

24 July 2025

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File No: X094989

Legislative Assembly Committee on Transport and Infrastructure
E: transportinfrastructure@parliament.nsw.gov.au

Dear Sir/Madam

**Inquiry into Infrastructure for
Electric and Alternative Energy Source Vehicles in NSW**

Thank you for the opportunity to provide additional information for the Committee's consideration.

1. Corrections to Draft Transcript

~~Strikethrough text~~ is for deletion

Green highlight text is for inclusion

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PETER WARRINGTON: I might talk, just very quickly, about the high-level framework. The city started work on the electrification of transport piece in the late 2000s **2010s**.

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JULIA LIPTON: ...The City of Sydney definitely does promote the full electrification of buildings, including EV charging to existing buildings particularly, noting that the new buildings are relatively easy and can be solved through planning controls. We don't mandate it **in new buildings**, necessarily, **the planning controls ensure** ~~but we build that~~ infrastructure **can be** in place. We definitely are promoting it for **existing buildings**, facilitating it and supporting it where we can—not paying for the actual capital upgrade itself, but understanding the awareness and processes to how you might do that.

The thing that we would be asking the New South Wales Government to consider is to create a best-practice pathway to make that clearer across the board. Because of the various different scenarios and types of buildings, the safety precautions and the different messaging coming from different entities as to what is the good way or the not so good way, it would be really great to have the New South Wales Government put forward a consistent pathway across New South Wales so each council doesn't have to do it themselves, and ~~we~~ create clarity for the market to respond.

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PETER WARRINGTON: We're looking at **others** building our charging capability in three or four portfolios of charging, including off-street private, off-street public, some commercial public that is off street like a service station model, or integration into the commercial car parks or shopping centre car parks.

PETER WARRINGTON: My understanding is that there was a workshop for local government with the New South Wales Government on this very issue last week. A slide went up from the New South Wales Government that said you technically need a Roads Act approval, **noting that the Act is under review.**

2. Answers to Questions on Notice

a. Engagement with electricity providers on electrification of new development

The City conducted extensive engagement in 2025 on a discussion paper on Electrification of New Development. We provided the attached [Engagement Report](#) to the June 2025 Council meeting to inform consideration of the proposed changes:

Page 15 confirms the evidence provided at the Committee hearing:

*Many stakeholders confirmed that technical solutions for all-electric buildings are viable. Stiebel Eltron, GBCA, Ausgrid and ASBEC noted that current technologies can meet building performance needs, especially when combined with good design and load management. **Ausgrid stated that the electricity network can support electrification in new development.***

b. New planning controls

Action 13 of the City's adopted Electrification of Transport in the City Strategy and Action Plan¹ is for future buildings to be "EV ready". The justification for this is:

Planning controls are an important part of facilitating the transition to electric vehicles and an element within the City's control. New development should meet the future needs of building users and planning controls can ensure this happens. Planning controls should not cause development to overprovide or overbuild infrastructure for electric vehicle charging that would exceed the forecast uptake.

At its June 2025 meeting, Council endorsed policy and housekeeping [amendments](#) to the City's planning controls):

Amendments to the Development Control Plan (DCP) include a new section on electric vehicle charging provisions in developments, including the requirement for all private parking spaces to have a cable tray within 10 metres to enable installation of charging station in all individual bays without works that require the consent of the building owner. Communal bays, such as visitor parking, service vehicle parking and customer parking in retail development would be required to provide certain proportions of installed EV chargers.

Amendments to the Local Environmental Plan (LEP) and DCP also facilitate provision of public use fast chargers in new development. These spaces would be publicly

¹ Referenced in our submission.

accessible, for the use of the local community rather than just building occupants and visitors, and can be provided on top of the maximum parking spaces allowed in a development.

The updated DCP provisions will come into force at the same time as the LEP, which we are anticipating will be in late 2025.

3. Answers to supplementary questions

1. How can government improve its engagement with councils when planning future infrastructure for electric and alternative energy source vehicles?

The City's submission outlines the key NSW Government actions the City believes will help assist the transition to zero emissions vehicles.

Further engagement with local government around strata building electrification is a key priority for NSW Government action.

The City's *Electrification of Transport in the City Strategy and Action Plan* outlines the role for each level of government, fleet managers and building owners/managers. The City's role is primarily an advocacy one.

The City notes that while the electricity network is, and a future vehicle charging network will evolve to, metropolitan scale, the opportunities and constraints in each local government area will differ. Governments should invest in the capacity of each local government to understand and assist where appropriate the potential transition in their area or region. The City has an extensive, evidence-based Strategy and Action Plan, and this should be the foundation of NSW Government engagement, and collaboration in our area.

The City's submission and evidence commend the way NSW Government has created a local government concurrence role in the Kerbside Charging Grants.

The City notes that Transport for NSW is reviewing the Roads Act 1993. This is a real-time opportunity to ensure local government maintains approval of activities on the streets it manages i.e. address the potentially conflicting powers provided to utilities under their legislative framework.

2. What do you see as the City of Sydney's role in locating, investing in and supporting new EV charging sites?

The City is developing planning controls to assist EV charging in new buildings (outlined in Questions on Notice (b)).

The City is not resourced to invest in new EV charging sites nor does it consider that a priority, as outlined in the *Electrification of Transport in the City Strategy and Action Plan*.

The City is trialling a small amount of public on-street pole-based chargers that supplement the large amount of existing public charging in our area. The trial is a collaboration with Ausgrid and charging point providers EVX and Plus ES. Some of these are funded from NSW Government Kerbside Charging Grants Rounds 1 and 2. The collaboration is working because chargers are located where the City concurs. The City then engages with the nearby community on changes to kerbside control that would allow parking for EV charging. The charge point provider is billed only for installation of

the charging space (signs and pavement marking) on a partial cost basis, and a nominal annual fee (partial cost basis) for use of that space.


KIM WOODBURY
Chief Operations Officer

25.7.25