



THE PADDINGTON SOCIETY Inc.
For Community and Heritage
Est 1964

The General Manager
Waverley Council
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and
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Sent to rep@waverley.nsw.gov.au and records@woollahra.nsw.gov.au

Your Say - Public Electric Vehicle Charging Infrastructure, Woollahra, Waverley Randwick - Proposed locations for new EV chargers - Paddington sites:

Dear General Managers and staff

On behalf of The Paddington Society, I confirm our support for councils providing or facilitating additional public EV charging infrastructure. We agreed with most respondents to the 2021 and 2023 surveys that ideally these should be located in carparks that are open to the public, also believing that charging stations should become a required condition of consent for all new medium and large-scale redevelopments in these LGAs. Additional on-street chargers are greatly welcome where feasible.

The first wave of on-street chargers installed in Paddington in late 2023/early 2024 are well used and we understand that the community's uptake of new EVs is high. We commend the proposal to add more chargers.

A number of residents have contacted the Society expressing concerns re a few of the proposed sites.

Feedback re the 8 (now 7, see note in red below) newly proposed Paddington sites - noting that where multiple sites are in close proximity, only one site will be chosen.

146 Glenmore Rd, Opposite Royal Hospital for Women Park - 2 spaces: close to Fiveways. Substantial terrace house properties, all with secure rear lane parking, access from Cooper Lane. Residents in the Inter-War flats to the east may not have sufficient on-site parking, so this seems to be a suitable site. Since this location is very close to the bend in the road on this busy part of Glenmore Rd along the 389 bus route, there may be local resistance? Seems a suitable site.

1 Broughton St, actually on Duxford St, adjacent to west-facing flank wall - 1 space: relatively close to Fiveways and the existing Goodhope St double charger; Council will be able to assess demand pressures on that site. 1 Broughton St is one of a townhouse row of 5, 4 of which have secure rear lane parking access, the fifth with potential rear on-site parking access. Seems a very suitable site.

40 Stafford St, adjacent to western junction of Stafford Lane - 1 space: wide street fronting a single storey terrace row, most with existing or potential secure rear lane parking access. **This site has now been removed from the current iteration of the map, which recently still included this site, as one of a small cluster of four potential options.** It seems likely that staff have responded to objections from the resident at 34 Stafford Street who also contacted us, noting a couple of alternative Elizabeth St locations which should be considered. Still seems a suitable site.

The Society also considers the **Elizabeth St** sites mentioned by the objector as potentially appropriate additional or alternative locations. **See notes below**

25 Suffolk St, eastern side - 2 spaces: we assume that Council has assessed that the majority of the fine terraces on east and west would have rear lane parking access; there is also rear-to-kerb parking all along the western side for those lacking off-street parking. Seems a very suitable site.

50 Cascade St, western side - 2 spaces: adjacent to the sandstone cliff face with elevated terraces above; these do not appear to have rear lane parking access. Seems a very suitable site.

126 Jersey Rd, actually Paddington St corner, in front of the commercial property - 2 spaces: there is often capacity in this area. Seems a very suitable site.

28 Dillon St, actually opposite in front of 35 Dillon St - 2 spaces: Presently there is a single 'wheelchair access only' space in front of that property, required for an elderly resident. We assume that the proposed 2 EV spaces will be adjacent? *If this is not practical* in this crowded part of Dillon St, 2 spaces at western end of Dillon St near the timber power pole seems to be a more suitable site?

36 Hopewell St, near the "opportunity" site south of the (closed) corner shop and affordable housing flats at Glenview Lodge, 54 - 56 Hopewell, off Campbell Ave - 2 spaces: Parking pressures in this area are severe, from residents, hospital staff and visitors. The Hopewell St flats and the Campbell Towers block of small flats adjacent to No 17 Campbell Ave have limited on-site parking, which are likely to be insufficient for resident demand. Seems a very suitable site.

Suggested additional or alternative locations:

79 Paddington St corner, actually on eastern side of Elizabeth St (if a timber pole is not required) or further north on western side of Elizabeth St, adjacent to the side wall of Civico restaurant, utilizing timber pole at Paddington Lane corner - 1 space, or 2 spaces. Seems a very suitable site.

70 Windsor St corner, on Elizabeth St, adjacent to flank of 70 Windsor St - 1 space utilizing the timber pole, or 2 spaces if suitable. Seems a very suitable site.

Elizabeth St, eastern side, close to the Hargrave St roundabout, around corner from bus stop, adjacent to the flank wall of 85 Hargrave St, although no timber pole is available and uncertain whether the sloping street could be a problem? - 2 spaces if suitable. Possibly a suitable site.

In principle, sites adjacent to flank walls of corner terraces or small commercial buildings would be suitable for future EV roll-outs.

Please keep the Society informed if sites are progressively added to the map.

<https://haveyoursay.waverley.nsw.gov.au/public-electric-vehicle-charging-infrastructure>

Thank you for the opportunity to comment.

Yours faithfully



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