



THE PADDINGTON SOCIETY Inc.
For Community and Heritage
Est 1964

The General Manager
Waverley Council
PO Box 9, Bondi Junction NSW 1355
and

12 December 2024

The General Manager
Woollahra Municipal Council
PO Box 61, Double Bay NSW 1360

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 third round of new EV chargers - Paddington sites:

Dear General Managers and staff

Once again 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 note that the community's uptake of new EVs is high.

It is pleasing to note that several of the second round of charger locations proposed for Paddington in October 2024, noted in our submission of 3 September 2024, are now confirmed as suitable and are to be under construction in 2025, others are under review – see further comments overleaf.

December 2024 - FEEDBACK RE THE 3 NEWLY PROPOSED PADDINGTON SITES, marked in Orange on the map, due to be installed by June 2025 - precise locations not yet signposted.

76B Paddington St corner, 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. Seems a very suitable site.**

Opposite 65 Elizabeth St, western side, close to Hargrave St roundabout, around corner from bus stop, adjacent to the flank wall of 72 Windsor St, although no timber pole is available and uncertain whether the sloping street could be a problem? - **1 space. Seems a very suitable site.**

Opposite 12 Ormond St, eastern side, adjacent to Juniper Hall. This *could* be considered a suitable site. However, there is already considerable pressure on parking spots in this upper part of Ormond Street from local residents and visitors. These include those accessing Oxford Street retail outlets, the Post office, Town Hall, Paddington Library and the Chauvel Cinema, all of which attract large numbers of residents, visitors and couriers, seeking both short term and longer-term parking. Spectators heading to Allianz Stadium add to these pressures. **2 spaces are proposed**, but it is arguable whether it is appropriate to designate 2 spaces in this high-demand location. **Many consider this to be an unsuitable site; we therefore suggest adding it to those in review.**

For the record and follow-up to our 3 September comments re the second round of locations, again noting that these locations are not presently signposted:

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. 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? **Now confirmed as 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; 1 Broughton St is one of a townhouse row of 5, 4 of which have secure rear lane parking access, the fifth with potential for rear on-site parking access. **Now confirmed as a 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. **Now confirmed as a suitable site.**

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

Locations at or close to sites proposed in October and noted as presently in review include:

38 Suffolk St, western side - 1 space: (formerly 25 Suffolk on eastern side was proposed) We assumed that Council had 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 along the western side for those lacking off-street parking. **Seems a suitable site; now in review.**

Dillon St, adjacent to 80 Boundary Lane - 1 space: The single 'wheelchair access only' space in front of 35 Dillon St, required for an elderly resident is no longer proposed for 2 EV spaces; we agree that this was not a suitable spot. However, there is 1 space at the western end of Dillon St near the timber power pole; **we considered this to be a more suitable site and it is now in review.**

However, the location now described as "adjacent to 80 Boundary Lane" is not in Dillon Street; it appears to be some way north along the very narrow Boundary Lane, adjacent to a row of garages opposite a high sandstone wall. We wonder whether it is misnamed on the map? Should it be correctly described as "Dillon street, adjacent to 90 Boundary Street" ?

We reaffirm that 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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