

ITEM 11 (continued)

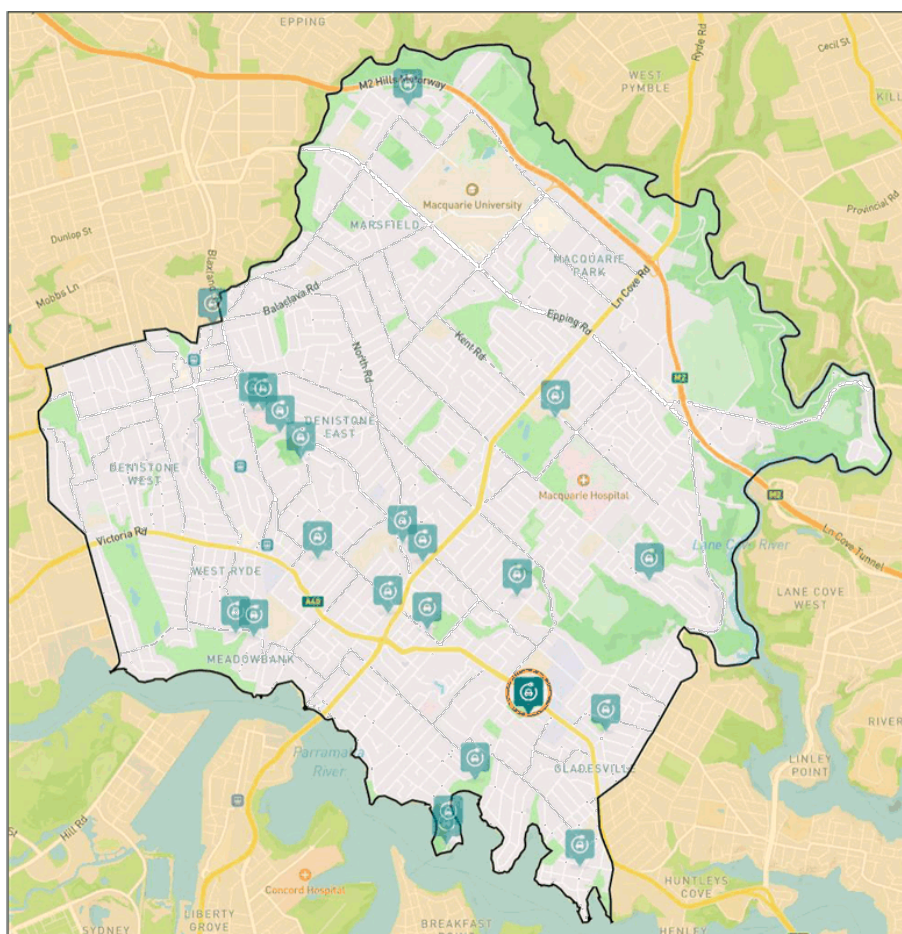
ATTACHMENT 1

Appendix 1

Site-specific community feedback

Car park - Ryde Aquatic Leisure Centre (Weaver Street entry)

(8 spaces; EV-only parking restrictions **do not** apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: 7 submissions
Opposition: 1 submission

Arguments in Support	Arguments in Opposition / Concerns
EV chargers would provide a convenient charging option for visitors using Ryde Aquatic Leisure Centre, the gym, tennis centre and nearby recreational facilities.	The proposed charger location may be impacted by future RALC car parking and sports facility developments.
The location is well suited to destination charging, as visitors typically spend 1 to 3 hours at the centre and can charge while swimming, exercising or attending activities.	To future-proof the infrastructure, chargers should be relocated to the western side of the site, closer to the Next Gen facility.
Supports EV owners, particularly apartment residents who have limited access to home charging facilities.	
Would help expand the local EV charging network and meet growing demand for public charging infrastructure.	
Encourages EV uptake, reduces range anxiety, and supports cleaner, more sustainable transport.	
Aligns with Council's sustainability objectives and future transport needs.	
The proposed two charging ports and 4-hour parking limit are considered an appropriate and practical use of public parking spaces.	
Residents living nearby and regular users of the gym, tennis centre and aquatic centre	

ITEM 11 (continued)

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indicated they would actively use the chargers.	
The location would provide a valuable service for both residents and visitors to the area.	

Recommendation

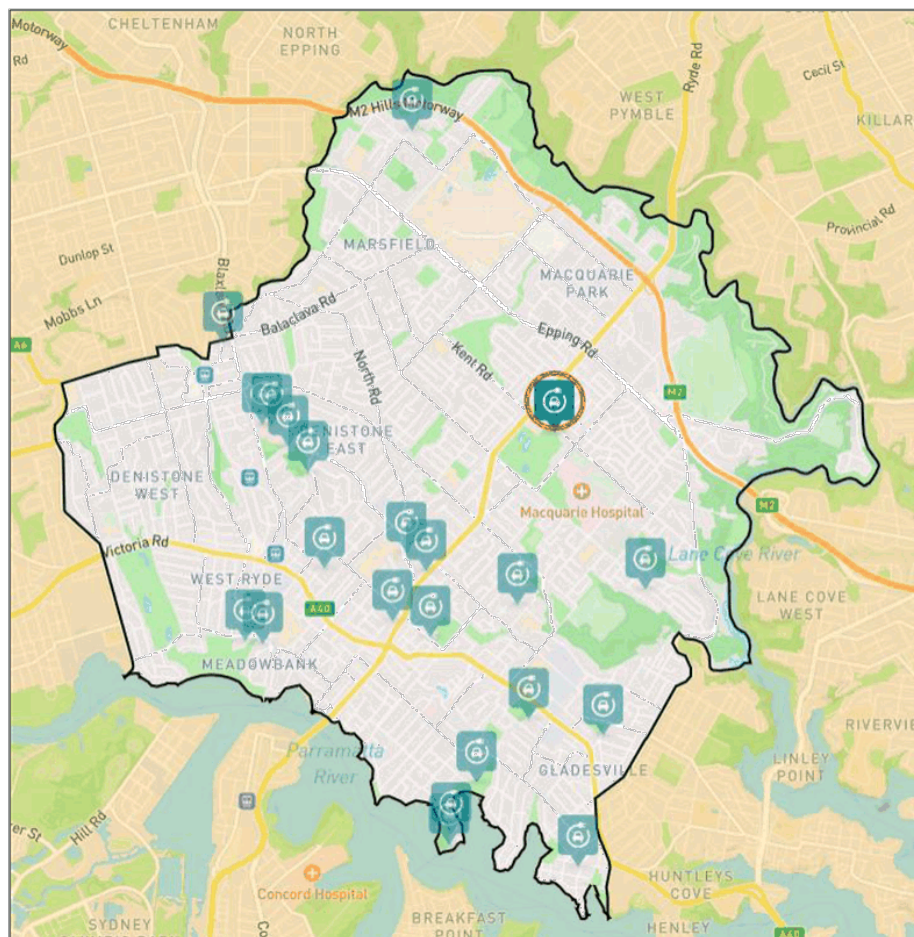
- That Council endorse the installation of the proposed EV charger at this location, which will provide public EV charging opportunities in the area.

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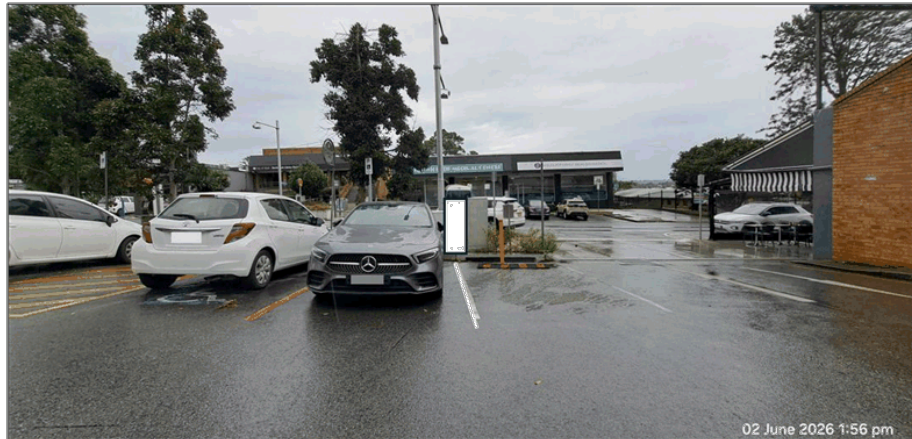
Car Park - 150 Coxs Road, North Ryde

(2 spaces; EV-only parking restrictions **do not** apply)



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Support: 2 submissions

Opposition: 1 submission

Arguments in Support	Arguments in Opposition / Concerns
The area needs as many EV chargers as possible to meet current and future demand.	The car park is often full, which may make the charger difficult to access and use.
Dedicated EV charging bays should be provided to ensure chargers remain available for vehicles that are actively charging.	Without dedicated EV bays, charging spaces may be occupied by non-EV vehicles or EVs that are not charging, blocking access to the chargers.
Clear signage and designation of EV charging spaces would improve compliance and usability.	There is concern that drivers may intentionally or unintentionally park in charging spaces if they are not clearly identified.
Additional EV charging infrastructure would support residents who cannot easily install home chargers.	The proposed location may not be the most suitable site compared with other nearby locations.
High-density apartment areas, such as Riverside, would particularly benefit from public charging because residents have limited access to private charging facilities.	Consideration should be given to locating chargers in the nearby IGA car park or closer to apartment developments where demand may be greater.
Greater charger availability would help address the needs of residents living in multi-unit developments.	The current proposal may not adequately prioritise areas with the highest concentration of apartment dwellers and greatest charging need.

Recommendation

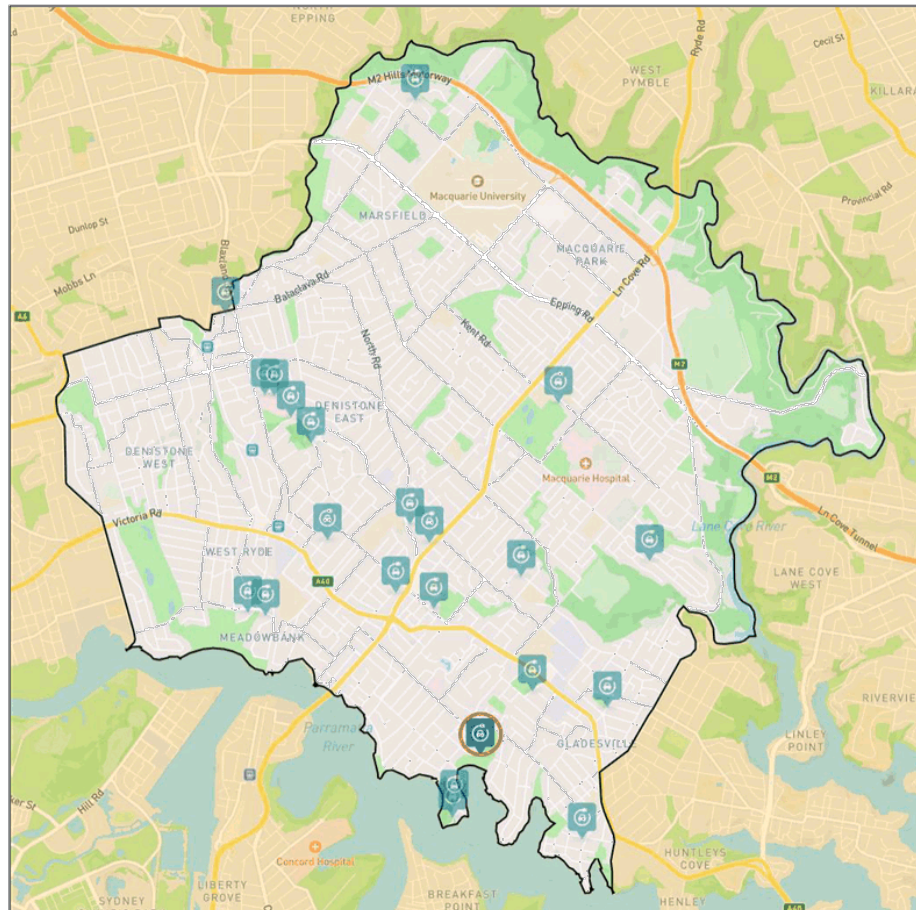
- That Council endorse the installation of the proposed EV charger at this location, which will provide public EV charging opportunities in the area.

ITEM 11 (continued)

ATTACHMENT 1

Car Park - Morrison Bay Park, Putney

(2 spaces; EV-only parking restrictions **do not** apply)



ITEM 11 (continued)

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Support: 3 submissions

Opposition: No submissions

Arguments in Support	Arguments in Opposition / Concerns
Supports residents living in apartments who do not have access to home charging facilities.	Trailers parked in the area may create access or parking management issues near the chargers.
The proposed two charging ports and 4-hour parking limit are considered a practical use of public parking spaces.	
Expanding the local charging network would encourage EV adoption, reduce range anxiety, and support cleaner, more sustainable transport.	
Morrison Bay Park is a suitable destination-charging location, allowing drivers to charge while using the park, playground, walking paths, waterfront and other local amenities.	
The chargers would benefit both local residents and visitors to the area.	
The location supports recreational users who spend extended periods at the park, making it well suited to destination charging.	
EV charging infrastructure at a popular community destination would demonstrate Council's	

ITEM 11 (continued)

ATTACHMENT 1

commitment to sustainable transport and emissions reduction.	
The chargers may encourage more people to visit and spend time in the area.	
The location is particularly suitable due to strong demand from users of the nearby soccer fields, especially on weekends.	
The proposal utilises an existing car park and does not remove on-street parking spaces.	

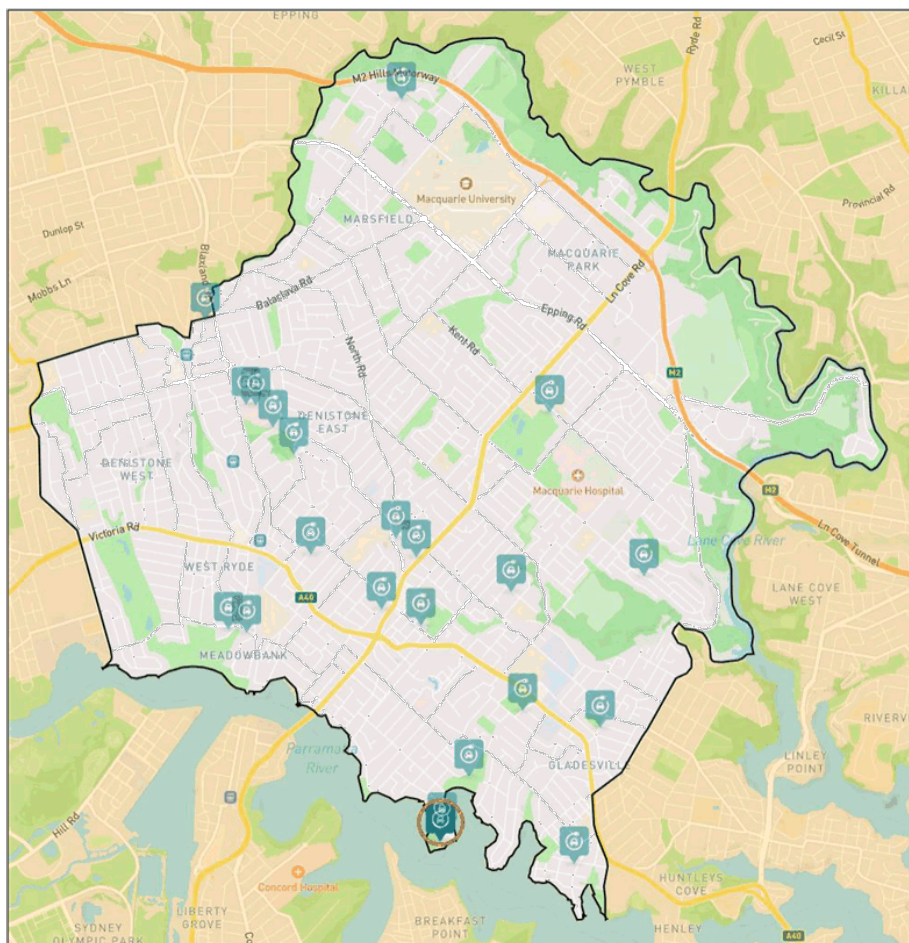
Recommendation

- That Council endorse the installation of the proposed EV charger at this location, which will provide public EV charging opportunities in the area.

ITEM 11 (continued)

ATTACHMENT 1

Car Park - Opposite 84 Pellisier Rd, Putney
(2 spaces; EV-only parking restrictions **do not** apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: 2 submissions

Opposition: 2 submissions

Arguments in Support	Arguments in Opposition / Concerns
Provides convenient public EV charging for local residents and visitors to the Putney waterfront.	The site is located within a residential area and school bus zone, which may be unsuitable for a public charging facility.
The location is regularly used by people visiting nearby parks, walking tracks and the river foreshore, making it well suited to destination charging.	Concerns about increased noise, vehicle movements and general activity affecting nearby residents.
Supports the growing number of EV owners by improving access to charging infrastructure.	Loss of parking spaces in an area where parking availability is already limited.
Encourages sustainable transport and the transition to electric vehicles.	Dedicated EV charging bays may disadvantage residents and visitors who rely on existing parking spaces.
Improves the availability and distribution of EV charging infrastructure across the City of Ryde.	Additional traffic may be generated by drivers travelling from outside the local area to use the charger.
Some respondents considered it a good location for EV charging.	Increased vehicle movements, reversing manoeuvres and pedestrian interactions around charging equipment may create safety risks.
	Concerns about vandalism and anti-social behaviour, particularly due to the absence of council monitoring cameras.

ITEM 11 (continued)

ATTACHMENT 1

	Associated lighting, equipment and vehicle activity could negatively impact residential amenity and the quiet enjoyment of nearby homes.
	A public charging station would be more appropriately located in commercial centres, transport hubs, shopping centres or larger public car parks rather than a quiet residential street.
	The location is considered less suitable than higher-density areas or busier roads where demand for public charging may be greater.

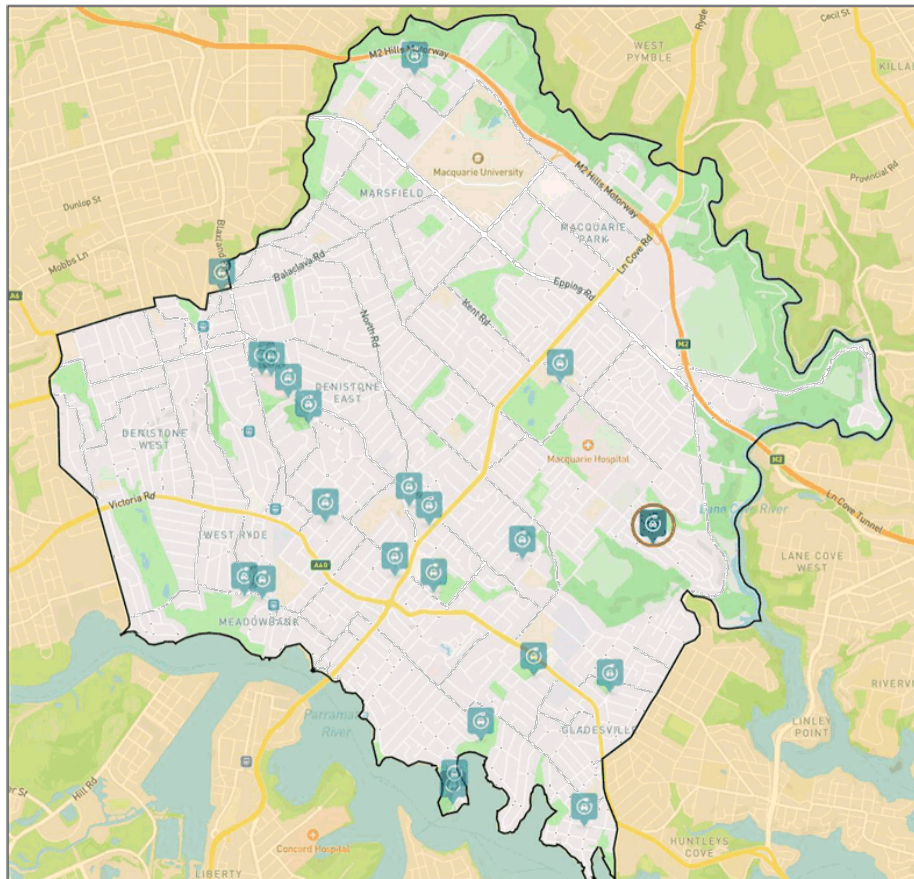
Recommendation

- That Council endorse the installation of the proposed EV charger at this location, which will provide public EV charging opportunities in the area.

ITEM 11 (continued)

ATTACHMENT 1

Car Park - Opposite Heatly Reserve, Sager Place, East Ryde
(2 spaces; EV-only parking restrictions apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: 2 submissions

Opposition: No submissions

Arguments in Support	Arguments in Opposition / Concerns
There is a high number of EV owners in the East Ryde area, suggesting strong demand for public charging infrastructure.	None identified in the submissions provided.
Two charging ports are likely to be well utilised by local EV drivers.	
The proposed 4-hour parking limit would help ensure charger turnover and improve access for multiple users throughout the day.	
The chargers would benefit nearby residents who do not have access to home charging facilities.	
Public charging is particularly important for renters and residents of properties without suitable garage or private charging access.	
The proposal would increase the availability of local charging infrastructure and support EV ownership in the area.	

Recommendation

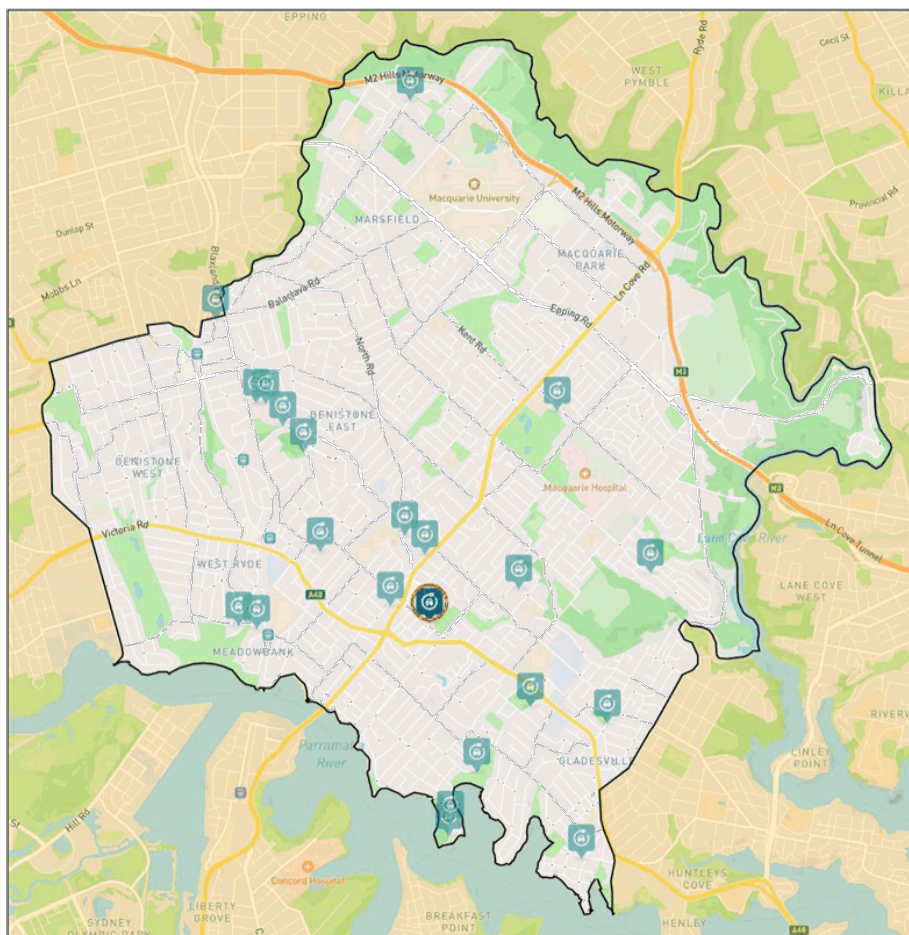
- That Council endorse the installation of the proposed EV charger at this location, which will provide public EV charging opportunities in the area.

ITEM 11 (continued)

ATTACHMENT 1

Car Park - Ryde Park, Ryde (next to Argyle Centre)

(8 spaces; EV-only parking restrictions **do not** apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: 2 submissions

Opposition: No submissions

Arguments in Support	Arguments in Opposition / Concerns
The location is close to local shops, public transport and parklands, making it a convenient and accessible charging destination.	None identified in the submissions provided.
The car park generally has available spaces, which may improve charger accessibility and usability.	
The site is a council-owned car park, making it a practical location for public EV charging infrastructure.	
The chargers would serve a range of users, including shoppers, public transport users, park visitors and local residents.	
Ryde Park attracts significant numbers of people for sporting activities on weekends, creating demand for destination charging.	
Visitors to nearby facilities, including the café, could conveniently charge their vehicles while spending time in the area.	
The location would support both recreational and community activities while expanding the local EV charging network.	

Recommendation

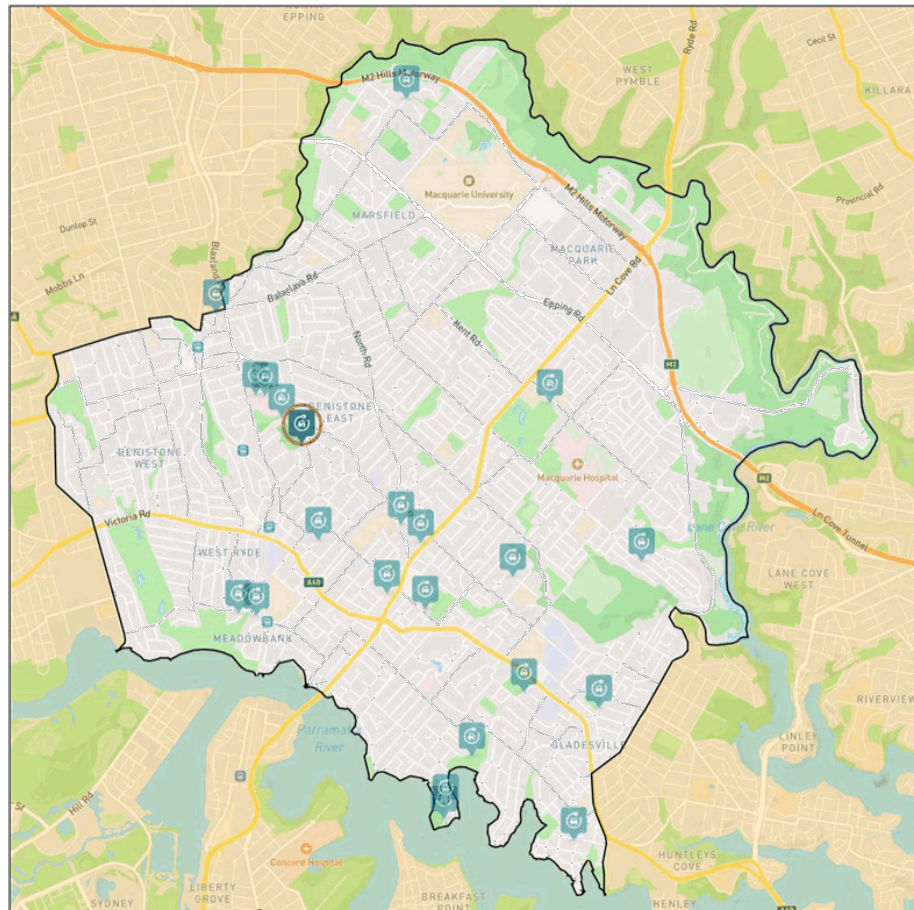
- That Council endorse the installation of the proposed EV charger at this location, which will provide public EV charging opportunities in the area.

ITEM 11 (continued)

ATTACHMENT 1

Car Park - Terry Road Lookout, Denistone

(1 space; EV-only parking restrictions **do not** apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: No submissions
Opposition: 4 submissions

Arguments in Support	Arguments in Opposition / Concerns
The location is a popular destination and could provide charging opportunities for visitors if additional parking capacity is created.	Installation of EV chargers would result in the loss of scarce parking spaces in a small and heavily utilised car park.
Some respondents considered the location suitable in principle if parking and traffic issues could be addressed.	The site functions as a lookout and community gathering space, and dedicating spaces to EV charging would reduce parking availability for visitors.
	School pick-up and drop-off periods create significant traffic congestion, making access to chargers difficult.
	The car park is heavily used by parents and staff from the nearby school (St Therese's), with limited alternative parking available.
	The car park is currently used by hospital staff and visitors due to parking pressures associated with Ryde Hospital construction works.
	Parking demand is particularly high during school hours, hospital visiting periods, and at

ITEM 11 (continued)

ATTACHMENT 1

	<p>sunset when people visit the lookout and reserve.</p>
	<p>The location is considered unsafe due to frequent vehicle movements, limited visibility, its position near a corner and hill crest, and its location within a 40 km/h school zone.</p>
	<p>There is limited on-street parking available on nearby roads, meaning any loss of spaces would have a significant impact.</p>
	<p>EV chargers are considered more appropriate in less prominent locations rather than occupying premium parkside and lookout parking spaces.</p>
	<p>Some residents view the proposal as effectively allocating public parking for commercial purposes at the expense of community use.</p>
	<p>Concerns were raised that the installation could detract from the scenic and natural character of the lookout and reserve.</p>
	<p>The site was considered unsuitable due to existing parking pressures and safety issues, with suggestions that alternative locations should be investigated.</p>
	<p>Given current parking shortages associated with the Ryde Hospital redevelopment, some respondents recommended deferring any EV charging installation until hospital works are complete.</p>

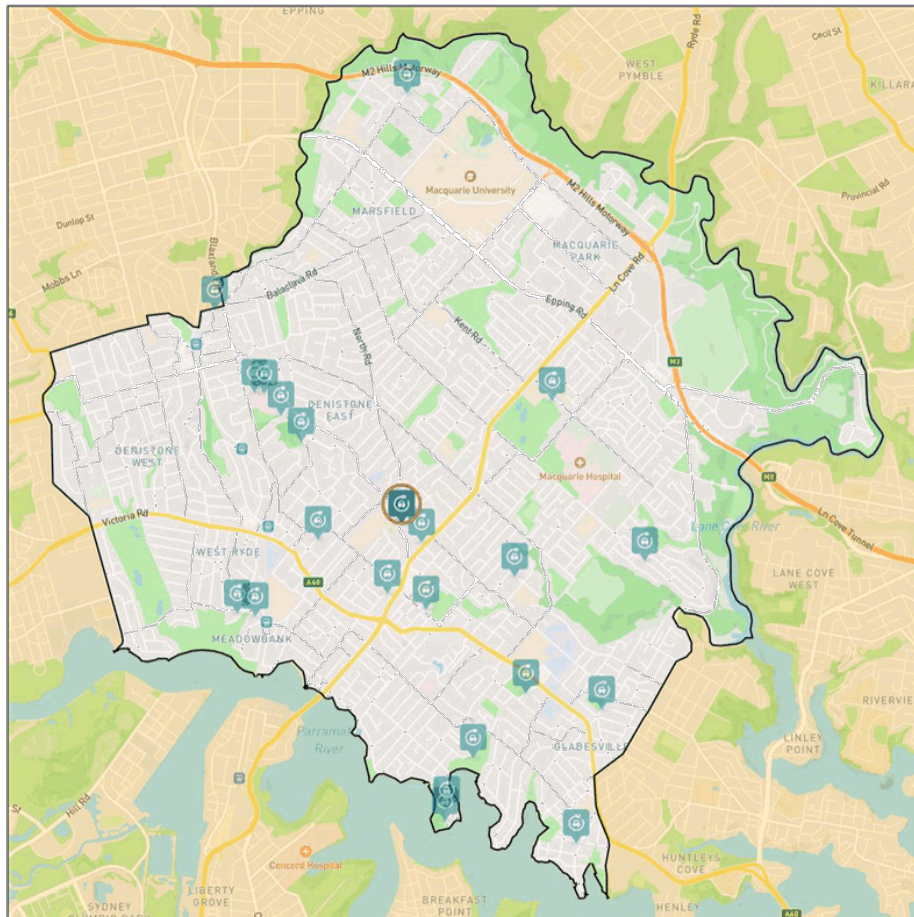
Recommendation

- That Council endorse the installation of the proposed EV charger at this location with no EV-only parking restriction, which will provide public EV charging opportunities in the area.

ITEM 11 (continued)

ATTACHMENT 1

In front of 1 and 2 Kulgoa Avenue, Ryde
(2 spaces; EV-only parking restrictions apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: 2 submissions

Opposition: 1 submission

Arguments in Support	Arguments in Opposition / Concerns
Installing chargers in an area with a high concentration of apartment buildings would provide important charging access for residents who may not have access to private charging facilities.	Parking in Kulgoa Avenue is already in high demand outside business hours due to limited parking associated with nearby apartment developments.
The proposal supports the rollout of essential EV infrastructure and demonstrates Council leadership in supporting the transition to electric vehicles.	Converting parking spaces to EV charging bays would reduce the availability of accessible parking spaces for existing users.
The location is considered highly suitable due to its proximity to numerous apartments and regular parking demand from nearby TAFE students.	The loss of two parking spaces is viewed as having a significant impact on local parking availability.
Some nearby residents strongly support the proposal and believe the site is ideally positioned to serve local demand.	An alternative location further along Kulgoa Avenue was suggested to reduce impacts on parking availability while still providing charging infrastructure.
The site has been identified by residents as an appropriate location for EV charging because of the surrounding residential density and likely charger usage.	

ITEM 11 (continued)

ATTACHMENT 1

EV chargers at this location would help address charging needs in areas where residents rely on public parking rather than dedicated off-street spaces.	
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Recommendation

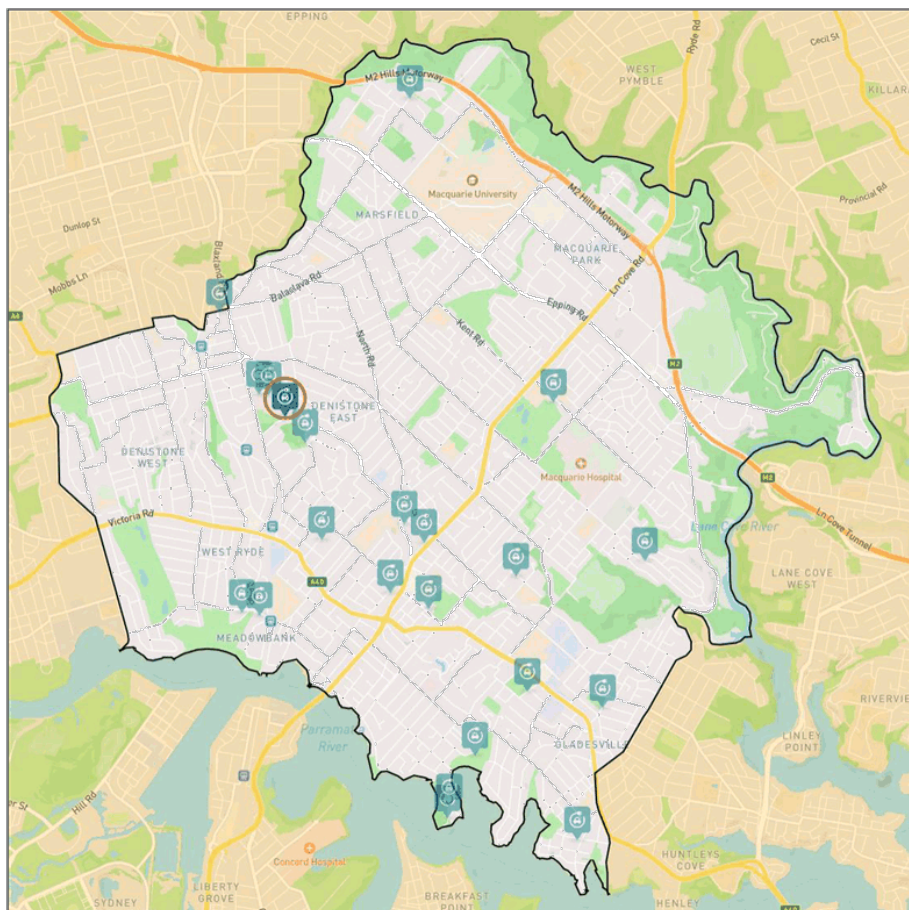
- That Council endorse the installation of the proposed EV charger at this location, which will provide public EV charging opportunities in the area.

ITEM 11 (continued)

ATTACHMENT 1

In front of 1 Denistone Road, Denistone (Clovel Childcare & Early Learning)

(2 spaces; EV-only parking restrictions apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: 5 submissions

Opposition: 2 submissions

Arguments in Support	Arguments in Opposition / Concerns
Proximity to Ryde Hospital makes the location convenient for hospital staff, patients and visitors.	Parking around Ryde Hospital is already extremely limited and under significant pressure due to the hospital redevelopment.
Hospital visitors typically stay for one to several hours, making the site well suited to destination charging with regular turnover of users.	The loss of EV charging spaces may further reduce parking availability for patients, visitors and local residents.
The location would provide additional charging options for hospital staff and visitors.	Nearby specialist medical practices and medical centres already generate substantial overflow parking into surrounding streets.
Increasing numbers of EVs on the road justify the expansion of public charging infrastructure.	Reduced parking availability can particularly affect patients and visitors with mobility limitations who are unable to walk long distances from more distant parking locations.
Some submissions expressed broad support for installing more chargers across the City of Ryde, including this location.	There is concern that hospital staff may occupy the chargers for extended periods, limiting availability for local residents and other users.
	The cumulative loss of parking spaces across multiple proposed charging sites near the hospital is considered inappropriate given current parking shortages.

ITEM 11 (continued)

ATTACHMENT 1

	Some respondents suggested deferring installation of EV chargers in the area until the Ryde Hospital redevelopment is completed (post-2030) and parking pressures are reassessed.
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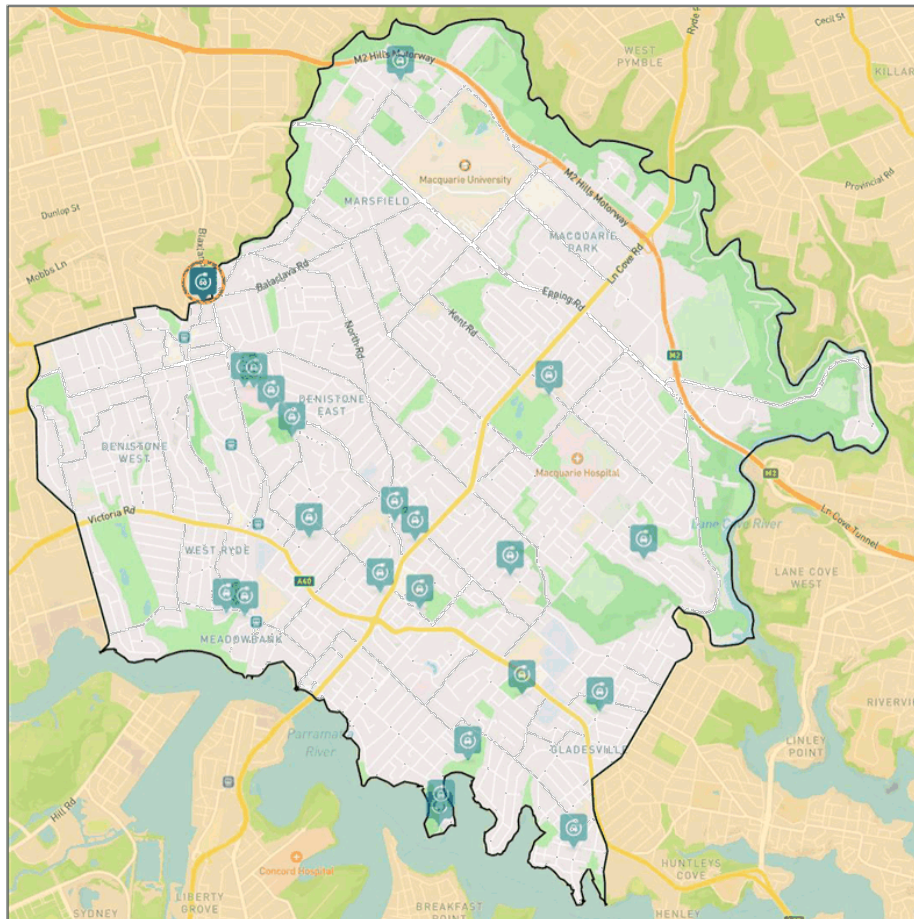
Recommendation

- That Council endorse the installation of the proposed EV charger at this location, which will provide public EV charging opportunities in the area.

ITEM 11 (continued)

ATTACHMENT 1

In front of 17 Ball Avenue, Eastwood
(2 spaces; EV-only parking restrictions apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: 1 submission

Opposition: 4 submissions

Arguments in Support	Arguments in Opposition / Concerns
The location would be beneficial for residents of nearby apartment buildings and small residential units who may not have access to private EV charging.	On-street parking in Ball Avenue is already extremely limited, and removing parking spaces for dedicated EV charging would worsen existing parking shortages.
Supports the uptake of electric vehicles and renewable energy by expanding public charging infrastructure.	Many residents already struggle to find parking and are sometimes forced to park in surrounding streets due to insufficient parking availability.
Public EV charging infrastructure is important for future residents who may wish to purchase an EV but lack home charging options.	Residents rely heavily on on-street parking because of the medium-density apartment character of the area, limited off-street parking provision, and high vehicle ownership levels.
The proposal would improve access to charging for renters and apartment dwellers.	Recent developments and share-house accommodation have increased parking demand, placing additional pressure on available street parking.
	A dedicated car-share space already exists nearby, and some residents consider the cumulative loss of parking spaces to be unreasonable.
	Concerns that local residents are being asked to adapt too quickly to transport changes

ITEM 11 (continued)

ATTACHMENT 1

	when EV ownership remains relatively low in the area.
	Some residents support EV charging infrastructure but prefer flexible-use parking spaces that can also be used by non-EVs when chargers are not in use.
	Certain nearby apartment buildings already have the ability to charge EVs within private parking areas, reducing the need for dedicated public charging at this location.
	Alternative locations in nearby lower-density residential areas (such as sections of Vimiera Road or Balaclava Road) were suggested as having lower parking demand and less impact on residents.
	Concerns were raised regarding the suitability of locating chargers in a high-demand residential parking area when other nearby streets may be better able to accommodate them.
	Some respondents requested that Council undertake a parking occupancy assessment before proceeding to better understand existing and future parking demand.
	Concerns were raised about the potential fire risk associated with EV charging and the perceived health and safety impacts on nearby residents should a vehicle fire occur.

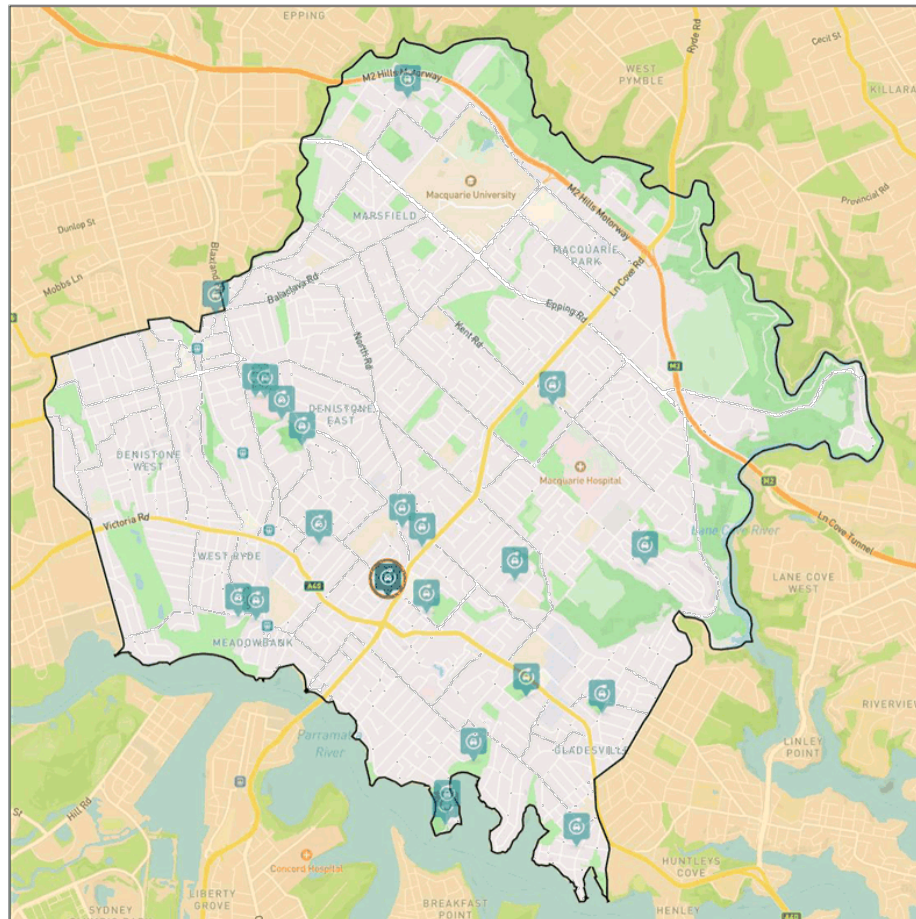
Recommendation

- That Council endorse the installation of the proposed EV charger at this location, which will provide public EV charging opportunities in the area.

ITEM 11 (continued)

ATTACHMENT 1

In front of 2-8 Belmore Street, Ryde
(2 spaces; EV-only parking restrictions apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: 14 submissions
Opposition: 5 submissions

Arguments in Support	Arguments in Opposition / Concerns
Strong demand exists for local public EV charging infrastructure in the area.	Parking is already highly constrained, and dedicating spaces to EV charging would further reduce parking availability for residents and visitors.
Many residents are planning to purchase EVs or hybrid vehicles and would rely on local public charging facilities.	The location experiences high parking demand due to nearby apartment buildings, Top Ryde Shopping Centre, bus services, community facilities and local businesses.
The proposed location would provide a convenient charging option for nearby apartment residents who do not have access to home charging facilities.	Nearby educational and tutoring facilities generate significant traffic congestion, particularly during student pick-up and drop-off periods.
Supports residents living in apartments and properties without off-street parking or charging infrastructure.	Some residents consider the proposed location unsafe due to heavy traffic, double parking, reversing vehicles and children frequently crossing the street.
Public charging would improve access to EV ownership and address equity issues for	Concerns were raised that visibility is already poor in the area and additional vehicle

ITEM 11 (continued)

ATTACHMENT 1

residents unable to install private chargers.	movements associated with charging could increase safety risks.
Existing public chargers are considered too far away, creating a need for local charging options.	The proposed charger would remove parking spaces used by visitors to nearby community facilities, including the Masonic Hall, election voting centre, and tutoring venues.
EV ownership in the area is increasing, while public charging infrastructure remains limited.	The location is considered by some residents to be one of the busiest and most congested sections of the street.
Supports the transition to electric vehicles, renewable energy and sustainable transport.	Alternative locations were suggested, including Parkes Street, Samuel Street, the Parkes Street/Blaxland Road car park, the car park at 150 Blaxland Road, or outside commercial premises where impacts on residents would be lower.
The proposed charger would be a valuable service for local residents and regular visitors.	Some respondents believe nearby non-residential or public car park locations would be more appropriate than a residential frontage.
Some residents described the proposal as a great initiative and strongly supported installing additional chargers throughout the area.	Local strata representatives objected to the proposed location due to parking impacts and competing demands from surrounding community activities.
The location is considered particularly beneficial for apartment residents who currently have few charging options.	Requests were made for Council to relocate the charger elsewhere on the street to reduce impacts on existing parking demand and traffic congestion.

Recommendation

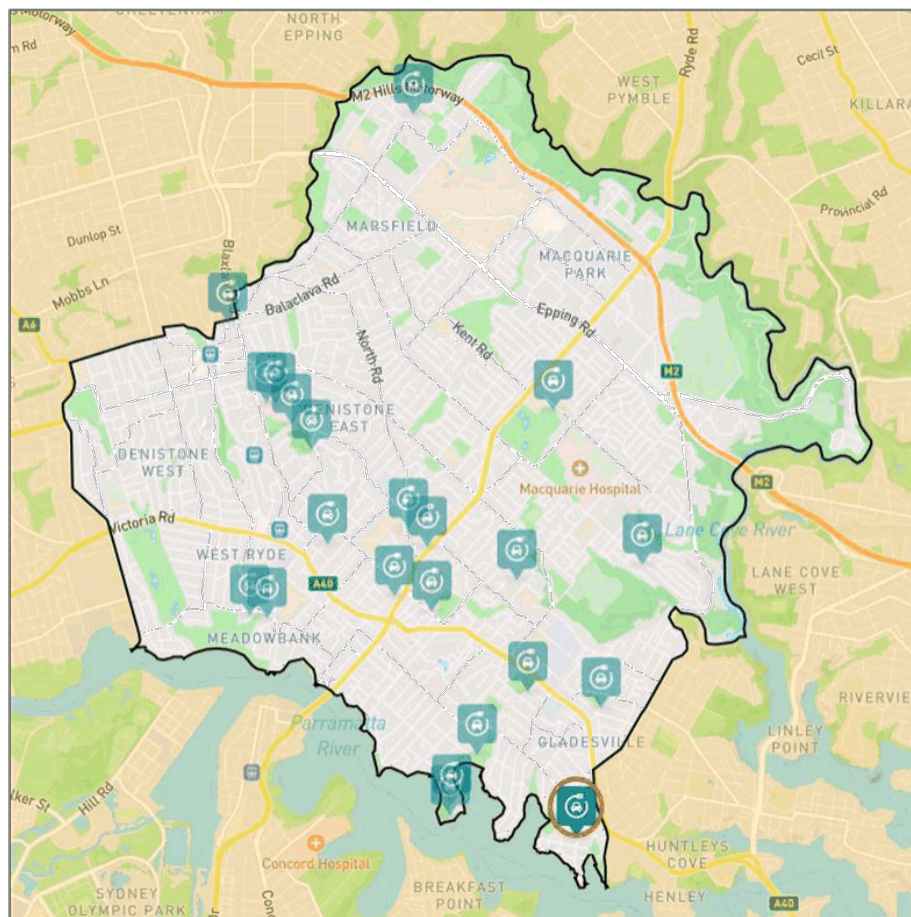
- That Council endorse the installation of the proposed EV charger at this location, which will provide public EV charging opportunities in the area.

ITEM 11 (continued)

ATTACHMENT 1

In front of 33 Ashburn Place, Gladesville

(2 spaces; EV-only parking restrictions apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: 5 submissions

Opposition: 22 submissions (7 HYS submissions + 15 petition signatories)

Arguments in Support	Arguments in Opposition / Concerns
Existing EV chargers near Coles are becoming increasingly busy, indicating growing demand for additional charging infrastructure in the area.	Street parking is already limited due to the high density of apartments and residential demand in the area.
Additional charging options would provide greater convenience for local EV owners and residents planning to transition to electric vehicles.	The proposal would reduce the number of available parking spaces for residents and visitors.
The location is considered convenient, accessible and easy to use.	Multiple residents stated that parking shortages are already a longstanding issue and would be worsened by dedicated EV charging bays.
The chargers would support residents who do not have access to private or off-street charging facilities.	Concerns were raised that the proposed charging bays are too close to the roundabout/intersection at Wharf Road, creating potential traffic and safety risks.
The site would also benefit visitors to nearby parks, businesses and local destinations by enabling destination charging.	Large vehicles may have difficulty negotiating the intersection if charging bays occupy spaces close to the corner.
Expanding neighbourhood charging infrastructure would support the increasing adoption	Residents reported a history of vehicle collisions, sideswipes and difficult manoeuvring near the proposed location.

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ATTACHMENT 1

of electric vehicles and improve accessibility across the City of Ryde.	
The proposal acknowledges the growing number of residents living in apartment developments who may require public charging options.	Additional vehicle activity associated with charging could increase congestion in what residents describe as a quiet residential street.
Some local residents indicated they would regularly use the charger if installed.	Privacy concerns were raised by residents whose homes directly front the proposed charging location.
	Existing parking demand is generated by nearby apartment residents, Wharf Road residents, commuters, hospitality venues, the Greek Orthodox Church, nursing home staff and visitors, and other local destinations.
	Residents expressed concerns that EV charging bays could interfere with bin collection, access to residences and general streetscape functionality.
	Several respondents suggested alternative locations, including the Gladesville RSL car park or other less congested public parking areas.
	Some residents argued that public charging infrastructure should be located where it has less impact on residential parking and amenity.
	Formal objections were lodged by nearby residents, including concerns about parking loss, traffic safety, neighbourhood amenity and impacts on daily access to homes.

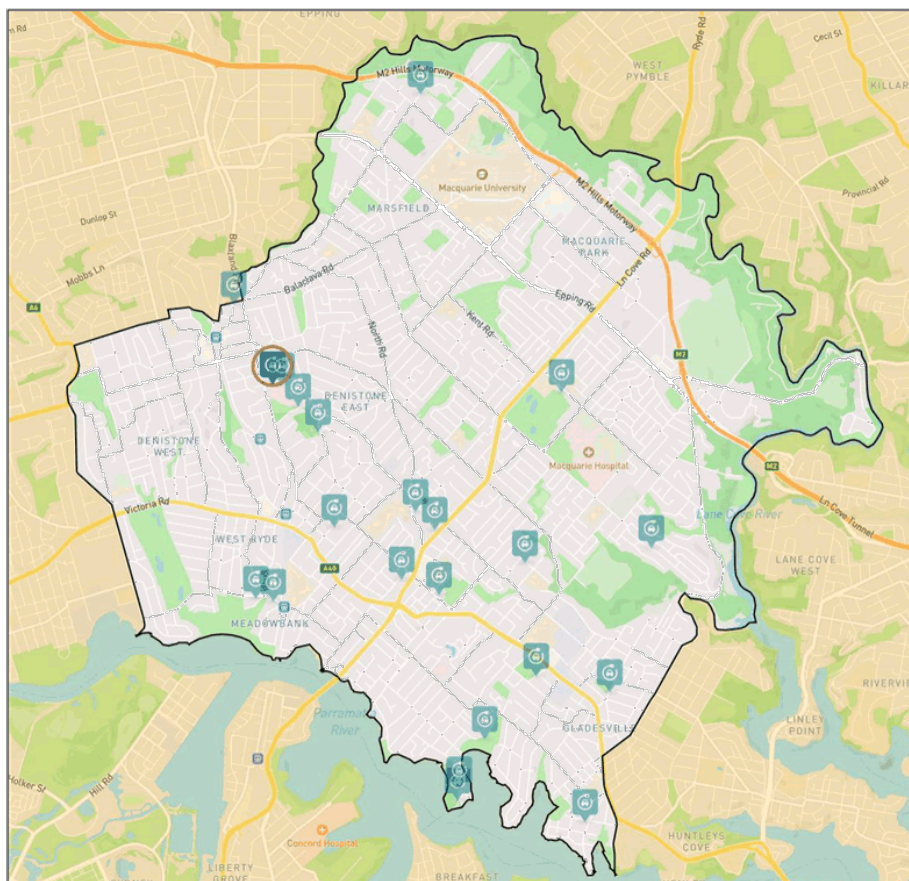
Recommendation

- This charger would provide public EV charging opportunities for users in the surrounding area.
- However, in light of the strong opposition from respondents, it is recommended **not to endorse the installation of a charger at this location.**

ITEM 11 (continued)

ATTACHMENT 1

In front of 48 Fourth Avenue, Eastwood
(2 spaces; EV-only parking restrictions apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: 2 submissions

Opposition: 5 submissions

Arguments in Support	Arguments in Opposition / Concerns
The location is close to Ryde Hospital, making it suitable for destination charging during longer hospital visits, medical appointments and rehabilitation appointments.	Parking in the area is already under severe pressure due to Ryde Hospital redevelopment, nearby medical facilities and specialist practices.
The chargers would provide additional charging options for hospital staff, patients and visitors.	The loss of parking spaces would further reduce availability for hospital patients, visitors, rehabilitation centre users, residents and medical staff.
Supports the broader rollout of EV infrastructure and improved amenities for the community.	Limited parking particularly impacts vulnerable users, including elderly people, injured patients and those attending medical appointments who require parking close to their destination.
Ryde Hospital acknowledged the long-term value of additional EV charging infrastructure once redevelopment pressures ease.	Parking shortages are exacerbated by hospital construction works, and several respondents believe charger installation should be postponed until redevelopment is complete.
The location could be well utilised by people attending appointments or visiting hospital patients for extended periods.	Graythwaite Rehabilitation Centre users rely on nearby street parking, and further reductions in parking supply may negatively affect patient access.

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	Hospital staff already struggle to find parking and often use surrounding residential streets, creating pressure on local residents.
	Several respondents suggested that future EV charging demand associated with the hospital should be accommodated within hospital grounds once redevelopment is complete.
	Concerns were raised that EV chargers would attract additional vehicles into an already congested area.
	Some respondents argued that public streets should retain their role as general parking rather than being converted to dedicated EV charging spaces.
	Concerns were raised regarding vandalism and the potential misuse of charging infrastructure.
	Residents adjacent to proposed sites expressed concerns about impacts on residential amenity, including increased vehicle turnover, noise, pedestrian activity and changes to neighbourhood character.
	Specific concerns were raised about visual impacts from charging equipment, signage and associated infrastructure located directly outside residential properties.
	Residents requested greater transparency around site selection, parking impact assessments, safety assessments and consideration of alternative locations.
	Concerns were raised that the impacts of the proposed chargers would fall disproportionately on properties immediately adjacent to the proposed installation sites.

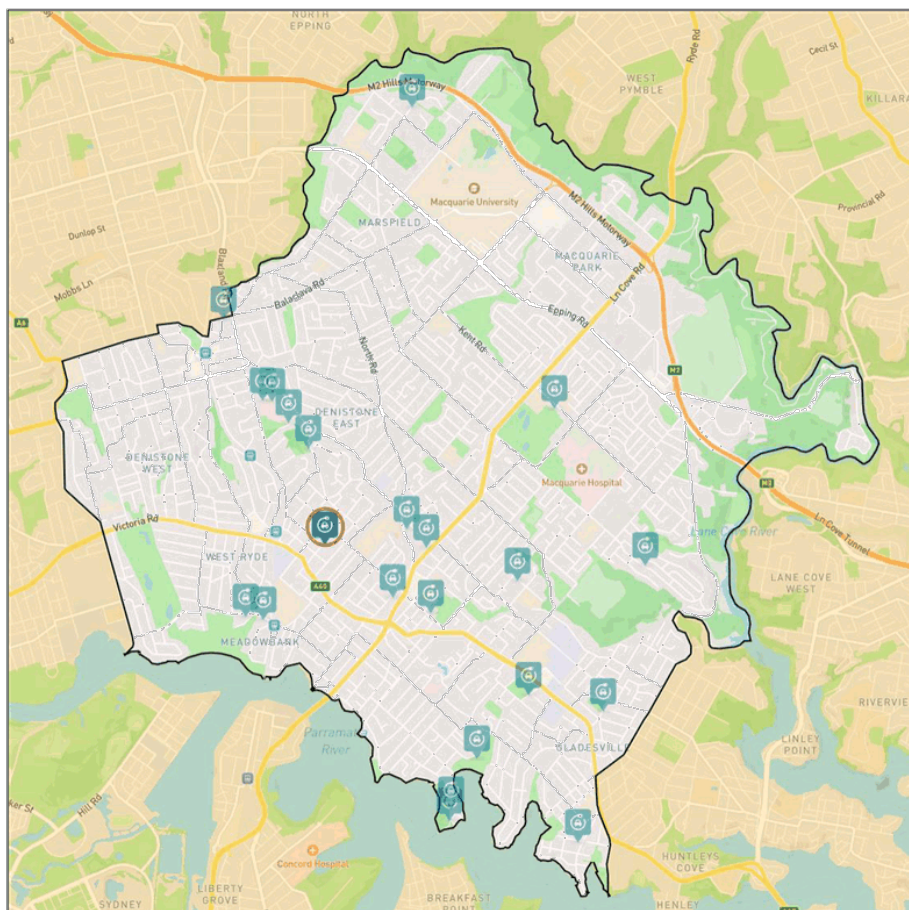
Recommendation

- That Council endorse the installation of the proposed EV charger at this location, which will provide public EV charging opportunities in the area.

ITEM 11 (continued)

ATTACHMENT 1

In front of 50 - 52 Falconer Street, West Ryde
(2 spaces; EV-only parking restrictions apply)



ITEM 11 (continued)

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Support: 2 submissions

Opposition: 1 submission

Arguments in Support	Arguments in Opposition / Concerns
Provides convenient and reliable public charging access for EV owners, particularly those without off-street parking.	Street parking is already at capacity due to resident vehicles, work vehicles and boat trailers.
Would improve charging accessibility for residents in higher-density housing areas and near apartment developments.	Converting existing parking spaces into dedicated EV charging bays would worsen existing parking shortages.
Supports EV users who cannot easily install home charging infrastructure.	The street is narrow and already experiences traffic constraints, with vehicles often unable to pass each other comfortably when cars are parked.
Some respondents considered the site a good location for EV charging infrastructure.	Additional traffic generated by drivers accessing the charger could increase congestion and safety risks on an already constrained roadway.
Helps expand the public charging network and supports broader EV adoption.	Some residents believe the infrastructure is unnecessary because homes in the street generally have garages or off-street parking and can charge EVs privately.

ITEM 11 (continued)

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	The proposal may provide limited community benefit if most local residents already have access to home charging facilities.
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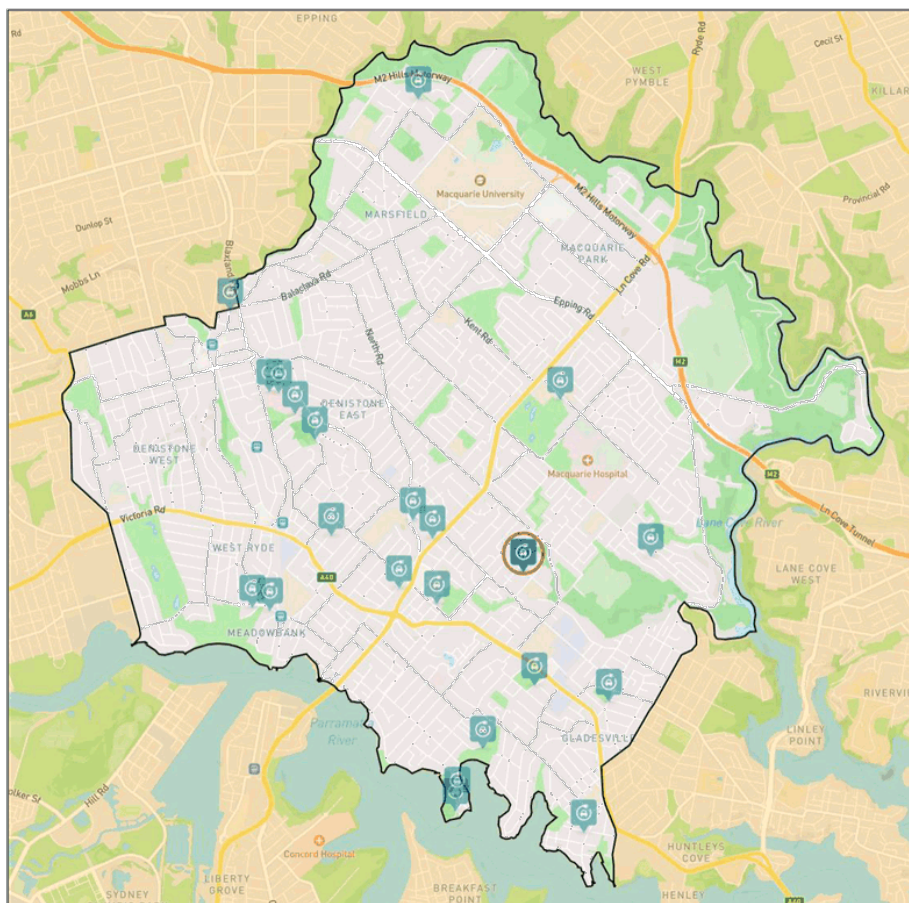
Recommendation

- That Council endorse the installation of the proposed EV charger at this location, which will provide public EV charging opportunities in the area.

ITEM 11 (continued)

ATTACHMENT 1

In front of 6 and 8 Forrest Road, Ryde
(2 spaces; EV-only parking restrictions apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: 1 submissions

Opposition: 225 submissions (49 HYS submissions + 175 petition signatories)

Arguments in Support	Arguments in Opposition / Concerns
Would help address a local gap in EV charging infrastructure, with some residents noting that the nearest chargers are relatively far away or unreliable.	The area is already heavily affected by parking demand generated by Ryde Secondary College, including staff, students, parents, visitors, after-school activities, holiday programs and community uses.
Provides charging access for residents seeking to purchase or upgrade to EVs.	Removal of two to three public parking spaces would worsen existing parking shortages for residents, visitors, carers and service providers.
Some residents believe the site could achieve strong utilisation by serving school staff and parents during the day and residents overnight.	Parking shortages particularly affect elderly residents and households that rely on nearby on-street parking.
The location fills an identified EV charging coverage gap in the surrounding area.	Forrest Road is viewed as a low-density residential area where most homes have driveways, garages and the ability to charge EVs at home.

ITEM 11 (continued)

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Supports Council's sustainability and accessibility objectives by expanding the public EV charging network.	Many respondents argued that public chargers should prioritise locations where residents lack off-street parking and home charging options.
An alternative nearby location at Abaroo Street was suggested as a potentially suitable site with little existing parking demand.	The location is considered unsuitable due to extreme congestion during school drop-off and pick-up periods.
Some respondents acknowledged that while the area is busy during school hours, it is relatively quiet outside those times and could still support a charger.	Additional vehicle movements associated with charging could worsen traffic congestion and create safety issues around the school.
Some submissions generally supported the expansion of EV charging infrastructure, regardless of the specific location.	Concerns were raised about student safety due to increased vehicle manoeuvring, reversing and parking activity near school pedestrian routes.
	Some respondents raised concerns about charging cables potentially creating trip hazards for pedestrians and students.
	Concerns were raised about bringing non-residents into a quiet residential street and creating a destination that attracts vehicles from outside the area.
	Nearby residents expressed concerns regarding increased noise, headlights, vehicle movements, conversations and activity associated with a 24-hour charging facility.
	Privacy and security concerns were raised about unfamiliar people parking and remaining outside private homes for extended periods.
	Concerns were expressed about littering, vandalism, anti-social behaviour and loitering near residences.
	Some respondents stated that the chargers would negatively affect residential amenity and alter the quiet residential character of the street.
	Concerns were raised about potential EV fire risks and the proximity of charging infrastructure to homes.
	A number of residents argued that chargers would be more appropriately located in public car parks, shopping centres, parks,

ITEM 11 (continued)

ATTACHMENT 1

	commercial areas, transport hubs or school parking facilities.
	Alternative locations suggested included Abaroo Street, Princes Street, Burrows Park, Top Ryde Shopping Centre, Gannan Park, school car parks and other nearby public facilities.
	Several respondents requested greater transparency regarding site selection criteria, utilisation forecasts, traffic assessments, safety reviews and parking impact studies.
	Some residents felt the proposal represented an inappropriate conversion of public parking spaces for the benefit of a limited group of users.
	Concerns were raised that the installation would adversely affect the streetscape and visual character of the neighbourhood.

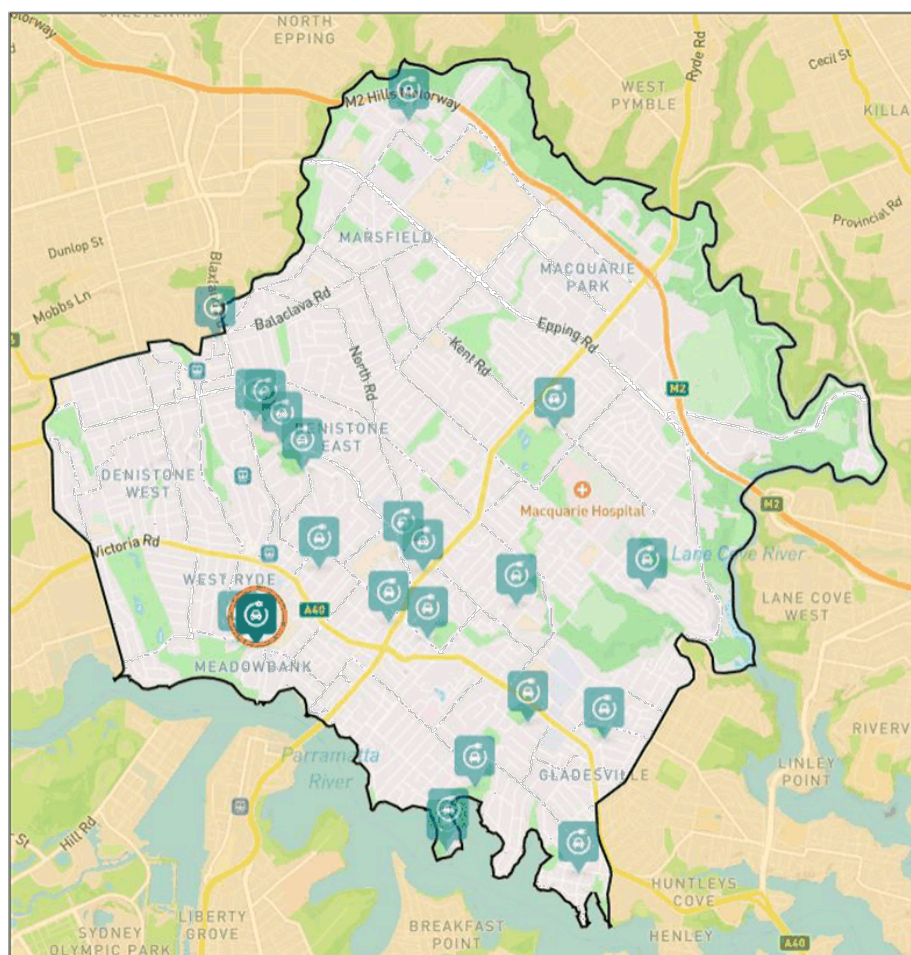
Recommendation

- This charger would provide public EV charging opportunities for users in the surrounding area.
- However, in light of the strong opposition from respondents, it is recommended **not to endorse the installation of a charger at this location.**

ITEM 11 (continued)

ATTACHMENT 1

In front of 72 - 78 Constitution Road West, West Ryde
(2 spaces; EV-only parking restrictions apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: 1 submission

Opposition: 3 submissions

Arguments in Support	Arguments in Opposition / Concerns
Additional public EV charging infrastructure is needed in the Meadowbank area to support growing EV ownership.	The proposal would remove valuable all-day commuter parking spaces near Meadowbank Station.
Some respondents expressed general support for increasing the number of public EV charging spaces.	Parking near Meadowbank Station is already limited, and there are few practical alternatives for commuters accessing the station.
The location near Meadowbank Station could provide convenient charging access for commuters and visitors.	Loss of commuter parking would make it more difficult for residents to access public transport.
	Four dedicated EV charging bays would further reduce the supply of long-stay parking in the area.
	Alternative locations are available closer to shops, apartments and existing short-stay parking areas where impacts on commuter parking would be lower.
	Existing 1-hour parking spaces and underutilised rideshare parking areas were suggested as more suitable locations for EV chargers.

ITEM 11 (continued)

ATTACHMENT 1

	Council has already installed EV chargers near Meadowbank Park, which some respondents consider a more appropriate charging location.
	The proposal may negatively affect park users and families by reducing parking availability and forcing people to park further away and cross roads.
	Reduced parking availability could create safety concerns for pedestrians, particularly children accessing nearby recreational areas.
	Respondents requested that Council retain the existing all-day parking spaces on Constitution Road and investigate alternative sites that would not displace commuter parking.

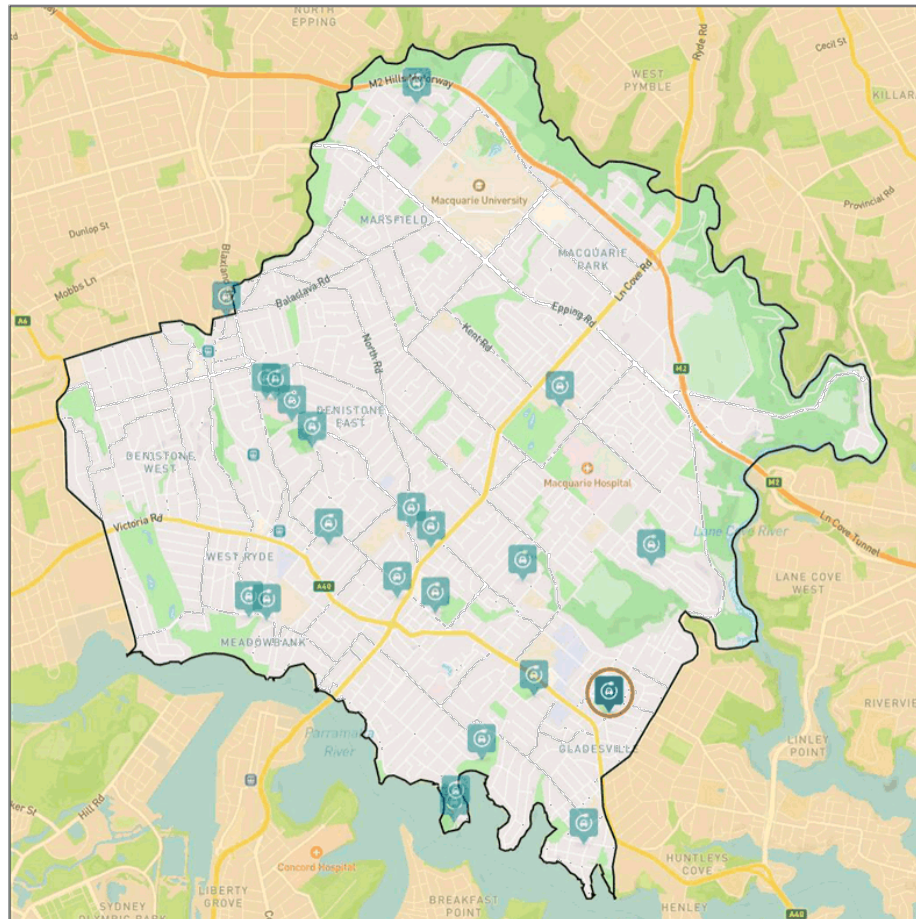
Recommendation

- That Council endorse the installation of the proposed EV charger at this location, which will provide public EV charging opportunities in the area.

ITEM 11 (continued)

ATTACHMENT 1

Monash Park, Westminster Road, Gladesville
(2 spaces; EV-only parking restrictions apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: 3 submissions

Opposition: 1 submission

Arguments in Support	Arguments in Opposition / Concerns
Would provide a valuable charging option for apartment residents who do not have access to home charging facilities.	The proposed location would remove two existing parking spaces used by local residents and visitors.
The charger would be beneficial for residents and visitors who cannot charge their vehicles at home.	There is concern that dedicated EV bays may remain underutilised while reducing general parking availability.
The proposed two charging ports and 4-hour parking limit are considered a practical use of public parking spaces.	The lower section of Westminster Road is already heavily used for school drop-offs and pick-ups, church services and sporting activities.
Expanding the local charging network would encourage EV adoption, reduce range anxiety and support sustainable transport.	Parking demand associated with Monash Park activities may make the loss of parking spaces more noticeable.
Monash Park is well suited to destination charging because people often spend extended periods at sporting fields, playgrounds, the dog park and other recreational facilities.	Some respondents suggested the chargers should be relocated to the top of Westminster Road or along the Ryde Road frontage of Monash Park to minimise impacts on nearby residents.
The location would benefit both local residents and visitors using Monash Park's facilities.	Relocating the chargers to a section of road without adjacent residential properties was considered a better outcome for neighbourhood amenity.

ITEM 11 (continued)

ATTACHMENT 1

Supports the growing number of EV owners and adds useful infrastructure in a popular community destination.	
Demonstrates support for sustainable transport and the transition to electric vehicles.	

Recommendation

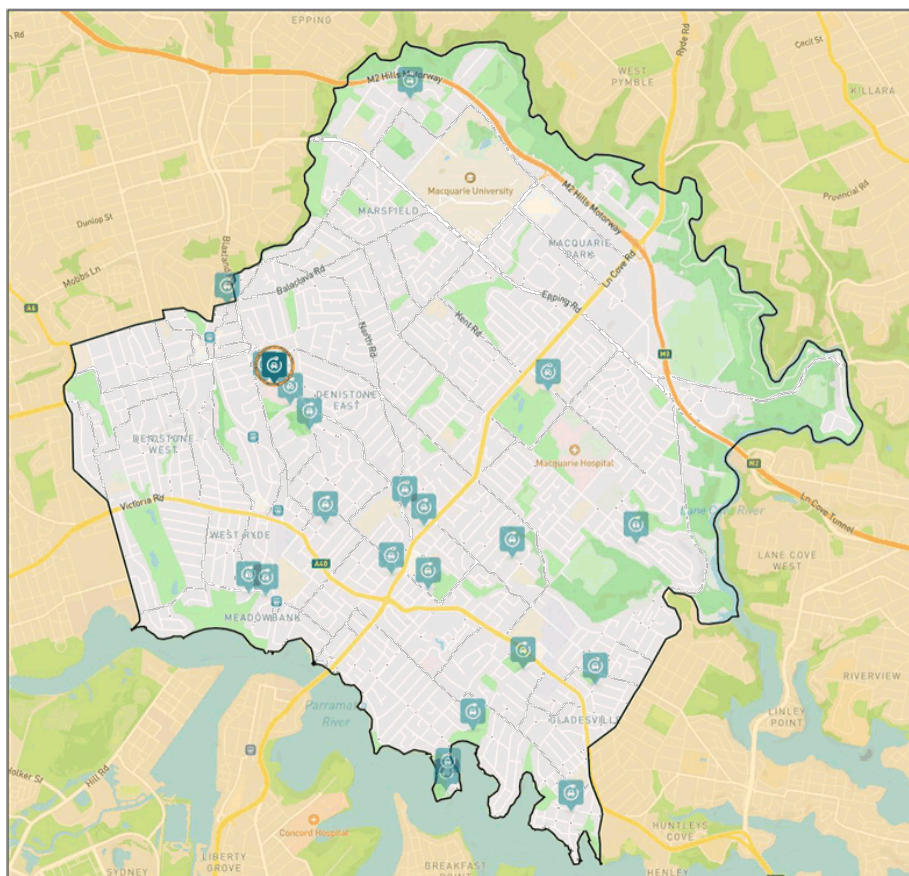
- That Council endorse the installation of the proposed EV charger at this location, which will provide public EV charging opportunities in the area.

ITEM 11 (continued)

ATTACHMENT 1

Opposite 38 Denistone Road, Denistone

(2 spaces; EV-only parking restrictions apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: 1 submission

Opposition: 10 submissions

Arguments in Support	Arguments in Opposition / Concerns
Ryde Hospital acknowledges that EV charging infrastructure can provide long-term benefits for staff, patients and the broader community.	Parking around Ryde Hospital is currently extremely constrained due to the ongoing hospital redevelopment.
EV chargers near the hospital could provide a useful amenity for hospital staff, visitors and patients in the future.	Many respondents believe installation should be deferred until hospital redevelopment is complete and parking pressures have eased.
Supports the broader transition to electric vehicles and improved public charging infrastructure.	The loss of parking spaces would further reduce availability for residents, visitors, hospital patients, specialists, rehabilitation centre users and hospital staff.
Ryde Hospital noted that the chargers may become a valuable addition once redevelopment-related parking shortages are resolved.	Parking shortages particularly affect elderly, ill and mobility-impaired patients who require parking close to medical facilities.
	Concerns were raised that the site opposite 38 Denistone Road is too close to the Ryde Hospital Emergency Department entrance and could interfere with emergency access or increase vehicle congestion nearby.
	Existing loss of parking associated with hospital redevelopment and other infrastructure

ITEM 11 (continued)

ATTACHMENT 1

	changes has already significantly affected the surrounding area.
	Residents argued that future hospital-related EV charging demand should be met within hospital grounds rather than on surrounding residential streets.
	Concerns were raised about increased traffic, vehicle turnover and parking demand generated by EV users travelling to the area.
	Some respondents considered the location inappropriate due to its proximity to a mental health facility.
	Concerns were expressed about potential fire, electrical safety and vandalism risks associated with EV charging infrastructure located close to residential properties and healthcare facilities.
	Nearby residents raised concerns about impacts on residential amenity, including increased vehicle activity, noise, pedestrian movements and changes to neighbourhood character.
	Residents immediately adjacent to the proposed sites expressed concerns about disproportionate impacts on their properties, including visual impacts from chargers, signage and associated infrastructure.
	Some respondents requested that Council provide greater transparency regarding site selection, traffic and parking assessments, risk assessments and consideration of alternative locations.
	Concerns were raised that the conversion of public parking spaces to EV-only bays would reduce parking availability for residents, visitors, tradespeople and service providers.
	Suggestions were made to relocate chargers to shopping centres, other commercial areas, Eastwood town centre, or purpose-built car parks where parking impacts would be lower.

Recommendation

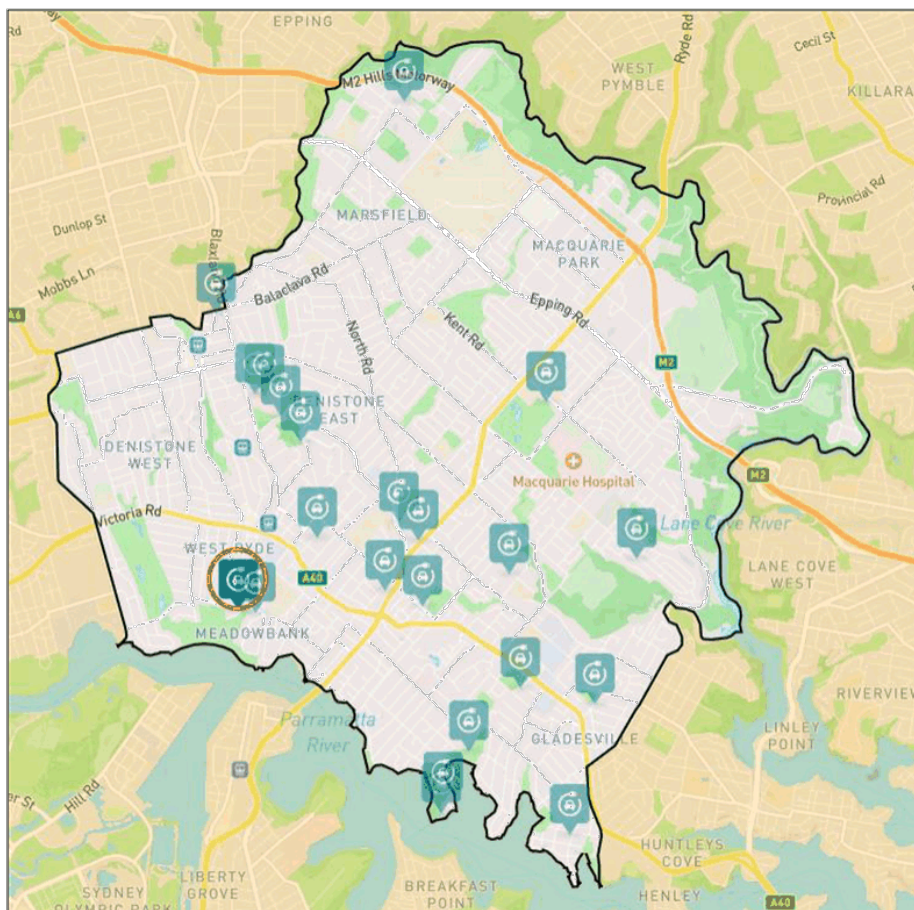
- This charger would provide public EV charging opportunities for users in the surrounding area.
- However, in light of the strong opposition from respondents, it is recommended **not to endorse the installation of a charger at this location.**

ITEM 11 (continued)

ATTACHMENT 1

Opposite 99 Constitution Road West, West Ryde

(2 spaces; EV-only parking restrictions apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: No submissions
Opposition: 2 submissions

Arguments in Support	Arguments in Opposition / Concerns
None identified in the submissions provided.	The proposal would remove valuable all-day commuter parking spaces near Meadowbank Station.
	Parking near the station is already limited, and there are few practical public transport alternatives for people accessing the station by car.
	Removal of up to four all-day parking spaces would make commuting more difficult for local residents who rely on station parking.
	Constitution Road parking spaces are considered important for long-stay commuter use and should be retained.
	Alternative locations near the shops, apartments and existing short-stay parking areas on the opposite side of the station were suggested as more suitable.
	Existing 1-hour parking spaces and underutilised rideshare parking spaces could accommodate EV chargers with less impact on commuter parking.
	Council has already installed EV chargers near Meadowbank Park, which some respondents consider a more appropriate and less heavily utilised location.

ITEM 11 (continued)

ATTACHMENT 1

	There are concerns that additional EV chargers on Constitution Road would unnecessarily reduce parking capacity when other suitable locations exist nearby.
	Respondents requested that Council investigate alternative sites that would provide charging infrastructure without displacing long-stay station parking.

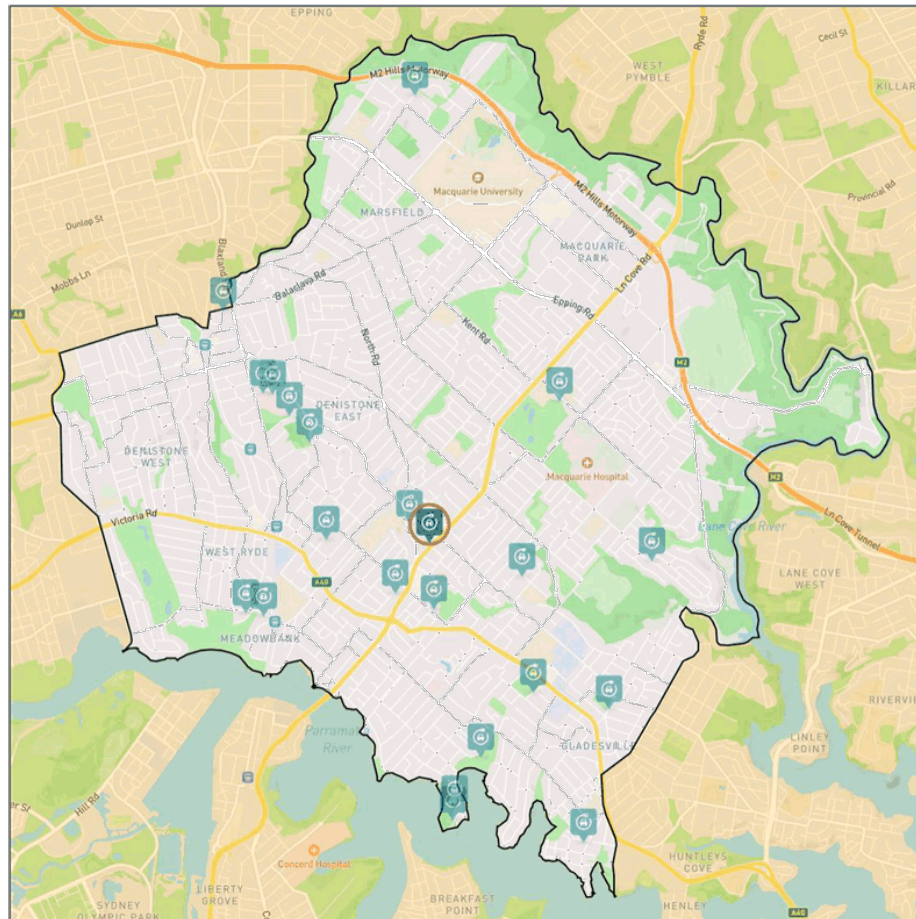
Recommendation

- That Council endorse the installation of the proposed EV charger at this location, which will provide public EV charging opportunities in the area.

ITEM 11 (continued)

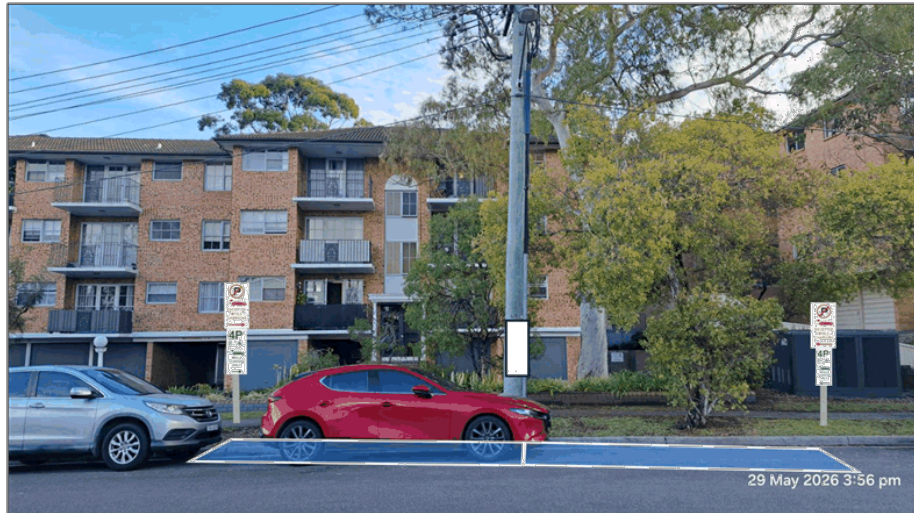
ATTACHMENT 1

Price Street, Ryde (Side of 12 - 18 Lane Cove Road)
(2 spaces; EV-only parking restrictions apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: 1 submission

Opposition: 2 submissions

Arguments in Support	Arguments in Opposition / Concerns
The chargers would provide a valuable charging option for nearby apartment residents who may not have access to private charging facilities.	The area is already a high-density residential neighbourhood with a significant shortage of on-street parking.
Public EV charging infrastructure would benefit local apartment dwellers and support EV ownership.	Converting existing parking spaces to dedicated EV charging bays would further reduce parking availability for residents and visitors.
The proposal would add useful infrastructure for residents who rely on street parking and public charging options.	Residents report that parking is already highly competitive, with frequent parking shortages and illegal parking occurring in the area.
	The proposal is viewed as benefiting a limited group of users while reducing access to parking for the broader community.
	Some respondents believe there is currently limited demand for EV charging in the street and few local EV owners.
	The location is considered unsuitable due to existing parking constraints and high residential density.
	Concerns were raised that Price Street already experiences road safety issues,

ITEM 11 (continued)

ATTACHMENT 1

	including speeding vehicles and difficulty accessing driveways.
	Some residents believe traffic-calming measures, such as speed humps or chicanes, should be prioritised over EV charging infrastructure.
	Suggestions were made to introduce resident parking permits or timed parking restrictions to better manage existing parking pressures.
	Respondents recommended locating chargers in areas with greater parking capacity or where impacts on residential parking would be lower.

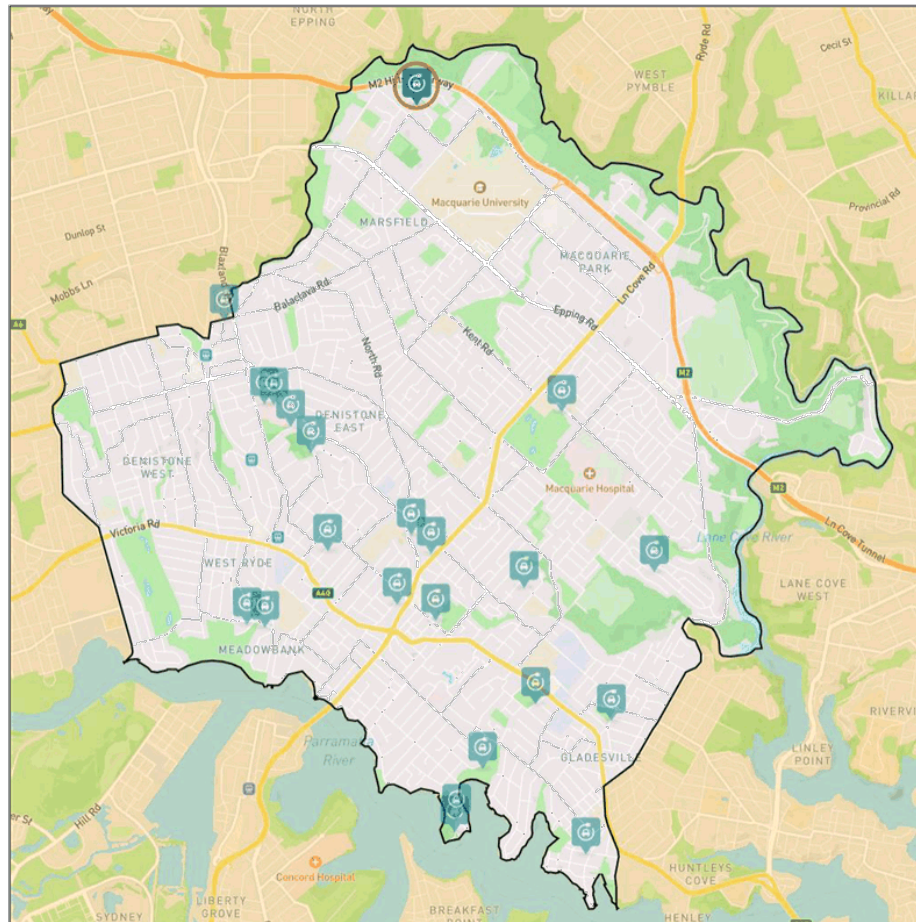
Recommendation

- That Council endorse the installation of the proposed EV charger at this location, which will provide public EV charging opportunities in the area.

ITEM 11 (continued)

ATTACHMENT 1

Vimiera Rd, Marsfield (behind 14 Forester Drive)
(2 spaces; EV-only parking restrictions apply)



ITEM 11 (continued)

ATTACHMENT 1



Support: 7 submissions

Opposition: 66 submissions (22 HYS submissions + 44 petition signatories)

Arguments in Support	Arguments in Opposition / Concerns
Would provide convenient charging access for residents of nearby townhouses and apartment complexes who may not have access to private EV charging.	Significant existing parking shortages for residents, visitors and service providers would be worsened by the loss of two parking spaces.
Several residents indicated they would use the charger or would find it convenient if they purchased an EV.	The proposed charger is located directly outside residential courtyards, entry points and bedroom windows, affecting nearby residents disproportionately.
The area contains many units and townhouses, creating demand for public charging infrastructure.	Residents rely on nearby kerbside parking to unload groceries, provide access for elderly residents, accommodate visitors and facilitate tradespeople.
Some respondents stated there is a high concentration of EVs in the area and limited nearby public charging options.	Parking demand is already high due to Lane Cove National Park visitors and recreational users, particularly on weekends and public holidays.
The proposal supports the transition to EVs and sustainable transport.	Increased vehicle activity could generate noise, headlights, conversations and disturbance, particularly during evenings and overnight.
The location is within walking distance of nearby residents and	Concerns were raised that the charger would attract non-local users into a quiet residential

ITEM 11 (continued)

ATTACHMENT 1

would improve local charging convenience.	cul-de-sac, affecting privacy and neighbourhood amenity.
Some respondents considered the site a convenient and accessible location for EV charging.	The proposal could alter the quiet residential character of the street and create a new vehicle destination within a residential area.
Public charging would benefit residents who currently have limited opportunities to install chargers at home.	Some residents already charge their EVs directly from their properties and believe the charger would unnecessarily replace parking they currently use.
	Concerns were raised regarding traffic, congestion and safety impacts, particularly for pedestrians, cyclists and children using the area.
	Increased vehicle movements may affect people accessing Lane Cove National Park and nearby residential complexes.
	Some residents expressed concerns about potential fire hazards and safety risks associated with charging infrastructure near homes.
	Existing EV chargers have recently been installed elsewhere on Vimiera Road and some respondents questioned the need for another charger nearby.
	The charger was viewed by some as an inappropriate commercial use directly outside private residences.
	Many respondents suggested relocating the charger further along Vimiera Road, closer to the Waterloo Road roundabout, away from residential courtyards, or near local shops and public facilities.
	Several submissions requested greater transparency on site selection and questioned why less intrusive alternative locations were not chosen.
	Some respondents believed this section of Vimiera Road should not be used for EV charging at all due to the high demand for resident and visitor parking.

Recommendation

- This charger would provide public EV charging opportunities for users in the surrounding area.
- However, in light of the strong opposition from respondents, it is recommended **not to endorse the installation of a charger at this location.**