

Electric Vehicle Charging Action Plan

2025



7

destinations



Safe & Strong

A proud inclusive community that unites, celebrates and cares

Safe & Strong documents cover such themes as being a child friendly City, social justice, children's services, community safety and crime prevention, inclusiveness, community services, universal access, reconciliation, ageing, community harmony and youth.



Clean & Green

A cool, clean and sustainable city with healthy waterways and natural areas

Clean & Green documents cover such themes as managing our catchments and waterways, natural resources, environmental hazards and risks, weather/climate emergencies, biodiversity, climate change, resilience, and corporate sustainability.



Prosperous & Innovative

A smart and evolving city with exciting opportunities for investment and creativity

Prosperous & Innovative documents cover such themes as economic growth and employment, investment, art, culture, heritage preservation, pursuing digital solutions and being creative.



Moving & Integrated

An accessible city with great local destinations and many options to get there

Moving & Integrated documents cover such themes as accessibility, pedestrian and cycling networks, pedestrian and road safety, transport hubs, and asset management.



Healthy & Active

A motivated city that nurtures healthy minds and bodies

Healthy & Active documents cover such themes as lifelong learning, active and healthy lifestyles, open spaces, passive parks, play spaces, and providing quality sport and recreation infrastructure and programs.



Liveable & Distinctive

A well designed, attractive city which preserves the identity and character of local villages

Liveable & Distinctive documents cover such themes as preserving the character and personality of centres and revitalising them, affordable housing, well-managed development, and complying with local laws.



Leading & Engaged

A well-governed city with brave and future focused leaders who listen

Leading & Engaged documents cover such themes as open government, managing assets, improving services, long term funding, operational excellence, monitoring performance, being a good employer, civic leadership, and engaging, educating and communicating with our community.

Strategic Planning Framework Summary

The Strategic Planning Framework (SPF) maps out the role of all current and future Council strategies and plans that work to deliver the vision for the City. The framework works from the highest level of strategic direction from the Community Strategic Plan through to more detailed plans that will eventually drive works, projects and programs on the ground. The framework is comprised of the following levels:

The **COMMUNITY STRATEGIC PLAN (CSP)** is our highest level plan and translates the community's desired outcomes for the city into key destinations. The CSP includes community suggested actions which can be tested in the development of all other plans.

1

SUPPORTING PLANS

break down broad theme areas discussed in LEAD STRATEGIES into smaller themes providing high level actions. SUPPORTING PLANS identify broad works projects and programs required to deliver on these actions. Supporting plans include indicative costing and resourcing requirements and delivery timeframes.

2

DETAILED ACTION PLANS

take actions from SUPPORTING PLANS and identify specific works projects and programs required to deliver on these actions. These plans include detailed costing and resourcing requirements and delivery timeframes.

3

GUIDELINES, POLICIES AND CODES

provide detailed information, rules for activities or guidance for specific works on Council or other lands.

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Acknowledgement

The City of Canterbury Bankstown acknowledges the Traditional Custodians of the land, water and skies of Canterbury-Bankstown, the Darug (Darug, Dharug, Daruk, Dharuk) People.

We recognise and respect Darug cultural heritage, beliefs and relationship with the land. We acknowledge the First Peoples' continuing importance to our Canterbury-Bankstown community.

Acronyms

AC	Alternating Current
EV	Electric Vehicle
BEV	Battery Electric Vehicle
CBCity	City of Canterbury Bankstown
CPO	Charge Point Operator
DC	Direct Current
DCP	Development Control Plan
EVC	Electric Vehicle Council
EVCi	Electric Vehicle Charging Infrastructure
HEV	Hybrid Electric Vehicle
ICE	Internal Combustion Engine
LDV	Light Duty Vehicle
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
NCC	National Construction Code
PHEV	Plug-in Hybrid Electric Vehicle
PPA	Public Private Partnership
SEPP	State Environment Planning Policy
SSROC	Southern Sydney Regional Organisation of Councils

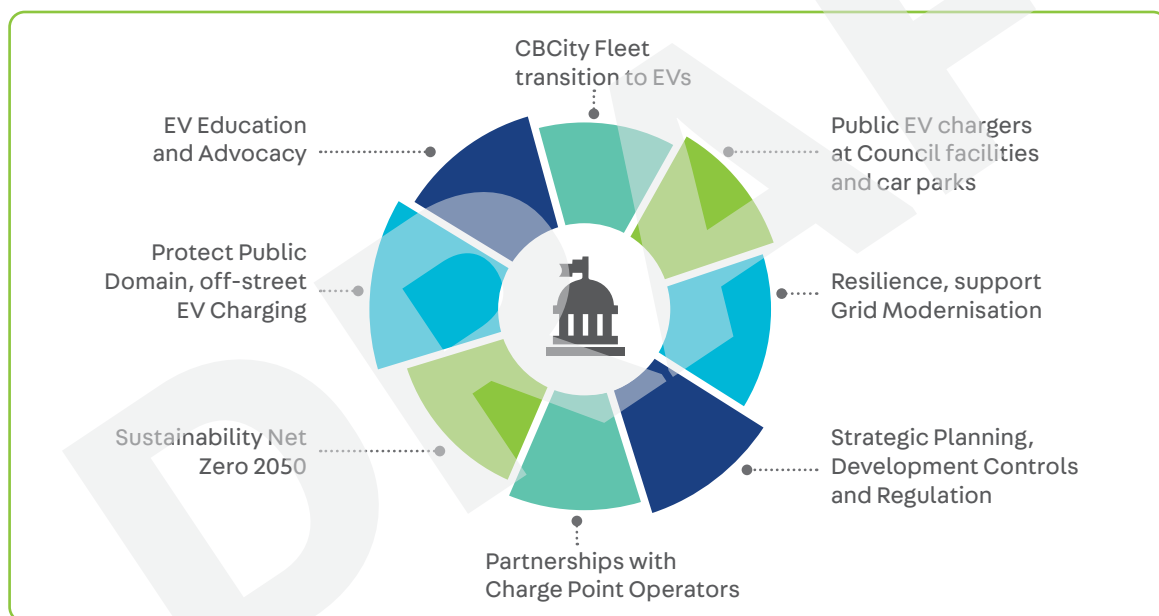


Overview of CBCity Electric Vehicle Charging Action Plan

Transport is undergoing a global paradigm shift from internal combustion engine to electric and other low emission technologies. With electric vehicle (EV) numbers increasing rapidly in Australia, governments at all levels need strategies to facilitate this change, addressing the massive shift from liquid fossil fuels to electricity powered road vehicles.

This plan outlines Council's role in understanding and supporting the infrastructure required for residents and businesses. It identifies key actions to assist our community in adopting EVs as we move towards zero-emission vehicles and phase out internal combustion engine (ICE) vehicles.

Local governments play a pivotal role in EV charging, as depicted in the following diagram, which highlights Council's major spheres of influence.



In Canterbury-Bankstown, the level of private car ownership, housing types and future increases in population are all likely to influence the demand for publicly accessible EV charging. As at 31 March 2025, registrations of general private EVs in Canterbury-Bankstown was 0.8% of all private vehicles ([TfNSW Registration Snapshot Report](#)). By comparison, many more economically advantaged Sydney metropolitan councils have current EV registrations of up to 2% of private vehicles.

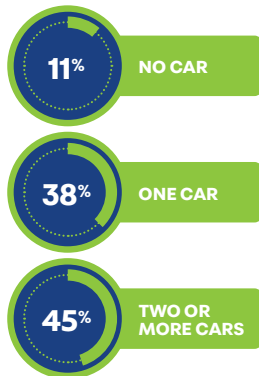
In March 2025 there were 40 publicly accessible EV chargers across Canterbury-Bankstown¹. Delivery of the NSW Government EV Destination Grants², together with the CBCity Electrifying the City Grant, are expected to deliver an additional 43 EV chargers by December 2026.

While Council does not currently offer car refuelling services in the public domain, it recognises the importance of monitoring the demand for EV charging. As the transition continues, Council places a high priority on the implementation of development control plans that facilitates EV charging in all new developments across the City.

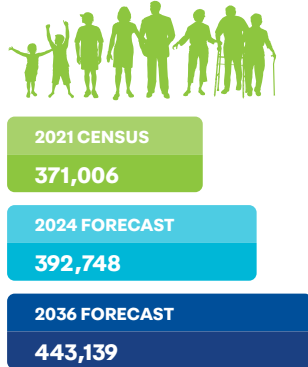
¹ <https://www.plugshare.com/map/australia>

² <https://nswmaps.evenergi.com/>

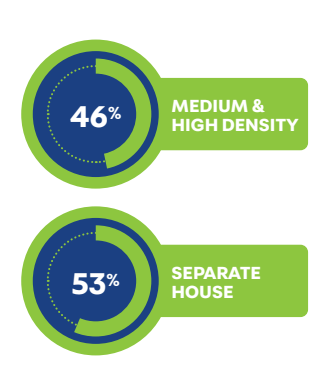
Canterbury-Bankstown Car Ownership 2021



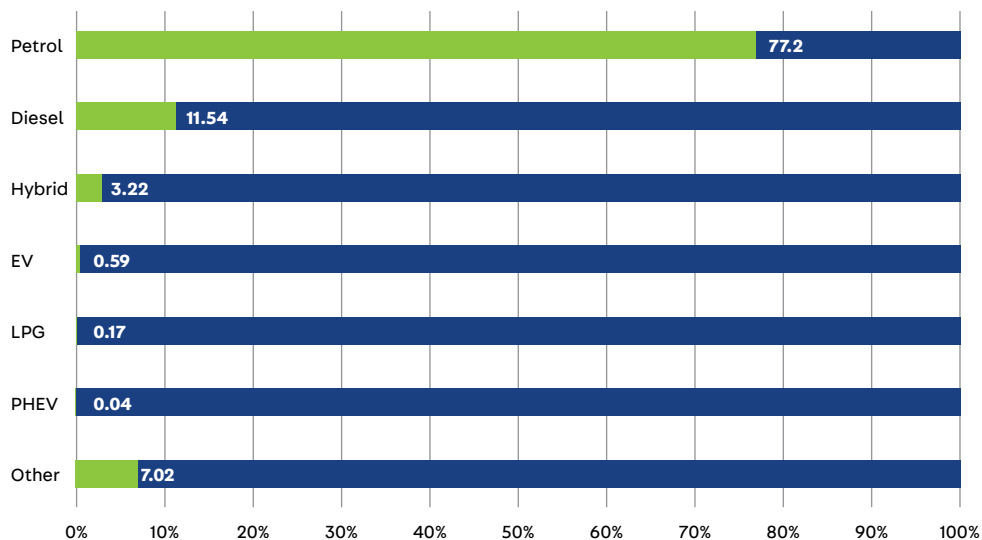
Canterbury-Bankstown Population



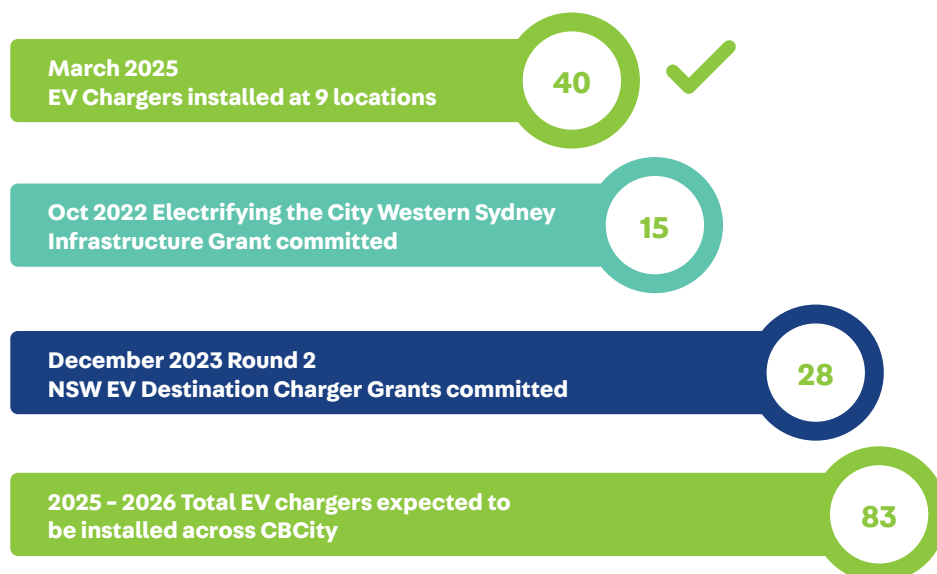
Canterbury-Bankstown Dwelling Types 2021



% of Canterbury-Bankstown 166,305 General Private Vehicle Registrations by vehicle motive power 31/05/2024



Canterbury-Bankstown Current and Future EV Chargers



The CBCity Electric Vehicle Charging Action Plan outlines the approach that the Council will take to support the transition to the electrification of transport within our local government area (LGA).

Council is committed to mitigating climate change by reducing CO2 emissions and being a net zero City by 2050. The entire Canterbury-Bankstown LGA emits approximately 2.5 million tonnes of CO2 per year, with 20% coming from transport. With expected population growth in the coming years, reducing transport emission will require a significant shift to walking, cycling and public transport, as well as the electrification of vehicles and greening of the electricity grid.

The plan identifies key areas of action in the short to medium term that are within the City's control with the aim of achieving a balanced approach to coordinating Electric Vehicle Charging Infrastructure (EVCI) across the City. To manage this balance, we will use our experience with our own expanding EV fleet and facilitate off-street EV charging in a way that respects the local context and protects urban form. In the short-term Council will increase the number of chargers at Council facilities and will continue to encourage commercial charge point operators (CPO) to provide EVCI off-street in suitable locations such as service stations, private car parks and shopping or entertainment centres.

In the short to medium term, we will develop planning controls and requirements for new EV ready buildings. Additionally, Council will investigate facilitating access to EVCI off-street at Council carparks through grant funded programs. In the longer-term if demand increases, Council may negotiate cost neutral (to Council) Public Private Partnerships (PPA's) for EVCI on Council owned land. Additionally, we will continue to work with the Southern Sydney Regional Organisation of Councils (SSROC) EV Working Group to progress a regional approach, including working with Ausgrid to identify network capacity constraints, opportunities and solutions.

Several Sydney councils are supporting on-street kerbside EV charging, particularly in high socio-economic areas, with high numbers of EV owners and with limited off-street parking. Currently, there is insufficient demand in Canterbury-Bankstown to warrant on-street kerbside EVCI however, Council will continue to monitor this. While there are environmental and community benefits of supporting the transition to EVs, Council needs to ensure resources are being allocated fairly and equitably and that the public domain is protected.

The action plan will support the transition to EVs in both the immediate and longer term, aligning with the City's strategic planning framework through the following :

1. Provide EVCI at Council facilities where suitable.
2. Facilitate EVCI into Council off-street carpark developments and/or upgrades.
3. Adopt signage and parking enforcement for off-street EVCI.
4. Update Development Control Plan (DCP) requirements for EV ready buildings to ensure consistency with National Construction Code (NCC) and State Environment Planning Policy (SEPP) requirements.
5. Review requirements for DCP or permit system for private EVCI on public land (kerbside).
6. Investigate potential for fast EV Charging Hub on Council land.
7. Monitor EV uptake and usage of EVCI.
8. Monitor community comments and expectations.

01

Strategic context

The Electric Vehicle Council³ estimates that over 80% of private EV charging will be done at homes with convenient access to an existing electricity supply that vehicle owners are already paying for. Public fast charging currently accounts for approximately 10% of energy delivered to EVs principally servicing drivers on long journeys and those without ready access to charging at home.

As observed in numerous other countries worldwide, the increasing prevalence of electric vehicles EVs on our roads necessitates robust charging infrastructure. This infrastructure will likely be established through collaboration with commercial entities, including petrol service stations, shopping centres, entertainment venues and fast-food restaurants that offer off-street parking. To facilitate the adoption of fast chargers – whose installation, operation and maintenance costs are substantial – the New South Wales (NSW) Government is extending financial support to these operators through grants and co-funding initiatives.

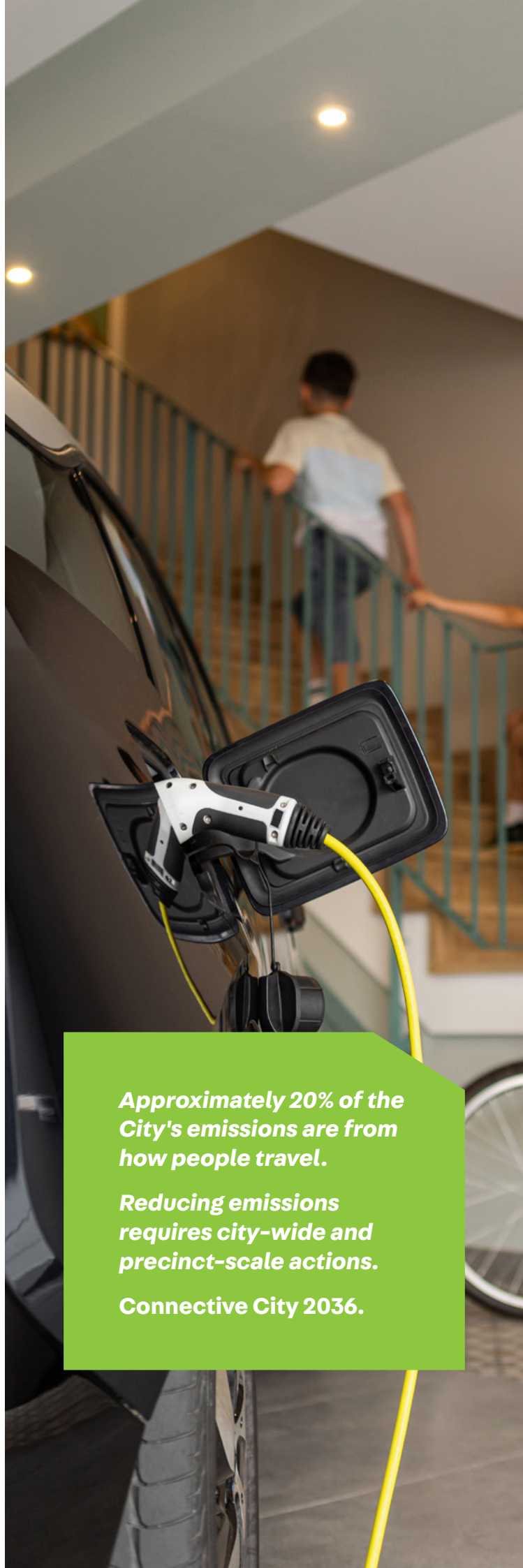
As a facilitator of EVCI, Council can collaborate with commercial charge point operators (CPOs) to establish paid, publicly accessible EV charging in off-street car parks. This initiative is especially important in densely populated areas or where residents lack the ability to charge their EVs at home. Importantly, the cost of implementing this infrastructure should not burden our ratepayers.

Approximately 20% of the City's emissions are from how people travel.

Reducing emissions requires city-wide and precinct-scale actions.

Connective City 2036.

³ [State of Electric Vehicles 2022](#) Electric Vehicle Council



02 Role of the Australian and NSW Government

The transition toward EVs relies heavily on the collective efforts of national and state governments, vehicle manufacturers and the broader EV industry. Recent announcements by both federal and state governments highlight their commitment to funding and policy development, recognising the pivotal role EVs play in achieving emission reduction targets. The following table outlines key planning highlights from the Federal and NSW Governments.

Federal Government	<p>The National EV Strategy sets a vision to increase the uptake of electric vehicles (EVs) to reduce our emissions and improve the wellbeing of Australians. It sets out 3 key objectives:</p> <ul style="list-style-type: none"> • increase the supply of affordable and accessible EVs; • establish the resources, systems and infrastructure to enable rapid EV uptake; and • encourage increased EV demand. <p>Actions include:</p> <ul style="list-style-type: none"> – electric car discount, FBT tax exemptions; – emissions reduction target of 43% by 2030 and net zero by 2050; – heavy vehicle transition support; and – doubling of ARENA funding to primarily support expansion of a national EV charging network.
NSW Government	<p>NSW Electric and Hybrid Vehicle Plan aims to:</p> <ul style="list-style-type: none"> • increase the supply of affordable and accessible EVs; • establish resources, systems and infrastructure to enable rapid EV uptake; • encourage increased EV demand; • vehicle availability; • charging points; and • customer information. <p>NSW EV Strategy (June 2021) prioritises actions to building a world-class EV charging network by:</p> <ul style="list-style-type: none"> • ensuring households in areas with limited off-street parking live no more than five kilometres from an ultra-fast charger; • investing in EV Super Highways and Commuter Corridors across NSW, to ensure drivers have no more than five kilometres to drive to the next ultra-fast EV charger along these roads; • supporting more destination chargers at commuter carparks and other key government locations; • ensuring new buildings and precincts are EV ready; • managing the integration of electric vehicles into the electricity grid; and • Empowering councils to act. <p>Actions include:</p> <ul style="list-style-type: none"> – drive Electric Fleets incentive; – funding for Destination EV charging; – EV Fast Charging grants scheme; – launch of 'Apartment Charging Guide'; – zero emission buses funding; – kerbside co-funding grants; and – amendments to the State Environmental Planning Policy Transport and Infrastructure for EV charging on public land.

03

Role of CBCity

While refuelling vehicles remains a private matter, Council can actively support the community during the transition to EVs and influence the placement of EVCI within their LGA. Through development control plans, strategic initiatives and community information,

Council can play a pivotal role in enabling EVCI for residents, businesses and visitors while safeguarding the public domain. The following table highlights key city plans and their association with EVs.



CBCity Planning	<p>CBCity 2028 – Community Strategic Plan</p> <ul style="list-style-type: none"> • Increased journeys by non-fossil fuelled vehicles • Reduced carbon footprint • The City is becoming more resilient
	<p>Connective City 2036 – Local Strategic Planning Statement</p> <ul style="list-style-type: none"> • Evolution 2 – Movement for Commerce and Place • Evolution 9 – Sustainable and Resilient Places <p>Actions include:</p> <ul style="list-style-type: none"> – Net Zero Emissions by 2050; – Deliver attractive urban streets that meet the needs of pedestrians; – Support the transition to electric transportation; and – Support the use of renewable energy.
	<p>Bankstown Complete Streets – Transport and Place Plan</p> <ul style="list-style-type: none"> • Prioritises streetscape for people
	<p>Bankstown and Campsie Masterplans</p> <ul style="list-style-type: none"> • Start planning for the widespread take up of EVs • Introduction of new DCP controls for installation of essential infrastructure for EV charging within new homes and workplaces <p>Actions include:</p> <ul style="list-style-type: none"> – Introduce a minimum requirement for private EV charging facilities in residential developments as a set ratio of all car parking spaces; – Future proof EV charging for future car parking spaces (i.e. electric infrastructure capacity and connector points); and – Require one fast or rapid EV charger for all commercial developments.
	<p>Public parking management strategy (DRAFT)</p> <ul style="list-style-type: none"> • Easy access to shared electric vehicle fleet provided by car share operators • Support sustainable transport solutions by ensuring future council parking facilities are EV compatible • New car parks should consider dedicating a portion of parking for EVs and EV charging points <p>Actions include:</p> <ul style="list-style-type: none"> – Reducing car mode share by 50% by 2036.
	<p>Active Transport Plan</p> <ul style="list-style-type: none"> • High quality connected walking and cycling network <p>Actions and Targets</p> <ul style="list-style-type: none"> – Parking policy needs to adapt to Council's sustainable vision – 9% mode shift towards active transport
	<p>Resilient Sydney – a strategy for city resilience (2018)</p> <ul style="list-style-type: none"> • Live with our climate – adapt to sustain our quality of life and our environment <p>Actions:</p> <ul style="list-style-type: none"> – Reduce reliance of liquid fuel; and – Planning for new ways of powering transport technology in the future.
	<p>Resilient CBCity Strategic Plan 2023</p> <p>Action:</p> <ul style="list-style-type: none"> – Develop and implement Planning Controls for EV ready buildings.

04 Australian electric vehicle market

The market for EVs in Australia continues to grow. Sales of EVs in Australia continue to increase, reaching an estimated 8.4% of all new cars sold in 2023. For Australia to reach emission reduction targets, the Electric Vehicle Council estimates that more than 50% of all new cars sold in 2030 will need to be EVs.

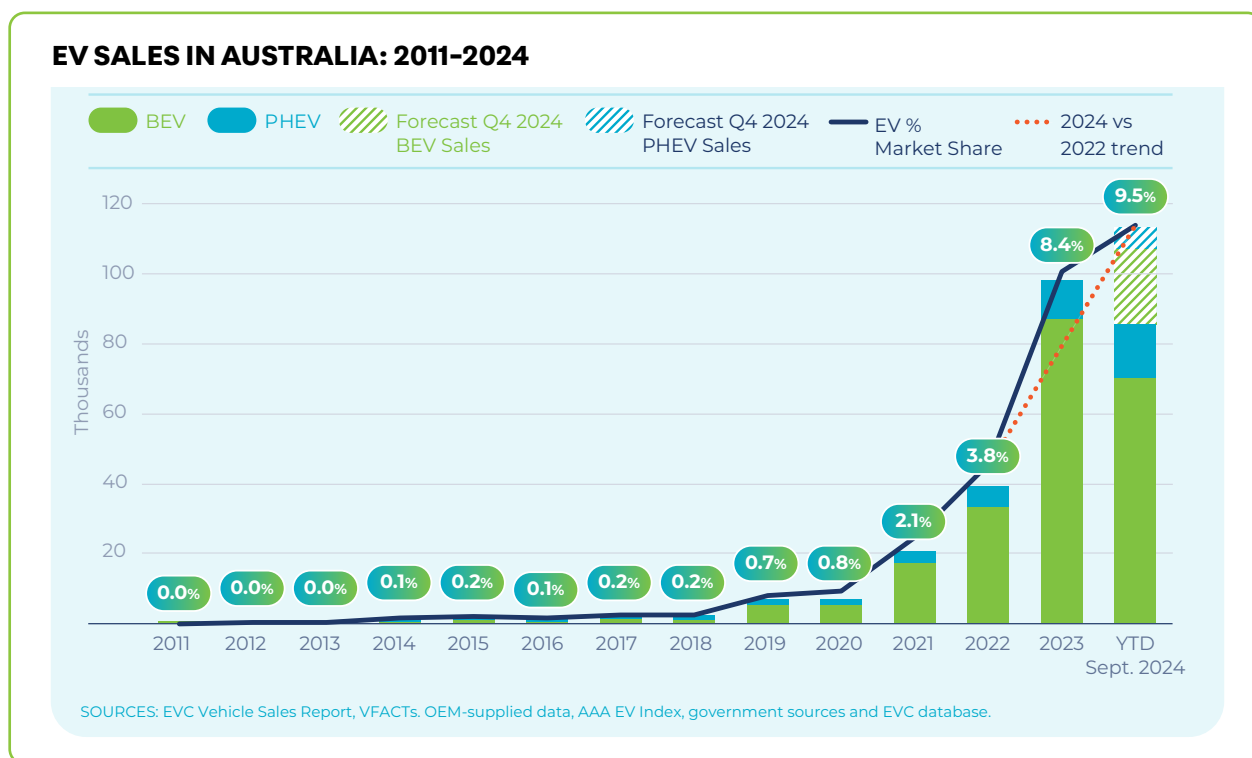


Fig. 1 EV Sales in Australia: 2011-2024

<https://electricvehiclecouncil.com.au/reports/state-of-evs-2024/>

4.1 Types of zero or low emission vehicles

There are a number of different electric vehicles available in Australia with availability of different models has changing and expanding over time.

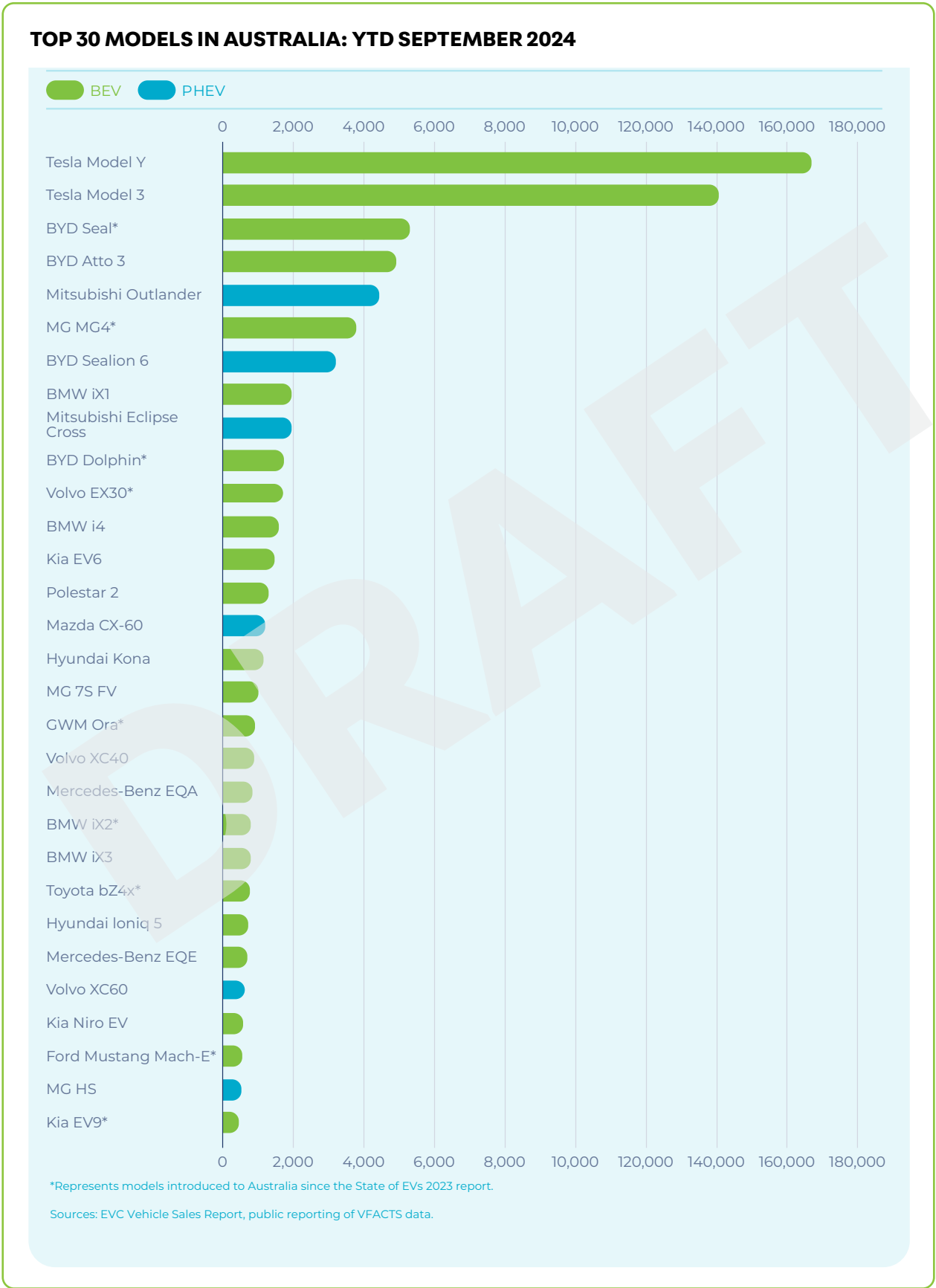


Fig.2 Top 30 Models in Australia: YTD September 2024.
Ref: <https://electricvehiclecouncil.com.au/reports/state-of-evs-2024/>

Battery Electric Vehicle (BEV)

BEVs or EVs, are fully electric vehicles featuring a large battery array that powers one or more electric motors. With driving ranges of anywhere between 250-600 kilometres. Frequency of charging is dependent on vehicle range and kilometres driven daily or weekly. These are the type of car that most people think of when referring to EVs.

Plug-in Hybrid Electric Vehicle (PHEV)

PHEVs feature a petrol engine that works in tandem with an electric motor, which reduces overall emissions when compared to a fully petrol cars. The battery allows a PHEV to drive anywhere from 40-100 kilometres on electric power alone. As the name suggests, PHEVs need to be plugged in to recharge the battery. The petrol engine enables these cars to continue travelling even if there's no charge in the battery.

Hybrid Electric Vehicle (HEV)

HEVs combine a traditional petrol engine with a battery and electric motor to reduce fuel consumption. The battery in the hybrid is charged through regenerative braking which captures the energy that is normally lost in conventional cars, which improves overall emissions. Models include the Toyota Prius, RAV4, Corolla, Camry and Yaris Cross.

Two and three wheeled EVs

These types of EVs requiring registration for on road use, include motorbikes and mopeds or Vespa-like (step through) scooters, as well as 3-wheeled delivery vehicles such as those used by Australia Post. Whilst not yet common on Australian roads it is likely they will be seen more in coming years as changes to emissions standards and delivery practices come into play. Charging time, driving range and top speed varies greatly.

Trucks and Heavy Electric Vehicles

The local adoption of heavy EVs, including buses and trucks is progressing slowly. According to the Electric Vehicle Council⁴ whilst there is strong interest from industry, the transition is being held back by lack of suitable vehicles complying with restrictive vehicle mass and width requirements, which increases costs and limits the range of electric buses and trucks that can be sold in Australia.

The NSW Government has a Zero Emission Buses program to transition 8,000 diesel and natural gas buses to zero emissions technology by 2050⁵. Growth in the number of small commercial EV delivery trucks and vans is expected, particularly with major food retailers Woolworths⁶ and Coles⁷ announcing they are transitioning home-delivery to EVs.

Hydrogen Vehicles

Zero emission hydrogen fuel cell vehicles are an emerging technology in Australia, currently with minimal availability of both vehicles and hydrogen fuel. However, there are opportunities for hydrogen-powered long-haul travel and freight transport to play a key role in reducing greenhouse gas emissions from the transport sector to help meet government targets⁸. Hydrogen-powered garbage collection vehicles could potentially overcome the range and weight limitations of electric garbage trucks.

4 [State of Electric Vehicles July 2023](#) Electric Vehicle Council

5 [Zero Emission Buses](#)

6 [Woolworths Media June 2023](#)

7 [Coles Media August 2023](#)

8 [Accelerating Australia's hydrogen-powered transport future CSIRO 2023](#)

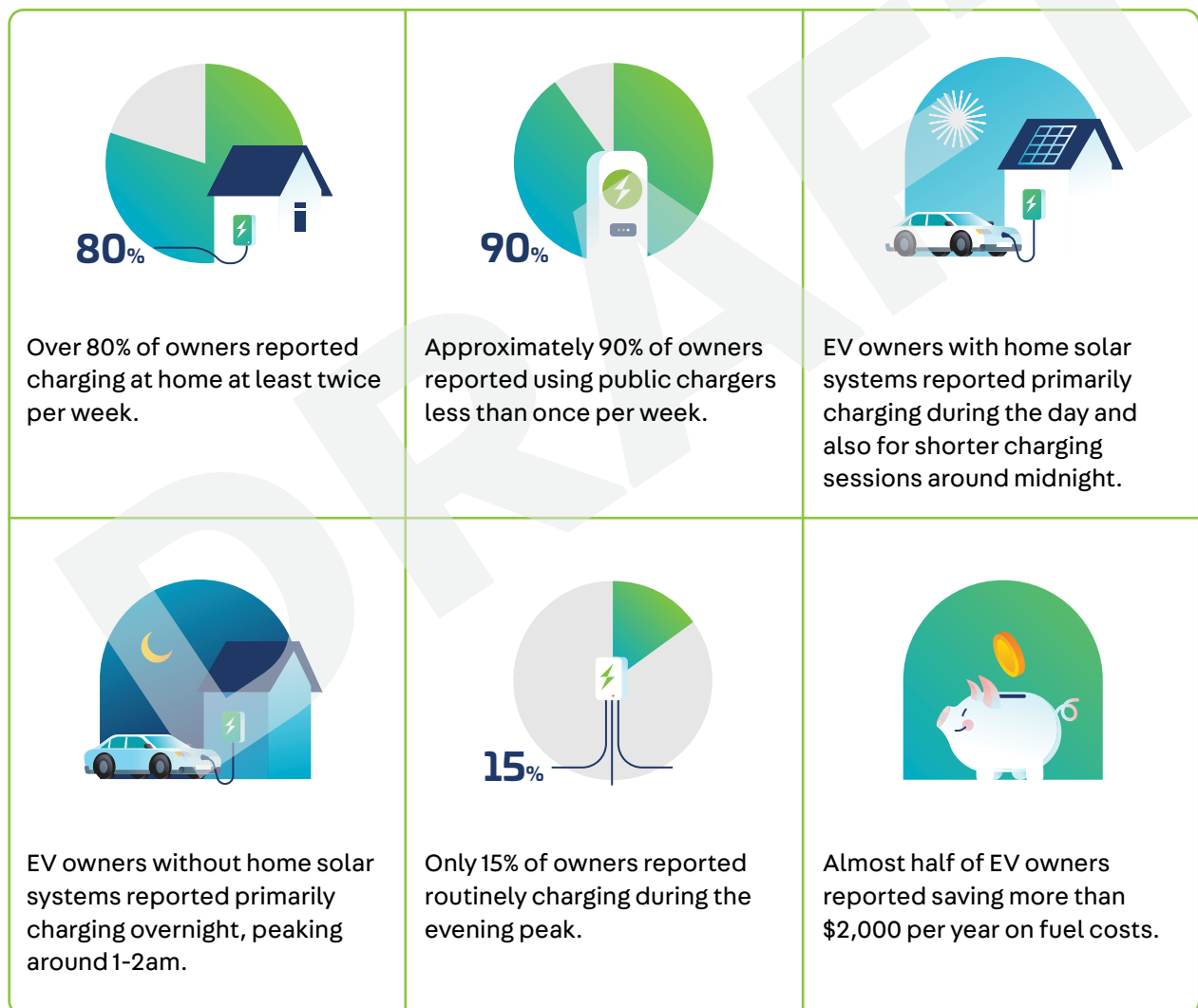
4.2 Range anxiety

Range anxiety is the fear that the EV won't have sufficient capacity (or charge) to reach the desired destination or make it back for the return trip without a charge and may be stranded. With newer EVs now having a minimum range of 300-400 kilometres and with EV driving experience, range anxiety is likely to become less pronounced, particularly for city driving.

In 2022 the Electric Vehicle Council undertook a survey of 741 Tesla EV drivers⁹, one of the largest surveys of EV drivers in Australia. The survey included a wide range of drivers, including many who have owned EVs for several years and have long term experience in driving and charging their EV.

Through opportunities to drive an EV and greater awareness of EV capabilities can help to address range anxiety and other potential misconceptions such as needing a "full charge" all the time. A summary of the survey findings included:

The survey highlights that driving range is not a major barrier for many owners and EVs are likely being driven as far as petrol/diesel vehicles.



9 [Insights into electric vehicle ownership](#) Electric Vehicle Council

05 Electric Vehicle charging

EVs can be charged in a variety of locations where there is appropriate alternating current (AC) or direct current (DC) electricity available. For EVs to be considered “emission free” they should be charged with electricity generated from a verified renewable source. As the overall energy network transitions to renewable energy the relative emissions from EVs will reduce.

The EV charging network will ideally match the types and speed of chargers with the situation of drivers. Slow chargers are suited to locations where vehicles park for long durations and fast chargers for locations where vehicles park for short periods of time. Examples of locations for EV charging include at home, at work, on street, at a destination, on route and charging hubs.



Home charging is generally the cheapest and most convenient, particularly if the home has solar and charging during the day, or at night with low tariffs.



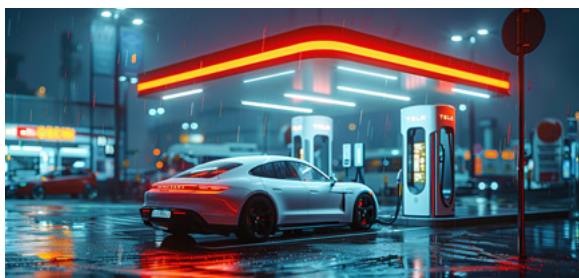
Workplace charging is typically provided in private car parks and offers a convenient way to charge EVs for employees and business fleets.



On-street charging, standalone pillars or attached to lighting poles, are typically used by EV owners without access to off street parking.



Destination charging is typically rapid and provided where the user may park for several hours such as at a shopping centre, gym, cinema, council and commercial car parks.



On-route charging typically rapid to very rapid is used to top-up through a long journey for example at highway service centres.



Charging hubs can be centralised or out-of-town locations. Hubs can include different types of users, as part of multi-modal transport such as taxis, buses, business fleets, freight and logistics transport vehicles.

5.1 Finding away-from-home chargers

Around 80% of EV owners worldwide charge their vehicles at home, which is the most convenient and logical location.

However, there is a need for public charging in cases where owners are unable to charge off street, when they are away from home or are travelling long distances. EV drivers need to be strategic and plan ahead, especially over the next few years as the industry and society transition from petrol stations to charging stations. There are several ways to locate charging stations locally, regionally, across the state and across the country. It can be via a simple internet search or using a brand specific charging application for finding and paying for using an EV charger.

According to Cars Guide¹⁰ the top five EV car applications in Australia are:

1. PlugShare
2. Chargefox
3. A Better Route Planner (ABRP)
4. Evie
5. Waze

PlugShare is a mobile and web application which provides information on the location and details of charging stations for electric automobiles.

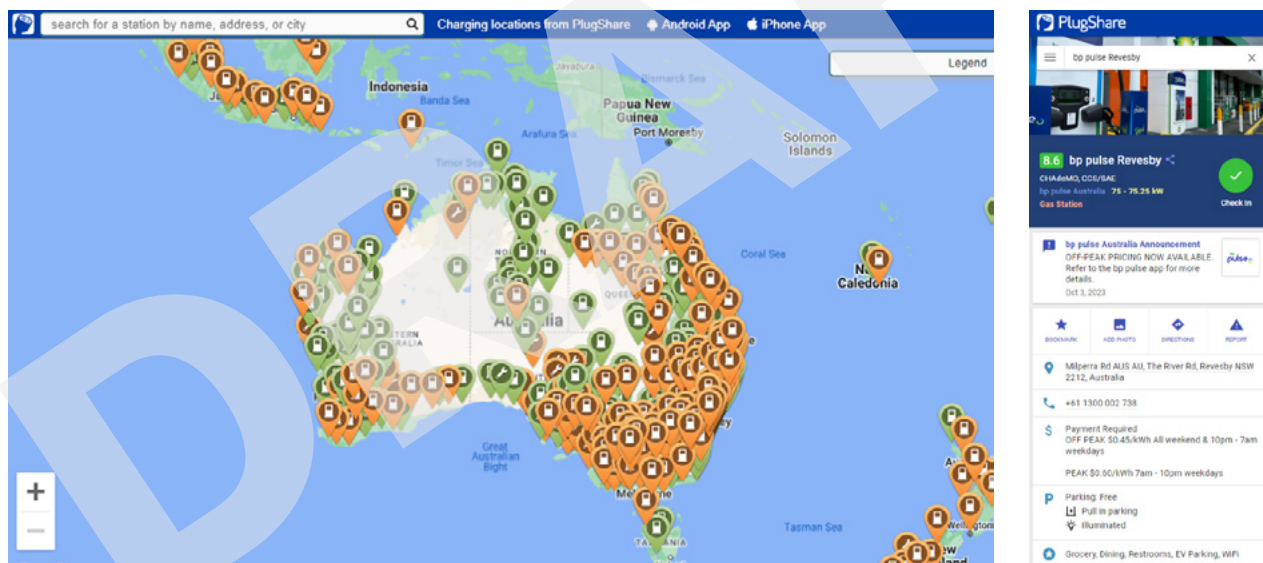


Fig. 3 PlugShare community sourced map of EV charging stations in Australia.
<https://www.plugshare.com/map/australia>

The map is a comprehensive up-to-date guide to finding EV charging stations across the country providing information about location, charger plugs and capacity, availability, payment details, amenities, hours of operation and photos.

10 [Cars Guide Top 5 Apps for EV Owners](#)

06 Electric Vehicle Charging Infrastructure (EVCI)

The Australian Electric Vehicle Council¹¹ expects that over 80% of private EV charging will be done at home. Options with home EV charging include:

- Using a standard 240V power point which typically delivers 10-15 kilometres of range per hour.
- Installing a home EV charger, typically 7kW single phase which can enable a full charge overnight. Some chargers have smart features to program charging times to make use of off-peak tariffs or during the day if solar panels are installed.

When travelling long distances drivers will need access to fast charging. The number of publicly accessible EVCI charging in Australia is still relatively low compared with similar countries, however it is increasing. Over the past three years the number of charging sites

across the country has roughly doubled from approximately 3,500 to 5,000. There has been 57% increase in high-power (fast and ultra-fast) charging locations compared to the same time last year. As at 30 June 2023, there were 558 high-power public charging locations with many able to charge multiple cars simultaneously.

Many factors influence EV charging speeds including the EV battery's state of charge, battery deterioration, ambient temperature and the vehicle's onboard computer which may limit the charging rate (particularly once 80% is reached to protect the battery). Charging speed can also be lowered if a charging station has load management software to balance the total maximum electricity download. The following table provides an overview of the types and speed of different EVCI, estimated time to full charge and typical use.

Electric Vehicle Charging Levels and Range Chart	 Power	 Range added per hour	 Charging time	 Typical application
Level 1 single phase (domestic)	1.4-3.7kW	10-20km range/hour	5-16 hours	Home
Level 2 slow single phase (domestic or public)	7kW	30-45km range/hour	2-5 hours	Home, work, shopping centres, car parks
Level 2 fast three-phase (public)	11-22kW	50-130km range/hour	30 minutes-2 hours	Urban roadside
Level 3 Fast charge (public)	25-350kW	150-300km range/hour	10-60 mins	Highways, motorways and key routes

Fig. 4 Electric Vehicles charging levels and range.

<https://www.transport.nsw.gov.au/projects/electric-vehicles/charging-an-electric-vehicle>

11 [State of Electric Vehicles Oct 2022](#) Electric Vehicle Council

6.1 How many EV chargers are needed?

Growth in EV sales can only be sustained if charging demand is met by accessible and affordable infrastructure, either through private charging in homes or at work, or publicly accessible charging stations.

As the market penetration of EVs increases, public charging becomes increasingly important to support EV adoption among drivers who do not have access to private home or workplace charging options. Determining the number of public charging stations needed to cater for growing demand is challenging and complex. Factors include the number of EVs, kilometres travelled, the location and power of the charging points (kW) both slow and fast.

Ratio of electric light duty (passenger) EVs per public charger

Deployment of public charging infrastructure in anticipation of growth in EV sales is critical for widespread EV adoption. In Norway, for example, there were around 1.3 EVs per public charging point in 2011, which supported further adoption. At the end of 2022, with over 17% of passenger vehicles being EVs, there were 25 EVs per public charging point in Norway. In general, as the share of passenger EVs increases, the charging point per EV ratio decreases¹².

This information supports the interpretation that fewer public place fast chargers can support a greater number of EVs rather than a large number of slow public place chargers. Additionally, the PWC eReadiness Study 2023¹³ revealed that of those looking to purchase an EV in Australia, 68% would prefer a charge time of less than 30 minutes, which requires a fast charger.

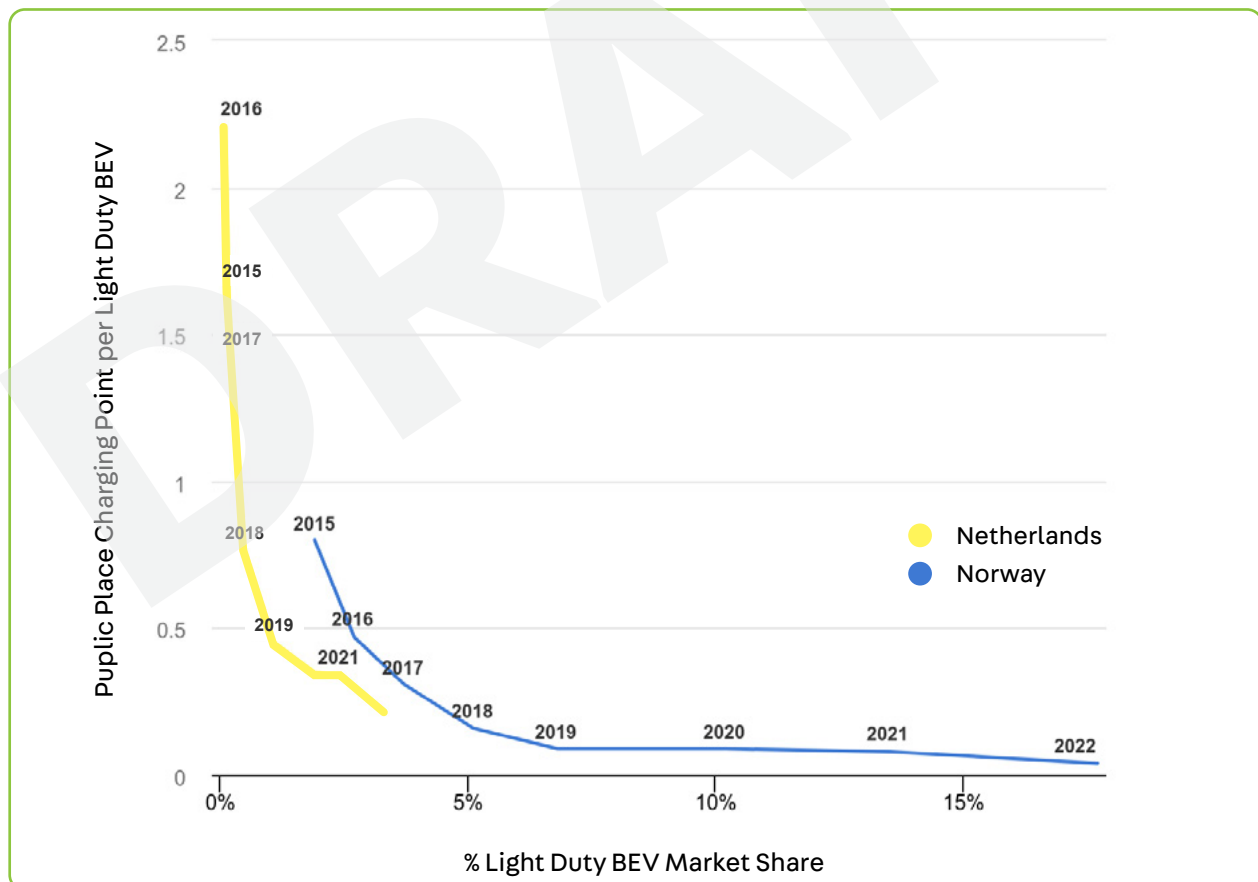


Fig. 5 Public charging point per light duty EV ratio Netherlands & Norway against EV market share, 2015-2022. Adapted from IEA Global EV Outlook 2023 Trends in Charging Infrastructure.

¹² <https://www.iea.org/reports/global-ev-outlook-2023/trends-in-charging-infrastructure>

¹³ <https://www.pwc.com.au/energy-transition/ereadiness-study.html>

6.2 EVCI across the Canterbury-Bankstown LGA

As at March 2025, across the Canterbury-Bankstown LGA there were 40 publicly accessible EV chargers, ranging from 7kW to 150kW.

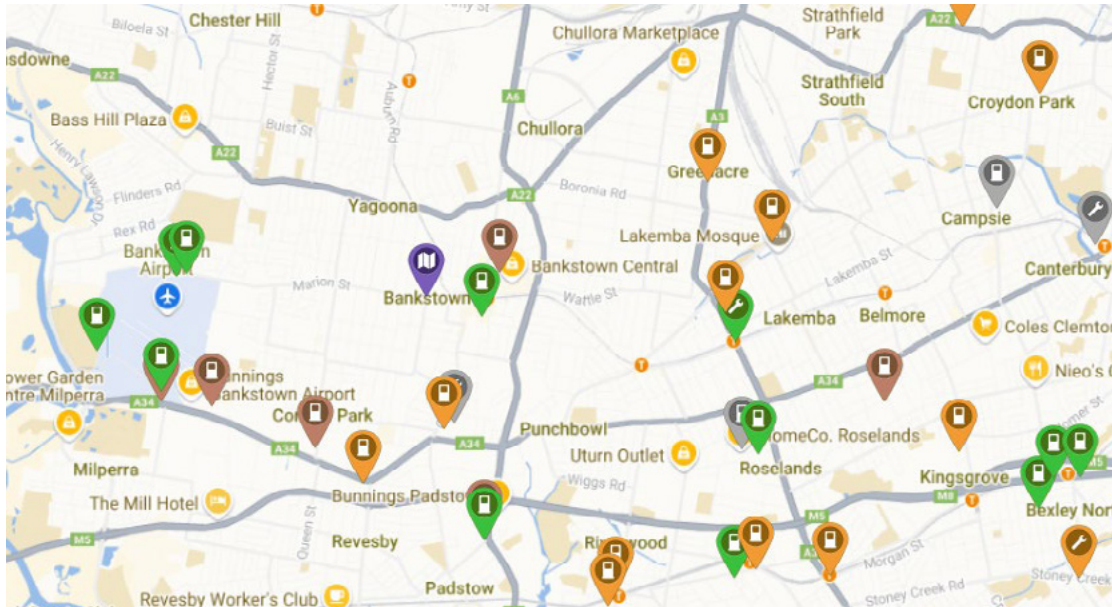


Fig.6 Plugshare screenshot May 2025.

<https://www.plugshare.com/map/australia>

The NSW Government Destination EV Charger Grants have approved funding for 44 fast chargers across Canterbury-Bankstown¹⁴, some of which are already installed.

Round 1 of the grants announced in October 2022 will deliver:

- 20 publicly accessible charging bays at five locations, including 16 fast chargers (up to 100kW) and four ultra-fast chargers over 100kW.
- Round 2 of the grants announced in December 2023 will deliver:
- 24 publicly accessible charging bays at six locations with capacity ranging from 150-400kW

Council is also planning to install a number of 22kW EV charges (off-street) at suitable Council facilities and car parks as part of the Western Sydney Infrastructure Grants Program 'Electrifying the City' which was announced in late 2022.

¹⁴ <https://nswmaps.evenergi.com/>



6.3 Transport for NSW EV Charging Program

Transport for NSW is delivering electric vehicle (EV) charging stations across Sydney to ensure widespread EV charging coverage. Commuter car parks at Penrith, Cronulla, Oatley, Roseville and Berowra now have EV chargers installed¹⁵. The recent upgrade to the Revesby Commuter Car Park includes future proofing the installation of electric vehicle charging stations by provisioning the power supply for up to 20 charging stations and cable containment to 58 spaces within the additional spaces.

¹⁵ [TfNSW EV Charging Program](#)

07 Our community – car ownership and EVs

7.1 Our residents – car ownership and dwelling types

The 2021 Census for the Canterbury-Bankstown LGA shows approximately one in ten (11%) households do not have a car whilst 83% of households have one or more vehicles.

With EVs costing more than comparable internal combustion vehicles, they may be currently out of reach of many residents. The Socio-Economic Indexes for Areas (SEIFA) show that Canterbury-Bankstown has an Index of Relative Socio-Economic Disadvantage (IRSD) score of 917 compared to a higher level of advantage of 1,010 for Greater Sydney¹⁶. This index contains disadvantage indicators such as unemployment, low incomes or education levels, single parent families, low skilled occupations and poor English proficiency.

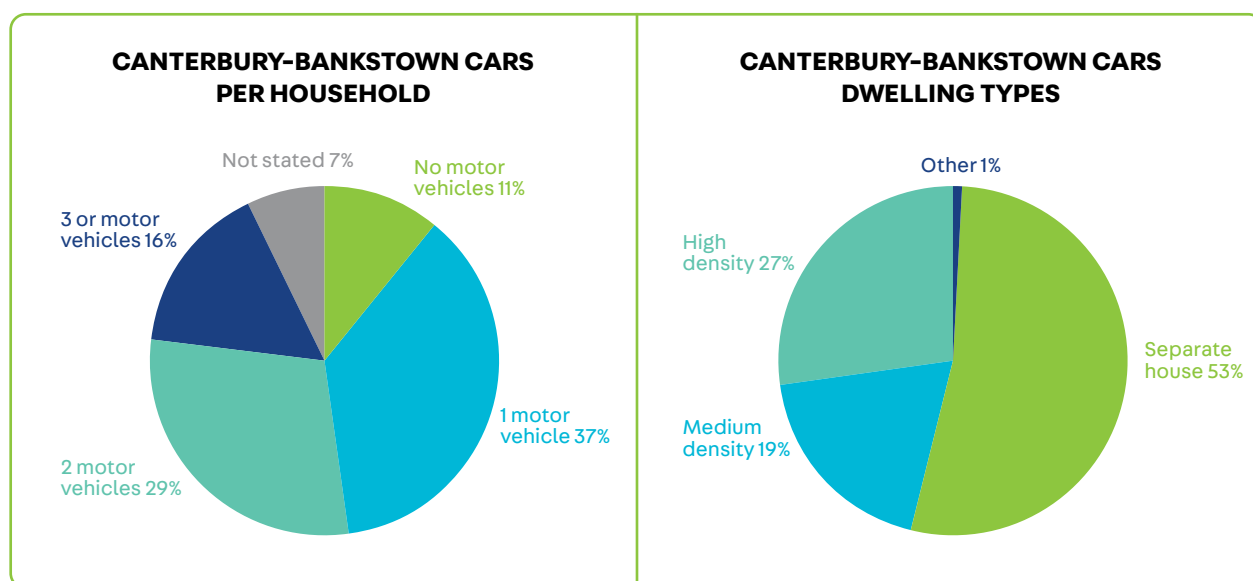


Fig. 7 Canterbury-Bankstown LGA Census Data.
<https://profile.id.com.au/canterbury-bankstown>

In Canterbury-Bankstown, 46% of dwellings are medium or high-density and are likely strata complexes with off-street parking however would be unlikely to have provision for EV charging for residents. Retrofitting EVCI into strata buildings may be prohibitively complicated, challenging and expensive. Council sees one of its roles as sharing important and up to date information, such as the EVCI resource prepared by the Strata Community Association¹⁷ with building owners, managers and strata agencies.

¹⁶ SEIFA by Local Government Area Canterbury Bankstown Community Profile

¹⁷ <https://www.strata.community/electric-vehicles-in-strata>

7.2 EVs in Canterbury-Bankstown

As the number of EVs in the City increases, we need to establish the role Council should play in facilitating EV charging infrastructure across the Canterbury-Bankstown local government area (LGA) whilst at the same time ensuring that we protect the public amenity of streets neighbourhoods, town centres and the CBD.

As at 31 March 2025 there were a total of 136,577 private vehicles registered and garaged in LGA. Of these 1,367 (or 1%) are passenger EVs. In the same month there were 41,195 general business vehicles registered and garaged in the LGA of which 419 are BEVs.

SEV Registrations MARCH 2025 Canterbury Bankstown LGA	Private EVs garaged in LGA	Business EVs garaged in LGA	Business EVs garaged outside LGA	Total Evs
BEV Passenger EV	1416	419	118	2009
BEV Goods Vehicle	9	18	-	24
PHEV (Plug-in Hybrid)	204	55	6	265
2 or 3 wheeled EVs	31	202	643	876

Table 1 Canterbury-Bankstown Private and Business EV registrations March 2025.

Data Source: <https://www.transport.nsw.gov.au/data-and-research/drives-reporting-portal/registration-snapshot-report>

08

Legislation and issues

8.1 National Construction Code

Changes to the National Construction Code (NCC) requires new buildings to be ready, by allowing sufficient electrical capacity and physical space for EV charging units. The percentages of car parking spaces required to be EV ready depend the development type as follows:

- 100% of the car parking spaces associated with a Class 2 building (apartments); or
- 10% of car parking spaces associated with a Class 5 or 6 building (commercial and retail); or
- 20% of car parking spaces associated with a Class 3, 7b, 8 or 9 building (boarding homes, warehouses, factories and public buildings).

CBCity planning controls for Class 2 buildings (apartments) will be updated to be consistent with the NCC, supporting the 100% requirement by requiring an empty cable tray to run close by all parking spaces.

The Australian Building Codes Board (ABCB) has reviewed approaches taken by international regulators and engaged EV FireSafe research to develop a set of recommendations that can support the safer installation and use of EV chargers without being an unreasonable barrier to adoption. ABCB have issued an electric vehicles in buildings Advisory Note¹⁸ including sensible, low cost, low visual impact EV fire safety considerations for building developers, owners and managers, as well as reducing the risk of sub-standard charging units and installation as the rapid rollout of charging infrastructure continues.

8.2 State Environmental Planning Policy (Transport and Infrastructure) 2021

In February 2023 and May 2024, the NSW Department of Planning and Environment amended the State Environmental Planning Policy (Transport and Infrastructure) 2021 (T&I SEPP)¹⁹, (Subdivision 3) to provide for installation of EVCI under different approval processes including:

- development permitted without consent – electricity supply authorities and public authorities;
- development permitted with consent – generally;
- development permitted with consent – residential premises;
- development permitted with consent – buildings used for recharging or exchanging batteries;
- exempt development – certain premises;
- exempt development – existing electricity or lighting poles; and
- exempt development – existing street furniture.

The amendments were intended to make it easier to build charging facilities through a streamlined approval process, encouraging more investment in charging location²⁰. Where development is permitted without consent or it is exempt development, Council cannot refuse the development.

¹⁸ [Electric vehicles in buildings ABCB](#)

¹⁹ [NSW SEPP \(Transport and Infrastructure\) 2021](#)

²⁰ [Electric Vehicles Fact Sheet](#) NSW Department of Planning and Environment

8.3 Charging an EV without off-street parking

Residents in properties without easy access to off-street parking who desire to own an EV may feel constrained by their inability to easily access cheap at home slow charging.

The cost of away from home EV charging will vary depending on the supplier and speed of the charger. However, with a little planning there are a growing number of options available for EV charging away from home including:

- 1. Public charging networks:** available in various locations such as shopping centres, supermarkets, public and private car parks. These networks are expanding rapidly.
- 2. Destination charging:** clubs, gyms, restaurants or hotels – many of these locations now offer EV charging for customers.
- 3. Service and petrol stations:** a growing number of traditional petrol stations are offering EV fast charging with Ampol and BP leading the charge.
- 4. Workplace EV charging:** whilst not yet common, capacity for workplace EV charging is likely to grow as more workplaces with EV fleets develop.
- 5. Commuter EV charging:** TfNSW is slowly rolling out EVCI at several commuter carparks across Sydney.

On street private EVCI

Of relevance to this plan, is the T&I SEPP allowing for private non-commercial EV charging on public land use by an owner or occupier of the adjacent residential premises via kerbside pop-up chargers. Whilst Council consent is required, the SEPP does not provide any guidance on operational matters such as public liability, insurance, installation, maintenance and removal responsibility or any additional associated costs.

A trial for private kerbside pop-up EV chargers is currently being conducted by the City of Port Phillip in Victoria via a permit system. The limited trial has not been taken up broadly and can only be accessed by a small portion of the community. There are a number of challenges and costs for both the resident and council including (but not limited to):

- For residents:
 - cost for charger purchase and installation
 - administration fees to Council;
 - bonds for both installation and footpath reinstatement after removal;
 - public liability insurance; and
 - no guarantee of parking adjacent to the pop-up charger.
- For Council:
 - costs and resource management of the permit system and annual audits
 - legal advice to manage permanent private EVIC liability and risks.

CBCity will continue to monitor the Victorian trial and review the need or benefit of such a permit system.



Examples of private pop-up kerb side EV car chargers
<https://www.kerbcharge.com.au/>

09

Electric Vehicle Charging Action Plan

9.1 Vision

For the City to support residents and visitors with the transition to low-emission EVs by ensuring that charging infrastructure is provided in a strategic, efficient, equitable and sustainable way.

9.2 Purpose

To outline CBCity's approach to the provision of public and private EV charging infrastructure across the Canterbury-Bankstown Local Government Area.

9.3 Guiding principles

The principles that have underpinned the development of this Plan include:

- prioritising active transport and public transport, with individual cars (including EVs) sitting at the bottom of the hierarchy;
- increasing transport resilience, reduce emissions towards net zero by 2050;
- protecting of the public domain and ensuring public space is used fairly and equitably;



Action	Description	Stakeholders	Priority
Direct action			
1. Provide EVCI at Council facilities as part of the Western Sydney Infrastructure Grants Program	EVCI installed at 12 Council facilities across the LGA. (Leisure and Aquatic Centres, Libraries, Arts and Community Centres).	<ul style="list-style-type: none"> Assets Design Building Maintenance Communications 	High
2. Adopt new signage and parking arrangements of off-street EV charging	New EV parking signage and restrictions have been issued by TfNSW and should be used where council installs EVCI.	<ul style="list-style-type: none"> Assets Design Regulatory Compliance 	Medium
3. Enforce parking restrictions for EV charging	<ul style="list-style-type: none"> Implement enforcement mechanisms such as time limited EV charging too ensure equitable access. Provide guidance and training for Parking Officers to support EV only parking rules. 	<ul style="list-style-type: none"> Regulatory Compliance 	Medium
Facilitation			
4. Facilitate EVCI into Council off-street car park redevelopments or upgrades	<ul style="list-style-type: none"> Review Opportunities for working with service providers (CPO) to deliver paid publicly accessible EVCI in council off-street car parks at no or minimal cost to council. Prioritise areas of high density and minimal or no off-street parking. 	<ul style="list-style-type: none"> Urban Policy and Planning Place Projects Assets Design Sustainable Future 	Medium
5. Investigate potential for future fast charging hubs on Council land	<ul style="list-style-type: none"> Identify off-street locations suitable for the NSW Governments Fast Charging Grants as a host site. Review opportunities to work with private sector CPO's for EVCI on Council land through a transparent process (e.g. Identify sites and seek EOLs). 	<ul style="list-style-type: none"> Governance Urban Policy and Planning Place Projects Commercial CPO's 	Medium
Monitoring			
6. Monitor EV uptake and usage of Council EVCI	<ul style="list-style-type: none"> Report on action plan progress, EV uptake and EVCI usage biannually. 	<ul style="list-style-type: none"> Sustainable Future 	High
7. Review this EV Charging and Action Plan	<ul style="list-style-type: none"> Monitor installation of new EVCI and progression of emerging technologies that could change the technological and planning landscape regarding EVIC. 	<ul style="list-style-type: none"> Sustainable Future 	Medium
8. Monitor community comments and expectations.	<ul style="list-style-type: none"> Survey residents in areas with low potential for off-street EV charging. Monitor community perception/ expectation of kerbside EV charging. 	<ul style="list-style-type: none"> Sustainable Future Community Engagement 	Medium

Collaboration			
9. Collaborate with SSROC EV Working Group	<ul style="list-style-type: none"> Continue collaboration with regional councils on EVCI information, data and liaison with AUSGRID about network capacity. 	<ul style="list-style-type: none"> Sustainable Future 	Medium
10. Collaborate with SSROC Fleet Managers Group	<ul style="list-style-type: none"> Explore opportunities for joint procurement EVs and EVCI. 	<ul style="list-style-type: none"> Fleet SSROC 	Medium
11. Car share operators	Consider future changes to Car Share Policy if EVs are introduced.	<ul style="list-style-type: none"> Urban Policy and Planning Transport Planning 	Medium
Education/information			
12. Community education	<ul style="list-style-type: none"> Promote EV readiness with an education and awareness campaign for residents and businesses. Provide weblink to PlugShare EVCI Map. Develop community information for Website including "how to charge at Council EVCI". 	<ul style="list-style-type: none"> Sustainable Future Communications 	High
13. Information for Strata Managers	<ul style="list-style-type: none"> Provide information on retrofitting EVIC into established developments 	<ul style="list-style-type: none"> Sustainable Future Communications 	Medium
Planning			
14. DCP for EV ready new buildings	<ul style="list-style-type: none"> Align Development control plans (DCP) conditions for new developments to ensure they are consistent with the National Construction Code (NCC) for EV Ready Buildings. 	<ul style="list-style-type: none"> Strategic Planning Sustainable Future 	High
15. Review requirement for DA conditions or a permit system for private EV charging on public land.	<ul style="list-style-type: none"> The SEPP T&I allows for residents to seek Council consent to install a pop-up EV charger outside their residence. 	<ul style="list-style-type: none"> Strategic Planning Regulatory Compliance 	High

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