excellent project, an excellent site. Particularly if drive through. General parking usage nowadays there is minimal and I think Flexible Learning Centre staff and visitors can park on the old tennis courts area. Central, an asset to Benalla visitors and local alike. Would love to see proceed.

Q2

**Name**

Short Text

Ray Gallagher

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Q1

**My written submission**

Long Text

I am fundamentally in favour of this proposal. It is essential that we do all we can to increase the availability of public EV chargers. However, as this is using a public resource, it would be essential that the chargers be able to accept and charge ALL brands of EV's, not just Teslas. In some areas the Tesla chargers are locked to their brand and offer no utility to owners of other brands of EV's. Such a limitation would be unacceptable in this situation.

Q2

**Name**

Short Text

Peter Bartram

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Q1

**My written submission**

Long Text

This would be a great boost for Benalla as any top up charging we now have to go to Euroa  
When we do there are always others doing the same and shopping while they charge  
As well I work monthly at the hospital and a reliable charger in Benalla would be ideal and encourage others to use  
an Ev to get to work  
It would certainly encourage people to shop and charge at the same time  
Definitely a plus for the town for tourism and the local community

Q2

**Name**

Short Text

Jeremy Goad

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
36

Contribution ID: 3931

Member ID:

Date Submitted: Apr 15, 2026, 07:45 AM

Q1

**My written submission**

Long Text

Great idea! We need a Tesla charger in Benalla. Currently have to drive to Euroa or Wangaratta to charge. Added bonus is users will stop in Benalla and spend money at cafes and supermarket ( which we currently do in other towns if charging!

Q2

**Name**

Short Text

Jane Barrett

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Q1

**My written submission**

Long Text

I would love to see a Tesla charging station for Benalla, as someone who is considering purchasing a Tesla myself this would give me greater confidence in taking the leap to give up my diesel. I believe it would bring people (travellers specifically) into town which would increase business and patronage for our local businesses, especially for those surrounding the charging station.  
I think it's a fantastic idea!

Q2

**Name**

Short Text

Anonymous

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

No

Q6

**Upload supporting document (if applicable)**

File Upload

Q1

**My written submission**

Long Text

I am supportive of the proposal, as long as the charging is open to all electric vehicles, and not limited to Tesla only. Please ensure all makes and models of vehicles are welcome and supported by this charging facility. I also like that it's close to shops. Please also consider availability and accessibility to public toilets as part of the proposal. For drivers to stop, take a break, recharge their vehicles, and spend some money in town. Thank you

Q2

**Name**

Short Text

Anonymous

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

No

Q6

**Upload supporting document (if applicable)**

File Upload

Q1

**My written submission**

Long Text

I do not believe Benalla requires this as the ones that are already installed in Benalla ive never seen one in use yet. Majority of Benalla residents being a country town do not have all electric vehicles and a large ammont of diesel and petrol only still reside in Benalla with many reluctant or no interest in change. I understand some vehicles have both electric and fuel options again I never see these on or at the current charging venue s. I feel Melbourne is best suited realistically to electric vehicles and we in a rural country town not so they dont benefit country people electric vehicles and for remote areas of bush travel in our surroundings. My answer is a no .

Q2

**Name**

Short Text

Heidi Marshall

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Q1

**My written submission**

Long Text

If the reason for installing more ev points in Benalla is to encourage more tourists/visitors to our town then I believe that the proposal to lease land in Barkly street to Tesla is not the best location. I believe that placing ev points in the car park opposite the Information Centre would be a far better proposition. Tourists are then close enough to engage with the Information Centre and it is much closer to the coffee shops and retail businesses of the town with easy access to Nunn street and Bridge Street as well as our amazing lake and gardens.

Q2

**Name**

Short Text

Desma Versteegen

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

**Q1 My written submission**

Long Text

Why r u asking for a written submission this should be a no brainer...

Y-E-S

Electric cars r the future unless something better comes along.

We r having a global fiasco with the oil supply from the Middle East refined via Singapore & Malaysia then shipped on.

An incident that Australia was grossly under prepared

As a country we r under-resourced in fossil fuel for transportation.

Infrastructure for EV re charging is a %absolute to keep the wheels turning for the Aussie economy & Benalla into the future if Benalla is to prosper.

**Q2 Name**

Short Text

Ms. Jann Roche

**Q3 Email**

Email

**Q4 Contact number**

Telephone

**Q5 I am happy to be identified in the public submissions report.**

Multi Choice

Yes

**Q6 Upload supporting document (if applicable)**

File Upload

**Q1**

Long Text

**My written submission**

I write in support of the Council's proposal to establish an EV (Tesla charging station in Benalla. As a regular visitor to the town to see family, I have experienced first-hand the growing demand for reliable charging infrastructure.

It is important that any Tesla charging station be accessible to non-Tesla EVs to maximise usage and ensure local businesses receive the full economic benefit from increased visitor dwell time.

With EV ownership continuing to rise, the existing charging station in the Denny Street car park is no longer sufficient to meet demand. This is particularly evident during peak periods, when the charger is often in use and other drivers are left waiting. Limited access to public charging not only inconveniences current EV users but may also discourage others from transitioning to cleaner, more sustainable transport.

Strategically locating additional chargers near community hubs—such as shopping areas, libraries, or transport interchanges—would provide practical benefits to both residents and visitors, while supporting local economic activity.

Charging stations in nearby towns such as Euroa and Avenel are also experiencing high demand and are not ideally located to encourage spending within those town centres. A well-placed charging station in Benalla would allow travellers to bypass these locations, increasing the likelihood that they stop, spend time, and support local businesses in Benalla.

Finally, to address the issue of internal combustion engine vehicles occupying EV charging bays—which does occur—consideration should be given to establishing an appropriate regulatory framework. This could include formally designating EV charging bays as restricted parking, with non-compliant vehicles subject to fines issued by Council officers. Enforcement could occur either in real time or through the submission of photographic evidence.

Such measures would help ensure that charging infrastructure is available for its intended purpose and improve overall access and fairness for EV users.

Thank you for the opportunity to make this submission.

**Q2**

**Name**

Short Text

Mark McPherson

**Q3**

**Email**

Email

**Q4**

**Contact number**

Telephone

**Q5**

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

Multi Choice

Yes

**Q6**

**Upload supporting document (if applicable)**

File Upload

**Q1 My written submission**

Long Text

I am an EV driver and regular visitor to Benalla, typically once a month at a minimum. Each time I visit I try to charge my car in Denny St. In the last 6 months only once has the charger been available. Every other time there has been a minimum of one EV waiting. I always chat to the other EV drivers who pull up, and the vast majority decide to charge their cars elsewhere, such as Glenrowan BP, Euroa roadhouse or Shepparton . These people end up buying their coffee, lunch or whatever at destinations that provide better EV charging facilities.  
On Sunday 12/4/25 while queuing up to charge, I spoke to six EV owners who pulled up to charge but decided to drive onto those other charging destinations. If there were better charging infrastructure in Benalla, that is six carloads of people who would have spent their money here.  
Benalla businesses are missing out as a direct result of the poor EV charging infrastructure in the town. EV drivers are mostly well educated on the best places to charge in regional areas, and will target those destinations with the best charging facilities. Tesla Superchargers have a reputation for reliability and speed, so businesses in towns with these chargers will benefit from the increase in visitors.

**Q2 Name**

Short Text

Simon McPherson

**Q3 Email**

Email

**Q4 Contact number**

Telephone

**Q5 I am happy to be identified in the public submissions report.**

Multi Choice

Yes

**Q6 Upload supporting document (if applicable)**

File Upload

Q1

**My written submission**

Long Text

As a resident and property owner living very close to this proposed site I don't believe that the site is suitable at all. With the old school being closed now for years I'd much rather see something happening to that entire site. I feel that Barkly Street should be reopened from Bridge Street to Church Street as it was years ago and something like this proposed charging station would just hinder any future works to the old school site. Also, I feel that a station such as this should be much closer to the main street where people wouldn't have to walk to far from shops etc. Thank-you

Q2

**Name**

Short Text

Glenn

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
45

Contribution ID: 3922

Member ID:

Date Submitted: Apr 13, 2026, 12:02 PM

Q1

**My written submission**

Long Text

The proposal is sound only if it supports the charging of all makes. Brand specific charging stations are inconsistent with a sustainable future. Requiring more infrastructure and hence more demand on resources and space.

Q2

**Name**

Short Text

Campbell Griffin

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

**Q1 My written submission**

Long Text

I have concerns about the proposed new charging site at Barkly St:

1. There is no evidence of any disabled parking spaces - this discriminates against disabled EV drivers.
2. Although the parks are drive-through, they do not allow for EVs that are towing trailers.
3. There are no facilities for users nearby. Toilets, shelter and playgrounds should be co-located.
4. The proposed location is close to Aldi, Woolworths, KFC and McDonalds. Businesses owned by locals are unlikely to benefit greatly from increased EVs in Benalla.
5. Consideration should be given to charging stations closer to the lake -encouraging users to take a walk around the lake while charging or visiting local businesses, tourist information centre, art gallery, street art and gardens, have a swim, play in the Splash Park etc. There are plenty of toilets, play grounds, exercise stations and shelter which would encourage people to stop in Benalla to charge. These are largely inaccessible from the proposed site and drivers would not necessarily be aware of their existence.
6. Parking at Barkly St. is already busy enough -locals should not be disadvantaged when there is little tangible benefit for them.

In summary, I suspect most Benalla people with EVs will be able to charge at home, unless they unexpectedly need to go further afield. It stands to reason that most users will be from out of town and charging stations should be placed where locals will benefit from visitors to Benalla, not where they will be disadvantaged.

**Q2 Name**

Short Text

Rowena Mann

**Q3 Email**

Email

**Q4 Contact number**

Telephone

**Q5 I am happy to be identified in the public submissions report.**

Multi Choice

Yes

**Q6 Upload supporting document (if applicable)**

File Upload

**Q1 My written submission**

Long Text

Dear Councillors,

I strongly support the proposal to lease a section of the Barkly Street Carpark to Tesla for an 8-bay EV charging station. This is a forward-thinking initiative that aligns with Benalla's goals for economic growth, environmental sustainability, and community benefit.

Key Reasons for Strong Support:

**1. Economic Benefits and Tourism Boost**

Benalla sits on a key route for travellers between Melbourne, Sydney, and regional Victoria. An 8-bay Tesla charging station (part of Tesla's non-Tesla Supercharger pilot) will attract EV drivers who might otherwise bypass the town. Drivers typically spend 20-60 minutes charging — perfect for shopping at nearby ALDI, Woolworths, local cafes, and businesses in the CBD. This means increased foot traffic, higher retail spending, and support for local hospitality. Similar sites have proven to drive measurable economic uplift in regional towns.

**2. Environmental Leadership**

EVs produce far lower emissions than petrol/diesel vehicles. By approving this station, Council demonstrates real action on climate goals and your Net Zero Action Plan. The chargers will be available to non-Tesla EVs as well, broadening access and accelerating the shift away from fossil fuels. This complements Council's existing EV infrastructure efforts (e.g., Denny Street) and positions Benalla as a progressive regional leader.

**3. Minimal Cost to Ratepayers, Clear Revenue for Council**

Tesla funds, builds, operates, and maintains the site. Council receives lease payments per bay — a reliable new revenue stream with zero capital outlay or ongoing maintenance burden. It's a low-risk, high-reward partnership.

**4. Improved Infrastructure and Convenience for Residents**

Local EV owners and visitors gain reliable, high-speed charging (Tesla V3 at up to 250 kW). This reduces range anxiety on long trips and supports the growing number of EVs on Australian roads. Retaining general parking alongside the dedicated bays ensures the carpark remains functional for everyone.

**5. Strategic Location Advantage**

The Barkly Street site next to ALDI is ideal — highly visible, convenient, and integrated with existing retail activity. It maximises usage without disrupting residential areas.

I understand some may raise concerns about parking loss or visual impact. However, with only a portion of the carpark leased and general spaces retained, the net effect should be positive. Modern, well-designed charging stations are unobtrusive and becoming standard in progressive towns.

Recommendation:

I urge Council to approve this proposal promptly. It delivers clear wins for the local economy, environment, and community with virtually no downside. Benalla has an opportunity to lead regional Victoria in EV readiness — this is the right decision at the right time.

Thank you for the opportunity to submit feedback.

**Q2 Name**

Short Text

Anonymous

**Q3 Email**

Email

**Q4 Contact number**

Telephone

**Q5 I am happy to be identified in the public submissions report.**

Multi Choice

No

**Q6 Upload supporting document (if applicable)**

File Upload

Response No:  
48

Contribution ID: 3919

Member ID:

Date Submitted: Apr 11, 2026, 07:57 PM

Q1

**My written submission**

Long Text

8 stalls? Is this a joke? Start to actually look at the future.

Q2

**Name**

Short Text

Anonymous

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

No

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
49

Contribution ID: 3918

Member ID:

Date Submitted: Apr 11, 2026, 03:15 PM

Q1

**My written submission**

Long Text

This will significantly to bring business into Benalla community, specifically around holiday period.  
It would help immensely for EV adoption and support green energy and it will reduce pollution around.

Q2

**Name**

Short Text

Jinay

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
50

Contribution ID: 3917

Member ID:

Date Submitted: Apr 11, 2026, 03:02 PM

Q1

**My written submission**

Long Text

I am against having charging stations. People should have to pay for electricity like petrol and I believe that Barkley st could be used for other purposes instead of charging stations

It is a waste of time and money

Q2

**Name**

Short Text

Anonymous

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

No

Q6

**Upload supporting document (if applicable)**

File Upload

Q1

**My written submission**

Long Text

This appears to be a reasonable location as it is safely positioned away from the lake to reduce flood risk, while still being close enough to the town centre to provide a positive experience for visitors.

EV users are still predominantly higher income/wealthy, so the opportunity here is to attract "cashed-up tourists" and encourage local spending while they charge.

The real value of an EV charging station is not just the charger itself, but what surrounds it. Ideally, users should have convenient walking access to cafes and restaurants, shops, toilets and comfortable places to spend 20-60 minutes while charging, plus possible waiting for a charge.

If users can easily leave their vehicle and engage with the town, they are far more likely to spend money locally.

Additional enhancements, such as integrating a mural or feature wall near the chargers will further improve the experience and create a memorable stop that encourages repeat visits and social sharing.

As a cautionary example, I recommend reviewing the EV charging setup in Coolac NSW over the Easter weekend. It highlights what to avoid: a location isolated from town amenities, reliance on portable toilets, no nearby cafes or shops, and little to do except wait in the car. While the scenery may be pleasant, the lack of supporting infrastructure significantly reduces the benefit to both users and the local economy. (See <https://www.facebook.com/share/v/1J9ocLhPX4/> and attached screenshot

The goal should be to make Benalla a destination stop, not just a charging stop.

Q2

**Name**

Short Text

Mark Klemm

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

[https://haveyoursay.benalla.vic.gov.au/download\\_file/682](https://haveyoursay.benalla.vic.gov.au/download_file/682)



Response No:  
52

Contribution ID: 3914

Member ID:

Date Submitted: Apr 11, 2026, 04:26 AM

Q1

**My written submission**

Long Text

This would be a great infrastructure upgrade for the town.

Q2

**Name**

Short Text

Shane Mackay

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
53

Contribution ID: 3913  
Member ID:  
Date Submitted: Apr 10, 2026, 09:58 PM

Q1

My written submission

Long Text

Q2

Name

Short Text

Catherine Estoseres

Q3

Email

Email

Contact number

Q4

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

Telephone

Yes

Q5

Upload supporting document (if applicable)

Multi Choice

Q6

File Upload

Response No:  
54

**Contribution ID: 3912**

**Member ID:**

**Date Submitted: Apr 10, 2026, 08:35 PM**

**Q1**

**My written submission**

Long Text

I agree that the land leased to Tesla would be suitably situated and beneficial to our town

**Q2**

**Name**

Short Text

Peter Jewell

**Q3**

**Email**

Email

**Q4**

**Contact number**

Telephone

**Q5**

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

Multi Choice

Yes

**Q6**

**Upload supporting document (if applicable)**

File Upload

Q1

**My written submission**

Long Text

I am in favour of Council leasing land for EV Charging stations. I have no objection to the proposed site. I think that, as a condition of the lease, the lessee should make the charging station available and accessible to all electric vehicles regardless of make/brand. I am not in support of land being leased to one company for the exclusive use of its vehicles. I believe Council land should be used for the benefit of all, not a select group, even under lease arrangements.

Q2

**Name**

Short Text

Bernadette Verlin

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

**Q1 My written submission**

Long Text

To Whom It May Concern,

I am writing to formally object to the proposed lease of a section of car parking on Barkly Street, Benalla, for the installation of a Tesla electric vehicle charging station.

While I acknowledge the importance of supporting electric vehicle infrastructure and the transition to more sustainable transport options, I have serious concerns about the suitability of this particular location.

The parking area in question is already heavily relied upon by the local community. It is frequently used by the Flexible Learning centre where staff, parents, and visitors depend on accessible parking, particularly during drop-off and pick-up times. In addition, the recent relocation of The Centre in the vicinity has increased demand for parking, as it caters to a range of community groups, events, and activities throughout the day and evening.

Reducing the availability of parking in this area would place additional strain on an already limited resource. This may lead to congestion, unsafe parking practices, and inconvenience for families, educators, and community members who depend on easy and reliable access to these facilities.

Given the existing demand and the importance of this parking for essential community use, I strongly urge the Council to reconsider this proposal or identify an alternative location that would not negatively impact local access and amenity.

Thank you for considering this submission.

Yours sincerely,

**Q2 Name**

Short Text

Terry de Souza

**Q3 Email**

Email

**Q4 Contact number**

Telephone

**Q5 I am happy to be identified in the public submissions report.**

Multi Choice

Yes

**Q6 Upload supporting document (if applicable)**

File Upload

Response No:  
57

**Contribution ID: 3909**

**Member ID:**

**Date Submitted: Apr 10, 2026, 05:46 PM**

**Q1**

**My written submission**

Long Text

I think this would be a great use for the area. It would be a great space for locals and visitors to our town to be able to charge their cars.

**Q2**

**Name**

Short Text

Cerah Bailey

**Q3**

**Email**

Email

**Q4**

**Contact number**

Telephone

**Q5**

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

Multi Choice

Yes

**Q6**

**Upload supporting document (if applicable)**

File Upload

Response No:  
58

Contribution ID: 3908

Member ID:

Date Submitted: Apr 10, 2026, 04:41 PM

Q1

**My written submission**

Long Text

Personally I think Benalla needs more EV chargers. Having said that, it should be for all EVS not just Teslas.

Q2

**Name**

Short Text

Anonymous

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

No

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
59

Contribution ID: 3907

Member ID:

Date Submitted: Apr 10, 2026, 03:29 PM

Q1

**My written submission**

Long Text

Fully support more chargers however don't agree with the location. Charging takes too much time and shouldn't be near the entrance to the supermarket or subway. Put them around the back of woollies or the library.

Q2

**Name**

Short Text

Liz

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
60

Contribution ID: 3906

Member ID:

Date Submitted: Apr 10, 2026, 03:15 PM

Q1

**My written submission**

Long Text

I think this is a fantastic idea. As someone who has recently purchased an ev the need for more developed charging infrastructure across NE Vic is high. Being in this area I think would aid in driving spending locally as well as increasing tourist numbers as Wangaratta has limited capacity. I would think encouraging charging infrastructure to be installed across the council area would assist many local communities. I would love to see places like Mokoan hub to have chargers installed to increase numbers around these areas.

Q2

**Name**

Short Text

Lauren Hardwick

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
61

Contribution ID: 3905

Member ID:

Date Submitted: Apr 10, 2026, 03:09 PM

Q1

**My written submission**

Long Text

I am the owner of an EV in Benalla and will be supporting this proposal 100% having only 1 current charger in town has been difficult, especially when it is out of order.

Q2

**Name**

Short Text

Lucy Hamilton

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

No

Q6

**Upload supporting document (if applicable)**

File Upload

**Q1 My written submission**

Long Text

I support the proposed installation and suggest the following considerations to ensure the site is practical, well-used, and future-proof:

**Charging Speed & Capacity:**

Prioritise high-power DC fast chargers (ideally 150 kW or higher rather than low-power AC units. Ensure the site has sufficient total electrical capacity and uses load sharing so multiple vehicles can charge efficiently at the same time.

**Layout & Accessibility:**

Design bays for ease of use, including wider spacing and clear access. At least 1-2 pull-through bays should be included to accommodate vehicles with trailers or caravans. Avoid layouts that require difficult reversing or awkward positioning.

**Location & Amenities:**

The location of the site is good. It's in close proximity to shops, coffee etc. Toilets, shade, playgrounds etc would need to be considered. This significantly improves usability and encourages people on road trips with kids to stop in Benalla.

**Ease of Use:**

Provide simple payment options such as contactless tap-and-go, without requiring apps or memberships. Pricing should be clearly displayed and transparent, preferably in \$/kw

**Reliability & Maintenance:**

High uptime is essential, particularly in regional areas. The site should include remote monitoring and prompt maintenance response to minimise downtime.

**Safety & Comfort:**

Ensure good lighting, clear signage, and consider shelter or canopy coverage to improve usability in all weather conditions.

**Future Expansion:**

Design the electrical infrastructure and site layout to allow additional chargers or higher power units to be added over time as EV adoption increases.

Overall, the site should be designed not just as parking with chargers, but as a convenient and reliable stop that integrates well with local amenities and encourages travellers to spend time in the area.

**Q2 Name**

Short Text

James Dalton

**Q3 Email**

Email

**Q4 Contact number**

Telephone

**Q5 I am happy to be identified in the public submissions report.**

Multi Choice

Yes

**Q6 Upload supporting document (if applicable)**

File Upload

Response No:  
63

Contribution ID: 3903

Member ID:

Date Submitted: Apr 10, 2026, 02:55 PM

Q1

**My written submission**

Long Text

The EV and hybrid vehicle market is growing rapidly in Australia. The current oil crisis and war in the Middle East shows that traditional combustion fuels are vulnerable to outside influences which will only increase the sales EV and hybrid vehicles even more. There will no doubt in the future be demand for many more charging points in Benalla.

Q2

**Name**

Short Text

Anonymous

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

No

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
64

Contribution ID: 3902

Member ID:

Date Submitted: Apr 10, 2026, 02:54 PM

Q1

**My written submission**

Long Text

Good planning for future car developments.

Q2

**Name**

Short Text

Anonymous

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

No

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
65

**Contribution ID: 3901**

**Member ID:**

**Date Submitted: Apr 10, 2026, 02:45 PM**

**Q1**

**My written submission**

Long Text

What happens when there are a huge amount of cars lined up to use the chargers? It will only cause congestion on the main street and increase parking difficulties in the town centre and at supermarkets. Out of towners already park illegally and inconveniently, this will only get worse with EV chargers in the town centre. It was seen at Easter weekend 2026 at Coolac and Euroa. I'm 100% against this.

**Q2**

**Name**

Short Text

Jemma Woodhouse

**Q3**

**Email**

Email

**Q4**

**Contact number**

Telephone

**Q5**

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

Multi Choice

Yes

**Q6**

**Upload supporting document (if applicable)**

File Upload

Response No:  
66

Contribution ID: 3900

Member ID:

Date Submitted: Apr 10, 2026, 02:41 PM

Q1

**My written submission**

Long Text

I support the use of the Barkley Street carpark for a Tesla charging station. As more electric vehicles are purchased, charging stations not only provide a service to vehicle owners but also support local businesses by attracting more people into town. It benefits businesses because the time the vehicle spends charging allows the owner to go shopping, grab a coffee, lunch, or dinner.

Q2

**Name**

Short Text

Sean

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

Yes

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
67

Contribution ID: 3899

Member ID:

Date Submitted: Apr 10, 2026, 02:37 PM

Q1

**My written submission**

Long Text

This car park is already filled daily with cars for the DET, The Centre and visitors to BFLC. It is overflowing regularly. It would be insane to take those parking spaces away. Why not the other side of the old Barkly Street campus? Where the very empty, unused car park sits.

Q2

**Name**

Short Text

Anonymous

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

No

Q6

**Upload supporting document (if applicable)**

File Upload

Response No:  
68

Contribution ID: 3898

Member ID:

Date Submitted: Apr 10, 2026, 02:34 PM

**Q1 My written submission**

Long Text

Anonymous.

- Concerns to be considered. High risk of vandalism to the facility's.
- Further reducing legal and socially acceptable parking for long vehicles.

**Q2 Name**

Short Text

Anonymous

**Q3 Email**

Email

**Q4 Contact number**

Telephone

**Q5 I am happy to be identified in the public submissions report.**

Multi Choice

No

**Q6 Upload supporting document (if applicable)**

File Upload

Response No:  
69

Contribution ID: 3897

Member ID:

Date Submitted: Apr 10, 2026, 02:28 PM

Q1

**My written submission**

Long Text

There is no need to further lease off public land for this purpose, there are more important things to consider such as the amount of struggling homeless people in this town - how about organising accommodation for these people instead! Here is a 'novel' idea, perhaps concentrate on roads and rubbish!

Q2

**Name**

Short Text

Anonymous

Q3

**Email**

Email

Q4

**Contact number**

Telephone

Q5

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

Multi Choice

No

Q6

**Upload supporting document (if applicable)**

File Upload