

# **ORDINARY COUNCIL MEETING**

## **ATTACHMENTS BOOKLET**

### **Under Separate Cover**

**Tuesday, 16 July 2024**





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# RHODES EAST Public Domain Plan

Prepared by Tract Consultants for City of Canada Bay

Issued 15 May 2024

Tract

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## Acknowledgement of Country

We pay our respects to the Traditional Custodians of Country throughout Australia, their Elders and ancestors, recognising their rich heritage and enduring connection to Country and acknowledging the ongoing sovereignty of all Aboriginal and Torres Strait Islander Nations.

We recognise the profound connection to land, waters, sky and community of the First Nations peoples, with continuing cultures that are among the oldest in human history. We recognise that they are skilled land shapers and place makers, with a deep and rich knowledge of this land which they have cared for, protected and balanced for millennia.

**Our Country, 2022**  
88 x 119 cm Acrylic on  
canvas  
Original artwork by  
Alfred Carter  
Gunaikurnai

Tract

223-0053-00 - PROJ\_Public Domain Plan

15 May 2024

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## Quality Assurance

**Rhodes East**  
Public Domain Plan

**Prepared for**  
City of Canada Bay

**Project Number**  
[223-0053-00]

### Revisions

No.	Date	Description	Prepared By	Reviewed By	Project Principal
01	21 December 2023	Initial Issue - Draft Public Domain Plan (WIP)	TR/ GP	LH	LH
02	03 March 2024	Draft Public Domain 90%	TR/ GP/ JD	LH	LH
03	11 April 2024	Draft Public Domain	TR/ GP	LH	LH
04	15 May 2024	Final Draft Public Domain	TR/ GP	LH	LH

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# 1 Introduction







## 1.2 Background

Rhodes was nominated by the City of Canada Bay as an area for renewal in 2015. The Rhodes East Precinct was rezoned in 2021 following the endorsement for the Rhodes Precinct Place Strategy.

This strategy outlines a 20-year vision for the area, transforming it from industrial and low-density residential to a mixed-use, high-density residential zone. The strategy emphasizes new homes, workspaces, public spaces and streets and improved transportation options. Following on from this, Council sought to prepare a Public Domain Plan to further evolve the objectives of the Place Strategy Structure Plan and make further recommendations to the refinement and detail of the public domain.

This Public Domain Plan covers Rhodes East -the land between Rhodes train station and Concord Road. The Parramatta River forms its northern boundary with Mary Street along its southern boundary.

## 1.3 Aims & Objectives

Through the Public Domain Plan, we aim to achieve:

- A Climate resilient environment through urban greening, bio-diverse plant communities, effective water sensitive urban design, and acknowledgment of natural systems.
- Minimum 25% Tree Canopy Cover in the public domain and streets
- A friendly and comfortable walking and cycling environment which minimizes the use and dependency of private vehicles and their impacts to pedestrians and cyclists.
- A welcoming, safe and convenient, evocative and memorable place which supports the needs of a new community while nurturing the cultural history of the precinct.
- Accessible and equitable open spaces, civic connections, community corners and a new public foreshore park that celebrates its connection to Parramatta River.

## 1.4 Design Philosophy & Process

Creating an outstanding public domain environment is dependent upon the implementation of successful place making. It requires the understanding of the natural environment and ecological values of the peninsula, current cultural heritage of the precinct and its future aspirations to become a high-density human scaled precinct.

It's important to further understand the influences of the public domain on the natural environment, people, and place. Environmental and ecological, physical, cultural, social, and commercial factors need to be considered during the analysis. A synthesis of the issues and a rational and innovative design process needs to result.

The development of the Plan has been undertaken in the following steps:

- Stage 1 Background Research and Analysis
- Stage 2 Understanding of the Vision as outlined in the Rhodes Precinct Place Strategy 2021
- Stage 3 Evolution of Design Principles and Concept Designs
- Stage 4 Draft Public Domain Plan
- Stage 5 Review feedback and finalization of the Rhodes East Public Domain Plan

## 1.5 Document Structure

The primary document being the Rhodes East Public Domain Plan incorporates the vision, analysis, design principles and strategies. The document is to be used in conjunction with the technical details elaborated in the Street Tree Masterplan and Street Design Guidelines.

The nature of the Public Domain Plan and the supporting documents is such that they are living documents. They address the main challenges and set the framework and tone for future design activities. The development of works for actual construction is an extension of this process and will need to be undertaken on a similar rigorous basis. Nevertheless, this Plan together with Council's initiatives provide a sound platform from which to embark.

## 2 Background Document Review

## 2.1 Background Document Review

The primary objective of the Place Strategy was to “generate a human scaled sustainable development outcome, rather than maximizing development potential.”

Canada Bay Council has a suite of documents which guide us in the creation of this public domain Master Plan.

### Rhodes Precinct Place Strategy – Urban Design Report

Objectives to consider:

- Plan for a sustainable future – Fostering an urban green canopy with biodiverse planting, water management.
- Prioritise Active Transport – Providing opportunities for people to choose and use public transport method over private vehicles.
- Public access to the waterfront – Protecting views to water and providing safe connection / access to Parramatta River.
- Great public spaces – Enhance liveability and place making, activating public domain with safe, accessible, cool streets and parks to encourage gathering and socializing.
- Better East- West connections – improve accessibility to Train Station and West Rhodes. Encourage safe walking and cycle connections.

Design Principles to consider:

- Open Space for amenity
- Pedestrian experience above all other modes of transport - Developing a network of living streets and active streets.
- Celebration of the peninsula and waterfront – ensuring physical and visual connections to Parramatta River
- Consistent Rhodes Precinct with public realm variances for each sub precinct

### Urban Tree Canopy Strategy

- Ensuring protection of existing valued vegetation with new resilient and diverse urban forest
- Right Tree, Right Place
- Tree Canopy target of 25% by 2040 with increase canopy in streets and parks in public land.
- Provisions for adequate space for large tree planting and reduction of conflict with services infrastructure.

### Rhodes Precinct- Traffic and Transport Report

- A transport network that will cater for an estimated 3,000 dwellings.
- A street hierarchy based on movement and place framework.
- New strategic cycle links for both local and regional connectivity
- Improvements to bus, train and ferry services to encourage use of public transport.
- Sustainable transport by reduction of private vehicle demand, increasing mode share of active and public transport use.

### Foreshore Access Strategy

- Improve access to foreshore along public connections
- Linking public open spaces / paths along Parramatta River ensuring continuous access through different precincts / suburbs
- Supporting, strengthening and expanding existing biodiversity corridors ensuring critical habitats along the foreshore are protected.
- Ensuring future development site are sensitive to the River environs - Rhodes East will deliver the Leeds Street Foreshore Park, connecting Homebush Bay to Brays Bay.



Rhodes Precinct Place Strategy Urban Design Report, NSW Planning, Industry & Environment, 2021



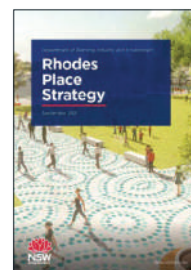
Foreshore Access Strategy



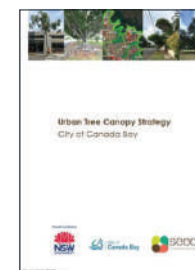
Rhodes Precinct, Traffic and Transport Report, Jacobs, 2021



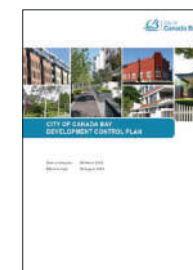
Rhodes East Priority Investigation Area Hydrology and Flooding Report, Jacobs, 2016



Rhodes Precinct Place Strategy Urban Design Report, NSW Planning, Industry & Environment, 2021



Urban Tree Canopy Strategy, City of Canada Bay, 2019



Development Control Plan, City Of Canada Bay, 2022

## 2.2 Current Illustrative Master Plan

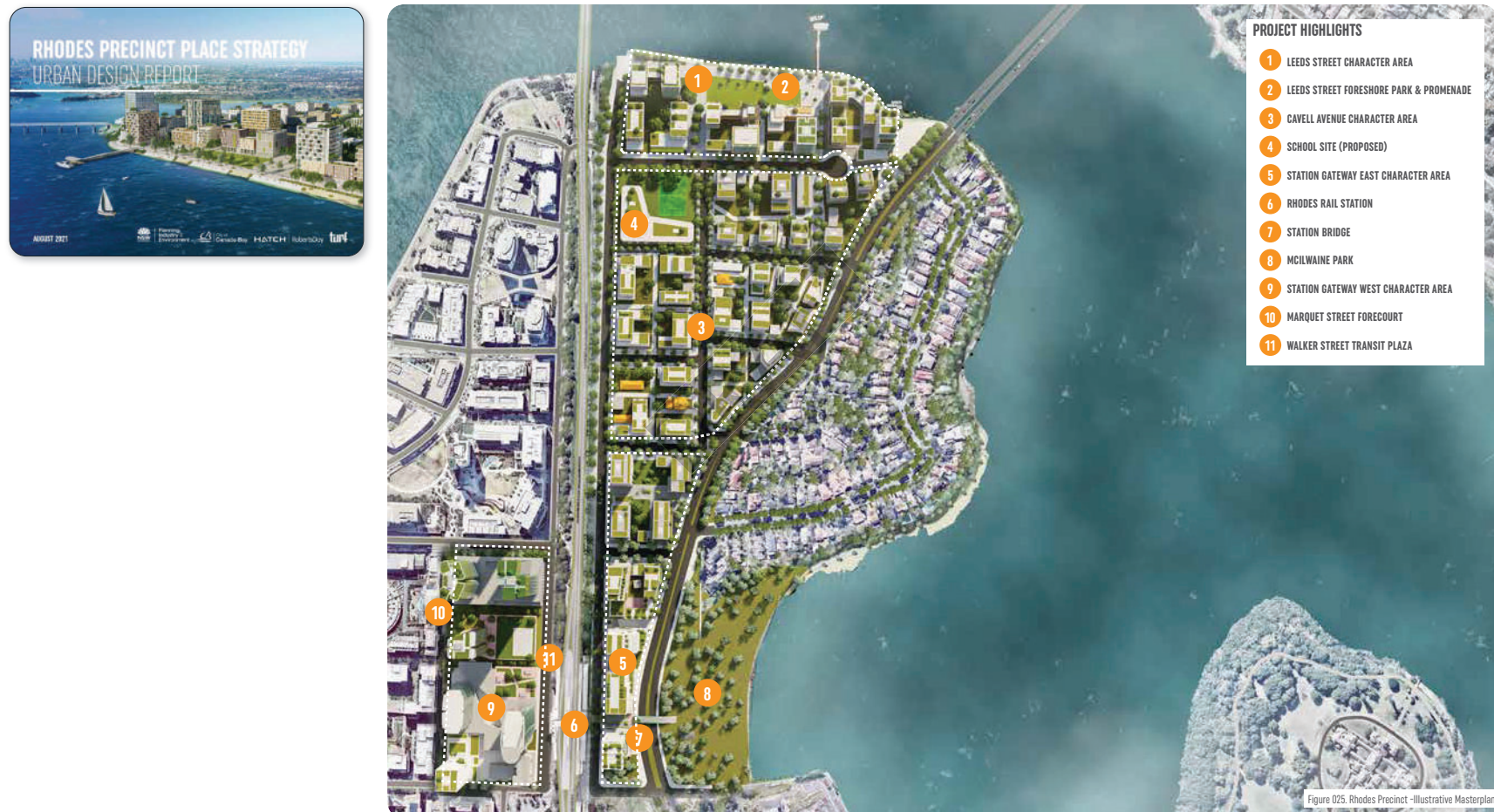


Figure 2. Current Illustrative Masterplan (Rhodes Precinct Place Strategy Urban Design Report, 2021)

## 2.3 Current Urban Design Structure Plan

The current Structure Plan encompasses a wide range of Urban Design Elements which promotes a human scale public domain prioritizing pedestrian and cyclist movement and comfort.

This Public Domain Plan will examine the key public domain features as outlined in the Structure Plan including:

- The redevelopment of the foreshore into a new public accessible waterfront precinct.
- New East-West streets to increase permeability.
- New North-South pedestrian links to the foreshore.
- Community Corners or local parks and
- Streetscape upgrades to existing streets.

The Structure Plan also identifies key community infrastructure facilities that will support the new population by ensuring ease of travel and connectivity. They include:

- The future school
- The future ferry wharf and
- The future pedestrian bridge between Rhodes Station to Mcllwaine Park.

Whilst the design for the future infrastructure is yet to be determined, this Public Domain Plan will address the interface zone with complimentary features.

This Public Domain Plan aims to further test and investigate the principles set out in the Structure Plan with a practical approach. It will provide recommendations and modifications as appropriate to ensure the detail solutions are functional, site responsive, enduring and timeless in its application.

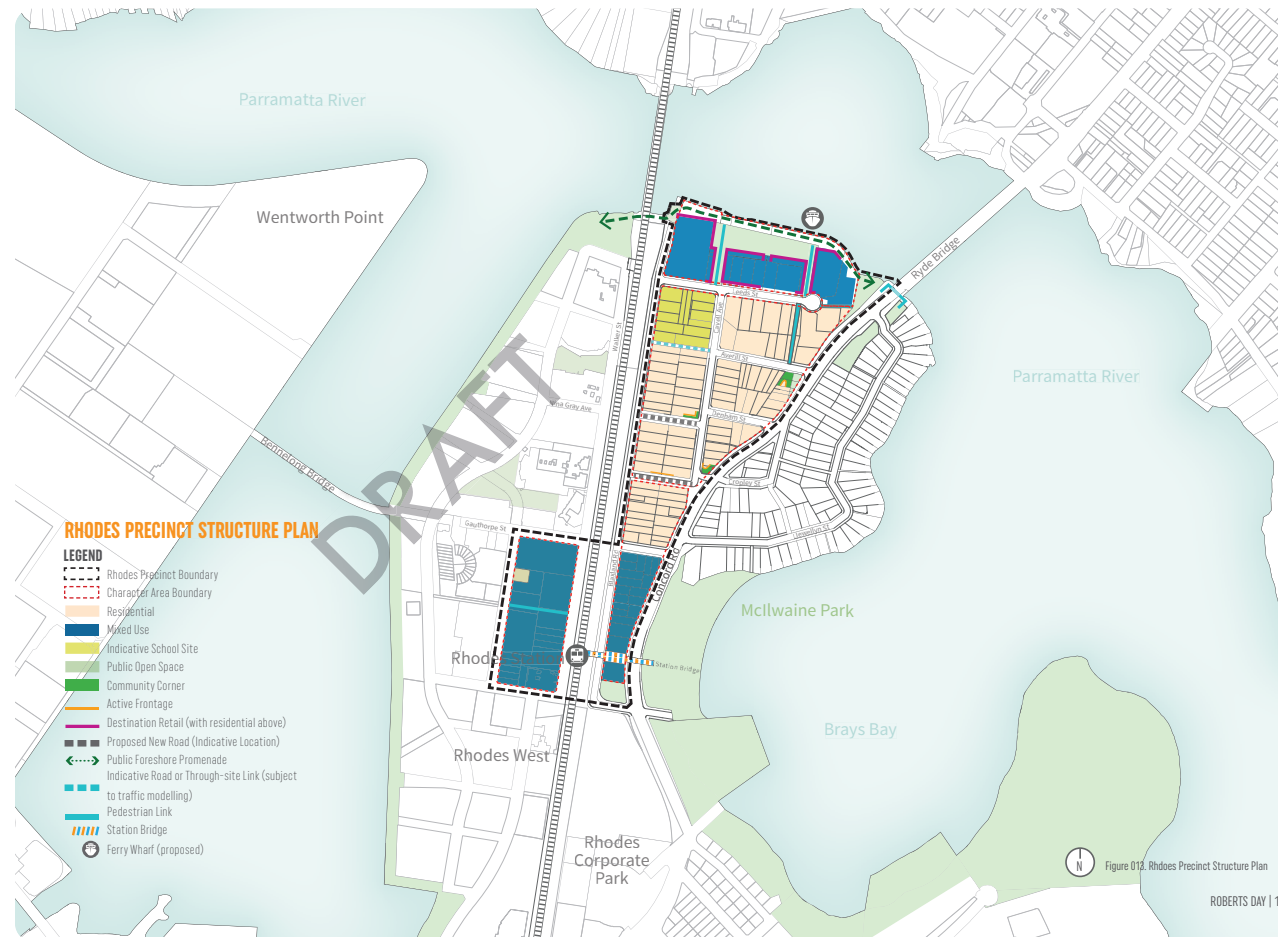


Figure 3. Current Structure Plan (Rhodes Precinct Place Strategy Urban Design Report, 2021)



### 2.3.1 Current Primary and Secondary Streets



Figure 4. Current Primary and Secondary Streets Diagram (Rhodes Precinct Place Strategy Urban Design Report, 2021)

### 2.3.2 Current Street Character Hierarchy



Figure 5. Current Street Character Hierarchy Diagram (Rhodes Precinct Place Strategy Urban Design Report, 2021)

## 2.4 Current Public Domain Framework

### 2.4.1 Current Public Domain Plan



Figure 6. Current Public Domain Plan (Rhodes Precinct Place Strategy Urban Design Report, 2021)

### 2.4.2 Current Cycle and Pedestrian Networks



Figure 7. Current Cycle and Pedestrian Networks (Rhodes Precinct Place Strategy Urban Design Report, 2021)

### 3 Site Analysis



### 3.1 Existing Elevation & Slope

Rhodes East is part of the Rhodes Peninsular with a high point at approx. 21m elevation between Blaxland Road and Cavell Street.

The site falls towards Parramatta River with the water's edge at approx. 4m elevation. Both Blaxland Road and Cavell Street have gradual inclines with the greatest slope of 10% in parts.

The east-west streets consist of gentle gradients, which are suitable for comfortable walking and cycling.

Currently there is no view corridor to the waterfront from Cavell Street. Blaxland Road, after the crest, offer water glimpses with the boat ramp being the northern terminus of the precinct.

The proposed structure plan creates view lines to the water by introducing the north-south pedestrian links.



Figure 8. Existing Elevation Map

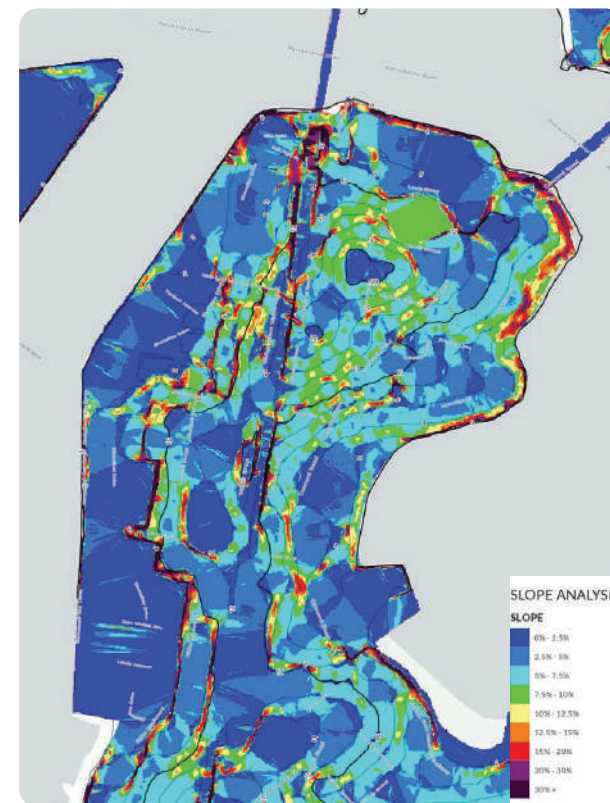


Figure 9. Existing Slope Map

### 3.2 Existing Trees and Vegetation

City of Canada Bay's Urban Tree Canopy Strategy (by Seed Consulting) 2019 notes that the Rhodes suburb tree coverage was approximately 18% coverage with majority of the tree canopy residing in private property, resulting in less than 20% canopy cover for the suburb.

In the Rhodes East Precinct, the existing tree coverage is a mix of native and exotic species. Mature Ficus trees in Churchill Tucker Reserve forms the southern entry point to the precinct and is well shaded and pleasant in the warmer months.

Blaxland Road trees are irregularly spaced along its eastern verge only. There is a mix of Lophostemon sp. (Brush Boxes), Cupaniopsis anacardioides (Tuckeroos) and Melaleucas sp. (Paperbark).

Leeds Street trees are irregularly spaced on both verges. Tree under powerlines have been pruned and are irregular form. The trees on the southern verge are not impacted by powerlines and consist of good form to provide generous shading to adjacent properties. Trees along Leeds Street consist of Lophostemon sp. (Brush Boxes) and Eucalyptus sp.

Averill Street is similar to Leeds Street with irregularly spaced Lophostemon sp. (Brush Boxes) with trees under powerlines pruned to minimize impact on infrastructure.

Llewellyn and Denham Street trees consist of mature Lophostemon sp. (Brush Boxes) which are consistent in form and provide generous shade to the

streetscape.

Cavell Street has a very limited amount of street trees. The existing Phoenix sp. Palms are listed under the Local Heritage Overlay and will remain part of the Cavell Street identity.

Whilst the existing tree network is inconsistent, the opportunity lies in future planting of the new Rhodes East Precinct. To be able to achieve the minimum 25% tree coverage, careful selection of species to cope with the site conditions, generous planting area and ongoing maintenance is required to deliver a healthy network of trees.



Figure 10. Existing Trees and Vegetation Map

### 3.3 Flooding and Stormwater

City of Canada Bay undertook a hydrology and Flooding study (by others) in 2016 for Rhodes East, which is subject to flooding from several overland stormwater flow paths.

Additionally, the area is also subject to tidal inundation from Parramatta River. The report also concludes with multiple recommendations to improve / reduce the existing flooding behaviour.

A key recommendation is the inclusion of upgrading existing stormwater infrastructure and improving stormwater quality, suggesting Water Sensitive Urban Design (WSUD) elements be interwoven into the public domain and future developments.

All future design work along the foreshore is subject to future detailed flood studies and investigations to ensure they meet the requirements of the Department of Planning's flood planning level of 3m AHD along the water's edge.

All future development interfaces along the foreshore shall consider flood protection measures and to allow a minimum 2.5% cross fall away from private properties.

The proposed drainage layout is indicative only. Further investigations including stormwater assessment and utility services search etc. will be required to validate the drainage design which includes determination of pipe sizes and pit numbers.

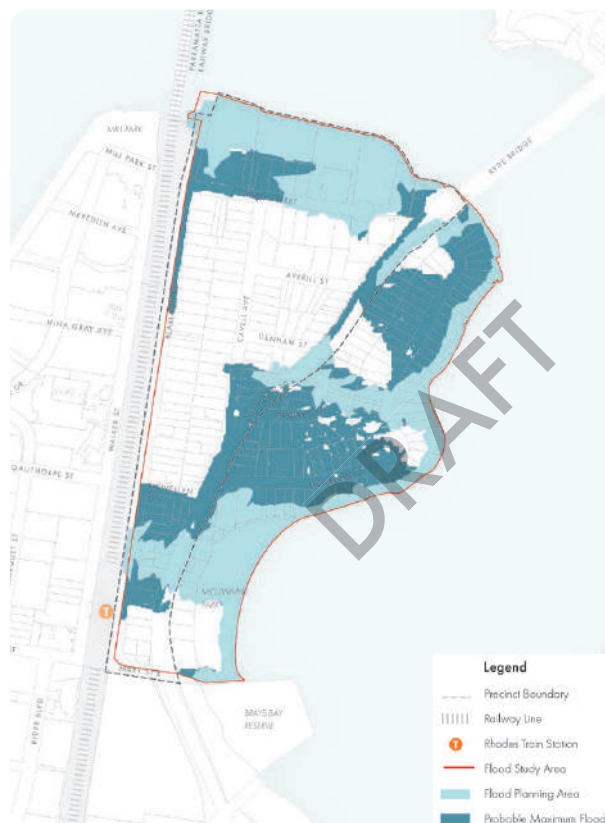


Figure 11. Possible Flooding Map



Figure 12. Pits and Pipes Map

### 3.4 Existing Street Hierarchy and Parking

Rhodes East Precinct lies between two major transport infrastructure - The Railway Corridor and Concord Road, a congested arterial road that will continue to be a key bus and freight corridor. Both act as barriers to the east-west movements for walking and cycling.

The local street network is constrained with on-street parking with limited public bus services.

Blaxland Road is the main local north south street along the railway corridor serving as the main commuter parking street for people using Rhodes Train Station.

Averill and Mary Street are signalised intersections with right turn movements into Rhodes East. All other locals streets intersecting Concord Road are left in/out only.

Leeds Street is the only local street to connect directly into Rhodes West via Walker Street. This results in a "Z" movement for vehicles entering the precinct from Concord Road. It is also the main bus route and will remain as the primary vehicle movement corridor between east and west, allowing other streets to be dedicated to future cycle and pedestrian networks.



Figure 13. Existing Street Hierarchy and Parking



### 3.5 Existing Active & Public Transport Networks

Rhodes East has limited bus routes. Bus routes 458/533 utilizes the "Z" movement along Leeds, Cavell Street North, and Averill Street. These are the only bus services to enter / exit Rhodes East Precinct. Other bus routes run along Concord Road and Walker Street, west of Rhodes Station. Currently, rail replacement buses operate along Mary Street East, Blaxland Road and Llewellyn Street. This report assumes the continuation of this arrangement.

The main commuter modal point is Rhodes Train Station with the T9 Northern Line servicing Rhodes peninsular. With future demands, public transport must be managed to support sustainable transport behaviour to ensure reduction of vehicle dependency.

The existing active transport network requires a precinct wide approach to ensure future streets are designed for pedestrian and cycling activities. The existing north-south shared path along Blaxland Road is the main cycle link to Meadowbank via John Whitton Bridge. There is no other cycle infrastructure and cyclists are forced on-road to filter through Rhodes East.

The new Rhodes East Precinct will present a greater range of cycling and walking opportunities for the new community. The new path network will include both shared paths and dedicated cycle lanes and will be generous, clear, safe and well-connected allowing ease of movement within and through the precinct. It is intended these paths create continuity in the public domain, seamlessly linking community facilities and promoting sustainable travel that benefits the health of the community.

Traffic calming will be implemented to support reduction of speed limit in Rhodes in line with Transport for NSW framework for improved outcomes in local and neighbourhood streets.



Figure 14. Existing Active & Public Transport

## 4 Opportunities & Constraints

#### 4.1 Site Constraints



Figure 15. Site Constraints

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#### 4.1.1 Site Constraints Photos



Railway Line - Physical Barrier



Existing Leeds / Walker signalised intersection requires upgrade for projected traffic increases



Inefficient width of pedestrian/cycling link under railway bridge



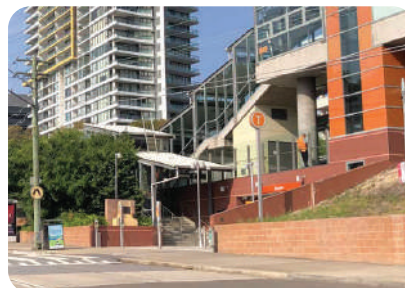
Existing shared path along Blaxland Road inefficient / width varies



Concord Road - Arterial Road poor pedestrian amenity



Existing foreshore currently not accessible



Rhodes Train Station - Lift / Stair Access over railway



Poor pedestrian/cyclist link to McIlwaine Park



## 4.2 Site Opportunities



Figure 16. Site Opportunities

- LEGEND**
- Averill, Cavell and Leeds St to be major east-west traffic through link with buses
  - Existing Shared-Paths
  - Proposed Shared-Paths
  - Two Way Separated Cycleway
  - ↔ Existing On-Road cycle
  - ↔ Proposed On-Road cycle
  - Opportunity to improve pedestrian / cyclist connectivity to existing Leeds / Walker signalled intersection
  - Opportunity to provide safe pedestrian / cycling link connecting east - west Rhodes
- 1 Opportunity to create a dynamic shoreline and waterfront park
  - 2 Future School Site
  - 3 Averill, Cavell and Leeds St major east-west traffic road with buses
  - 4 Leeds / Walker signalled intersection Opportunity to widen underpass to improve pedestrian / cycle connections and provide safe crossing points.
  - 4a New signalled intersection with safer pedestrian / cyclist connection to foreshore
  - 5 Blaxland Road - Provide Two-Way Cycleway on western verge
  - 6 Opportunity to provide pedestrian / cycling link connecting east - west
  - 7 Concord Road - Opportunity to provide north south shared path western verge / Shared path crosses over at Llewellyn Street and continues along Mollwaine Park
  - 8 Llewellyn Street west - Opportunity to implement separated cycleway
  - 9 Opportunity to provide connection from Rhodes Train Station to Mollwaine Park
  - 10 Opportunity to provide shared path along Gauthorpe Street to connect western foreshore with Rhodes Train Station

#### 4.2.1 Site Opportunity - Foreshore Edge and Connectivity

The foreshore along the western Rhodes Peninsula is delineated by a straight hard-edge shared-path providing residents and visitors easy access to the water edge. The water's edge along Brays Bay is predominately restricted due to private residences, though not accessible, it has a more organic shape. The Rhodes East Structure Plan outlines the transformation of the Leeds Street foreshore precinct between John Whitton Bridge and Ryde Bridge.

Views from across Parramatta River show a linear concrete seawall with vast turf areas fronting the industrial properties. Vegetation coverage is limited with a small pocket of existing mangroves at the base of John Whitton Bridge adjacent to Rhodes Boat Ramp.

Whilst the design of the foreshore is yet to be determined, Council's DCP clearly outlines a dedicated 15m minimum foreshore promenade with a public domain interface zone before any new development can occur.

This Public Domain Plan makes suggestions to "soften the foreshore edges" to a more organic water interface, where the tidal movement of water can be celebrated and embedded into a new public foreshore park. Similar to the new foreshore park at McIlwaine Park, the existing concrete seawall should be replaced, in parts or full length, with a new "transitional" edge ensuring a natural transition between land and water.



SOFTENING THE EDGES



MICRO-FOREST CORRIDORS / PERMEABILITY



WATER SENSITIVE URBAN DESIGN OPPORTUNITIES

## 5 Design Principles & Benchmarking

## 5.1 Public Domain Design Strategies

*“Rhodes will encourage residents and visitors to walk further, stay longer, live more happily and take pride in this place.”*

*Rhodes Planned Precinct Urban Design Report (Roberts Day + Turf)*

As identified in the Urban Design Report, the Key Design Principles directly related to public domain include:

- Open Space should be designed for amenity.
- Prioritise pedestrian experience above all other modes of transport.
- New Open space should celebrate the peninsula location and amenity of Parramatta River.
- Prioritise views to water.
- Promote fine grain variances in the public realm between character precincts.
- Prioritise pedestrian experience above all other modes of transport.
- Providing a well-connected active transport network for human focused permeability
- Advocating for greater public transport offerings with frequent bus and train services to meet future demands of new population.

In addition, the following principles will also be explored in this report:

- Preservation of heritage items and strengthening their presence and;
- Connection to the land, water and sky.

This Public Domain Plan will provide detailed strategies to strengthen the design principles, by embedding them into the foundational building blocks of:

- Green and Blue Networks;
- Streets for People and;
- Places for People.

### GREEN AND BLUE NETWORK

Provide an integrated green and blue network connecting the waterfront to the urban parks, reducing environmental impacts, improving public health and contributing to a beautiful landscape.

### STREETS FOR PEOPLE

Create pedestrian and cycle friendly street environments that are easily accessible for all users. Prioritise people by creating a traffic environment where priority is given to pedestrian movement, cycling infrastructure and public activity.

### PLACES FOR PEOPLE

Offer places with a diverse range of year-round uses, high public amenity and distinct design quality where the stories of the Rhodes community can be represented, enhanced, nurtured, renewed and created. This will ensure a legacy of community pride and ownership for their streets, parks and waterfront.

## 5.2 Green Network: Tree Canopy and Landscape

A healthy network of trees and supporting greenery means they are resilient to pests, disease, damage, and a changing climate, which is driving higher floods and hotter temperatures.

Urban greening can provide social, economic and environmental benefits in the public and private space if the right vegetation, including trees, are planted in the right place, and maintained in the right way. While trees and other types of plants can provide 'disservices', such as roots causing footpath damage or dropping fruits and leaves, many of these risks can be moderated by applying strong urban forestry and water sensitive urban design practices. It is these practices that this Public Domain Plan seeks to embed in the Rhodes East Precinct.

Streets can provide a connected green network, with planting and street trees offering a variety of benefits to the environment, people and places within the public realm, including:

- Conserving and enhancing biodiversity and increasing access to nature;
- Improving air quality and filtering pollutants;
- Providing canopy coverage for shade, encouraging pedestrian movement;
- Facilitating adaptation to climate extremes;
- Enhancing 'sense of place', providing distinctive destinations for visitors and residents;
- Providing a buffer between pedestrians and car movement; and
- Providing seasonal interest and natural beauty through foliage, flowers and textures.

Primary north / south streets such as Blaxland Road and Cavell Street and the local east / west streets combine to provide a full network of green corridors within the precinct. Extending these streets provide further opportunity to connect existing neighbouring green spaces.

In addition to Council's objective to achieve 25% Tree Canopy coverage, Council's DCP outlines the requirements to achieve the 25% Green View Index, a numerical value placed on the amount of "green" landscape area observed by individuals at street level.

The methodology to achieve the 25% Green View Index is clearly defined in the DCP. This Public Domain Plan and Street Design Guideline will test the methodology for all public streets within the precinct and make recommendations to ensure the objectives are achieved.



Figure 17. Green Network



### 5.3 Blue Network: Water Sensitive Urban Design

A blue network works in conjunction with the green network, with Water Sensitive Urban Design (WSUD) practices, to bring a variety of benefits, including:

- Minimising impervious surfaces to mitigate changes to the water balance.
- Reducing overland storm water runoff by providing temporary rainfall storage and re-use along streets.
- Protecting the sensitive marine environs by filtering pollution out of storm water, including litter, heavy metals and hydrocarbons (oil and grease).
- Supporting wildlife habitats and increasing biodiversity.
- Contributing to the distinctive character and amenity of streets.
- Supporting local fauna, birds and pollinators during temperature extremes.
- Providing seasonal interest and natural beauty through foliage, flowers and textures.

The placement of water sensitive urban design elements into the public domain will be determined on an individual basis – street by street, block by block. This ensures that the stormwater catchment is effectively designed to maximize its functionality. WSUD elements may take the form of open rain gardens, kerb extensions with castellated openings for passive irrigation of garden beds and tree pits and creation of large capacity tree pits in paved areas. Together with an upgraded stormwater system, proper maintenance programs and willingness to adopt new technologies, the management and reduction of overland stormwater is intended to be seamless as possible for the new precinct.



Figure 18. Blue Corridors - WSUD Opportunities

## 5.4 Streets for People: Cycle Network

Cycling, as a recreational activity and an alternative transit mode, is a low-cost, sustainable and healthy way to travel.

A pedestrian- and cycle-friendly street environments is easily accessible for all users. The environment needs to:

- Ensure streets and intersections are designed for pedestrian priority.
- Improve physical and visual access through safe, activated and well-connected streets and laneways.
- Provide footpath amenity, such as street furniture, lighting, and paving with even grades.
- Provide weather protection for pedestrians.
- Provide clear and informative wayfinding.

All streets (existing and new) in Rhodes East will support walking and cycling infrastructure such as:

- Separated Two-Way Cycleway
- Shared Path (Cycle and Pedestrian)
- On-Road Cycle
- Shared Zones
- Footpaths and
- Pedestrian Links

These will be supported by safe crossing points such as signalised crossings or raised pedestrian crossings at all intersections to ensure a continuous network is provided.

The installation of traffic signals is subject to further investigation, design development and approval from Transport for NSW. Pending factors such as the staging of redevelopment in the area and if/when TfNSW approve traffic signals, alternative interim or permanent arrangements may be required to manage pedestrian, cyclist and traffic movements. This may include alternate treatments such as pedestrian crossings and intersection upgrades.



Figure 19. Cycle Network

## 5.5 Street Typologies

The Rhodes Precinct Place Strategy Urban Design Report identifies a well-balanced selection of Street Typologies and this Public Domain Plan supports the fundamental principles. The main departures from the Structure Plan is the recommendation to formalise the "Z" movement streets to allow east-west vehicle movement to continue from Concord Road to Rhodes West.

Recommendations which depart from the Place Strategy Report Structure Plan includes:

- Averill Street from a Local Street to a Primary commuter street. It serves a high volume of vehicle movement to/ from Concord Road with bus route and bus zone on southern verge.
- Cavell Avenue North from a Community Spine to a Primary Commuter Street. It serves a high volume of vehicle movement to/from Concord Road with bus route and bus zone on eastern verge.
- Leeds Street West from a Destination Street to a Primary commuter street. It serves a high volume of vehicle movement to/from Concord Road, with a signalised intersection at Walker Street / Blaxland Road. It is also a bus route.

Whilst Averill, Cavell Avenue North and Leeds Street West are considered vehicle commuter streets, they will provide shared paths and footpaths to ensure pedestrian connectivity.

All other street typology remain as per The Structure Plan. All street profiles encourages slow traffic speed to ensure safety of pedestrians and cyclists.

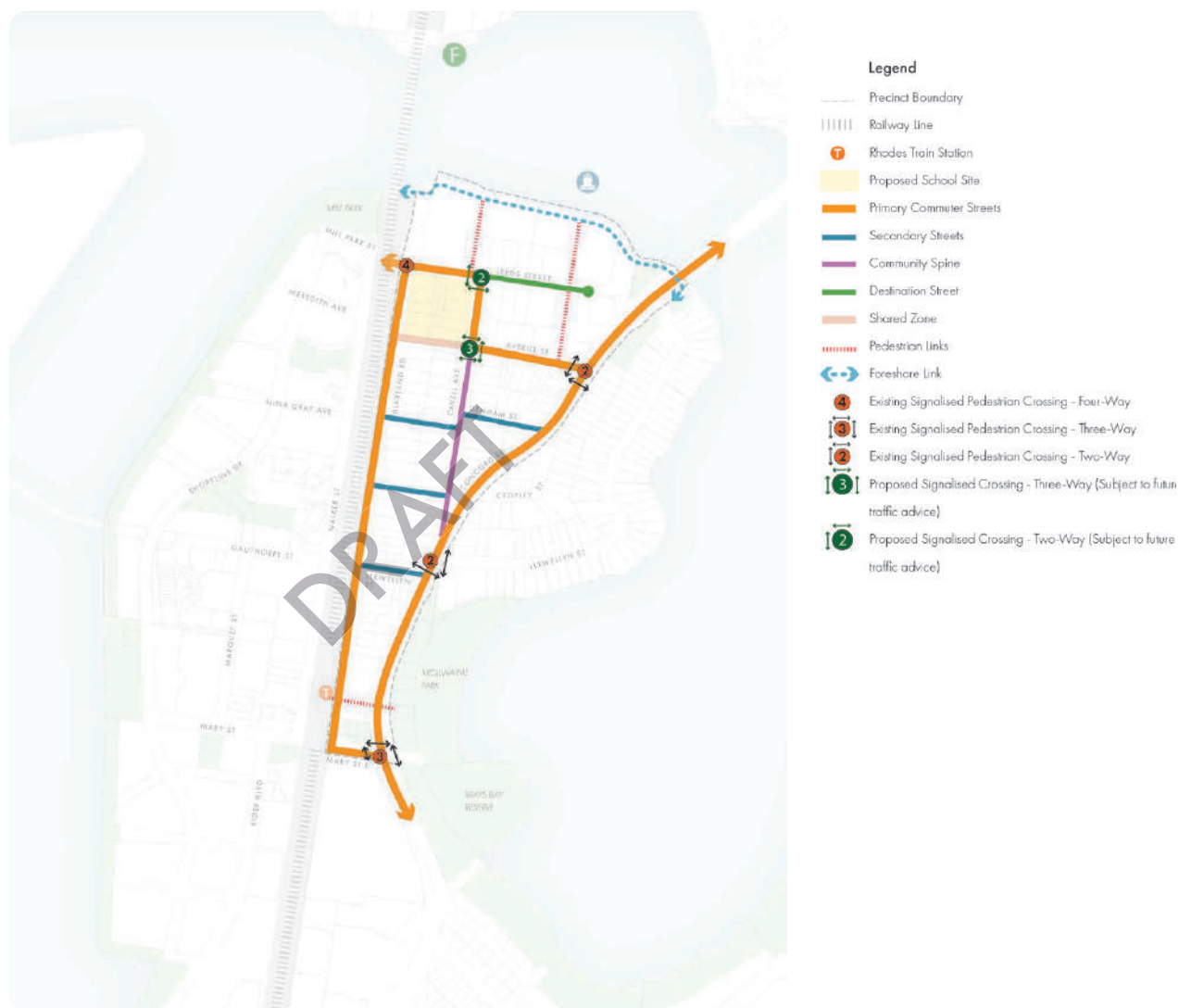


Figure 20. Street Typologies Plan



## 5.6 Street Lighting

Lighting is a critical piece of public domain infrastructure. It provides illumination to roads, pathways, and public spaces during the night. Lighting provides functionality to streets, creates ambience to urban plazas, promotes security and visibility during night-time use creating a sense of community and promoting a night-time economy.

The existing lighting infrastructure will be upgraded as part of the new development of the Rhodes East Precinct. Concord Road will largely remain as underground supply with assets managed by Service Authority owners. Blaxland Road's western verge will retain most of the existing overhead supply, with the eastern verge to be upgraded as the development occurs.

The selection of lights, variation and lighting level will be critical not only in creating a safer community space but also to the management and impact on fauna. Street lights can impact biodiversity and ecosystems of nocturnal animals, insects, and birds, making choices of light fittings a critical process in balancing a cohesive environment.

Street lights shall be arranged to minimise conflict with street tree canopy whilst providing sufficient illumination to the public domain. (Note: Street light locations shown in this Public Domain Plan are indicative only and are subject to future lighting and electrical design.)

All local streets (new and existing) within Council property will be Council owned assets. All other lights and lighting hardware located within private land or privately own pedestrian links/ easements shall be under the ownership and responsibility of the property owner.

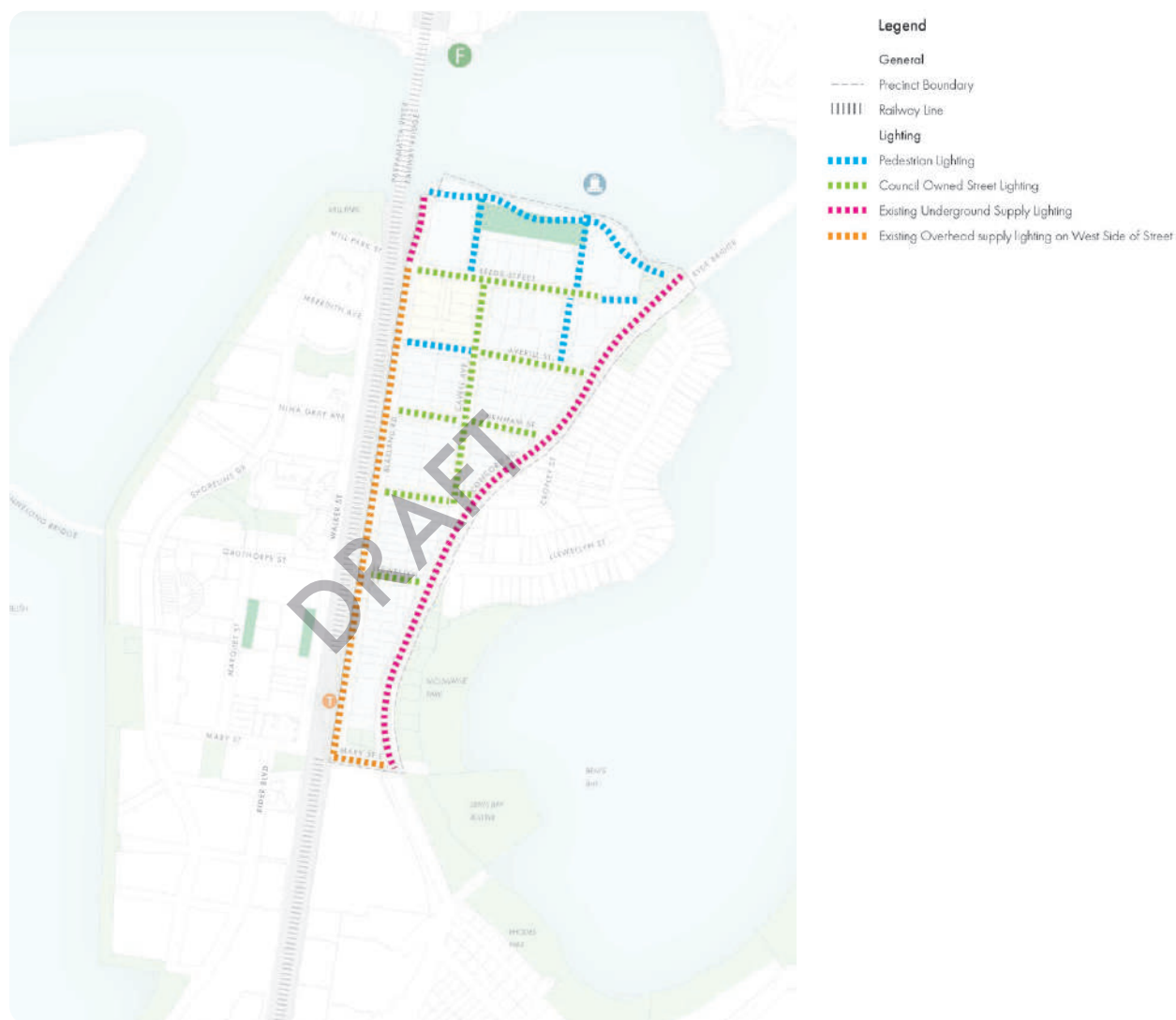


Figure 21. Street Lighting

## 5.7 Benchmarking - Foreshore Edges



Barangaroo Foreshore, Sydney



Vancouver Waterfront Park, Canada



Vancouver Waterfront Park, Canada



Vancouver Waterfront Park, Canada



McIlwaine Park, Rhodes



## 5.8 Benchmarking - Open Space and Activation



Open Space along waters edge - Coal Loader, Sydney



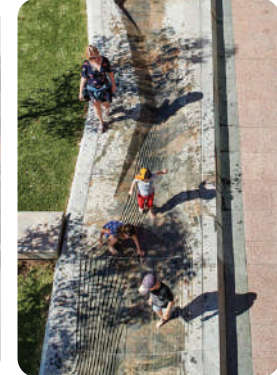
B-Line Northern Beaches Bus Rapid Transport



Pedestrian Spine with ground floor activation - Sydney



Pedestrian spine with views to water - Sydney



Water Play / Fun - Yagan Square, Perth



Fine grain materiality in Pedestrian spaces - Quay Quarter Lanes, Sydney



Wide pedestrian promenades with active frontage - Sydney



Shade and seating for respite along promenade - Sydney



Outdoor passive recreation opportunities - Darling Quarter, Sydney



## 5.9 Benchmarking - Streets for Walking and Cycling



Surry Hills, Sydney



Zetland, Sydney



Pyrmont, Sydney



Surry Hills, Sydney



## 6 Public Domain Plan

## 6.1 Public Domain Concept Plans

### 6.1.1 Overall Public Domain Concept Plan



Figure 22. Public Domain Concept Plan

### 6.1.2 Northern Precinct: Leeds Street Character Area



*"The Leeds Street Character Area will provide a multi-modal, water-based destination with high amenity including the ferry wharf, a mix of uses and characterised by extensive public open space and destination retail. It will introduce meaningful visual and physical connections to the water in addition to a vibrant mix of uses. The lifestyle and activities promoted within this Character Area will prioritise pedestrians and facilitate human interaction."*

Rhodes Planned Precinct Urban Design Report (Roberts Day + Turf)

As identified in the Urban Design Report, the Key Design Features for the Leeds Street Character Area public domain include:

#### Visual and physical connections to water

- The northern terminus of Blaxland Road maintains both visual and physical connection to the water with the existing boat ramp and jetty retained. The existing mangrove community shall be protected as an ecological asset.
- The proposed north-south pedestrian links will provide direct access to the foreshore with clear view lines on approach.

#### Foreshore Park

- A new high quality open space destination with multi-use passive spaces for community programming, gathering and enjoyment.

#### Continuous and connected Foreshore

- A connected foreshore between East and West Rhodes which promote walking, running, cycling, promenading and casual strolling.
- The new North-South connections provide an alternate, safe pedestrian links integrated with the active transport networks to achieve a well-connected precinct.

Departures from the Urban Design Report include the following:

#### Leeds Street West

- Leeds Street was identified as a Primary / Destination Street in the Urban Design Report. This Public Domain Plan recommends Leeds Street West (west of Cavell Avenue) becomes a Primary Commuter Street to provide safe through vehicle movement / from Concord Road, into the precinct and connecting to West Rhodes.
- Leeds Street East remains as a Destination Street.



Open Space along waters edge (Coal Loader, Sydney)



Shared path under bridge (Skye Road. Source: Tract)



Pedestrian spine with views to water (Sydney)



Wide promenades with active frontage (Barangaroo Sydney)



Northern Precinct: Leeds Street Character Area  
Concept Plan

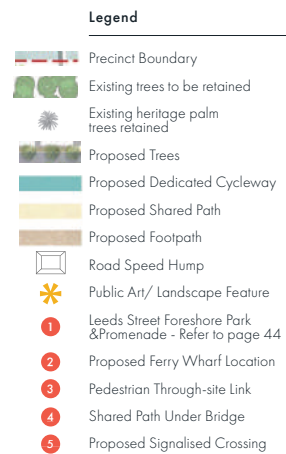


Figure 23. Public Domain Concept Plan - Leeds Street Character Area

### 6.1.3 Central Precinct: Cavell Avenue Character Area



*"The Cavell Avenue Character Area is the critical human scale fabric that binds together the Precinct, providing the attractive walk-able framework for a genuine community and to connect to the destination amenity and services. "*

*Rhodes Planned Precinct Urban Design Report (Roberts Day + Turf)*

As identified in the Urban Design Report, the Key Design Features for the Cavell Avenue Character Area public domain include:

#### Continuous Connected Active Transport Network

- Dedicated cycleways, shared paths, shared zone are key features within this precinct. They are supported with safe crossing points at all intersections, ensuring priority movement for people and cyclists.

#### People Streets

- Cavell Avenue, Blaxland Road and Leeds Streets are defined as people streets in the Urban Design Report, which are optimised for walking, cycling and public transport. They are shaded with tree canopy creating comfortable cooling streets for ease of movement.

#### Community Spine and Community Corners

- Provide special and intimate open space moments embedded with associated active edges and heritage items.

#### New Streets and Slow Streets

- New East-West streets provide strengthens the network by providing permeability, human scale variety / options which promote active lifestyles.
- Proposed 30km streets within this precinct to cater for large pedestrian / cyclist volumes.

Departures from the Urban Design Report include the following:

#### Cavell Avenue North:

- Cavell Avenue was identified as a Primary / Community Spine in the Urban Design Report. This Public Domain Plan recommends Cavell Street North (north of Averill Street) becomes a Primary Commuter Street. The wide footpaths will cater for pedestrian movement to/ from Northern Precinct.

#### Averill Street:

- Averill Street was identified as a Local / Secondary Street in the Urban Design Report. This Public Domain Plan recommends Averill Street becomes a Primary Commuter Street to provide safe through vehicle movement / from Concord Road, into the precinct and connecting to West Rhodes. It serves as the major bus route with bus stop locations.



People Streets (Missenden Rd, Camperdown, NSW)



People Streets (Bondi Junction, Sydney. Source: Tract)



Community corners (Santana Row, California, US. Source: Google)



Central Precinct: Cavell Avenue Character Area  
Concept Plan



Figure 24. Public Domain Concept Plan - Cavell Avenue Character Area

[illegible]

Rhodes Planned Precinct Urban Design Report (Roberts Day + Turf)

- An existing open space being activated by new mixed use building frontage. The existing park will be upgraded / refreshed with new planting, public domain furniture, clear shared path environment and restoration of heritage items within the area.



Gateway area, dedicated cycleway, and active frontages (Bondi Junction, Sydney)



Sculpture/element to make Station Gateway distinctive (Brisbane Magistrates Court. Source: Tract)



Existing shared path to McIlwaine Park from Concord Road



Central Precinct: Station Gateway East Character  
Area Concept Plan



Figure 25. Public Domain Concept Plan - Station Gateway East Character Area

## 6.2 Key Places

### 6.2.1 Leeds Street Foreshore Park



Figure 26. Key Places' Plan - Leeds Street Foreshore Park



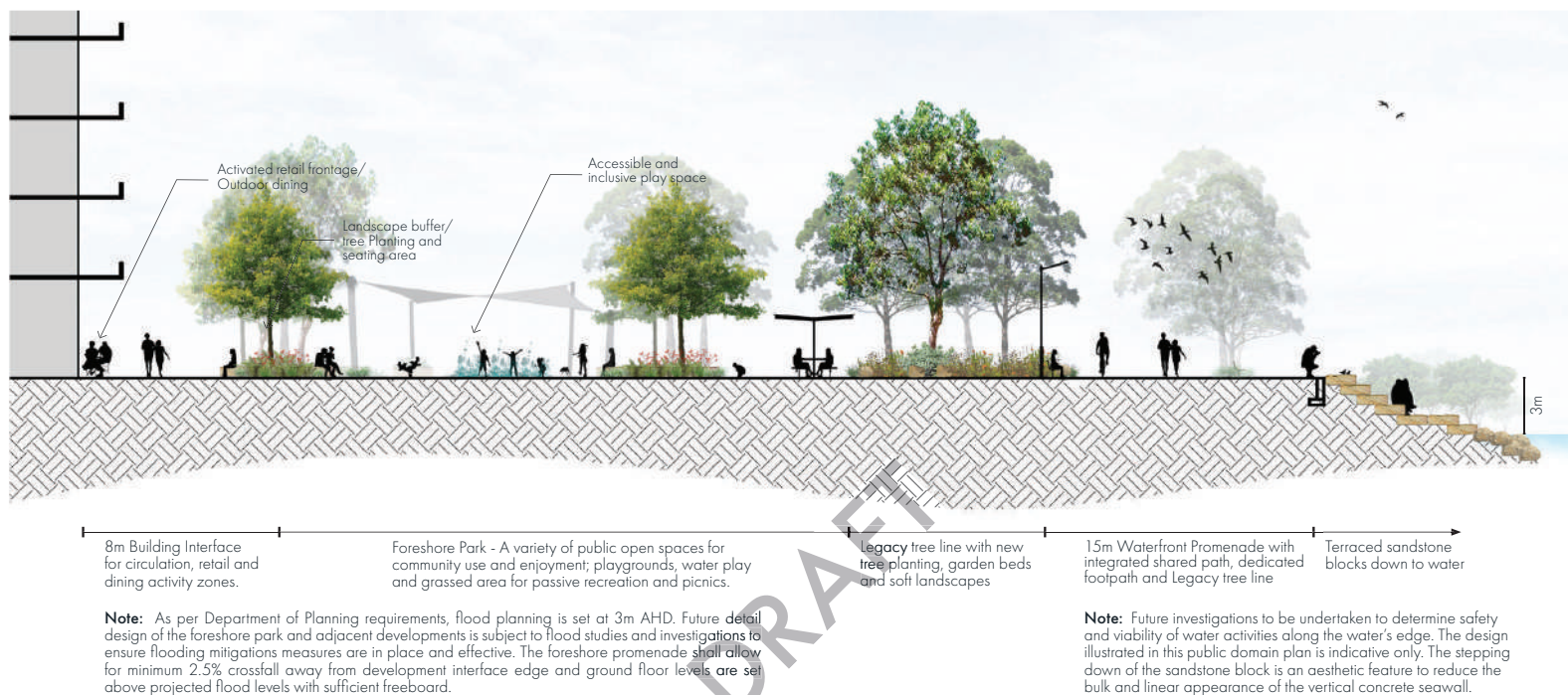


Figure 27. Leeds Street Foreshore Park Section



Barangaroo, Sydney



Walter Gors Park, Dee Why, Sydney



Walter Gors Park, Dee Why, Sydney

## 6.2.2 Churchill Tucker Reserve



Churchill Tucker Reserve existing Ficus trees



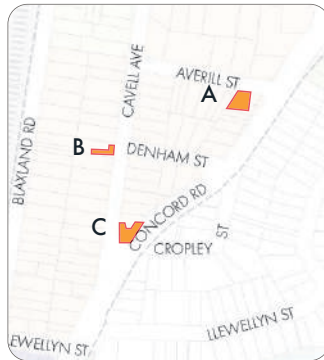
Churchill Tucker Reserve existing memorial lamp post



Figure 28. Key Places' Plan - Churchill Tucker Reserve



### 6.2.3 Community Corners



St Kilda Connections (Source: Tract)



Santana Row, California, US (Source: Google)



Figure 29. Community Corner A Concept Plan



Figure 30. Community Corner B Concept Plan



Figure 31. Community Corner C Concept Plan

#### Legend

- Precinct Boundary
- Existing Trees Retained
- Existing Heritage Palm Trees Retained
- Proposed Trees with garden beds
- Pedestrian footpaths
- Shared Paths
- Dedicated Cycleways
- 1 Outdoor Dining
- 2 Sensory Garden
- 3 Mini Playground
- 4 Tree Plaza with integrated seating
- 5 Mini Forest/Green Buffer
- 6 Bike Racks
- 7 Raised Zebra Pedestrian/Cyclist Crossing
- 8 Grassed area

#### Facilities & Programs

- Toilet
- Play
- Bespoke/natural play
- Seating
- Garden
- Urban Forest
- Picnic setting
- Bike facilities
- Event
- Public Art
- Fitness
- Restaurant/retail

SCALE 1:500  
0 5 10 25m

## 7 Street Tree Master Plan



## 7.1 Street Tree Masterplan

### 7.1.1 Street Tree Masterplan

Streets should prioritise space for trees and vegetation. Green Streets promote healthy environments and strategies include:

- Shading: Increasing shade for pedestrian comfort, promoting walk-ability and liveability.
- Connected Green Canopy: Reducing heat island
- Diversity in planting: Promotes and supports biodiversity corridors for fauna, birds and pollinators.
- Place making and Street Character: Trees provide visual structure and a sense of orientation within the precinct.

The following principles will guide successful delivery of Green Streets:

- Utilising deep soil zones in the public domain.
- Under-grounding of overhead power lines to allow for larger canopy trees.
- Bundling of underground service infrastructure to minimise disturbance of future roots.
- Providing generous tree pits (structural soil systems).
- Species selection - Suitable native species should be prioritised over exotic species to ensure adaptability to local conditions.
- Rhodes Precinct should aim for a minimum 25% tree canopy cover by 2040. There will be significant decline in the short term as the precinct is undertaking its evolution, with the loss of trees within private property.
- To ensure the success of new street tree planting, all new street trees to be advance size 200L or above.
- Rhodes Precinct should aim for a minimum 25% Green View Index as set out in Council's DCP.
- The Plant List shown provides a greater selection of plant with focus on native species and differs from the Place Strategy Urban Design Report.



Figure 32. Street Tree Masterplan

## CONCORD ROAD

### Dominant Species

Eucalyptus paniculata	Grey Ironbark
Eucalyptus fibrosa	Board Leaved Ironbark
Syncarpia glomulifera	Turpentine Tree

### Large Trees

Angophora floribunda	Rough-barked Apple
Eucalyptus beyeriana	Beyer's Ironbark
Eucalyptus crebra	Narrow Leaved Ironbark
Eucalyptus microcorys	Tallowwood
Eucalyptus robusta	Swamp Mahogany
Eucalyptus siderophloia	Northern Grey Ironbark
Ficus rubiginosa	Rusty Fig

### Medium Trees

Glochidion ferdinandi	Cheese Tree
Pittosporum undulatum	Sweet pittosporum
Waterhousea floribunda	Weeping Lilly Pilly
Syzygium paniculatum	Bush Cherry
Syzygium oleosum	Blue Lily Pilly



**BLAXLAND ROAD/ MARY STREET/ AVERRILL STREET**

*Dominant Species*

Eucalyptus globoidea	White stringy bark
Eucalyptus pilularis	Blackbutt
Eucalyptus resinifera	Red Mahogany

*Large Trees*

Angophora costata	Sydney Red Gum
Corymbia gummifera	Red Bloodwood
Corymbia maculata	Spotted Gum
Corymbia variegata	Spotted Gum
Eucalyptus haemastoma	Scribbly gum
Eucalyptus punctata	Grey Gum
Eucalyptus tereticornis	Forest Red Gum
Ficus rubiginosa	Rusty Fig

*Medium Trees*

Corymbia eximia	Yellow Bloodwood
Elaeocarpus reticulatus	Blueberry Ash
Pittosporum undulatum	Sweet pittosporum
Tristaniopsis laurina 'Luscious'	Water Gum
Waterhousea floribunda	Weeping Lilly Pilly

*Small Trees*

Acacia falcata	Sickle wattle
Backhousia myrtifolia	Grey Myrtle

*Station Frontage Feature Tree*

Corymbia 'Summer Red'
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## SECONDARY ROAD

### Dominant Species

	<i>Lophostemon confertus</i>	Brush Box
<b>Medium Trees</b>		
	<i>Glochidion ferdinandi</i>	Cheese Tree
	<i>Pittosporum undulatum</i>	Sweet pittosporum
	<i>Waterhousea floribunda</i>	Weeping Lilly Pilly
	<i>Syzygium paniculatum</i>	Bush Cherry
	<i>Syzygium oleosum</i>	Blue Lily Pily



## COMMUNITY SPINE

### Large Trees

	<i>Eucalyptus globoidea</i>	White stringy bark
	<i>Eucalyptus pilularis</i>	Blackbutt
	<i>Eucalyptus resinifera</i>	Red Mahogany

### Medium Trees

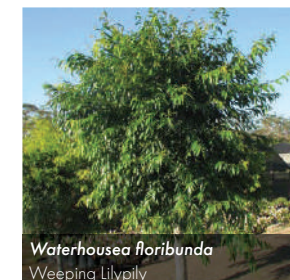
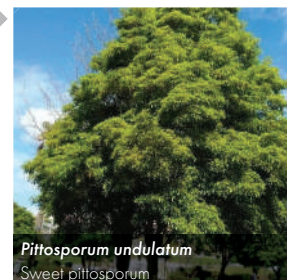
	<i>Acmena smithii</i>	Lily pilly
	<i>Glochidion ferdinandi</i>	Cheese Tree
	<i>Pittosporum undulatum</i>	Sweet pittosporum
	<i>Waterhousea floribunda</i>	Weeping Lilly Pilly

### Small Trees

	<i>Syzygium paniculatum</i>	Bush Cherry
	<i>Syzygium oleosum</i>	Blue Lily Pily

## HERMITAGE TREES

	<i>Phoenix canariensis</i>	Phoenix Palm
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#### DESTINATION STREET

##### Large Shade Trees

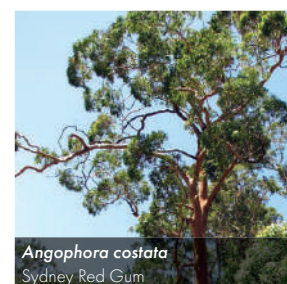
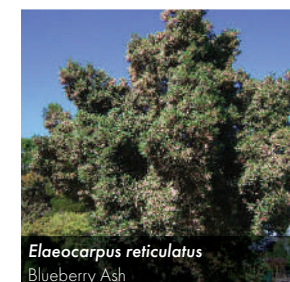
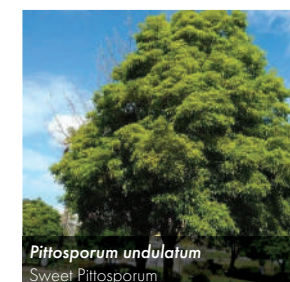
Angophora costata	Sydney Red Gum
Corymbia gummifera	Red Bloodwood
Eucalyptus pilularis	Sydney Peppermint

##### Medium Tree

Acacia decurrens	Early Green Wattle
Angophora hispida	Dwarf Apple Gum
Banksia integrifolia	Coastal Banksia

##### Feature Tree

Corymbia 'Summer Red'	Flowering Gum
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#### SHARED ZONE/ PEDESTRIAN THROUGH LINK

##### Medium Trees

Corymbia eximia	Yellow Bloodwood
Elaeocarpus reticulatus	Blueberry Ash
Glochidion ferdinandi	Cheese Tree
Pittosporum undulatum	Sweet pittosporum
Tristaniopsis laurina 'Luscious'	Water Gum
Waterhousea floribunda	Weeping Lilly Pilly

##### Small Trees

Acacia falcata	Sickle wattle
Backhousia myrtifolia	Grey Myrtle
Cupaniopsis anacardioides	Tuckeroo

##### Feature Tree

Corymbia 'Summer Red'	
-----------------------	--

#### FORESHORE LINK

##### Large Trees

Allocasuarina littoralis	Black She-oak
Eucalyptus fibrosa	Broard Leaved Ironbark
Eucalyptus globoidea	White stringy bark
Eucalyptus paniculata	Grey Ironbark
Eucalyptus pilularis	Blackbutt
Eucalyptus resinifera	Red Mahogany
Ficus rubiginosa	Fig Tree
Syncarpia glomulifera	Turpentine Tree

##### Medium trees

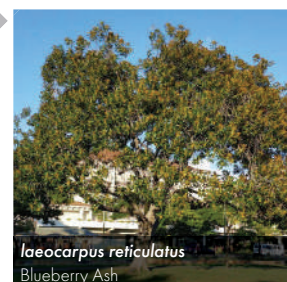
Glochidion ferdinandi	Cheese Tree
Pittosporum undulatum	Sweet pittosporum
Waterhousea floribunda	Weeping Lilly Pilly

##### Small Trees

Acacia falcata	Sickle wattle
Backhousia myrtifolia	Grey Myrtle
Syzygium paniculatum	Bush Cherry
Syzygium oleosum	Blue Lily Pilly

##### Ecological Planting

Avicennia marina	Grey Mangrove
------------------	---------------



#### WSUD TREATMENT

##### Large Trees

Allocasuarina littoralis	Black She-oak
Casuarina glauca	Swamp oak
Melaleuca styphelioides	Prickly Paperbark

##### Medium Trees

Melaleuca linariifolia	Snow in Summer
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##### Small Trees

Allocasuarina verticillata	Drooping sheoak
Melaleuca viridiflora	Broad leaved tea-tree

## 7.2 Plant Palette for Rhodes East Precinct

### SOFT EDGE PLANTING ALONG FORESHORE

Species selection inspired by native Tidal Mudflat Saltmarsh/Mangrove Forest

SHRUBS	
Acacia myrtifolia	Red-stemmed Wattle
Acacia terminalis	Sunshine Wattle
Acacia ulicifolia	Prickly Moses
Banksia marginata	Silver Banksia
Banksia serrata	Old-man Banksia
Banksia spinulosa	Hairpin Banksia
Bauera rubioides	River Rose
Beronia ledifolia	Showy Boronia
Callicoma serratifolia	Black Wattle
Callistemon citrinus	Crimson Bottlebrush
Ceratopetalum gummiferum	NSW Christmas-bush
Correa alba	White Correa
Dillwynia retorta	Heathy Parrot Pea
Dodonaea triquetra	Large-leaf Hop-brush
Doryanthes excelsa	Gymea Lily
Grevillea linearifolia	Linear-leaf Grevillea
Grevillea sericea	Pink Spider Flower
Hakea teretifolia	Needlebrush
Hakea dactyloides	Finger Hakea
Leptospermum juniperinum	Prickly Tea-tree
Melaleuca nodosa	Prickly-leaved Paperbark
Notelaea longifolia	Large Mock-olive
Olearia tomentosa	Toothed Daisy-bush
Westringia fruticosa	Coastal Rosemary
Tecticornia pergranulata	(rare- only known from homebush bay area)



GROUNDCOVERS	
Atriplex australasica	Saltbush
Atriplex cinerea	Grey Saltbush
Carpobrotus glaucescens	Pigface
Enchylaena tomentosa	Ruby Saltbush
Samolus repens	Sea primrose
Sarcocornia quinqueflora	Glasswort
Spergularia marina	Sand Spurry
Suaeda australia	Seablite
Tetragonia tetragonoides	New Zealand beach spinach
Wilsonia backhousei	Narrow-leaved wilsonia

RUSHES AND GRASSES	
Sporobolus africanus	Parramatta Grass
Triglochin striata	Streaked Arrow-grass
Juncus acutus	Spiny rush





## WSUD TRANSITION PLANTING

Species selection inspired by native Swamp Oak Forest

### SHRUBS

Myoporum insulare	Boobialla
Melaleuca (Callistemon) sieberi	River bottlebrush
Leptospermum liversidgei	Olive tea-tree

### SEDGES AND GRASSES

Carex Appressa	Tall Sedge
Ficinia nodosa	Knotted club rush
Imperata cylindrica	Blady grass
Juncus Kraussii	Salt marsh rush
Juncus usitatus	Common Rush
Lomandra hystrix	River mat-rush
Microlaena stipoides var. stipoides	Weeping grass
Poa labillardieri	Common tussock grass





## STREETSCAPE PLANTING

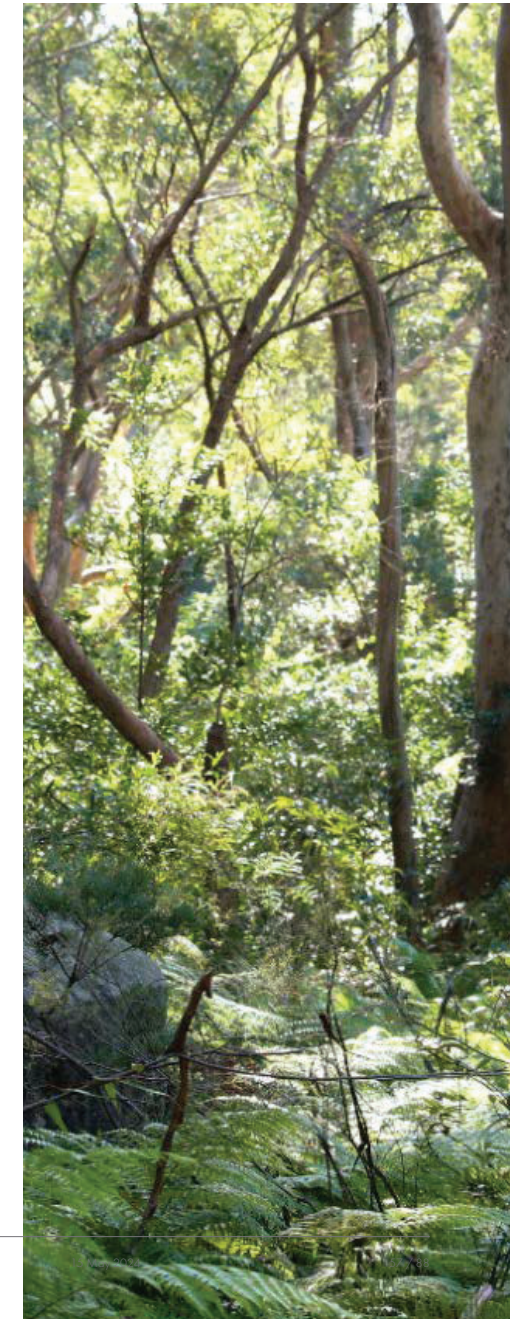
Species selection inspired by native Eucalyptus woodland and Sydney Turpentine Ironbark Forest

### SHRUBS \*to be used in street setbacks. Not suitable for verge planting

Acacia longifolia	Acacia
Acacia myrtifolia	Red stemmed wattle
Atriplex semibaccata	Australian saltbush
Acmena Smithii 'Allyn Magic'	Lilly Pilly
Banksia marginata	Silver Banksia
Banksia spinulosa 'Honey Pots	Banksia
Callistemon 'Little John'	Weeping Bottlebrush
Dichondra Repens	Kidney Weed
Dodonaea triquetra	Common hop bush
Grevillea sericea	Silky Grevillea
Grevillea 'Flamingo'	Grevillea
Grevillea rosmarinifolia 'Crimson Villea'	Grevillea
Kunzea ambigua	White kunzea
Leptospermum polygalifolium	Copper Glow Tea Tree
Melaleuca nodosa	prickly-leaved paperbark
Pittosporum revolutum	Wild yellow jasmine

### GRASSES AND GROUNDCOVERS

Billardiera scandens	Apple Berry
Bursaria spinosa	Sweet bursaria
Centella asiatica	Indian pennywort
Dianella caerulea	Blur Flax-Lily
Hibbertia aspera	Rough guinea flower
Lomandra glauca	Spiny-head mat-rush
Lomandra longifolia	Spiny-headed Mat-rush
Lomandra longifolia 'Tanika'	Mat Rush
Myoporum parvifolium	Creeping boobialla
Themeda triandra	Kangaroo grass
Viola hederacea	Native Violet
Zieria smithii	lanoline bush



## 8 Street Typologies

## 8.2.1 Concord Road North



### Key design features:

- ① 2.5m Shared path proposed along property boundary to western side
- ② Maximised landscape verge for larger tree planting.
- ③ Existing kerb lines and eastern side footpath retained



Planting buffer to development side (Source: Google)



Shared path at Skye Road (Source: Tract)

### Legend

- Property Boundary
- Existing Kerb Line

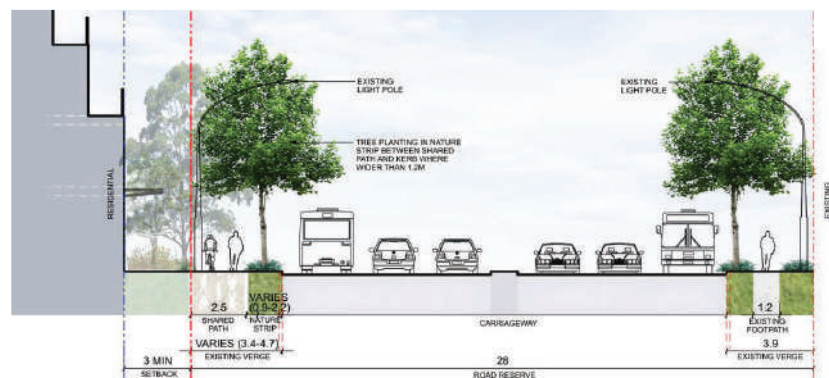


Figure 33. Concord Road North - Typical Section

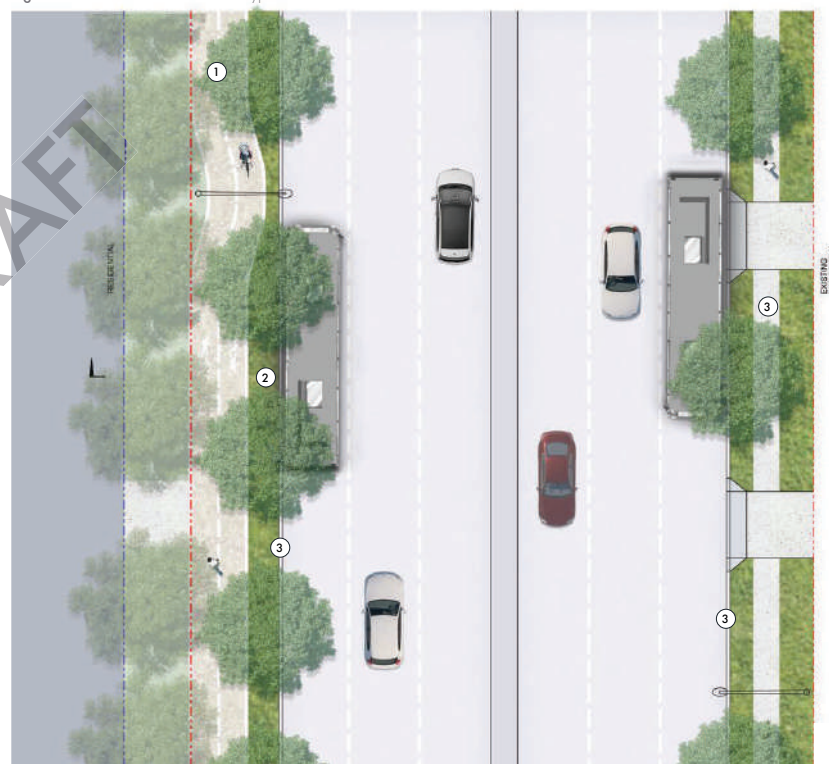


Figure 34. Concord Road North - Typical Plan

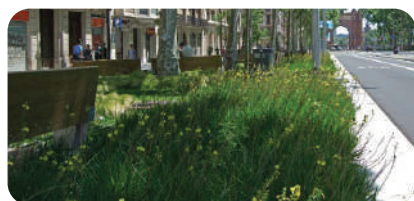


## 8.2.2 Concord Road South (Mcllwaine Park)



### Key design features:

- ① 1.5m Footpath proposed along property boundary to western side. Footpath meanders around existing street light poles at localised pinch points.
- ② Maximised landscape verge for continuous tree planting.
- ③ 2.4m Existing shared path retained along Mcllwaine Park.
- ④ Existing trees retained along Mcllwaine Park.



Planting buffer to development side (Source: Google)



Shared path along street and park, Bowen Foreshore (Source: Tract)

### Legend

- Property Boundary
- Existing Kerb Line

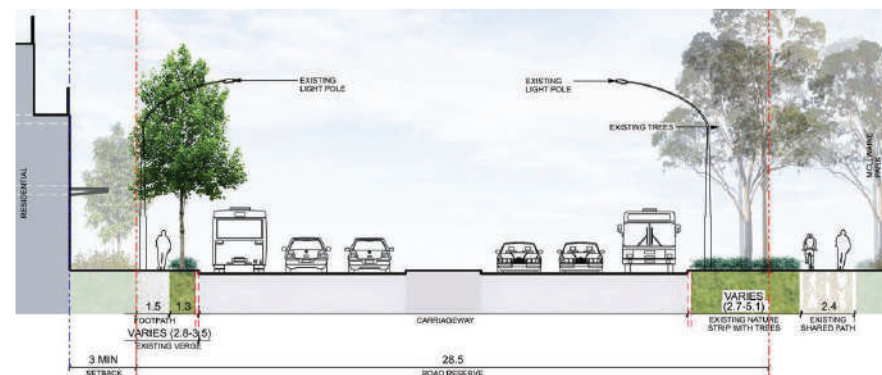


Figure 35. Concord Road South (Mcllwaine Park) - Typical Section



Figure 36. Concord Road South (Mcllwaine Park) - Typical Plan



Map of the Mill Park area showing streets and landmarks. A red line indicates the proposed extension of the Mill Park bus route along Bradford Rd. Streets shown include Mill Park St, Meredith Ave, Nina Gray Ave, Walker St, Thorpe St, Mary St E, Leeds Street, Cavell Ave, Averell St, Denham St, Concord Rd, Cropley St, Jewellyn St, and McIlwaine Park.



Key design features:

- \* Notes

- ### Legend

- 
- EXISTING HIGH-VOLTAGE ELECTRIC POLES & CABLES TO BE RETAINED WITHIN RAILWAY CORRIDOR
- EXISTING OVERHEAD ELECTRIC POLES
- FUTURE UNDERGROUND SUPPLY LIGHTING
- EXISTING FENCE ALONGMENT LOCATION TO BE CONFIRM WITH FUTURE SURVEY
- EXISTING TREES TO BE RETAINED AND PLANTED TO ADAPT
- 0.2 MIN
- VARIES, 0.8 TYPICAL
- 2 1.3-1.8 2.8 1.2 3.5 3.2 2.1 3.2 3.2-3.5 2.4
- FOOTPATH PLANTED BUFFER CYCLEWAY (TWO-WAY) PLANTED BUFFER TRAVEL LANE TRAVEL LANE PARKING LANE FOOTPATH
- 5.4 - VARIES EXISTING VERGE
- 20
- 2.4 SETBACK
- RESIDENTIAL

Figure 1 is an aerial view of a proposed greenway corridor. The corridor is shown as a green strip (2) running horizontally. To its left is an 'EXISTING FENCE LINE' and a 'RAILWAY CORRIDOR'. To its right is a road with a red car and a white car. A '12 MIN.' buffer (1) is indicated between the greenway and the road. A '2 MIN.' buffer (5) is indicated between the road and a residential area. A 'PEDESTRIAN ENTRY (INDICATIVE)' (4) and a 'DRIVEWAY (INDICATIVE)' (3) are also shown. A north arrow is located in the bottom right corner.

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## 8.2.4 Blaxland Road North of Llewellyn Street with localised pinch points



### Key design features:

- ① 2.5m dedicated cycleway on western verge. Cycleway alignment to avoid existing light posts.
- ② Typical 2m footpath to be narrowed to 1.8m at pinch points along western verge.
- ③ Wide generous footpaths along eastern verge with street tree planting and new street lights.
- ④ Existing trees retained where possible
- ⑤ Kerb blisters provide opportunities for WSUD features such as:
  - Slotted kerbs to maximise collection of surface water run-off
  - Raingardens between parking bays
  - Large capacity tree pits in paved area
- ⑥ Tree planting clear of overhead powerlines

### \* Notes

- Existing overhead powerlines within council road reserve subject to separate process for undergrounding services.
- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.



Dedicated Two-way Cycleway, Surry Hills, Sydney



Verge planting, Missenden Rd, Camperdown, NSW

### Legend

- Property Boundary
- Existing Kerb Line
- Line of Awnings (Indicative)
- Overhead Powerlines (Indicative)

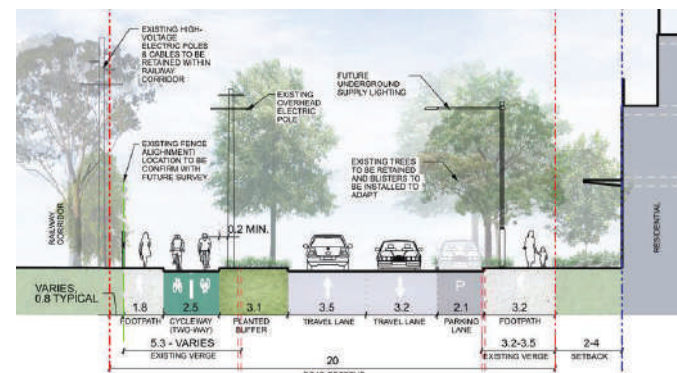


Figure 39. Blaxland Road North with localised pinch points - Section

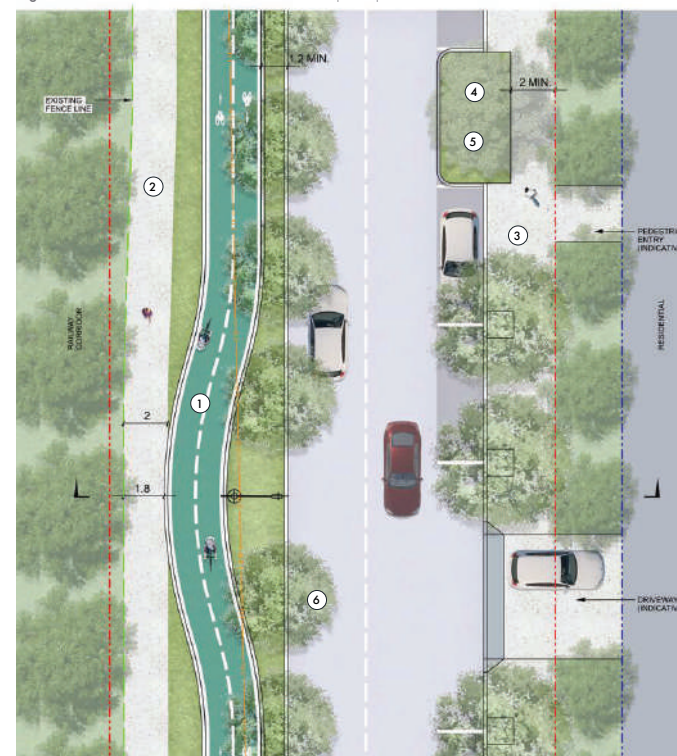


Figure 40. Blaxland Road North with localised pinch points - Plan



## 8.2.5 Blaxland Road South (Between Llewellyn Street and Train Station)



### Key design features:

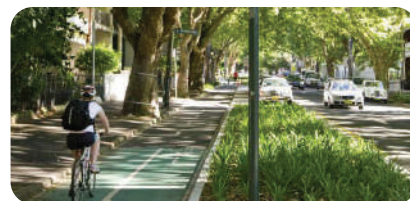
- ① 2.5m dedicated cycleway on western verge. Cycleway alignment to avoid existing light posts.
- ② Parallel parking lane to both sides
- ③ 1m Landscape/ permeable paving buffer between cycleway and parking lane to ensure cyclist / pedestrian safety. Tree pits to be continuous and extend under cycleway with engineered strata cell or structural soil to provide greater growing area for new street trees.
- ④ Wide generous footpaths with street tree planting and new street lights.
- ⑤ Existing trees retained where possible
- ⑥ Kerb blisters provide opportunities for WSUD features such as:
  - Slotted kerbs to maximise collection of surface water run-off
  - Raingardens between parking bays
  - Large capacity tree pits in paved area
- ⑦ Active frontage - opportunity for outdoor dining

### \* Notes

- Existing overhead powerlines within council road reserve subject to separate process for undergrounding services.
- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

### Legend

- Property Boundary
- Existing Kerb Line
- Line of Awnings (Indicative)
- Overhead Powerlines (Indicative)
- Permeable Paving



Dedicated Two-way Cycleway, Surry Hills, Sydney



Verge planting, Missenden Rd, Camperdown, NSW

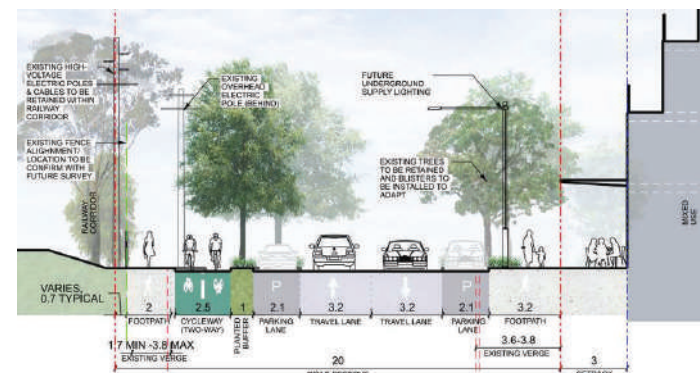


Figure 41. Blaxland Road South (Between Llewellyn Street and Train Station) - Section

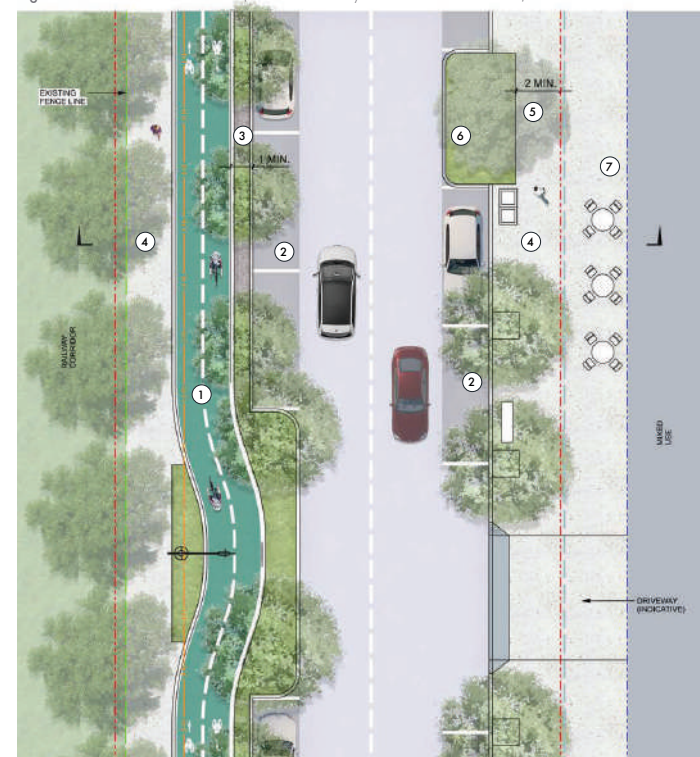


Figure 42. Blaxland Road South (Between Llewellyn Street and Train Station) - Plan

## 8.2.6 Blaxland Road South - Station Frontage



Missenden Rd Streetscape, Camperdown, NSW

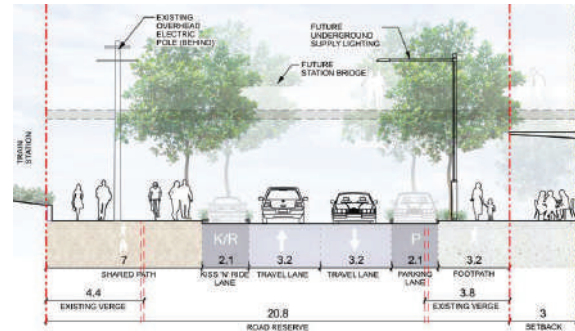


Figure 43. Blaxland Road South Station Frontage - Section

### Key design features:

- ① Kiss & Ride adjacent Station Entry
  - ② Shared Path zone to Station frontage providing priority to pedestrians. Minimise conflict between users during high activity peak times.
  - ③ Wide generous footpaths with street tree planting and new street lights along active frontages.
  - ④ Raised pedestrian / cyclist crossing
  - ⑤ Future Station Bridge
  - ⑥ Kerb blisters provide opportunities for WSUD features such as:
    - Slotted kerbs to maximise collection of surface water run-off
    - Raingardens between parking bays
    - Large capacity tree pits in paved area
- \* Notes
- Existing overhead powerlines within council road reserve subject to separate process for undergrounding services.
  - Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

### Legend

- Property Boundary
- Existing Kerb Line
- - - Line of Awnings (Indicative)
- Overhead Powerlines (Indicative)

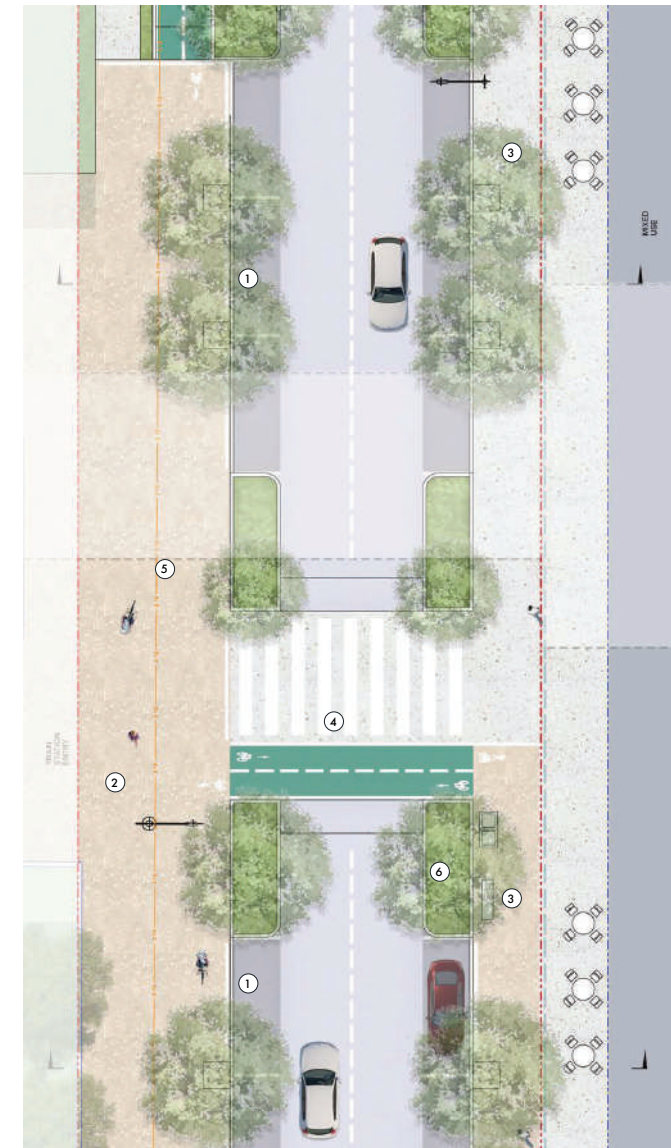


Figure 44. Blaxland Road South Station Frontage - Plan



### 8.2.7 Leeds Street West



Verge planting, Missenden Rd, Camperdown, NSW



Active frontage, Barangaroo South, Sydney

#### Key design features:

- ① Northern verge - 3m Shared path with 1m continuous planting zone with street lights, street trees and furniture placement. Tree pits to be continuous and extend under shared path with engineered strata cell or structural soil to provide greater growing area for trees.
- ② 2m footpath to southern side with continuous landscape verge and tree planting.
- ③ 4x traffic lanes to accommodate large traffic volumes.
- ④ Active frontage - opportunity for outdoor dining

WSUD features have opportunities for:

- Large capacity tree pits in verge/ paved area

\* Notes

- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

#### Legend

- Property Boundary
- Existing Kerb Line
- Line of Awnings (Indicative)

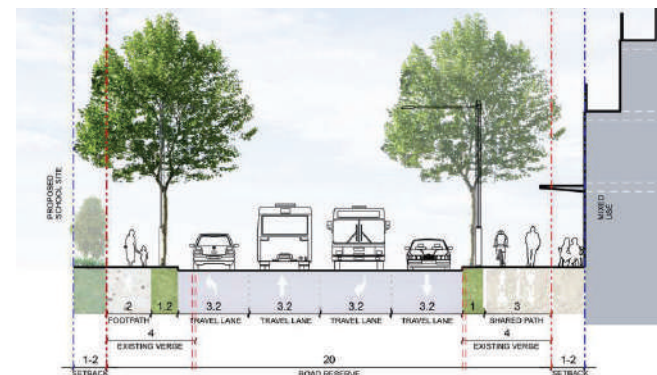


Figure 45. Leeds Street West - Typical Section

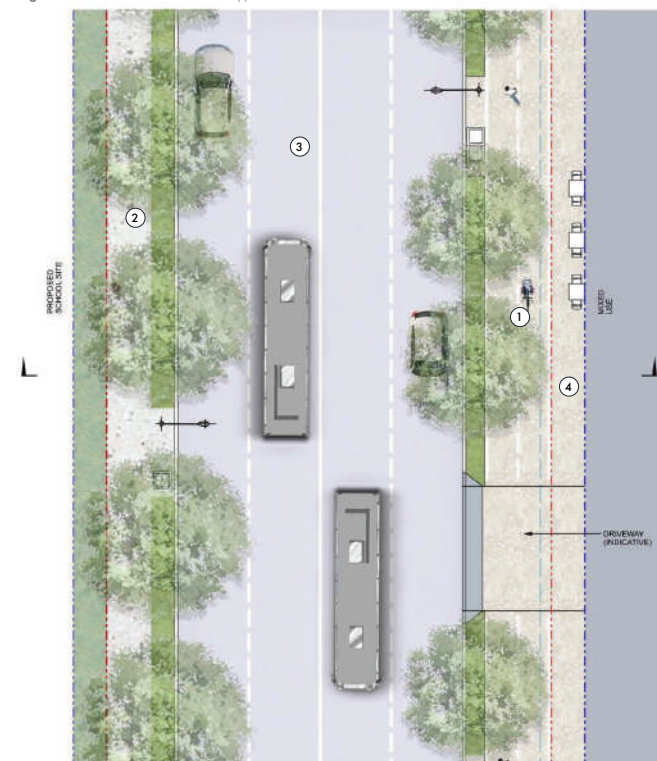
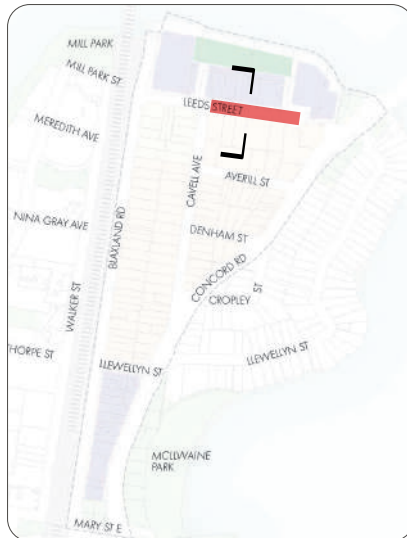


Figure 46. Leeds Street West - Typical Plan

### 8.2.8 Leeds Street East



Verge planting, Missenden Rd, Camperdown, NSW



Active frontage, Barangaroo South, Sydney

#### Key design features:

- ① Northern verge with 3m Shared path, with 1.5m street tree planting zone.
- ② 3m footpath to southern side with 1.5m zone for street lights, street trees and furniture placement.
- ③ Parallel parking to both sides.
- ④ Kerb blisters provide opportunities for WSUD features such as:
  - Slotted kerbs to maximise collection of surface water run-off
  - Raingardens between parking bays
  - Large capacity tree pits in paved area
- ⑤ Active frontage - opportunity for outdoor dining

#### \* Notes

- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

#### Legend

- Property Boundary
- Existing Kerb Line
- Line of Awnings (Indicative)
- ⊕ WSUD

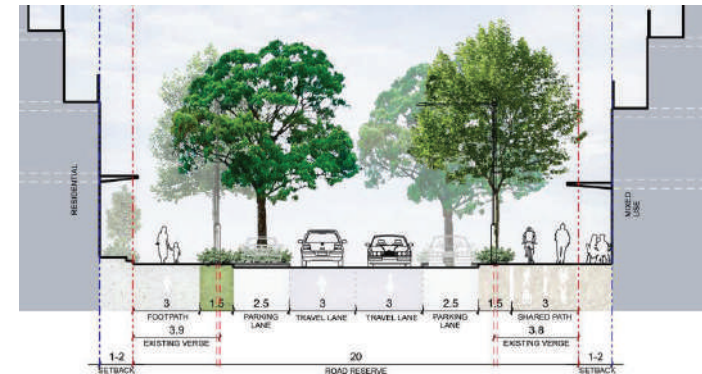


Figure 47. Leeds Street East - Typical Section

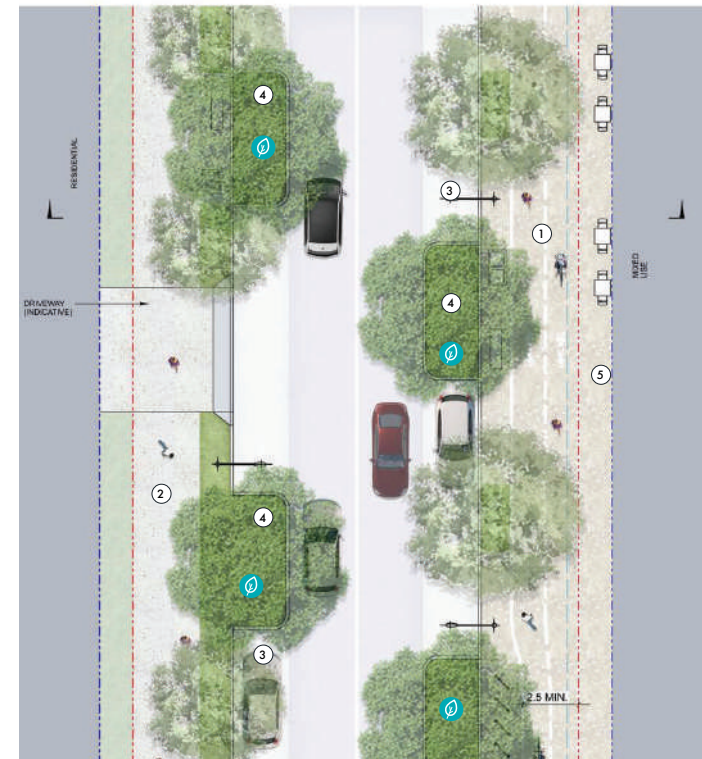


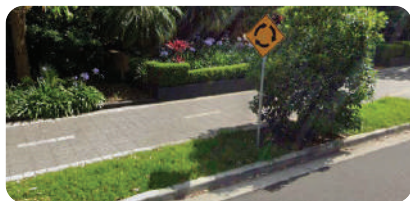
Figure 48. Leeds Street East - Typical Plan



### 8.2.9 Cavell Avenue North



Verge planting, Missenden Rd, Camperdown, NSW



Shared Path, Howard Ave, Dee Why (Source: Tract)

#### Key design features:

- ① Western verge - 3m Shared path with 1m continuous planting zone with street lights and street trees. Tree pits to be continuous and extend under shared path with engineered strata cell or structural soil to provide greater growing area for trees.
- ② Eastern verge - 2m footpath with 1.2m continuous landscape verge and tree planting.
- ③ Existing bus stop location to be reviewed as part of future intersection upgrade of Cavell Street and Averill Street.
- ④ 4x traffic lanes to accommodate large traffic volumes.

#### WSUD opportunities may include:

- Large capacity tree pits in verge
- Passive irrigation from stormwater run-off from adjacent footpaths.

#### \* Notes

- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

#### Legend

- Property Boundary
- === Existing Kerb Line

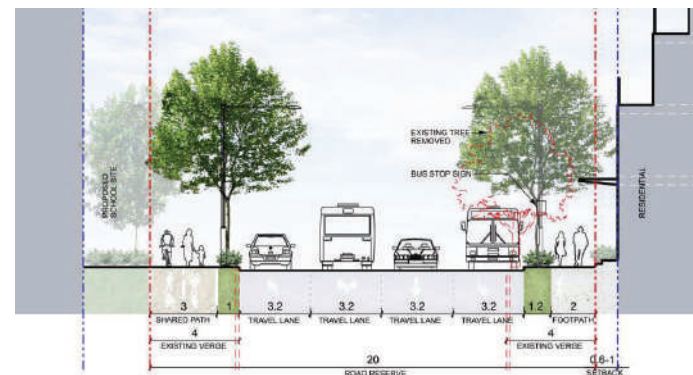


Figure 49. Cavell Avenue North - Typical Section

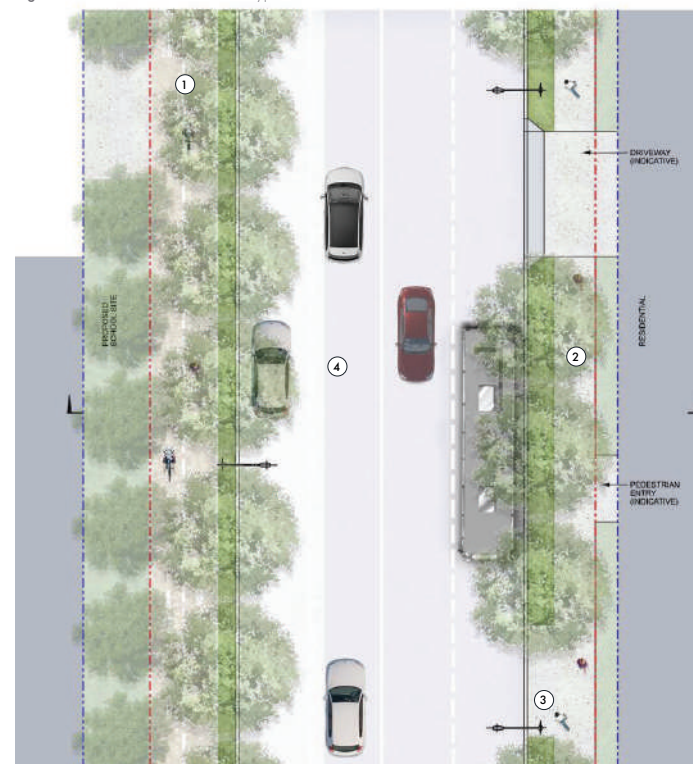


Figure 50. Cavell Avenue North - Typical Plan

## 8.2.10 Cavell Avenue South - Typical



Tree planting blisters, Footbridge Blvd, Wentworth Point (Source: Google Maps)

### Key design features:

- ① Western verge - 2.5m dedicated cycleway with 1m planted verge and street trees. Permeable paving sections to allow access to parked cars. Tree pits to be continuous and extend under cycleway with engineered strata cell or structural soil to provide greater growing area for trees.
- ② Eastern verge - 2m footpath with 1.5m landscape verge, planting, street trees and permeable paving.
- ③ Parallel parking to both sides
- ④ Kerb blisters provide opportunities for WSUD features such as:
  - Slotted kerbs to maximise collection of surface water run-off
  - Raingardens between parking bays
  - Large capacity tree pits in paved area

### \* Notes

- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

### Legend

- Property Boundary
- - - Existing Kerb Line
- ▨ Permeable Paving
- ⊕ WSUD

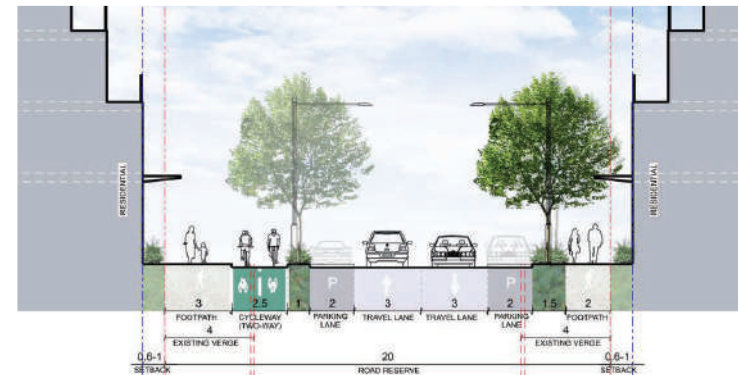


Figure 51. Cavell Avenue South - Typical Section

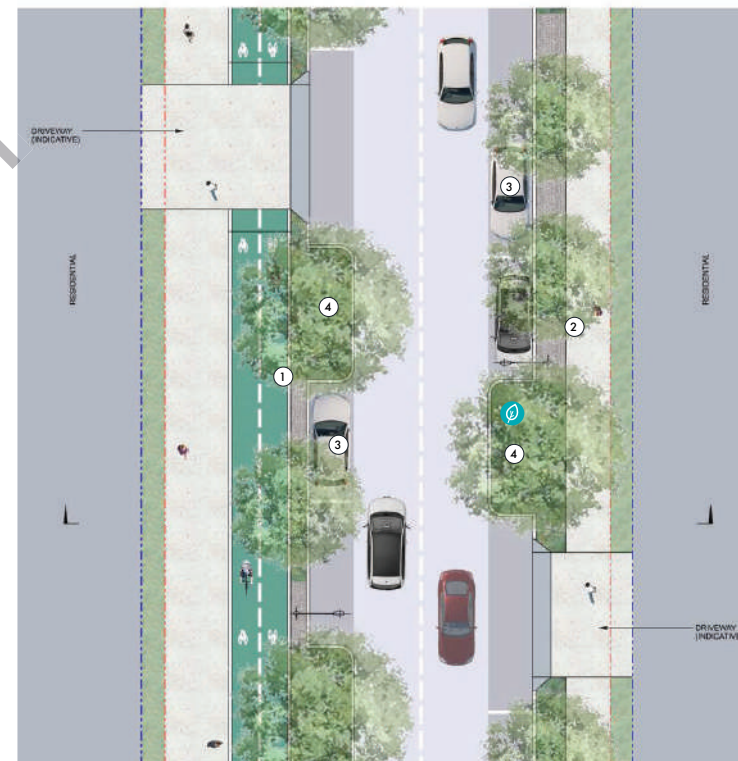


Figure 52. Cavell Avenue South - Typical Plan



### 8.2.11 Cavell Avenue South with Heritage Trees - Scenario 1

Separated Cycleway left of Heritage Trees



Tree planting blisters, Footbridge Blvd, Wentworth Point (Source: Google Maps)



Existing heritage palm trees and church

#### Key design features:

- ① Western verge - 2.5m dedicated cycleway. Cycleway alignment to avoid existing heritage trees. Permeable paving sections to allow access to parked cars. Tree pits to be continuous and extend under cycleway with engineered strata cell or structural soil to provide greater growing area for trees.
- ② Existing Heritage trees retained and integrated with new tree blisters.
- ③ Eastern verge - 2m footpath with 1.5m landscape verge, planting, street trees and permeable paving.
- ④ Parallel parking to both sides
- ⑤ Kerb blisters provide opportunities for WSUD features such as:
  - Slotted kerbs to maximise collection of surface water run-off
  - Raingardens between parking bays
  - Large capacity tree pits in paved area

#### \* Notes

- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

#### Legend

- Property Boundary
- - - Existing Kerb Line
- ▨ Permeable Paving
- ⊕ WSUD

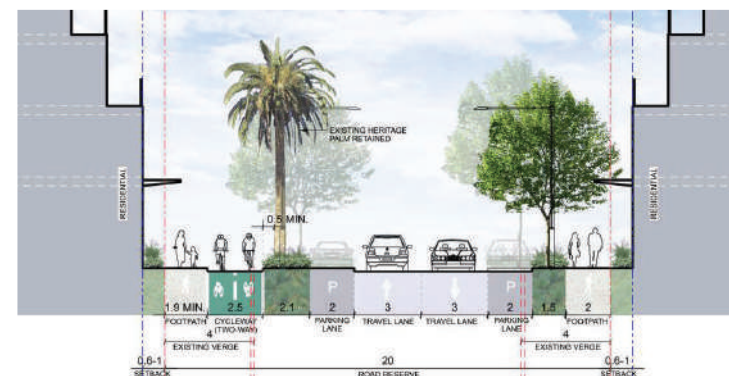


Figure 53. Cavell Avenue South - Scenario 1 Section

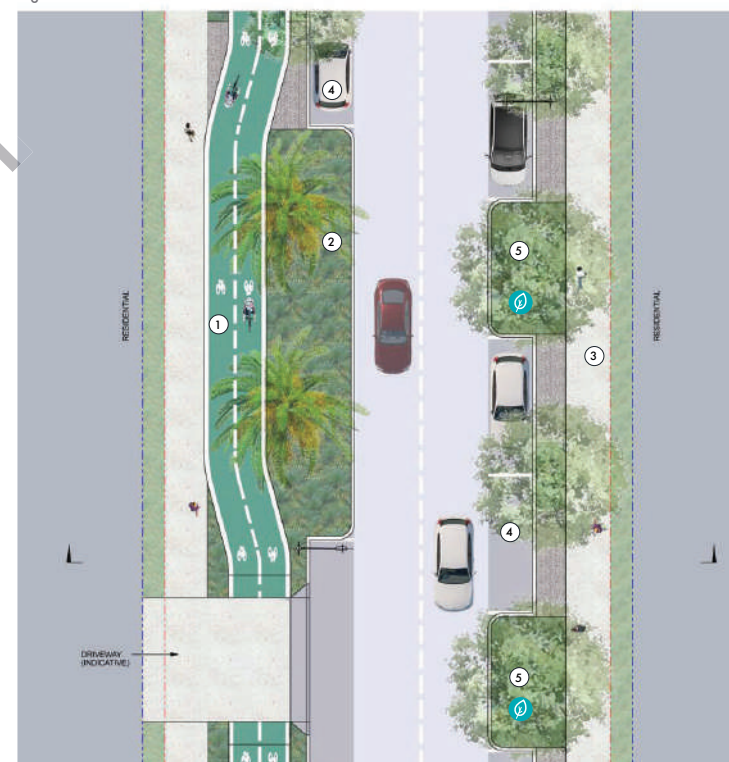


Figure 54. Cavell Avenue South - Scenario 1 Plan

## 8.2.12 Cavell Avenue South with Heritage Trees - Scenario 2

Separated Cycleway right of Heritage Trees



Tree planting blisters, Footbridge Blvd, Wentworth Point (Source: Google Maps)



Existing heritage palm trees and church

### Key design features:

- ① Western verge - 2.5m dedicated cycleway. Cycleway alignment to avoid existing heritage trees. Permeable paving sections to allow access to parked cars. Tree pits to be continuous and extend under cycleway with engineered strata cell or structural soil to provide greater growing area for trees.
- ② Existing Heritage trees retained.
- ③ Eastern verge - 2m footpath with 1.1m landscape verge, planting, street trees and permeable paving.
- ④ Parallel parking to eastern sides
- ⑤ Kerb blisters provide opportunities for WSUD features such as:
  - Slotted kerbs to maximise collection of surface water run-off
  - Raingardens between parking bays
  - Large capacity tree pits in paved area

\* Notes

- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

### Legend

- Property Boundary
- Existing Kerb Line
- Permeable Paving
- WSUD

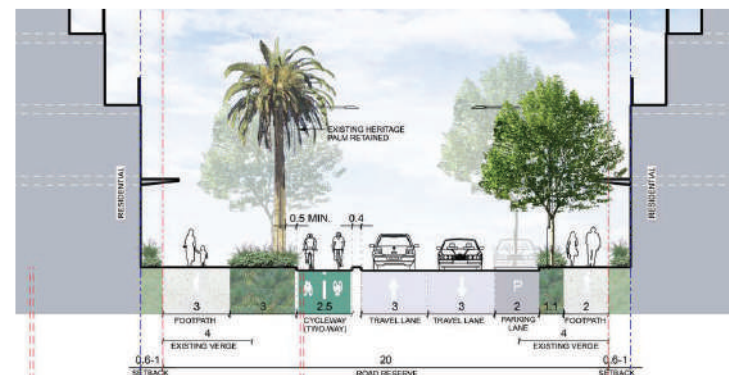


Figure 55. Cavell Avenue South - Scenario 2 Section



Figure 56. Cavell Avenue South - Scenario 2 Plan



### 8.2.13 Averill Street



#### Key design features:

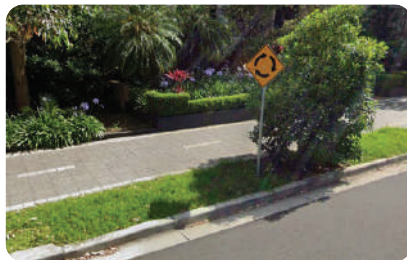
- ① 2.4m wide footpath to both sides with 1.2m continuous landscape verge and tree planting.
- ② Existing bus stop to southern side.
- ③ 4x traffic lanes to accommodate large traffic volumes.

WSUD features such as:

- Slotted kerbs to maximise collection of surface water run-off
- Large capacity tree pits in paved area

\* Notes

- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.



Howard Ave, Dee Why (Source: Tract)

#### Legend

- Property Boundary
- Existing Kerb Line

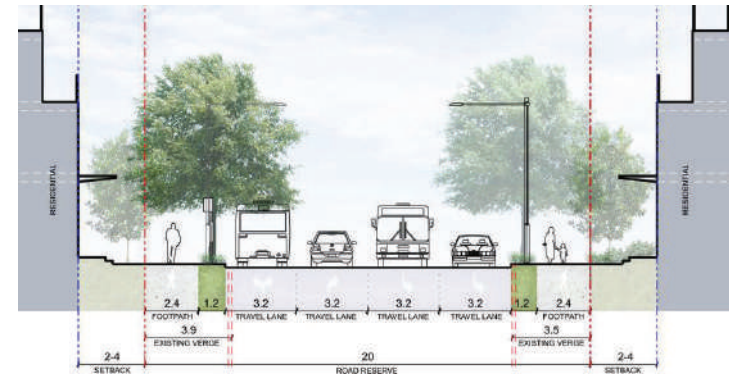


Figure 57. Averill Street - Typical Section

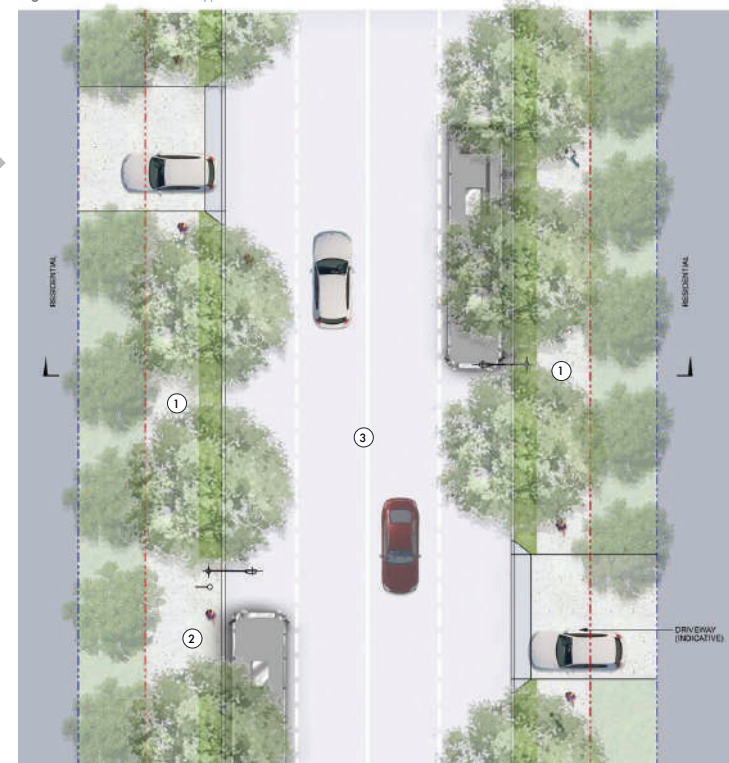


Figure 58. Averill Street - Typical Plan



## 8.2.14 Denham Street, Denham Street Extension (New Street), Llewellyn Street



Surry Hills, Sydney

### Key design features:

- ① Northern verge - 2.5m Dedicated two-way cycleway
- ② Parallel parking on both sides.
- ③ Generous 2m wide landscape buffer between cycleway and parking lane to ensure cyclist safety, street planting and pedestrian access to parked cars.
- ④ Eastern verge - 2.5m footpath
- ⑤ Kerb blisters provide opportunities for WSUD features such as:
  - Slotted kerbs to maximise collection of surface water run-off
  - Raingardens between parking bays
  - Large capacity tree pits in paved area

### \* Notes

- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

### Legend

- Property Boundary
- Existing Kerb Line
- Permeable Paving
- WSUD

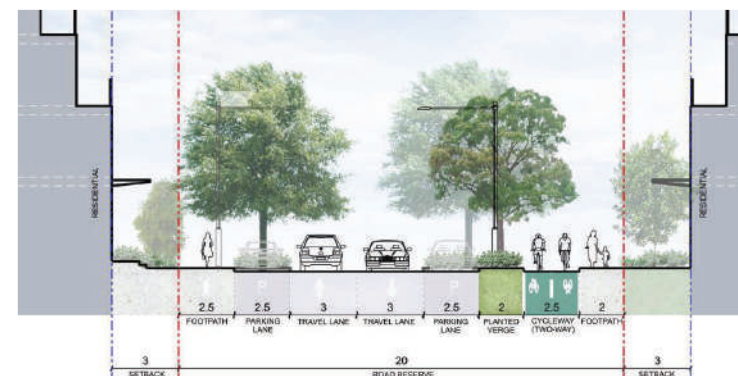


Figure 59. Denham Street, Denham Street Extension (New Street) and Llewellyn Street - Typical Section

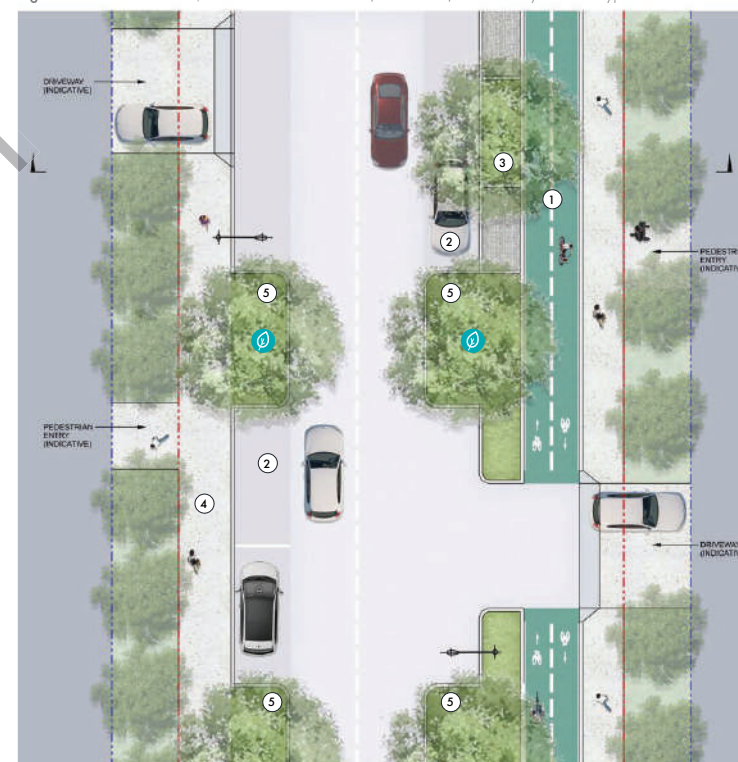
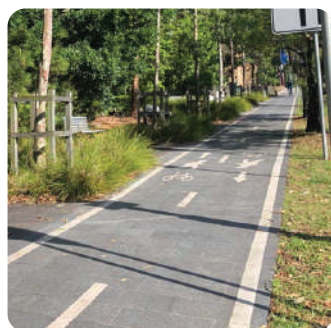


Figure 60. Denham Street, Denham Street Extension (New Street) and Llewellyn Street - Typical Plan

## 8.2.15 New Street with Shared Path



(Source: Google)

### Key design features:

- ① Northern verge - 3m shared path with 1.5m landscape zone for street tree planting, street lights and permeable paving to access parallel parking.
  - ② Southern verge - 2m footpath with 2.5m wide landscape zone for large street trees.
  - ③ Parallel parking to both sides.
  - ④ Kerb blisters provide opportunities for WSUD features such as:
    - Slotted kerbs to maximise collection of surface water run-off
    - Raingardens between parking bays
    - Large capacity tree pits in paved area
- \* Notes
- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.

### Legend

- Property Boundary
- Existing Kerb Line
- Permeable Paving
- WSUD

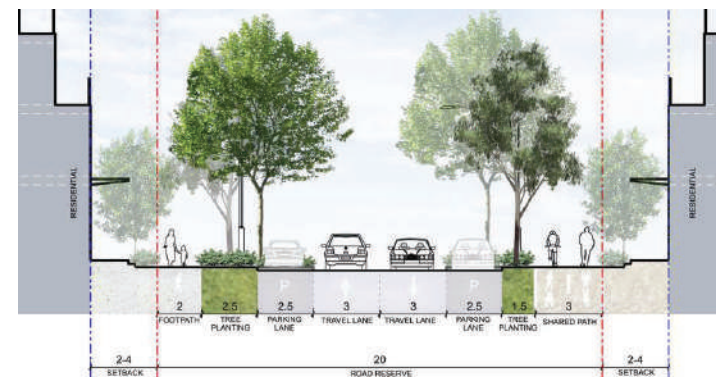


Figure 61. New Street with Shared Path - Typical Section

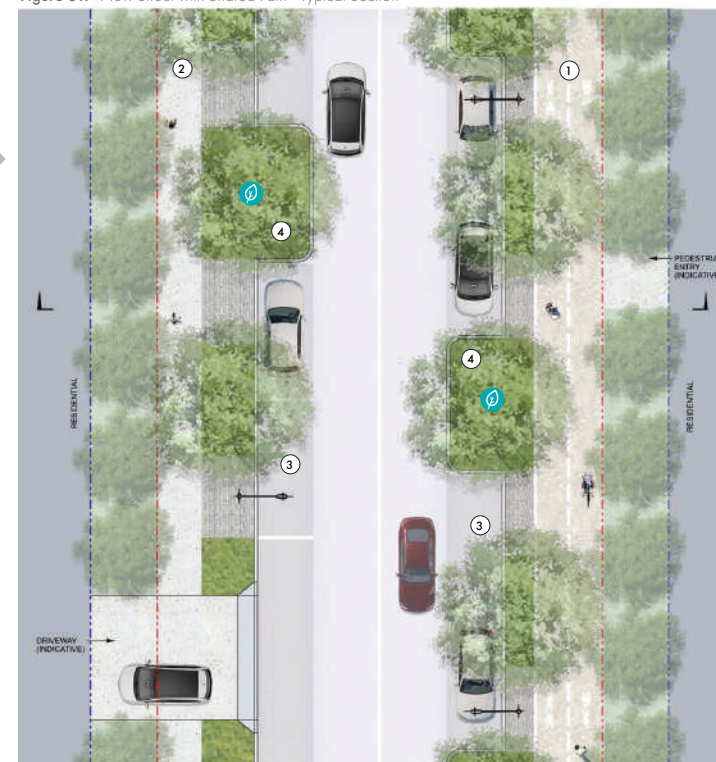


Figure 62. New Street with Shared Path - Typical Plan



## 8.2.16 Mary Street East



Skye Road (Source: Tract)



Mary Street East (Source: Google Maps)

### Key design features:

- ① Existing width of carriageway retained to accommodate large traffic volumes
- ② Shared path proposed to southern side
- ③ Upgrade of pedestrian footpath and parklands to the north.

### Legend

- Property Boundary
- Existing Kerb Line

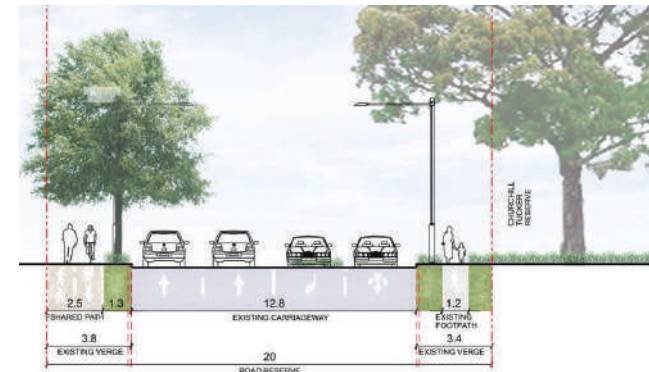


Figure 63. Mary Street East - Typical Section

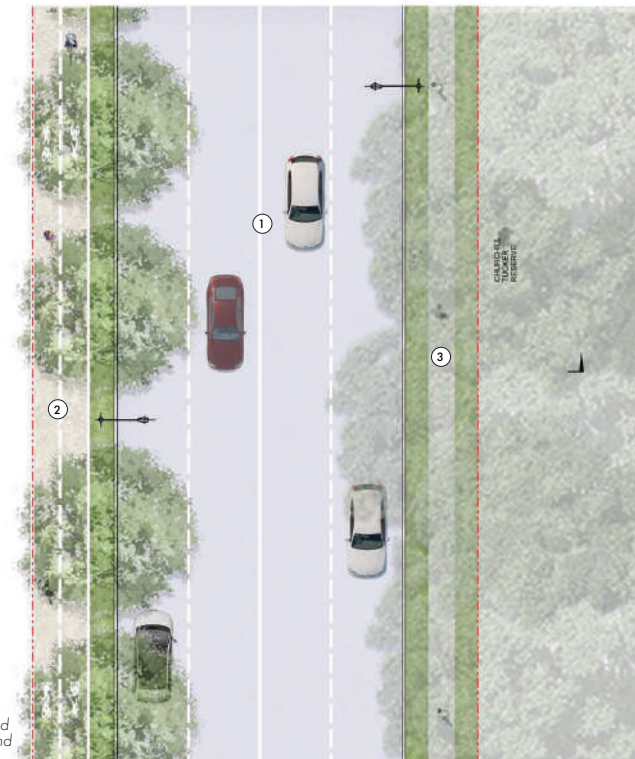


Figure 64. Mary Street East - Typical Plan

### Note:

- Locations of the street light poles are indicative only and are subject to the lighting and electrical design.



## 8.2.17 SharedZone-AverillStreetExtension



### Key design features:

- ① 6m one-way paved shared zone\*
- ② Potential school entry / frontage
- ③ Frontage of potential shared community facilities with school i.e. library

### \* Note:

- The proposed school interfaces with Blaxland Road, Leeds Street and Cavell Avenue. These streets will be catering large volumes of traffic and may not be suitable for school pick up / drop off.
- The new street, shown as a Shared Zone, may provide a low speed environment complimentary for school movements.
- Shared zones are subject to assessments to ensure they meet the requirements for a Shared Zone. Shared Zones are either Category 1 or Category 2 both applying 10km speed limit.
- Category 1 allows for kerb and gutter arrangement and may be suited for drop off / pick up activities. For extra protection, safety bollards may be introduced.
- Category 2 is a flush treatment which will require safety protection elements such as bollards to ensure vehicle movement is restricted.
- Shared zone are subject to future traffic studies and assessment. Designs illustrated in this Public Domain Plan are indicative only. Alternate solutions may be determined as part of future detail design process.



Kensington Street, Sydney (Source: Google)

### Legend

----- Property Boundary

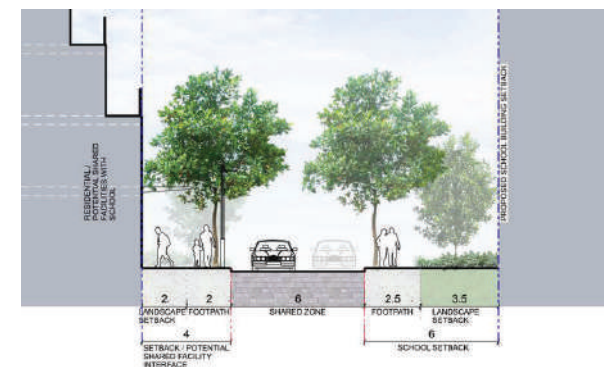


Figure 65. Shared Zone - Typical Section

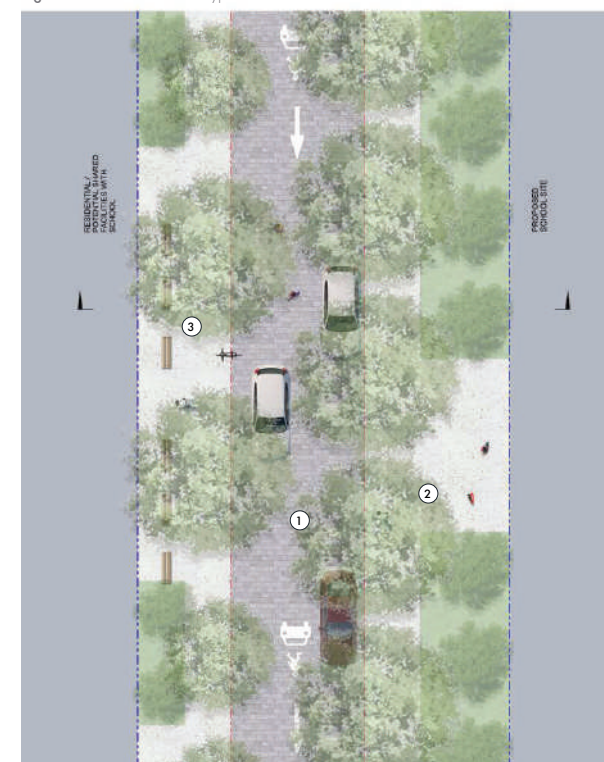


Figure 66. Shared Zone - Typical Plan

## 8.2.18 Through-site Pedestrian Link



Somerville, MA, US (Source: Google)

### Key design features:

- ① 9m Pedestrian link - Tree placement critical to ensure continuous visual / physical connection to waterfront. High quality, fine grain paving to reflect human scale materiality.
- ② Planting beds / WSUD Rain gardens and trees integrated with seating and lighting along retail frontage.
- ③ Active/retail frontage for outdoor dining and activities.

### Note:

- Designs shown are indicative only. Final design, layout, elements and levels are subject to future detail design. Existing levels within this area may be steep in sections and will require future grading studies to ensure compliant grades are achieved.

### Legend

- Property Boundary
- - - Line of Awnings (Indicative)
- Permeable Paving
- WSUD

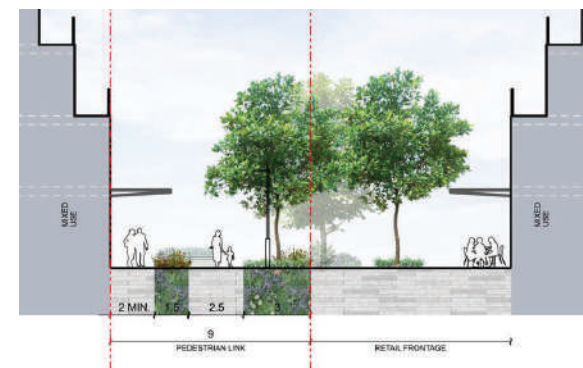


Figure 67. Pedestrian Link - Typical Section

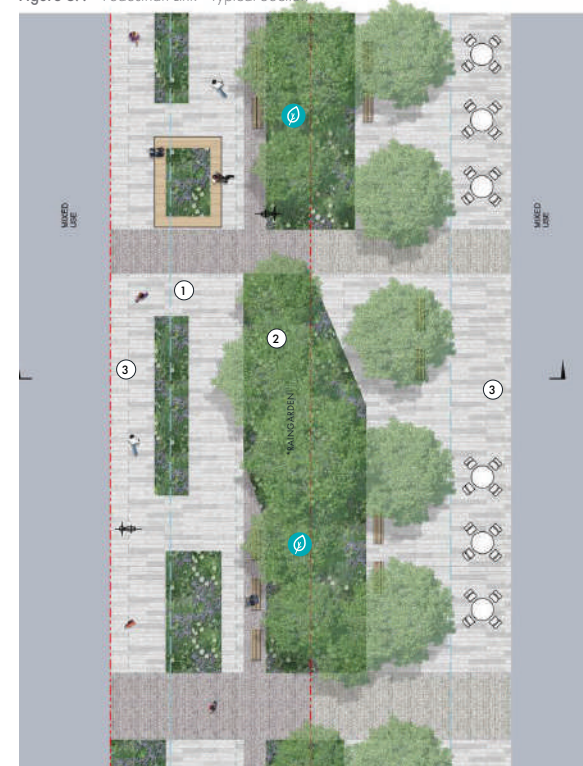


Figure 68. Pedestrian Link - Typical Plan

## Appendices



## Appendix A Cycle Network Options Study

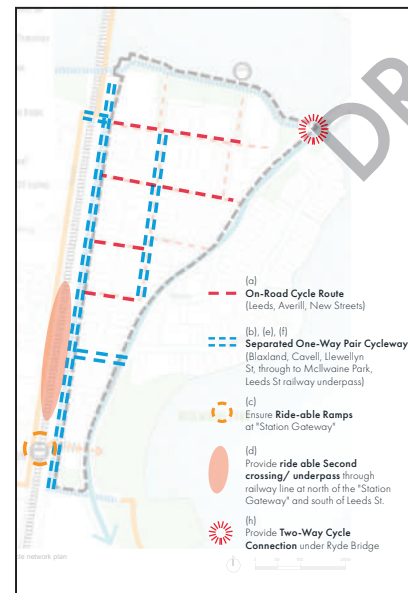
### A.1 Current Cycle Network Options Review

Current Cycle Network Options - Traffic and  
Transport Report (Jacobs, 2021)

Cycle Network Considerations

Current Cycle Network Options - Urban Design  
Report (Roberts Day) 2021

Current Cycle Network Options - DCP 2022



## A.2 Proposed Cycle Network Options

### A.1.1 Proposed Cycle Network Option 1 - Based on Urban Design Report (Roberts Day) 2021



### A.1.2 Proposed Cycle Network Option 2 - Based on alternate cycling typologies such as One-Way Pair



### A.1.3 Proposed Cycle Network Option 3 - Recommended Network



Legend	
General	
	Precinct Boundary
	Railway Line
	Existing Ferry Route
	Proposed New Ferry Wharf
	Bus Route and Stop
	Rhodes Train Station
	400m Train Station Radius
Active Networks	
	Existing Signalised Pedestrian Crossing - Four Way
	Existing Signalised Pedestrian Crossing - Three Way
	Existing Signalised Pedestrian Crossing - Two Way
	Existing Pedestrian Zebra Crossing
	Existing Shared Cycleway/Pedestrian Path
	Existing Separated Cycleway Marked on Road
	Existing Marked On-Road Cycle Route
	Existing Cycle/Pedestrian Underpass
	Existing Cycle/Pedestrian Connection
	Existing Informal On-Road Cycle Connection
	Existing Stairs with Bicycle Channel
	Proposed Separated One-Way Pair Cycleway
	Proposed Separated Two-Way Cycleway
	Proposed Shared Cycleway/Pedestrian Path
	Proposed Marked On-Road Cycle Route
	Proposed Pedestrian Link
	Proposed Connection between Station and park
	Future Pedestrian / Cycle Connection
Pedestrian/ Cycling Crossing Types	
	Existing Signalised Pedestrian Crossing - Four-Way
	Existing Signalised Pedestrian Crossing - Three-Way
	Existing Signalised Pedestrian Crossing - Two-Way
	Existing Zebra Crossing Retained
	Proposed Signalised Crossing - Three-Way (Subject to future traffic advice)
	Proposed Signalised Crossing - Four-Way (Subject to future traffic advice)
	Proposed Raised Pedestrian/ Cyclists Crossing

## A.3 Street Cross Sections

### A.3.1 Street Cross Sections - Blaxland Rd

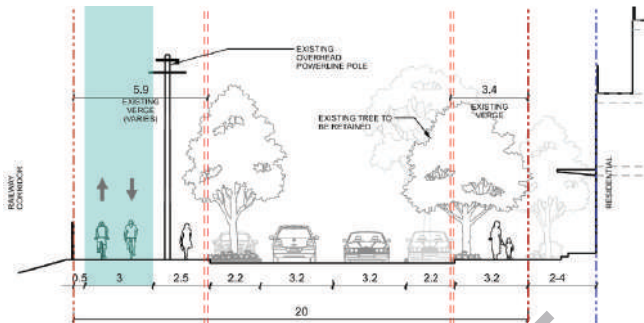
Opt 1: Two-Way Cycleway adjacent fence-line



Opt 2: One-Way Pair Typology

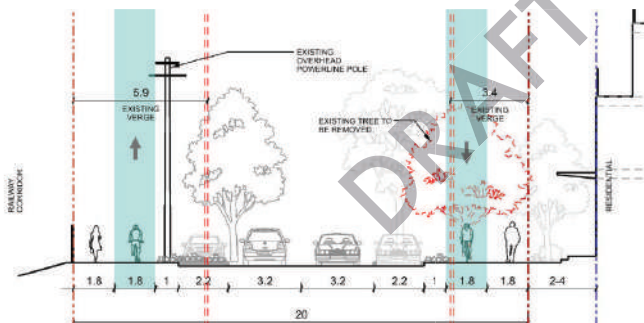


Opt 3: Two-Way Cycleway adjacent travel lane



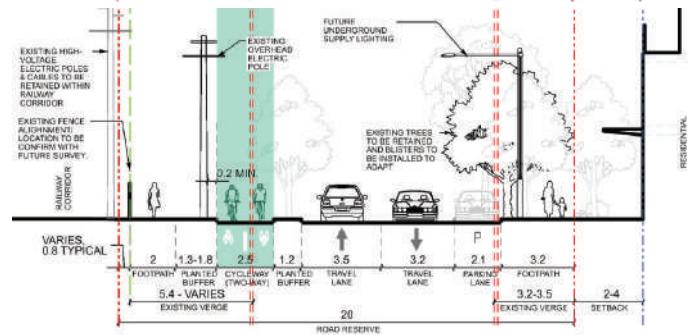
#### Two-way Cycleway adjacent rail corridor fencing

- Two-way Cycleway on western verge along railway corridor fencing to minimize crossing at vehicle driveways on eastern verge.
- Reduced conflict between cyclist and pedestrians accessing parked cars.
- Connects to existing shared path north and south of precinct.
- Localised pinch points at overhead powerlines (poles)



#### One-way Pair

- Reduces pedestrian footpath width on both verges.
- Existing trees removed to accommodate cycle lane on eastern verge.
- Approx 5 road intersection crossing (2 existing + 3 future roads) required to ensure connectivity to future and existing shared paths / cycle lanes.

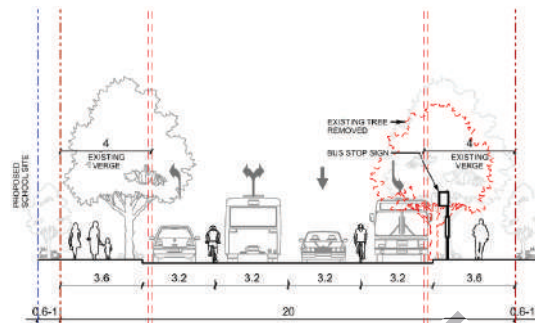


#### Two-way Cycleway between footpath and travel lanes to western side

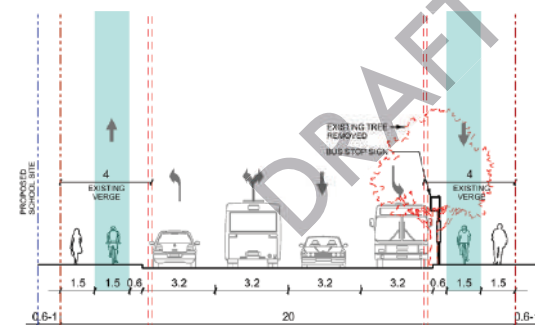
- No parallel parking on western verge i.e. no conflict with pedestrians accessing parked cars.
- Two-way cycleway on western verge with 1.2m landscape buffer between cycleway and traffic lane to ensure cyclist safety.
- Landscape buffer zones for planting and new street trees.
- Existing overhead power poles are accommodated in the landscape buffer zone.
- Generous footpath to both sides.



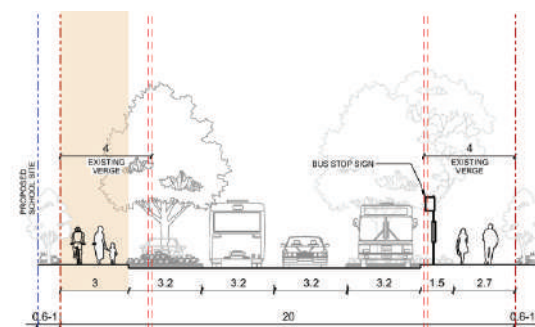
Map 1: On-Road Cycle

[illegible]

- Future east west connector road, large traffic volumes.
- Bus Route - 3.2m wide traffic lanes impact on existing trees
- Cyclist forced to share road with traffic
- No Parking Lanes



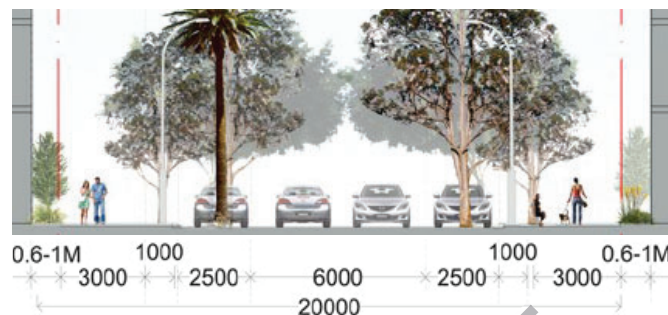
- ### On-Way Pair
- Future east west connector road, large traffic volumes.
  - Bus Route - 3.2m wide traffic lanes impact on existing trees
  - Reduced pedestrian footpaths
  - Insufficient space for landscape and tree planting
  - No Parking Lanes



- Future east west connector road, large traffic volumes.
- Bus Route - 3.2m wide traffic lanes impact on existing trees
- Generous pedestrian footpaths
- Space for landscape and tree planting
- Cyclist must slow adjacent school
- No Parking Lanes

### A.3.3 Street Cross Sections - Cavell Ave (South between Averill St and Cropley Street)

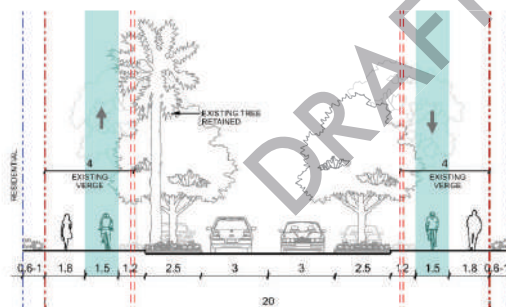
Opt 1: On-Road Cycle Route



#### On-Road Cycle

- Existing Heritage trees retained
- Slow speed road - 30km
- Cyclist forced to share road with traffic

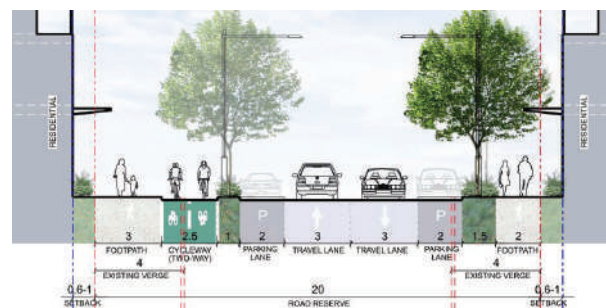
Opt 2: One-Way Pair



#### On-Way Pair

- Existing Heritage trees retained
- Slow speed road - 30km
- Reduced pedestrian footpaths

Opt 3: Separated Bi-Directional Cycleway

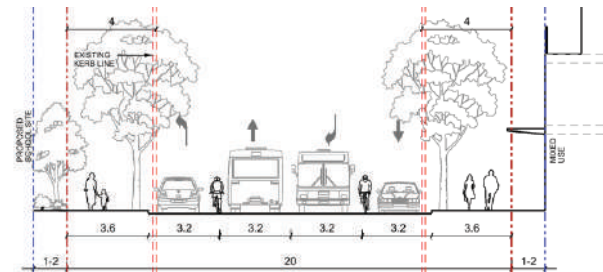


#### Separated Bi-Directional Cycleway

- Existing Heritage trees retained
- Slow speed road - 30km
- Dedicated cycleway for north-south connections
- Generous pedestrian footpaths for safe walking
- Safer for students to ride/ walk to/ from school

### A.3.4 Street Cross Sections - Leeds Street (West between Blaxland Rd and Cavell Ave)

Opt 1: 4x Traffic Lanes, On-Road Cycle Route



4X traffic lanes according to Traffic and Transport Report (Jacobs) 2021

#### On-Road Cycle

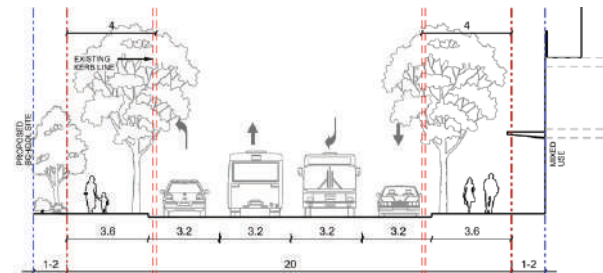
- Future east west connector road, large traffic volumes.
- Bus Route - 3.2m wide traffic lanes
- Cyclist forced to share road with traffic
- No Parking Lanes

Opt 2: Same as Opt 1



Same as Opt 1

Opt 3: 4x Traffic Lanes, No Cycle Route



4X traffic lanes according to Traffic and Transport Report (Jacobs) 2021

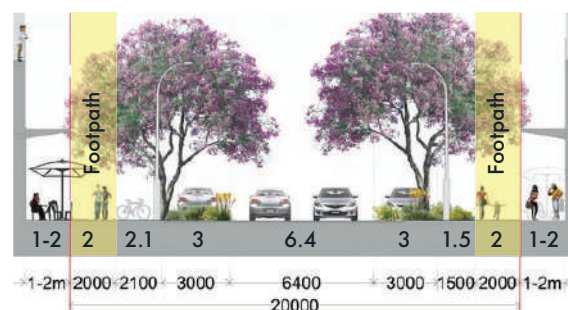
#### No Cycle Route

- Future east west connector road, large traffic volumes.
- Bus Route - 3.2m wide traffic lanes
- No cyclist in this section.
- Future Opportunity to upgrade Blaxland Road / Leeds St intersection, widen under rail tunnel to facilitate cycle route to improve connection between East and West Rhodes.
- No Parking Lanes.



### A.3.5 Street Cross Sections/Plans - Leeds St East

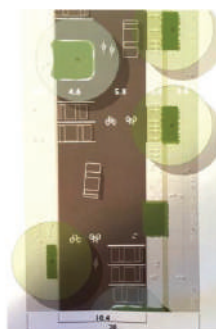
Opt 1: On-Road Cycle Route (DCP/UD Report)



#### On-Road Cycle Route

- Slow speed road - 30km
- Cyclist forced to share road with traffic

Opt 2: On-Road Cycle Route (Slow speed 15km/h, or 30km/h)



Opt 3: Shared path to Northern Verge



#### Shared path to Northern Verge

- Upon further review, this section of Leeds Street should be a Shared path treatment connecting the surrounding shared paths from Ryde Bridge, Cavell Street and Foreshore Links

### A.3.6 Street Cross Sections - Averill St

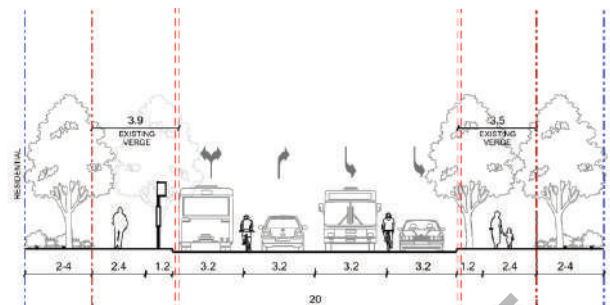
Opt 1: 4x Traffic Lanes, On-Road Cycle Route



Opt 2: Same as Opt 1



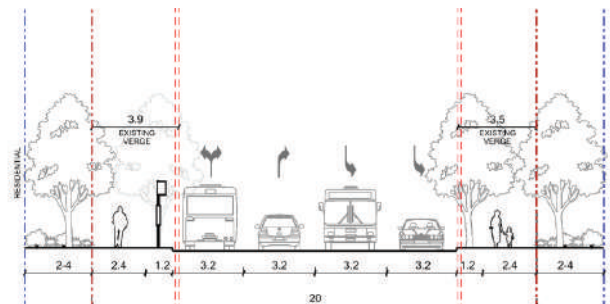
Opt 3: 4x Traffic Lanes, No Cycle Route



#### On-Road Cycle

- Future east west connector road, large traffic volumes.
- Bus Route - 3.2m wide traffic lanes
- Cyclist forced to share road with traffic
- No Parking Lanes

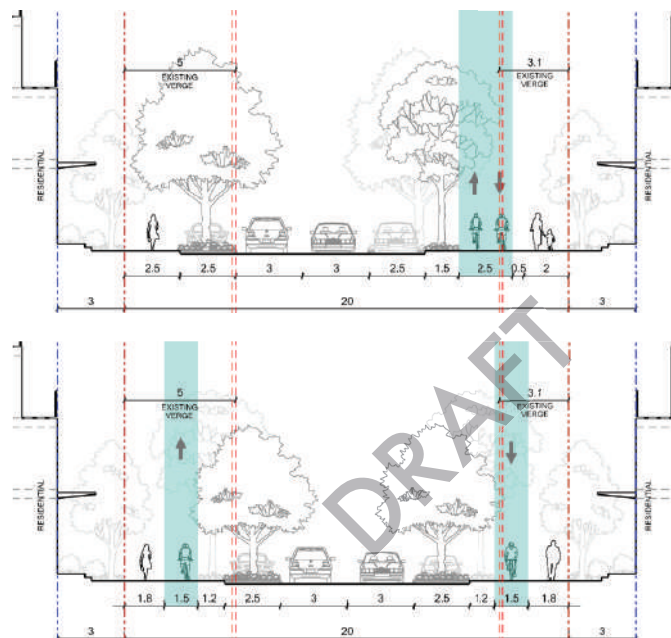
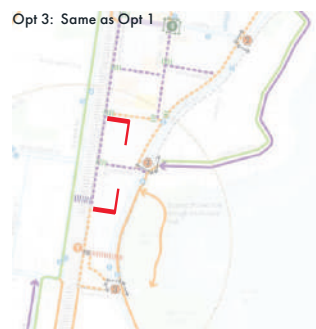
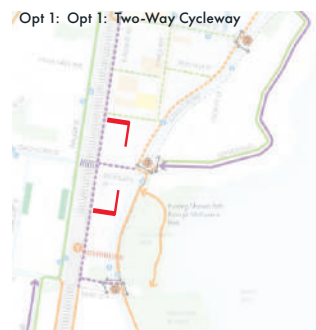
Same as Opt 1



#### No Cycle Route

- Future east west connector road, large traffic volumes.
- Bus Route - 3.2m wide traffic lanes
- No cycle route in this section.
- Cyclist can use Leeds Street Shared Path or Denham Street Separated Cycle
- No Parking Lanes

### A.3.7 Street Cross Sections - Llewellyn St



#### Two Way Separated Cycleway

- Northern Verge to ensure logical connection through signalised intersection to existing cycle paths to McIlwaine Park and Llewellyn Street East
- Connects to Blaxland Road Two-Way Separated Cycleway (north - south bound)
- Slow speed road - 30km

#### On-Way Pair

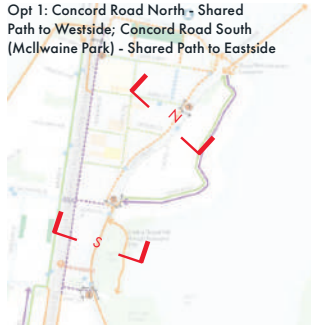
- Reduced pedestrian footpaths
- Cycle lanes conflicts with vehicle crossings on both side of street - impacting consistent flow of cycle lanes.
- Increase number of crossing points

Same as Opt 1

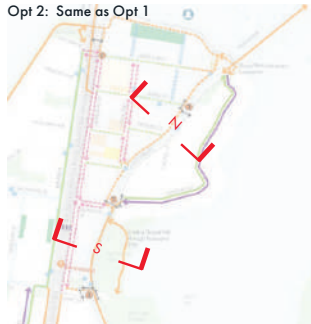


### A.3.8 Street Cross Sections/Plans - Concord Rd

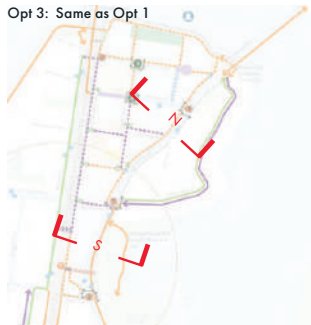
Opt 1: Concord Road North - Shared Path to Westside; Concord Road South (McIlwaine Park) - Shared Path to Eastside



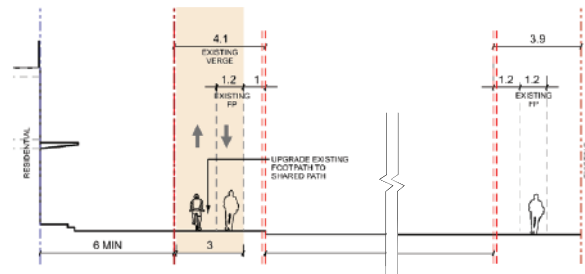
Opt 2: Same as Opt 1



Opt 3: Same as Opt 1



CONCORD RD NORTH  
Shared Path to Westside

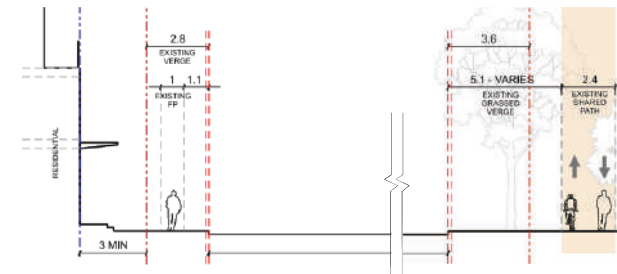


Shared Path on Western Verge

- Consider utilizing 6m setback for shared path to:
  - Ensure impact to existing trees / lights along Concord Road are minimized.
  - Provide sufficient clearances for new landscape zone and canopy street planting

Same as Opt 1

CONCORD RD SOUTH (McIlwaine Park)  
Shared Path to Eastside



Same as Opt 1

Same as Opt 1

Tract

DRAFT

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[www.tract.com.au](http://www.tract.com.au)

223-0053-00 - P001\_Public Domain Plan

15 May 2024

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Department of Planning, Industry and Environment

# Rhodes Place Strategy

September 2021



[dpie.nsw.gov.au](http://dpie.nsw.gov.au)



**Find out more:**

[dpie.nsw.gov.au](http://dpie.nsw.gov.au)

**Title:** Rhodes Place Strategy

**First published:** September 2021

**Cover image:** Leeds Street foreshore park (artist impression courtesy RobertsDay)

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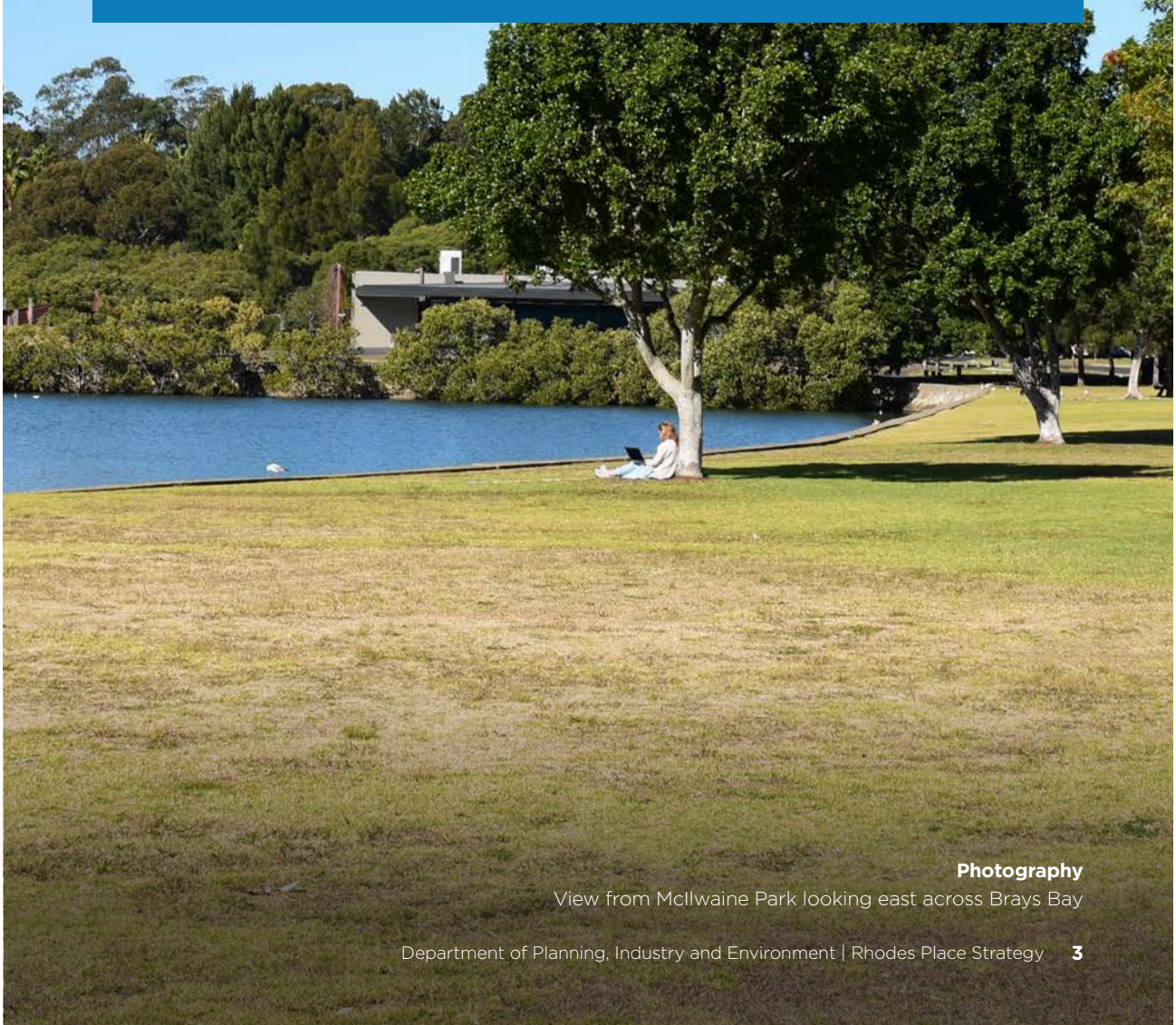
## Acknowledgement of Country

We acknowledge the Traditional Custodians of the land, the Wangal clan of the Eora Aboriginal people, and pay respect to all Elders past, present and future. We recognise Australian Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to place and their rich contribution to society.

The Rhodes Place Strategy is based on the premise upheld by Aboriginal people that if we care for Country, it will care for us. Country is at the core of every Aboriginal person's identity and sense of belonging; it is the place from which Aboriginal language and culture is derived, which determines families and kinship and communities.

Through these relationships, Aboriginal people take a holistic view of land, water and culture and see them as one, not in isolation to each other.

The Place Strategy acknowledges and values Aboriginal cultural knowledge and this holistic approach to thinking about Country. It takes inspiration from the thousands of years that Aboriginal people have used Parramatta River as a source of food and transport, and a place of spiritual significance.



**Photography**

View from McIlwaine Park looking east across Brays Bay

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**Photography**

Rhodes from the air, looking south west

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**Artist impression**

Leeds Street foreshore (courtesy RobertsDay)

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## Executive summary

The Rhodes peninsula is located between the Parramatta and Sydney CBDs and serviced by the Northern rail line. Sitting on the foreshores of the Parramatta River and offering opportunities to transition former industrial uses to public spaces and new housing, the area is ideal for revitalisation through a place-based approach to land use planning and infrastructure provision.

This Place Strategy is developed by the Department of Planning, Industry and Environment, in partnership with City of Canada Bay Council, State agencies, industry and the community. It builds on extensive consultation, technical analysis and planning processes of the last few years and represents the latest thinking in terms of the area's potential.

The Place Strategy is based on a premise of new connections and making it easier for people to choose a transport option other than their car. It plans not just for new connections, but sets out the long term vision for the Rhodes precinct, with a variety of new land uses, including up to approximately 4,200 new homes, workspaces for over 1,100 new jobs, 23,000sqm of public space and a new primary school.

Illustrating the connection between the staging of development and infrastructure, the Place Strategy ensures no more than 3,000 new homes can be developed prior to major transport intervention. This means development can only occur beyond the threshold once more is known about traffic patterns and passenger behaviour in light of the shift to working from home, the introduction of better walking and cycling connections and a new ferry service, and the influence of other major transport services such as Sydney Metro West and potentially Parramatta Light Rail Stage 2.



## Five big moves

The Place Strategy establishes five big moves and related initiatives, to unlock the area's potential:



### 1. Create a vibrant, integrated precinct

This big move aims to extend the current mix of uses to include the new primary school, aged care services and more shops, restaurants and potential for 4,000sqm of new public space west of the station, bringing services and facilities closer to the community. A new pedestrian bridge and plaza on the eastern side of the station over Concord Road will make it easy for people to connect to McIlwaine Park and Brays Bay.



### 2. Liberate the Parramatta River foreshore and green space

This big move opens public access to the Parramatta River foreshore, with a new 7,500sqm park, a 15m wide promenade between John Whitton Reserve and Uhrs Point Reserve, additional public pedestrian connections from Leeds Street to the foreshore and a new ferry wharf.



### 3. Connect places, promote walking and cycling

This big move recognises that shifting from private car use requires safe and interesting walking and cycling connections to the key places people need to travel to, supported by greater public transport capacity.

In addition to the connections along the foreshore and across to McIlwaine Park, people will benefit from upgrades to walking and cycling paths across the precinct, and to the station; a shared connection between Averill Street and Leeds Street; and three new roads and active transport routes between Blaxland Road and Cavell Avenue.



### 4. Better designed buildings, for more people

This big move ensures new development is designed for people, protecting views and sunny spots and creating variety in the skyline. New apartments will meet the highest standards of architectural design and sustainability, and the mix of new housing will cater for a diversity of people, with more one and three (or more) bedroom apartments, and affordable housing.



### 5. An exemplar of sustainable development

This big move focuses on incentives for energy and water efficiency, sustainable travel, enriching the tree canopy, protecting waterways, and building in adaptability and resilience. This includes precinct-wide utility infrastructure such as on-site electricity generation and distribution and recycled water and private sewer network, including an on-site recycled water plant.

## Structure plan

The Rhodes Precinct Structure Plan defines land uses and movement and open space networks with a focus on the staged integration of development and infrastructure.

### This Structure Plan seeks to achieve:



A green,  
connected  
public domain



Enjoyment of  
the Parramatta  
River



An integrated  
movement  
network



People-focused  
building and  
neighbourhood  
design



A mix of  
activities at key  
destinations

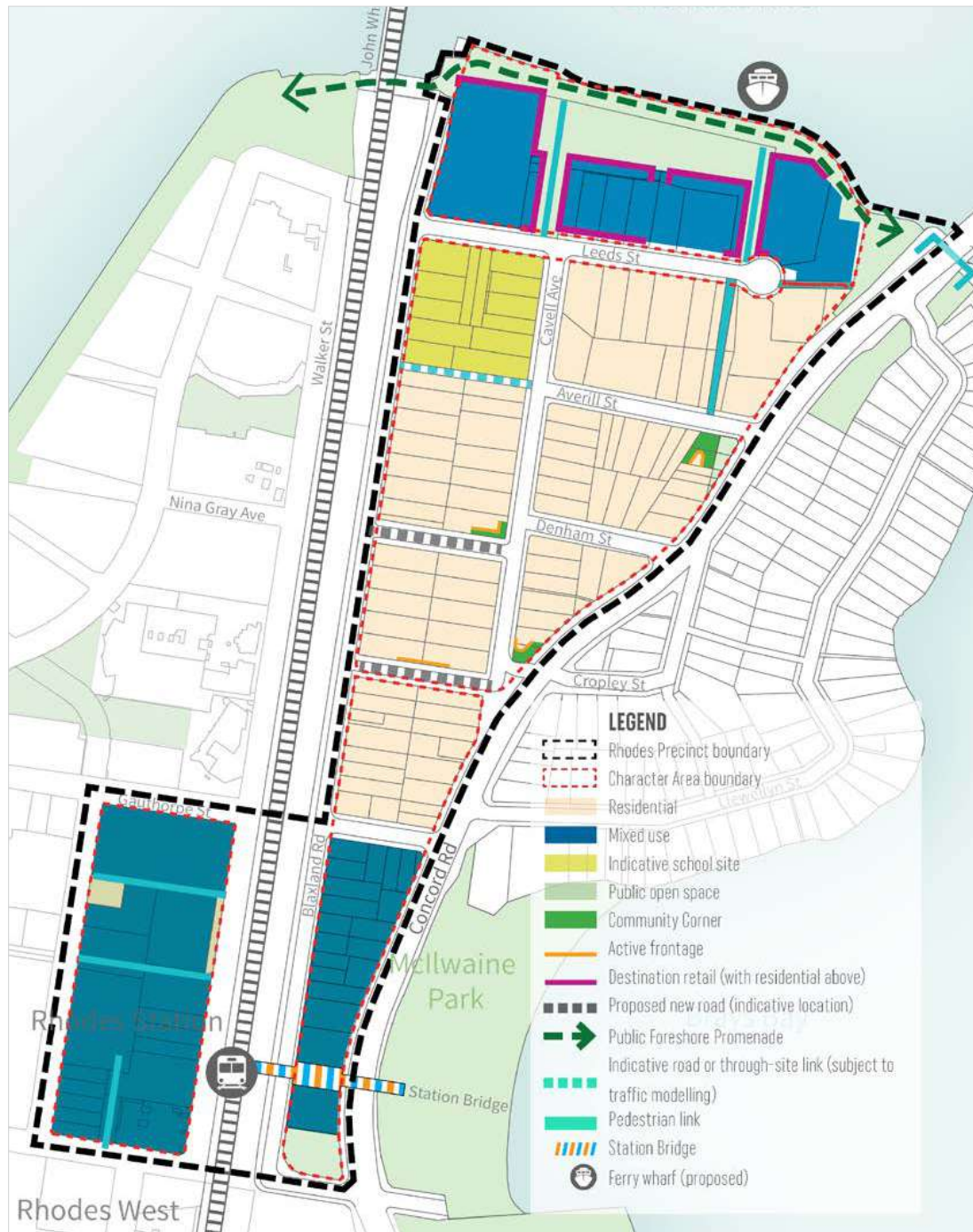


**Artist impression**

Station Gateway West (courtesy RobertsDay)

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**Figure 1**  
Rhodes Precinct Structure Plan

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## Character areas

The four character areas will be master planned as:

- the mix of uses around the rail station (Station Gateway West, Station Gateway East)
- a transition of fine grain residential uses with better connections (Cavell Avenue)
- the renewed foreshore area including a park, promenade and a mix of uses (Leeds Street).

**Station Gateway West** will include Marquet Street Forecourt, a sunny area for shopping and relaxing, and a transit plaza through to Walker Street. A pedestrian connection south to Rider Boulevard and traffic signals at the intersection of Gauthorpe and Walker streets will make this an easier place to move around.

**Station Gateway East** will offer the new Station Bridge Plaza, an elevated spot for gathering and connecting to and from the station. New buildings will be designed to protect the sunlight on McIlwaine Park, while providing plenty of activity at ground level and an attractive skyline.

**Cavell Avenue** will be the physical, visual and social link between the station and the foreshore, with a mix of densities and building types that coexist with heritage housing. The new primary school will adjoin Leeds Street, Cavell Avenue and Blaxland Road.

**Leeds Street** will be the new destination on the Parramatta River, featuring the foreshore park, promenade, ferry wharf and a hub of shops, recreation, cafés and restaurants.

## Infrastructure

A detailed infrastructure schedule (Appendix A) sets out the required infrastructure required to support development in the precinct over the next 20 years.

It reflects new thinking about how people and goods will move around Rhodes, with a focus on places for people — the foreshore park and other open space, improvements to the rail station, road and intersection upgrades, and new or improved cycle paths and footpaths.

## Staged development

A collaborative approach between the public and private sector will influence how development is sequenced and coordinated with the necessary infrastructure.

The infrastructure schedule will inform an infrastructure phasing strategy and funding plan that interrogates infrastructure costs, prioritisation over the short, medium and long-term, delivery partners and mechanisms.





## Introduction

This *Rhodes Place Strategy* sets a lasting vision for the future of Rhodes; that is shifting from a working waterfront to a thriving centre at the heart of Greater Sydney.

It applies to the Rhodes precinct, an ideal location for renewal. It sits on a stunning waterfront, and is serviced by a main rail line and other amenities such as retail, services and open space.

Just 12km from Sydney CBD and 8km from Parramatta, Rhodes can be a place for the jobs of the future, with a mix of different housing, better local connections, sustainable transport options and a beautiful new foreshore park.

This Place Strategy — developed by the Department of Planning, Industry and Environment in collaboration with City of Canada Bay Council, State agencies, the community and industry — draws on an extensive process of analysis, public consultation and master planning that commenced in 2015.

Successful renewal will occur by unlocking capacity within the transport system, helping more people to walk and cycle on new, safe and attractive networks and aligning the staging of development with infrastructure enhancements.

To this end, the Place Strategy clarifies how and when the staging of development and infrastructure can work. While we have established the ability for Rhodes to accommodate an additional 4,200 homes, we will monitor infrastructure capacity and demand as the precinct develops over time to ensure new growth is matched with infrastructure.

This extra level of oversight means that full development will only occur once the future capacity of the transport network to accommodate further development is better understood in the context of changing work patterns, new Sydney Metro West services, a new ferry service and better walking and cycling connections.

This Place Strategy creates a 20-year vision, and a planning and infrastructure delivery framework, to guide this work. It establishes a design-led approach, with guiding principles that will inform the future design and development in four 'character areas'. We've also established five 'big moves' that represent the transformational change that will occur on the peninsula.

The Place Strategy refers to the Rhodes precinct, as identified in Figure 2, which forms part of the broader Rhodes peninsula.



■ Rhodes suburb ■ Rhodes precinct

**Figure 2**

Rhodes precinct within the broader suburb



## Purpose

This Place Strategy, as a cohesive plan for redevelopment and supporting infrastructure, will optimise this opportunity for urban renewal by planning for upgrades and improvements to infrastructure, existing and new open space areas and an extension of the harbour foreshore link.

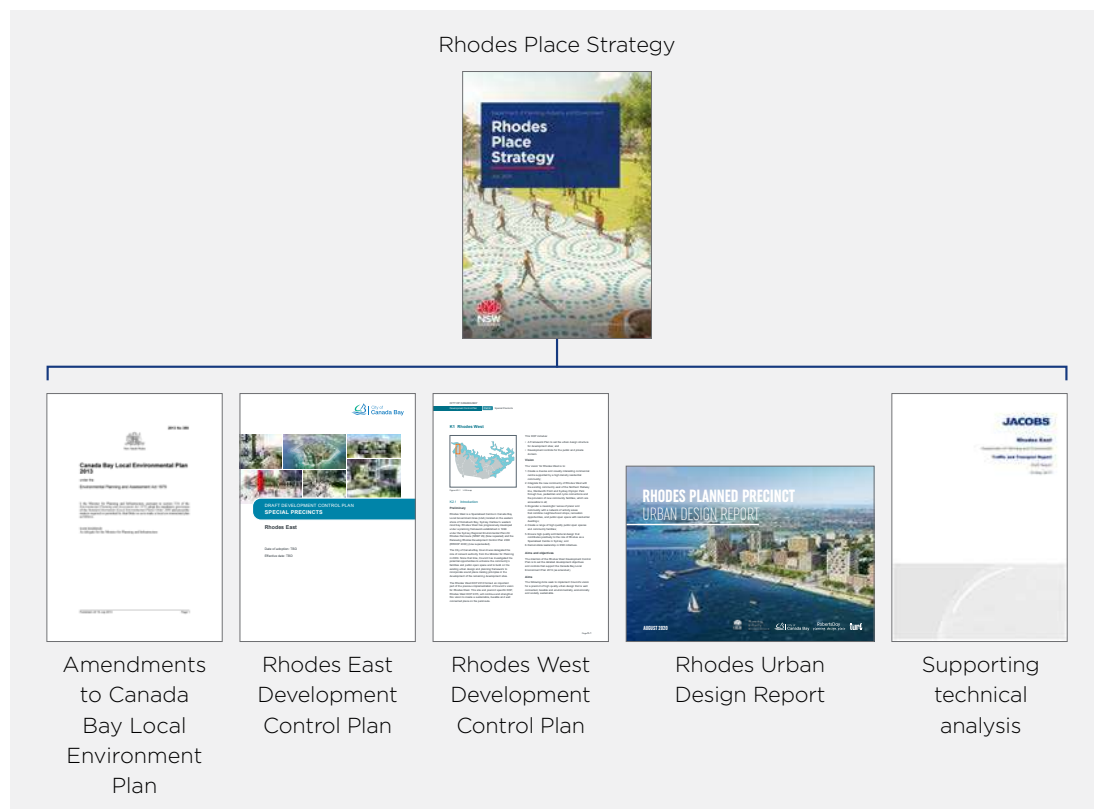
The Place Strategy draws on detailed technical information undertaken for previous investigations and exhibitions for the Rhodes precinct and ongoing public feedback and advice from Council and State agencies.

To drive this transformation, the Place Strategy sets out the approaches that will bring government, the community and industry together to strengthen

Rhodes as a strategic centre. Master planning for unique character areas will guide the approach to growth, change and infrastructure staging.

Development proposals must respond to the Place Strategy's vision, objectives, big moves, urban design principles, overall master plan and priorities for character areas and infrastructure requirements.

This is a contemporary, best practice approach that focuses on the right mix of development, open spaces, walking and cycling connections, sustainable growth and outstanding urban design. This Place Strategy will require enduring collaboration across State and local government, landowners and the community over many years, including ongoing assessment, monitoring and review.



**Figure 3**

Rhodes Place Strategy and supporting documents



**Photography**

Rhodes East, looking south west

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## Rhodes today

Rhodes has a rich industrial, residential and commercial history with layers of functions, uses and activities that make it an interesting and attractive place. It enjoys a Sydney Harbour location on the southern side of the Parramatta River between Brays Bay and Homebush Bay.

Rhodes is well connected to other places on the harbour: west by the Bennelong Bridge to Wentworth Point and Sydney Olympic Park, north to Meadowbank by the John Whitton Bridge, north east to Ryde by the Ryde Bridge, and south via the Kokoda Track Memorial Walkway to Concord.

Rhodes is two distinct localities to the east and west of the rail line, where Rhodes West has transformed from a former heavy industrial area into a high density residential, retail and business area and Rhodes East, by contrast, mainly single storey homes with some office and industrial areas.

Rhodes is well serviced by public transport being on the Northern Line and the regional road network, however this infrastructure is itself under pressure and is also a barrier to walking and cycling and movement between east and west.

## Rhodes in the future

The Place Strategy will transform Rhodes from a site of heavy industrial uses to a busy and exciting residential area, where people enjoy easy access to retail and business services. Infrastructure planning will be orientated around walking, cycling and public transport networks, as well as connections to the waterfront and high quality public spaces.

### The big picture



**4,200**  
new homes



**More than 1,100**  
new jobs



**23,000sqm** of new  
public space



**A new**  
primary school



**Upgrades to**  
Rhodes station



**3km of new**  
walking and cycling  
connections



A new bridge over Concord Road will make it easier for people to access the foreshore and enhanced open spaces such as Mcllwaine Park. People will be more likely to choose an active option to get around — as well as broader walking and cycling connections to major hubs like Rhodes rail station and Concord Hospital. We're also planning for better local links between blocks to create safe, leafy streets for pedestrians and cyclists.

In addition to a new primary school and open spaces, people will have a range of housing options, with a mix of diversity, choice and affordability and design choices that respect the area's heritage. The area around Rhodes rail station will be improved and a new ferry wharf near Leeds Street will give people the option to travel to Sydney CBD on one of the most iconic waterways in the world. Development in the precinct will be limited to 3,000 dwellings until essential public transport and road upgrades are on track for delivery.

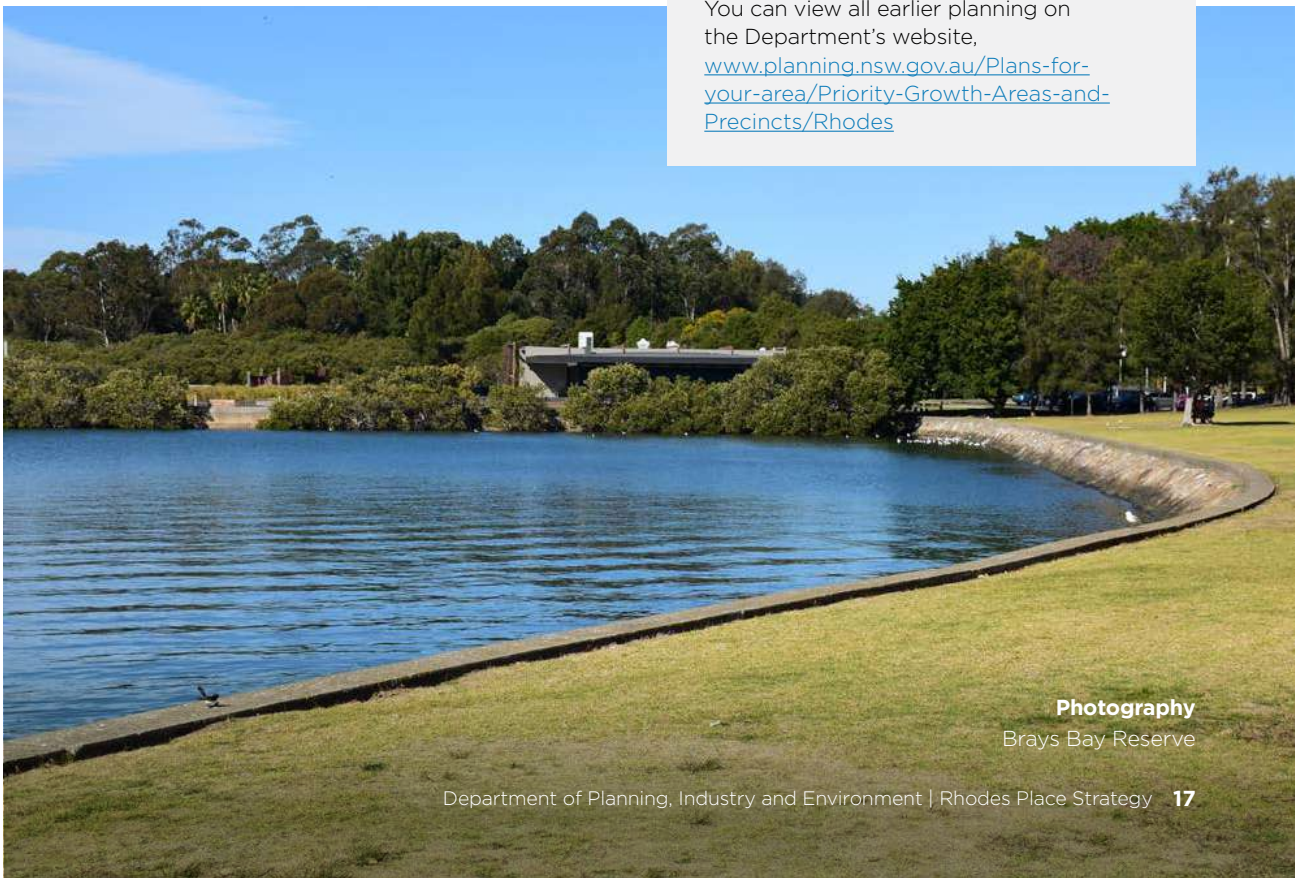
### Engagement

Planning investigations for Rhodes began in 2015. These investigations were the subject of two exhibitions in 2017 and 2018, culminating with the exhibition of the draft Place Strategy during 2020.

Our work has consistently incorporated public feedback. Key opportunities incorporated into this final Place Strategy include:

- planning controls and development outcomes for each character area
- urban design principles that address issues such as protecting views and avoiding overshadowing
- a mix of building heights, with transitions that respect the existing housing
- affordable housing mechanisms
- vast improvements for pedestrians and cyclists
- more open space, a richer tree canopy and a refined infrastructure schedule.

You can view all earlier planning on the Department's website, [www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Rhodes](http://www.planning.nsw.gov.au/Plans-for-your-area/Priority-Growth-Areas-and-Precincts/Rhodes)



**Photography**  
Brays Bay Reserve





**Photography**

Example of foreshore playground (courtesy Salty Dingo 2018)

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## Setting the scene

### Strategic planning framework

The planning for Rhodes precinct occurs within the context of higher-level strategic planning for Greater Sydney and the Eastern City District, of which Rhodes is a part.

The *Greater Sydney Region Plan* establishes a vision for Greater Sydney as a metropolis of three cities, where more people can commute to their nearest metropolitan or strategic centre within 30 minutes. The Region Plan and *Eastern City District Plan* classify Rhodes as a strategic centre — a place expected to attract private sector investment, enabling growth and evolution.

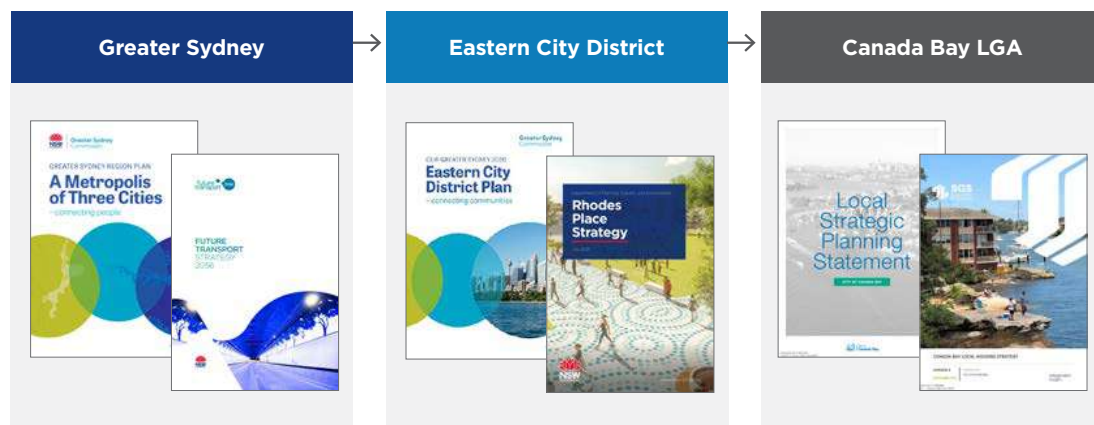
Rhodes is also identified as a Collaboration Area, which requires the ongoing collaboration from across government, industry and the community. Here, the collaboration process should focus on long-term sustainability initiatives for water and energy.

One of the key principles of *Future Transport 2056*, the State's transport strategy, is to encourage a shift in travel by car to public transport.

Future Transport also introduces the Movement and Place Framework, which will shape investment decisions in and around the station, new ferry wharf, foreshore areas and the network of walking and cycling paths.

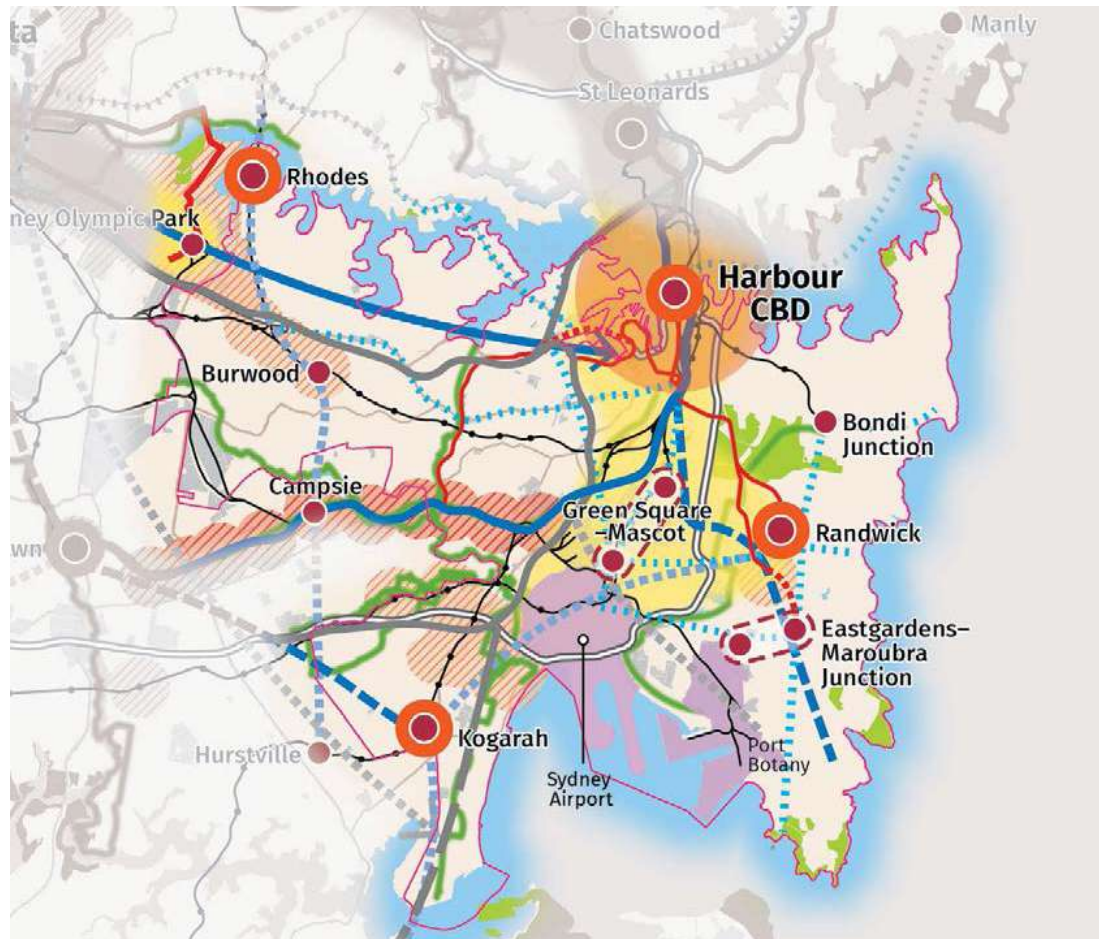
*Canada Bay Local Strategic Planning Statement* is Council's plan for growth to 2036. It reinforces the priorities for Rhodes outlined in the District Plan: a well connected, sustainable, high quality place, supported by infrastructure. Supporting the Statement, the *Canada Bay Local Housing Strategy* sets out priorities for the LGA's housing growth to 2036.

These documents acknowledge that Rhodes will be a place for higher density housing that will make a significant contribution to the broader LGA's housing requirements. The combination of affordable housing targets, the planned mix of dwellings, better walking and cycling connections and access to public transport will help to realise Council's ambitions for Rhodes.



**Figure 4**  
Strategic policy documents





**Legend:**

- |                               |  |                                 |
|-------------------------------|--|---------------------------------|
| Metropolitan centre           | Urban area   | City serving transport corridor |
| Health and education precinct | Major urban parkland including national parks and reserves | Light rail                      |
| Strategic centre              | Waterways  | Light rail investigation        |
| Local centre                  | Green grid priority corridor                               | Motorway                        |
| Economic corridor             | Train station  | Committed motorway              |
| Trade gateway                 | Committed train link                                       | Road investigation 0-10 years   |
| Industrial land               | Train link/mass transit investigation 10-20 years          | Road visionary                  |
| Transit oriented development  | Train link/mass transit visionary                          | District boundary               |
| Urban renewal area            |  |                                 |

**Figure 5**

Eastern City District Structure Plan (Greater Sydney Commission, 2018)

## Challenges and opportunities

To bring this strategic framework to life, the Place Strategy focuses on several transport challenges in Rhodes: namely, that the road network — including Concord Road, an important regional corridor — is operating close to capacity, as are public transport services. Further, with Concord Road and the rail line creating physical barriers to movement, and larger street block sizes, Rhodes does not present an efficient nor safe walking and cycling network.

This Place Strategy creates opportunities to address these impediments.

People will be more likely to shift to more sustainable transport with new east-west connections, smaller street blocks, and new road and pedestrian links, particularly between Cavell Avenue and Blaxland Road. This will ensure services, open space, and facilities are within a short walk of every home.

Rail station improvements, service upgrades and a new ferry wharf will improve public transport capacity, and investment in public open space will encourage more people to connect on foot or by bike to their place of work or study, or just to get around new foreshore areas.

Development also brings opportunities for housing that better suits market demand; the Place Strategy ensures that this new diversity of housing is planned for in a way that protects heritage areas and valued community assets.

The amalgamation of land sites will be promoted to ensure a more cohesive approach to development that addresses current constraints and plans for higher density housing closer to the station. Taller buildings allow for more public space at ground level, particularly in busy areas such as near the station and along the foreshore. Design excellence provisions protect or improve views to and from the peninsula, taking advantage of the topography and ensuring appropriate spaces between buildings.

Thinking about the entire precinct also allows for opportunities such as the new primary school to be properly integrated with the area's movement networks and building types. Connections to the foreshore, and over the rail line and Concord Road through to McIlwaine Park, will complement investment in completing the foreshore promenade to John Whitton Reserve and other improvements such as enriching the tree canopy and water sensitive urban design that helps to improve Parramatta River's water quality.

Considered collectively, these approaches then allow for broader opportunities — for example, addressing contamination through remediation or potential flooding in the Leeds Street character area also creates opportunities to generally improve the water, soil and groundwater environment as we open up connections to the foreshore.







## Vision and objectives

### Vision

#### In 2041...

Rhodes will be a sustainable thriving people-focused place that respects heritage and is supported by a forward-thinking transport strategy and meaningful connections to the water.

The way buildings relate to the street and the rich amenity of Rhodes will encourage residents and visitors to walk further, stay longer, enjoy and take pride in the community identity of this place.

### Objectives

We have established the following objectives to meet the vision for Rhodes:

- 1. Plan for a sustainable future:** Build sustainability and longevity into planning, design and commercial capability from the start.
- 2. Prioritise active transport:** Design integrated transport services and experiences that prioritise walking, cycling and the use of public transport.
- 3. Provide public access to the waterfront:** Provide new public access to the Parramatta River foreshore, including housing and public open space with views to the water.
- 4. Plan for affordable housing:** Provide affordable housing options for lower income residents, including those working in teaching, child care, policing or nursing.
- 5. Create opportunities for new jobs:** Encourage commercial floor space near the station for future employment.
- 6. Improve east-to-west connections:** Improve accessibility around the rail station and between east and west Rhodes so that people can easily move between homes, jobs, shopping, recreation and entertainment areas.
- 7. Integrate infrastructure and land use:** Plan to have the necessary infrastructure (including social facilities) in place as the number of residents and workers increase.
- 8. Plan for a mix of building densities and street-level activity:** Design a range of buildings, from terraces to apartment buildings, that bring activity and interest to lower levels of buildings, helping to create more open space, more sunlight and a closer connection to the street, other people and amenities.





**Photography**

Rhodes rail station (courtesy Salty Dingo 2018)

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## Five big moves

This Place Strategy proposes five big moves to unlock the area's potential over the next 20 years and bring the vision to life. They are purposefully ambitious and require ongoing commitment and coordination across the public and private sector over the long-term.

Each big move is supported by a list of related actions, many of which are supported through the development process. The *Bringing it together* section provides more detail on the actions, responsibilities and prioritisation.





## Big Move 1



### Create a vibrant, integrated precinct

Rhodes is already home to employment activities like Rhodes Waterside Shopping Centre, Rhodes Corporate Park and Concord Hospital. We can extend this mix of uses with the new primary school, aged care services, and a rich, busy hub of shops, restaurants and open spaces around the rail station. This will be a true mixed use strategic centre, where people can easily walk or cycle to get to and from key places.

The 3,000 dwelling threshold for development, combined with a place-based approach that will consider the entire needs of the Rhodes precinct, will see infrastructure provision sequenced with forecast growth. The development of new housing beyond 3,000 dwellings will only occur with additional public transport capacity and changes to travel behaviour.

To achieve this, we must create an environment that will make it easier and safer for people to move around Rhodes and access the rail station — this is critical to enable the development of 3,000 dwellings. Transport analysis indicates that only increased rail network capacity, combined with a shift away from the use of private cars, will support the ultimate vision for around 4,200 new homes in Rhodes.

The rail line and Concord Road act as barriers to movement. We will improve pedestrian access, safety and comfort around Rhodes rail station, and better integrate development east and west of the station to create a cohesive, exciting hub for the growing population. With this, we'll also upgrade the station with a new station bridge and extend the platform to make it easier to get into and out of the station and provide more space for passengers as they wait for their train.

People will enjoy better connections and places to linger, with:

- a new pedestrian bridge and plaza on the eastern side of the station over Concord Road, making McIlwaine Park within easy reach
- up to 4,000sqm of new public space west of the station
- shops and other active uses on the ground floor of new buildings, to bring life and activity to the street.

In terms of jobs, the improved connections to existing employment hubs will be combined with requirements for a minimum amount of employment space in new developments. This will ensure new retail, office, health, community and education jobs, so that more residents can work, shop and socialise closer to where they live.

#### A place supported by infrastructure

We need to make the best use of existing infrastructure assets and coordinate infrastructure upgrades with new development, in accordance with the *Eastern City District Plan* Planning Priority E1 *Planning for a city supported by infrastructure*. This requires us to align forecast growth with available infrastructure, build infrastructure where and when it is needed, and leverage and manage existing infrastructure.

For example, encouraging people to walk, ride and catch the train, will take pressure off key roads like Concord Road.

Opportunities for residential aged care facilities within mixed use buildings near the station will mean people can stay in their community as they get older, with easy access to daily conveniences, public transport and health services.

This will all be supported by a new public primary school, meaning people will not need to leave the area to get to or drop off to school. Students, teachers, parents and carers will be encouraged to walk or cycle for school drop off, helping to alleviate bursts of congestion and create a new community hub.

## Actions

1.1 Work with agencies on a joint infrastructure phasing strategy that considers:

- o the infrastructure schedule (local, regional and State items)
- o infrastructure staging and development thresholds linked to transport investment
- o short, medium and long-term priorities
- o costs
- o agency infrastructure budgets and funding options
- o responsibilities (public, private, joint)
- o timing
- o implementation mechanisms.

1.2 Implement travel demand management measures, such as a potential transport management association, green travel plan, reviewing on-street parking, and innovative parking solutions such as unbundled and decoupled parking.

1.3 Create a housing approvals and completions monitor.

1.4 Investigate transport catalysts to unlock development beyond the dwelling threshold (e.g. Sydney Metro West, potential Northern Line quadruplication, Concord Road/ Homebush Bay Drive intersection, potential Parramatta Light Rail Stage 2).

1.5 Monitor travel behaviour change and commuter trip generation.

### Artist impression

Marquet Street Forecourt (courtesy RobertsDay)

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## Big Move 2



### Liberate the Parramatta River foreshore and green space

The *Greater Sydney Region Plan* sets an ambition for more people to live within an easy walk of quality open space. At Rhodes, the potential is there; however, the existing uses, street layout and development patterns hinder connections.

By reinstating public access to the Parramatta River foreshore we can give people access to a new, 7,500sqm sun-filled park at the head of the peninsula, with views to Meadowbank and vistas east and west along the Parramatta River. This will be a lasting legacy that demonstrates the area's transition from an ageing industrial hub to a clean, sustainable mixed use development.

By opening up access to the foreshore at Leeds Street, we can link John Whitton Reserve and Uhrs Point Reserve. This new 15m wide promenade will fill a missing link in the wider connection from Homebush Bay to Brays Bay. Two new public pedestrian connections from Leeds Street to the foreshore will create further connections and offer views to Parramatta River.

The foreshore park will be home to a new ferry wharf offering services to Sydney and Parramatta CBDs.

We'll support community access to the waterfront with investment in recreation, culture and public art, and sustainability initiatives such as tree planting and green cover.

This will be part of the networked open spaces, including the new pedestrian bridge over Concord Road to McIlwaine Park and Brays Bay.

#### Greener Places

*Greener Places* is a design guide for green infrastructure — the networks of green spaces, natural systems and semi-natural systems. This includes waterways; bushland; tree canopy and green ground cover; and parks and open spaces.

This is supported by the draft *Greener Places Design Guide* performance indicator for all apartments to be within 200m of a local park. New open space and connections across existing barriers, such as Concord Road, will ensure all residents are within an easy walk of green space.

Find *Greener Places* on the Government Architect NSW's website.

#### Premier's Priorities

*12 Greener Public Spaces* aims to increase the proportion of homes in urban areas within 10 minutes' walk of quality green, open, and public spaces by 10% by 2023.

In line with the Premier's Priorities, we're improving access to green space and the foreshore.

#### Photography

View from McIlwaine Park looking east across Brays Bay

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### Greater Sydney Green Grid

**“...the Greater Sydney Green Grid will promote a healthier urban environment, improve community access to recreation and exercise, encourage social interaction, support walking and cycling connections and improve resilience.”**

#### ***Eastern City District Plan***

The Greater Sydney Green Grid will evolve incrementally over decades, as opportunities arise and detailed plans for connections are refined.

The *Eastern City District Plan* Planning Priority E17 *Increasing urban tree canopy cover and delivering Green Grid connections* identifies the Rhodes and Concord Open Space and Hospital Precincts as an important Green Grid project for the District.

The project will connect Parramatta River foreshore open spaces between Rhodes and Concord, including McIlwaine Park, Brays Bay Reserve, the Kokoda Track Memorial Walkway, and the Thomas Walker and Concord Hospital grounds.

### Actions

2.1 Undertake an Aboriginal cultural heritage assessment to understand and interpret the broader Aboriginal cultural landscape of the peninsula and its relationship to the Parramatta River, including consultation with local knowledge holders. This should include an interpretation strategy outlining ways to build on the cultural significance of the area, for example through landscape design, interpretive signage and place naming.

2.2 Prepare a public art strategy for the foreshore park, promenade and public links, including opportunities for Aboriginal cultural heritage interpretation and ecological experiences.

2.3 Prepare detailed landscape and public domain plans for new open spaces to ensure landscape design is of the highest quality and the spaces meet the needs of all users, including consideration of the draft *Greener Places Design Guide*.



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## Big Move 3



### Connect places, promote walking and cycling

Any shift away from a dependency on private vehicles requires safe, comfortable, interesting and direct walking and cycling connections to the places people want to visit. These include the station, new primary school, Rhodes Waterside Shopping Centre, Rhodes Corporate Park and Concord Hospital, as well as McIlwaine Park and the foreshore. This can then be supported by improved public transport capacity over time.

Rhodes has an established pedestrian street network and shared pedestrian/cycle paths that provide the bones of the future active transport network. We can build on this while overcoming key barriers and investing in new connections, such as:

- the new bridge over Concord Road and rail line via the existing Rhodes rail station concourse
- upgrades to walking and cycling paths, meaning a wider catchment of people will more easily access public spaces and the rail station
- capacity upgrade of Rhodes rail station that will improve safety and comfort, as well as access
- the link between John Whitton Reserve and Uhrs Point Reserve
- better pedestrian connections in Station Gateway West character area, making it easier for people to walk to the station or access bus services
- new footpaths from Leeds Street and the new primary school to the foreshore park and promenade and new ferry wharf
- a shared connection between Averill Street and Leeds Street that will align with the foreshore link from Leeds Street to the ferry wharf
- new roads and active transport routes between Blaxland Road and Cavell Avenue, well-spaced to provide consistent street block sizes and better east-west connections.

#### Movement and place

We're thinking differently about the functions of roads and streets. The *Practitioner's Guide to Movement and Place* (Transport for NSW and Government Architect NSW, 2020) advocates designing transport networks with a greater emphasis on the importance of creating great places. It sets out a framework to classify, analyse and plan for road-based transport.

This Place Strategy aligns with the framework and the following transport objectives:

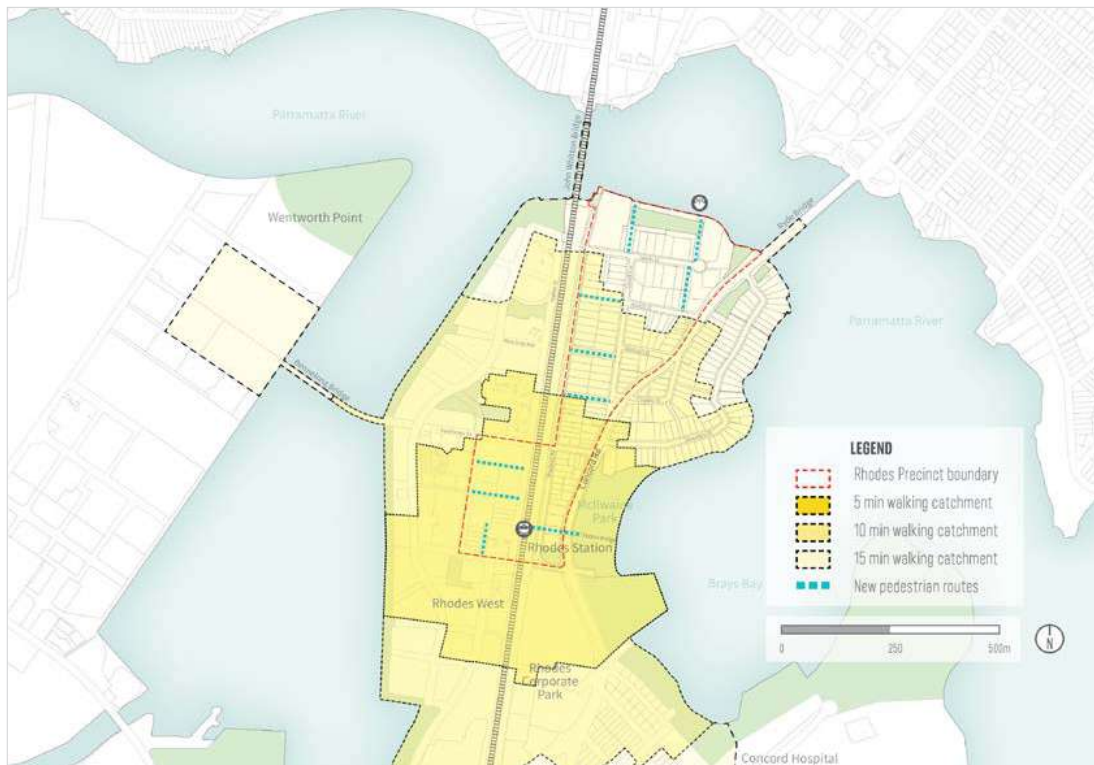
- create a local street network that is designed for people first and vehicles second
- prioritise active and public transport, as well as demand management measures to support sustainable travel behaviour and encourage people away from their cars
- provide a diversity of land uses so that people can walk to a variety of services and facilities to discourage unnecessary car trips
- make Rhodes part of Sydney's connected network of jobs and recreation, taking advantage of its central location.

Streets will be defined by a continuous tree canopy, including the protection of existing heritage trees along Cavell Avenue, making an important contribution towards a 25% tree canopy cover target.

The look and feel of streets contributes to walkability. Street character will be developed in accordance with the following hierarchy:

- Commuter Streets — Blaxland Road and Walker Street
- Community Spine — Cavell Avenue
- Destination Street — Leeds Street
- Local Streets and through-site links (secondary streets).

With these infrastructure upgrades, people will be able to walk comfortably and safely to more places, such as Rhodes Station and McIlwaine Park, which will promote a healthy, sustainable lifestyle.



**Figure 6**  
Improved station pedestrian catchment

## Actions

3.1 Investigate improved bicycle parking facilities at transport nodes and key destinations, such as at the rail station and ferry wharf and at other mixed use sites.

3.2 Prepare a wayfinding strategy, including consistent design of signage, to make it easier for people to navigate the network of paths.

3.3 Investigate widening of the rail underpass at Walker Street to improve pedestrian and cyclist access.



## Big Move 4



### Better designed buildings, for more people

We need to think differently in terms of the precinct's revitalisation and the types of housing and places where people want to live.

This is a location that deserves a best practice urban design approach that puts people first. We want to instil a design ethos for apartments and other new developments that protects views, creates sunny public spaces, achieves a mixed and attractive skyline while also providing quality, sustainable places to live.

A design excellence process for apartments will ensure a high standard of architectural design as well as an intricate mix of places and spaces, with a feeling of openness.

example, we may see more people working from home, requiring rooms that can be easily adapted, or shared spaces in public areas for people to meet. The 3,000 dwelling threshold will mean that new development can only occur once we know that the right transport capacity is in place.

The Place Strategy establishes a mix of apartment sizes for residential flat buildings and shop-top housing, meaning there will be more one and three (or more) bedroom apartments. Affordable housing will cater for very low- to low-income households, and housing for older people will be available near the station.

#### Housing 2041

*Housing 2041* is the NSW housing strategy. It aims to "facilitate the delivery of housing in the right locations, addressing the needs of people living in metropolitan and regional NSW."

The strategy supports innovative housing solutions, such as affordability mechanisms and new ways of living.

The Rhodes Place Strategy can support this approach with a diversity of housing near public transport and services, as well as requirements for affordable housing and extensive sustainability requirements.

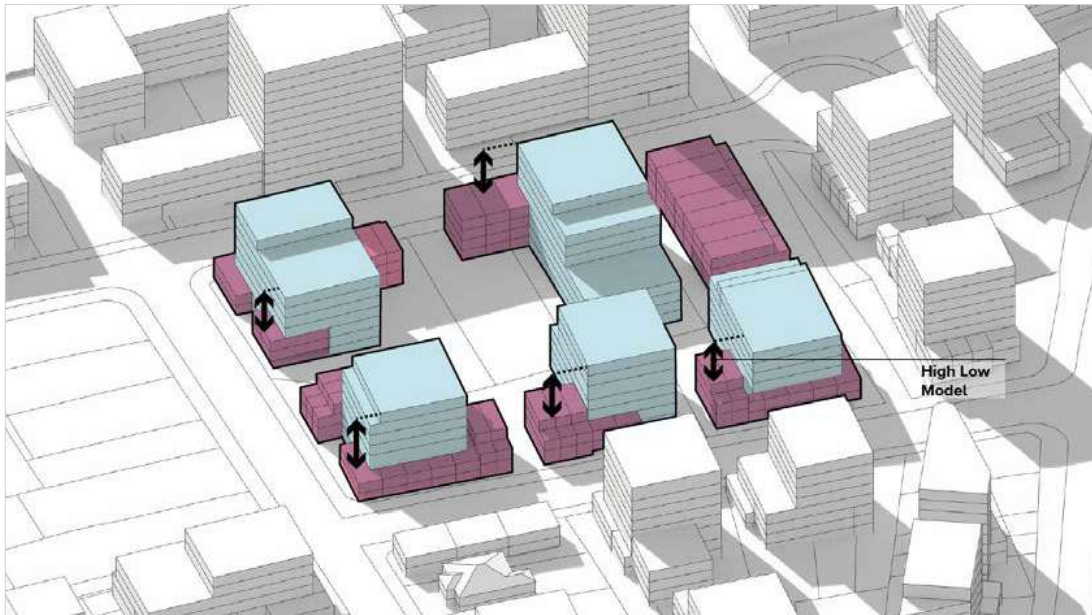
Homes will be designed for the diverse range of people who live in Rhodes today and will call Rhodes home in the future — including families, singles, the elderly, and those on lower incomes. These will need to be adaptable places — for

#### The high-low building model — Cavell Avenue character area

The urban design report proposes a 'high-low' density model. This is an innovative design that allows us to increase densities while retaining a quality urban environment that blends terrace-style housing with new apartments.

Taller buildings open up more space for people — parks, wider footpaths, spaces for outdoor dining, for example. The high-low density model allows this while also opening areas to light and sunshine, creating view corridors between buildings and encouraging vibrant facades or lively uses at ground level.

Taller building elements are planned for the south west of blocks, with the balance of development being low to mid rise. In practice, some buildings in the Cavell Avenue character area will be 9-11 storeys, but many will be low rise terraces, particularly addressing the street.



**Figure 7**  
Potential built form under the high-low model

## Actions

4.1 Implement City of Canada Bay Council's Affordable Housing Contribution Scheme introducing a contribution rate of:

- o 5% of total gross residential floor area
- o 5% of additional gross residential floor area in Station Gateway West; and 3.5% for 4 Mary Street and 1-9 Marquet Street.



## Design excellence

Design excellence provisions ensure the highest standard of architectural and urban design during the development process.

The design excellence provisions for Rhodes require development to address:

- land suitability and land use mix
- heritage and streetscape
- building separation, setbacks, amenity and urban form
- bulk, massing and modulation of buildings
- street frontage heights
- sustainable design, overshadowing, wind and reflectivity
- pedestrian, cycle, vehicular and service access, and circulation
- improvements to public areas, including the interface between different types of land uses, and excellence in landscape design.

A design review process will ensure adequate oversight and independent review of development design.

## Big Move 5



### An exemplar of sustainable development

Sustainability will be embodied in the design of the precinct's neighbourhoods, buildings and infrastructure, in line with the NSW Government's goal of net-zero carbon emissions by 2050.

#### Collaboration and sustainability

The *Eastern City District Plan* identifies Rhodes as a collaboration area with a focus on long-term sustainability initiatives. Accordingly, the City of Canada Bay Council has investigated precinct-wide sustainable infrastructure options to minimise the carbon footprint and water usage.

The draft Rhodes East Development Control Plan encourages sustainable district-wide utility infrastructure that supplies low carbon and/or renewable electricity and water recycling, including:

- solar panels on a proportion of roof areas
- a private wire network that distributes and meters electricity from the solar panels
- a recycled water and private sewer network, including recycled water plant
- green roofs supporting deep soil planting of the rooftop space
- electric vehicle charging stations.

The Place Strategy sets out incentives for the efficient use of energy and water within buildings and prioritises walking, cycling and public transport ahead of private vehicles. The emphasis on energy and water self-reliance will build adaptability and resilience to drought and heat waves. New developments (excluding Station Gateway West) will need to provide separate reticulation (or pipes) for potable and non-potable water (for example, recycled water for toilet flushing and irrigation) and space for on-site electricity generation and distribution.

The dwelling cap will ensure the alignment of transport infrastructure with new development, which is also designed to encourage more sustainable travel choices. There will be facilities for car sharing, electric and hybrid vehicles, including car spaces and charging stations; bicycle parking; end-of-trip facilities in commercial areas; and parking rates that support the downward trend in car ownership.

Tree canopy cover will be increased along streets, in open space and in deep-soil zones on development sites from around 18% today to more than 25%, in line with the *Greener Places*. We will also encourage green elements on buildings, such as green roofs or walls.

#### Photography

Rhodes East, looking south

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### Smart Places

The NSW Government's *Smart Places Strategy* encourages 'smart' solutions to urban problems in precincts such as Rhodes. This might include programs to build in connected technology and infrastructure. For example, walking sensors could be rolled out across Rhodes to collect data on pedestrian movements to encourage active transport.

### Building Sustainability Index (BASIX)

BASIX targets are calculated as a percentage of savings against NSW average benchmarks (being the average per-person water consumption and greenhouse gas emissions levels across the State). These percentage savings are then expressed as a target — for example, BASIX 20 represents a 20% saving against the benchmark.

In Rhodes, an additional 5% floor space is available when exceeding current BASIX targets (excluding Station Gateway West), as follows:

- 40% for energy (increased from 25%)
- 60% for water (increased from 40%).

The planning controls will strengthen and protect natural and recreational values of the Parramatta River by limiting development in the foreshore park and promenade to compatible public uses, enabling public access and minimising impacts on natural foreshore processes, cultural significance and amenity.

Ultimately, work to protect the foreshore and waterways could translate into creating a potential new swim site at McIlwaine Park in accordance with the *Parramatta River Master Plan*. This will be facilitated through a change to *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* to permit swimming pools in Brays Bay.

Development proposals will also need to consider flood risk and avoid impacts on flood behaviour, particularly in the Leeds Street character area, Parramatta River foreshore, and land in the Station Gateway East and Cavell Avenue character areas that are subject to flooding.

### Healthy waterways

The *Eastern City District Plan* aims to protect and improve the health and enjoyment of Sydney Harbour and the District's waterways (Planning Priority E14). This includes actions to:

- improve and manage access to waterways, for recreation, tourism, cultural events and water-based transport
- improve waterway health through a risk-based approach to managing and monitoring the cumulative impacts of development
- make sites along the Parramatta River swimmable by improving waterway health in the catchment.

This is supported by the NSW Government's *Risk-based Framework for Considering Waterway Health Outcomes in Strategic Land-use Planning Decisions* (NSW EPA, 2017).

### Actions

5.1 Work with industry to test and deliver sustainable utilities infrastructure.

5.2 Increase tree canopy cover within the private and public domain to more than 25% and implement measures to increase the amount of green perceived by an individual at street level to 25% such as through landscaping and facade greening.

5.3 Explore the potential for a new Parramatta River swim site at McIlwaine Park by 2025, in accordance with *Duba, Budu, Barra: Ten steps to a living river — the Parramatta River Masterplan* (Parramatta River Catchment Group).

5.4 Take a water sensitive urban design approach to precinct development to improve waterway health.




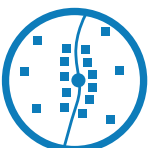
5.5 Investigate 'Smart Places' solutions to infrastructure and the delivery of services.

## Urban design principles

The Place Strategy is supported by an extensive urban design report, which sets out the matters that must be addressed in development proposals through design excellence requirements.

Development will also need to adhere to the 10 urban design principles, established to balance NSW Government priorities, community aspirations and best planning practices for a sustainable future.

**Table 1**  
Urban design principles

	<p><b>1. Design open space for amenity</b></p> <ul style="list-style-type: none"> <li>Existing and proposed open space should be designed for amenity rather than relying on interventions, improvements and/or retrofits that compromise the intent or quality of the space.</li> </ul>
	<p><b>2. Prioritise pedestrians</b></p> <ul style="list-style-type: none"> <li>The pedestrian experience must be prioritised to improve transport outcomes.</li> </ul>
	<p><b>3. Minimise overshadowing of open space</b></p> <ul style="list-style-type: none"> <li>An overall height strategy must minimise overshadowing of existing and future open space, as well as existing and future residential.</li> </ul>
	<p><b>4. Plan for density near public transport</b></p> <ul style="list-style-type: none"> <li>The highest concentration of new residents and development will be nearest to public transport.</li> </ul>

**Table 1**  
Urban design principles (continued)

	<p><b>5. Balance of density and public benefit</b></p> <ul style="list-style-type: none"> <li>• Deliver neighbourhoods where the public realm is greatly improved and density it matched with amenity.</li> </ul>
	<p><b>6. Celebrate new open space on Parramatta River</b></p> <ul style="list-style-type: none"> <li>• New open space should celebrate the peninsula location and amenity of Parramatta River by emphasising view lines and proximity to the waterfront.</li> </ul>
	<p><b>7. Create a varied and permeable skyline</b></p> <ul style="list-style-type: none"> <li>• People will see a varied skyline and blue sky between buildings when looking from McIlwaine Park, Rhodes West Park, Brays Bay, Bennelong Bridge, Concord Road south and Parramatta River.</li> </ul>
	<p><b>8. Share views across the precinct</b></p> <ul style="list-style-type: none"> <li>• Planning and design will prioritise views of the water, destinations and wayfinding while acknowledging the historic and holistic redevelopment intent and protecting privacy.</li> </ul>
	<p><b>9. Design streets and public areas for human comfort</b></p> <ul style="list-style-type: none"> <li>• People walking in or using public areas should feel a sense of openness and activity with taller buildings set back from active building podiums.</li> </ul>
	<p><b>10. Create a sense of variety and uniqueness in character areas</b></p> <ul style="list-style-type: none"> <li>• Each of the character areas will be designed to have their own sense of charm and personality, while being developed in a way that is consistent with the overall vision for Rhodes.</li> </ul>



## Structure plan

The Rhodes Precinct Structure Plan is the spatial illustration of the vision, big moves and character area master plans. It sets a framework for the future of Rhodes, defining land uses and activities, as well as movement and open space networks that will link character areas and places.

The allocation of different densities and land uses is based on a place based urban design analysis that protects and celebrates elements such as public areas and the Parramatta River and takes an integrated view of infrastructure constraints and opportunities. This approach builds on the existing urban fabric and character to create a pedestrian friendly, people-focused place.

### This Structure Plan seeks to achieve:



A green, connected public domain



Enjoyment of the Parramatta River



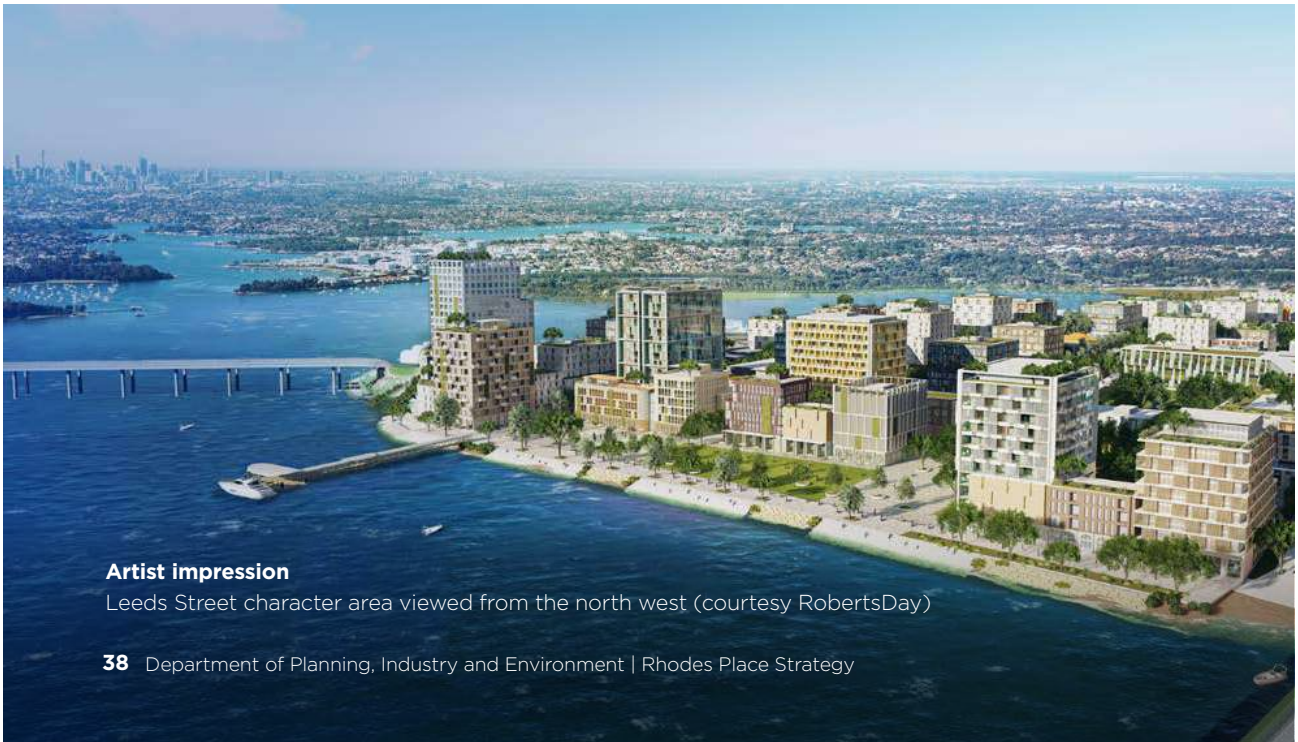
An integrated movement network



People-focused building and neighbourhood design

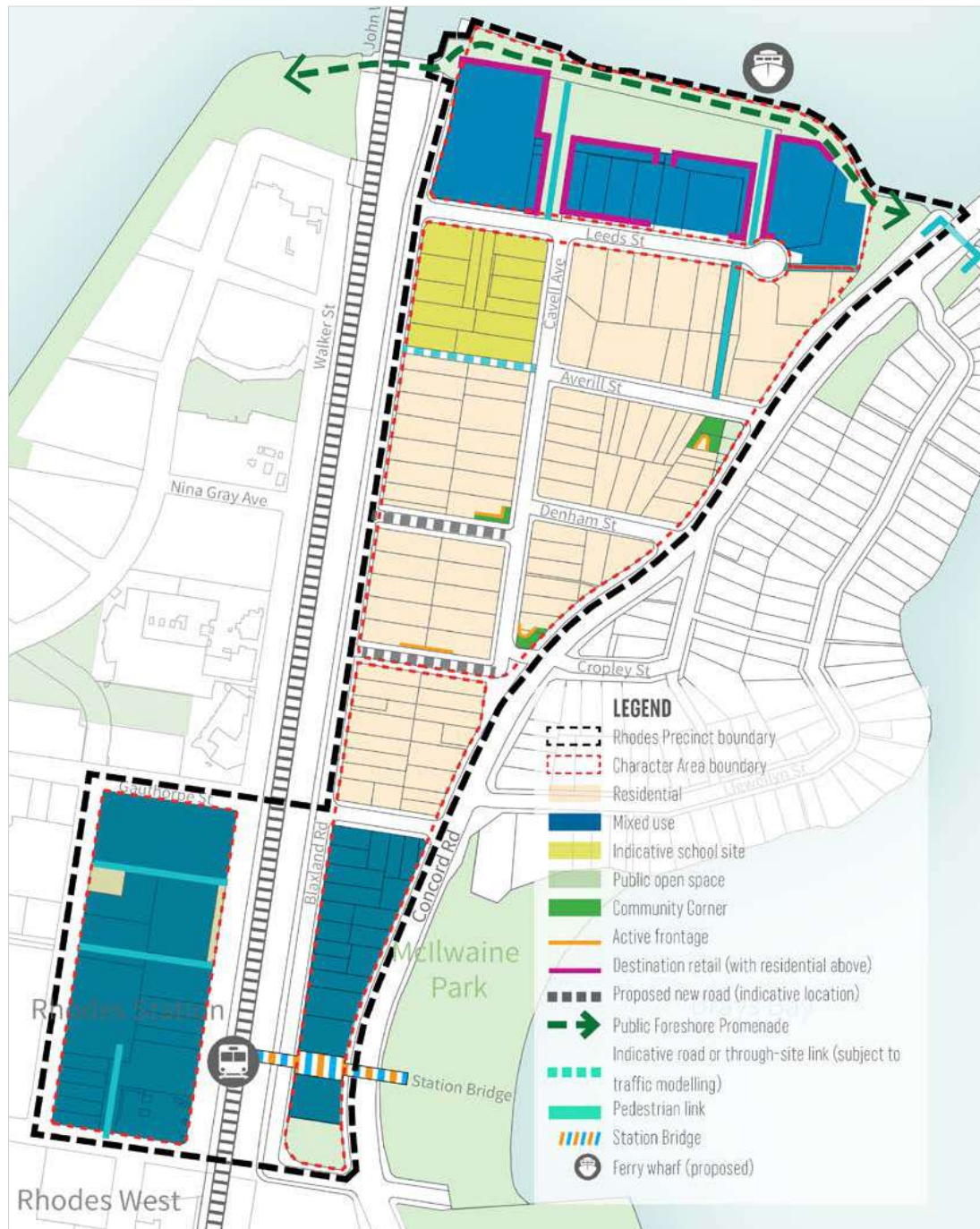


A mix of activities at key destinations



#### Artist impression

Leeds Street character area viewed from the north west (courtesy RobertsDay)



**Figure 8**  
Rhodes Precinct Structure Plan

## Character areas

For each character area, we have considered its look and feel today and envisioned its identity and built form in the future. We also define priorities for each character area as a guide for detailed design, growth and change. Priorities include important design features and infrastructure improvements.

The precinct has been divided into four character areas to ensure each part of the precinct has its own identity and role creating a sense of place. The plan provides dwelling choice and varies development scale to create neighbourhoods within Rhodes east and west areas.

The four character areas reflect an approach that aims to create:

- a mixed use gateway area around the rail station (Station Gateway West, Station Gateway East)
- a retained sense of character, with clever transitions between different residential uses and better connections (Cavell Avenue)
- a renewed foreshore area including a park, promenade and a mix of uses (Leeds Street).

Each character area is supported by priorities that will need to be considered in future development applications.



**Figure 9**  
Character areas





**Figure 10**  
Illustrative master plan and features

## Station Gateway West

A place of connection, at the heart of Rhodes

### The numbers

By 2041 there could be:



**700**  
additional dwellings



**1,700**  
people



**370**  
jobs

### Station Gateway West today

The Station Gateway West character area adjoins the western side of Rhodes rail station, bounded by Mary Street to the south, Walker Street to the east, Gauthorpe Street to the north and Marquet Street to the west.

Renewal has already begun in the immediate area; this includes the recently completed Town Square, with newer residential apartments and Central Park to the north. The character area also includes established residential apartments in the south and west.

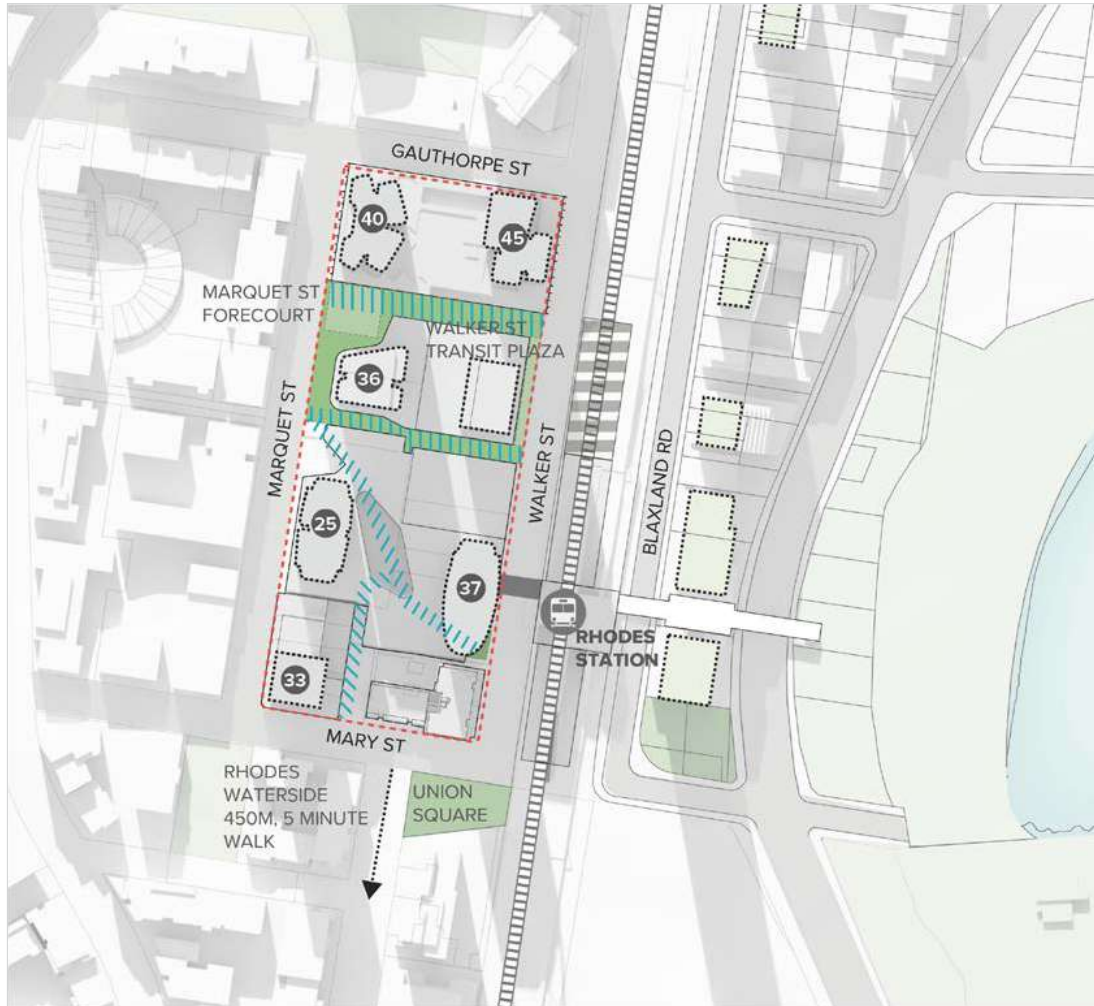
People can connect south and north along Rider Boulevard and Walker Street. Anne Leggett Promenade, a boulevard prioritised for pedestrians, provides links west to the foreshore.

### Station Gateway West in the future

The provision of new places to live will be supported by attractive public spaces, including the Marquet Street Forecourt, a sunny urban oasis with a mix of retail spaces, forecourt areas and greenery, as well as a transit plaza through to Walker Street, full of activity and further connections to and from the rail station.

Pedestrian connections include an open-air right of way to Walker Street, new through-site links that allow people to easily move between buildings within nicely landscaped areas and a further pedestrian connection south towards Rider Boulevard. Traffic signals at the intersection of Gauthorpe and Walker streets will make this area easier to cross and the cycleway along Walker Street will be extended.

Buildings will be designed and located to contribute to a sense of a gateway area while also creating an interesting and diverse skyline.



**Legend:**

- |   |   |  |
|---|---|--|
| <span style="border: 1px dashed red; padding: 2px;"> </span> Station Gateway West Character area boundary   | <span style="background-color: #90EE90; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Open space      | <span style="border: 1px dashed black; padding: 2px;"> </span> Tower location                              |
| <span style="background-color: #D3D3D3; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Existing streets          | <span style="background-color: #90EE90; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Forecourt/Plaza | <span style="border-bottom: 2px solid blue; display: inline-block; width: 20px;"></span> Through-site link |
| <span style="display: inline-block; width: 10px; height: 10px; background-color: black; border-radius: 50%;"></span> Height of buildings (in storeys) |   |  |

**Figure 11**

Station Gateway West character area



## Priorities

### 1. Create the Marquet Street Forecourt as a dynamic urban public space within Rhodes West, featuring:

- a consolidated area of up to 4,000sqm with a minimum of 2,000sqm on Marquet Street with at least a 10m depth along the frontage
- a clear usable space of minimum dimensions 20 x 20m
- quality landscaping and tree canopy to meet the greening targets
- public art installations, in accordance with the urban design report
- at least two hours of sunshine over half the space between 9am and 3pm
- activity at the forecourt edges, including at least 60% vibrant ground floor retail frontage and 15-20 doors per 100m of the street front
- 24/7 public access
- integration with Walker Street Transit Plaza and links to Walker and Mary streets
- a pedestrian laneway (south) of at least 8m wide between the Forecourt and Walker Street.

### 2. Create the Walker Street Transit Plaza,

building on the planned Walker Street bus interchange and cycle route along Walker Street, featuring:

- a clear, safe open-air pedestrian laneway (north) between Walker Street and the Marquet Street Forecourt that is at least 12m wide for its entire length
- a clear, direct link to other pedestrian laneways in the character area
- visual and physical integration with the bus interchange, cycle route and the station
- at least two hours sunshine over half the space between 9am and 3pm
- no additional awnings or cover to that of the 3m groundfloor setback
- in-built awnings on new building podiums
- quality landscaping and tree canopy to meet the greening targets
- activity around the edges, including minimum 60% vibrant ground floor retail frontage and 15-20 doors per 100m of the street front
- 24/7 public access
- seamless integration with the Marquet Street Forecourt and links to Walker Street and Mary Street.



**Artist impression**

Marquet Street Forecourt (courtesy RobertsDay)

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**3. Enable an additional through-site link** to Mary Street towards Rider Boulevard.

**4. Increase tree canopy cover** along Gauthorpe, Walker, Mary and Marquet streets spaced to provide a continuous canopy, where practicable.

**5. Create buildings and public spaces** that:

- exhibit high quality architectural design, commensurate with a 'gateway' location
- physically and visually connect east and west of the station
- encourage people to use public transport, or walk or cycle
- locate and design towers to avoid a bulky feel when viewed from public areas; respect important views; and mitigate wind impacts, both at a site level and taken together, including east and west of the station
- create an interesting skyline, with blue sky between towers
- separate tall towers; provide smaller floorplates to promote slender towers; encourage height variations between adjoining towers; use a consistent podium

height and ground and upper level setbacks; promote blue sky access; and mitigate wind and solar impacts

- take advantage of views to the Parramatta River and beyond
- prioritise activity at ground level in the podium design on Marquet, Walker and Mary streets, Marquet Street Forecourt and Walker Street Transit Plaza, meeting a target of 15-20 doors per 100m
- prevent overshadowing open space during key periods of the day, including Union Square, Reg Patterson Park Playground, McIlwaine Park, Market Street Forecourt, Walker Street Transit Plaza and new open spaces
- introduce wayfinding to make it easier for cyclists and pedestrians to navigate their way to and from the station, commercial uses within the broader area, McIlwaine Park, Parramatta River foreshore, Brays Bay Reserve and Concord Hospital.

**6. Undertake detailed wind impact assessment** as part of the detailed design of new tower elements.



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## Station Gateway East

**A place that links Rhodes east and west, connecting people with transport, jobs and green space**

### The numbers

**By 2041 there could be:**



**1,500  
dwellings**



**3,600  
people**



**310  
jobs**

### Station Gateway East today

The Station Gateway East character area is bound by Blaxland Avenue to the west and south, and Concord Road to the east. A new road is proposed near the northern boundary. The land is characterised by its narrow wedge shape, creating an opportunity for innovative urban design.

The character area features Churchill Tucker Reserve, shops, a business centre and low-rise homes. People can connect from here to the rail station, McIlwaine Park and Concord Hospital to the south east.

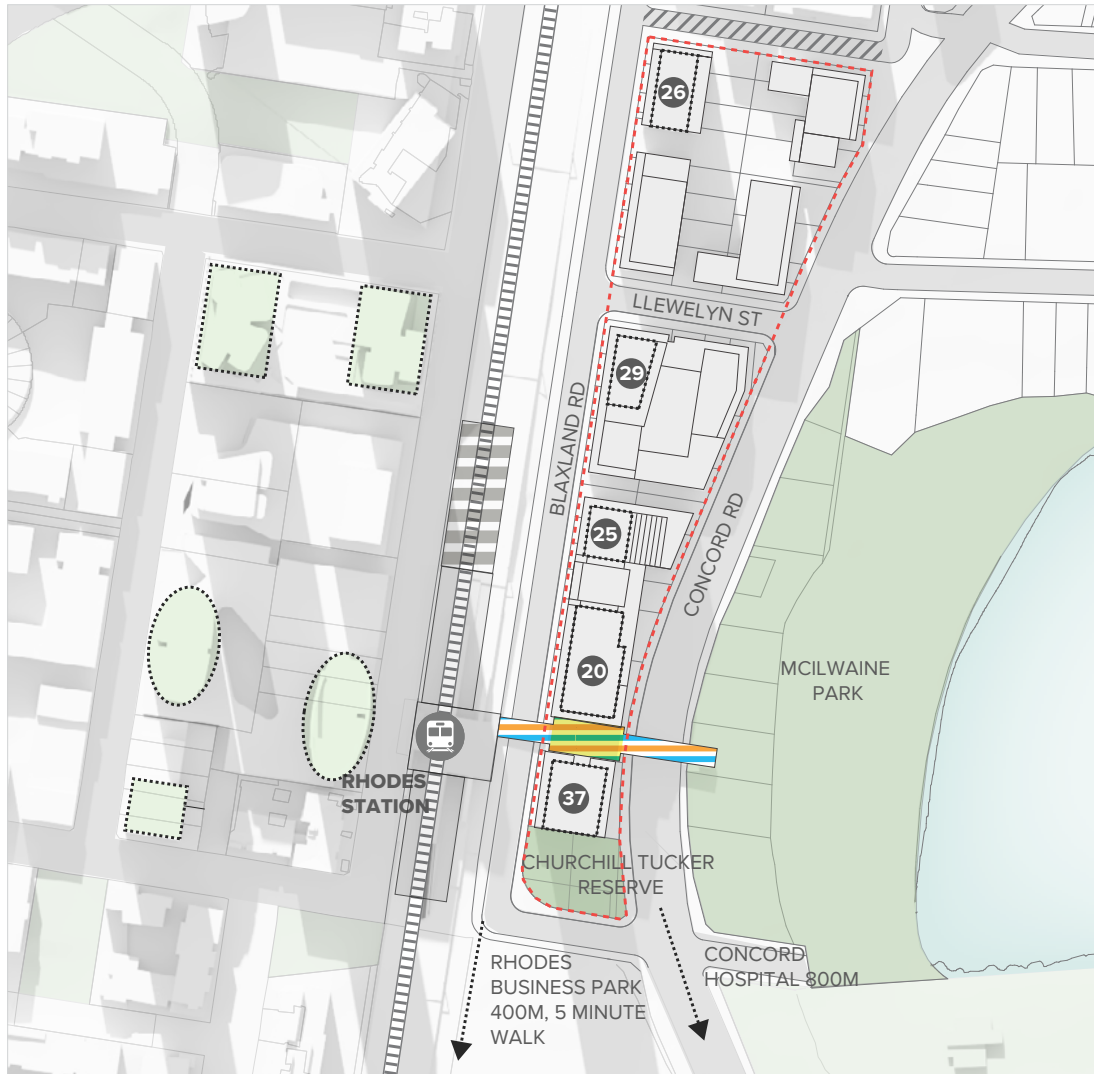
### Station Gateway East in the future

This character area is positioned between two landmarks of Rhodes precinct — the station and McIlwaine Park. The new Station Bridge Plaza will be a unique, elevated spot for people to gather and connect easily on foot or by bike to and from the station, to new mixed use buildings, and on to the Park, Brays Bay Reserve, the Kokoda Track Memorial Walkway and beyond.

The design of new buildings will avoid overshadowing and a congested skyline, instead retaining sunlight on McIlwaine Park and providing generous separation of buildings, with a mix of activity at ground level. Formal landscaping will complement the existing open space. People will also enjoy views over McIlwaine Park and Parramatta River.

With plenty of activity at street level and safer paths, people will use this area not just as a key connector but also an attractive place to spend some time.





**Legend:**

- |   |   |  |
|---|---|--|
| <span style="border: 1px dashed red; padding: 2px;"> </span> Station Gateway East Character area boundary                         | <span style="border-bottom: 1px dashed black; width: 20px; display: inline-block;"></span> New streets                        | <span style="background-color: #f0e68c; border: 1px solid black; width: 20px; height: 10px; display: inline-block;"></span> Station Bridge Plaza |
| <span style="background-color: #d3d3d3; width: 20px; height: 10px; display: inline-block;"></span> Existing streets               | <span style="border: 1px dashed black; padding: 2px;"> </span> Station Gateway West tower locations                           | <span style="border: 1px dotted black; padding: 2px;"> </span> Tower location  |
| <span style="background-color: #90ee90; width: 20px; height: 10px; display: inline-block;"></span> Open space                     | <span style="background-color: #a9a9a9; width: 20px; height: 10px; display: inline-block;"></span> Station platform extension |  |
| <span style="background-color: black; width: 10px; height: 10px; display: inline-block;"></span> Height of buildings (in storeys) | <span style="border-bottom: 2px solid blue; width: 20px; display: inline-block;"></span> Bridge                               |  |

**Figure 12**  
Station Gateway East character area

## Priorities

### 1. Build a new elevated Station Bridge Plaza

as part of integrated mixed use development linking east and west Rhodes, including Mcllwaine Park, which features:

- an integrated bridge and public accessway from the station concourse, over Blaxland and Concord roads to Mcllwaine Park, providing a safe, comfortable connection for pedestrians and a separated cycleway
- 24/7 public access
- a minimum 16m-wide bridge for the entire length, subject to detailed design
- a minimum width of bridge stubs over Blaxland and Concord roads to achieve a seamless transition, subject to pedestrian modelling and best practice design
- a public plaza between Blaxland and Concord roads of at least 550sqm, with landscaping on the northern and southern edges
- activity within the plaza, with at least 80% vibrant retail frontage and 15-20 doors per 100m of the façade
- design that accords with the *NSW Pedestrian Bridge Design Standards for Built up Areas*, in particular the minimum clearance height of 5.5m.

**2. Facilitate a new fire station** as part of an integrated development, with suitable access to the surrounding road system, subject to the requirements of Fire and Rescue NSW.

**3. Encourage landowner collaboration** and amalgamation of development sites to enable an integrated approach to the delivery of the Station Bridge Plaza, staged development and appropriate building design and form.

### 4. Create buildings and public spaces that:

- exhibit high quality architectural design, commensurate with a 'gateway' location
- mark the arrival from the south and guides people to and from the station, Mcllwaine Park, Brays Bay and the Parramatta River foreshore
- physically and visually connect east and west of the station
- encourage people to use public transport rather than their cars
- locate and design towers to avoid a bulky feel when viewed from public areas; respects views; and mitigates wind impacts at a site level and taken together, including east and west of the station
- incorporate an interesting skyline, with blue sky between towers



**Artist impression**

Station Bridge Plaza (courtesy RobertsDay)

- ensure generous separation between tall towers; provide smaller floor plates to encourage slender towers; height variations between adjoining towers; a consistent podium height and ground and upper level setbacks; and plenty of blue sky, with minimal wind and solar impacts
  - take advantage of views over McIlwaine Park and the Parramatta River
  - create activity through the design of the tower podiums addressing the station, Blaxland Road, Llewellyn Street, Churchill Tucker Reserve and the Station Bridge Plaza edges, meeting a target of 15-20 doors per 100m
  - prevent overshadowing of existing and proposed new open space during key periods of the day, including McIlwaine Park, Brays Bay Reserve and Union Square
  - enhance Blaxland Road as a 'people street'
  - introduce wayfinding to make it easier for pedestrians and cyclists to navigate their way to and from the station, commercial uses within the broader area, Leeds Street in the north, McIlwaine Park, Parramatta River foreshore, Brays Bay Reserve, the Kokoda Track Memorial Walkway and Concord Hospital
  - enable the development of a substantial amount of non-residential floor space in podiums, such as medical services or residential aged care.
- 5. Investigate and respond to environmental constraints**, such as wind, flooding and approaches to water sensitive urban design.
- 6. Respond to the noise, visual and air quality of Concord Road and the rail line** with:
- landscape buffers with appropriate tree planting and screening vegetation
  - generous building setbacks, incorporating shared pathways
  - bus stop plazas at through-site links and key building entries
  - appropriate building design and layout, and uses at the podium level
  - appropriate mitigation measures, in line with NSW Government policy for development near rail corridors and busy roads
  - alignment with similar interfaces in the Cavell Avenue character area.



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## Cavell Avenue

**A place for living and learning, where density and design is focused on people**

### The numbers

**By 2041 there could be:**



**1,100  
dwellings**



**2,600  
people**



**260  
jobs**

### Cavell Avenue today

The Cavell Avenue character area is bound by Blaxland Avenue and the Northern Line to the west, Leeds Street to the north, Concord Road to the east, and the St Mary and St Merkorious Coptic Orthodox Church to the south. The point between Blaxland and Cavell avenues is the natural high point of the broader Rhodes Precinct.

The character area is zoned for low density residential uses and industrial uses. Cavell Avenue is the connector in this area, with attractive public areas bookended by the heavily trafficked Concord Road corridor on one side and the rail line on the other.

The mix of low density homes are interspersed with community spots such as the Coptic Church, RFB Concord Community Village, child care centres, and Rhodes Community Centre. Industrial uses in the block bound by Cavell Avenue, Leeds Street, Concord Road and Averill Street include a mattress shop, pet shop, mechanics, steel fabricator and self-storage facilities.

A row of heritage-listed palm trees line Cavell Avenue; other heritage items include a former school building, several heritage houses and a historic warehouse on Cavell Avenue.

### Cavell Avenue in the future

With the Cavell Avenue spine providing the physical and visual link between the station and the foreshore, this character area will be a place of community and residential uses.

The high-low built form model will create a mix of lower density terrace-style housing and mid-rise apartments that complement existing heritage housing. From this diversity, people will enjoy a balance of new homes, better public and private places and an active and safe pedestrian environment.

Cavell Avenue binds the Rhodes precinct together, providing the basis for an attractive framework of walking and cycling connections and a mix of old and new housing and places that will connect people to new destinations and services.

The new public primary school at the northern end of the character area will adjoin Leeds Street, Cavell Avenue and Blaxland Road.

The character area will feature 'community corners. Community corners are mixed use corners combined with public plazas that could become home to small cafes, wine bars, art galleries or other uses.



**Legend:**

<span style="border: 1px dashed red; padding: 2px;"> </span> Cavell Avenue boundary	<span style="display: inline-block; width: 10px; height: 10px; background-color: black; border-radius: 50%;"></span> Height of buildings (in storeys)	<span style="color: blue;">---</span> Cycle route
<span style="display: inline-block; width: 10px; height: 10px; background-color: lightgrey; border: 1px solid black;"></span> Existing streets	<span style="display: inline-block; width: 10px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); border: 1px solid black;"></span> New streets	<span style="color: blue;">---</span> Through-site link
<span style="display: inline-block; width: 10px; height: 10px; background-color: lightgreen; border: 1px solid black;"></span> Open space	<span style="display: inline-block; width: 10px; height: 10px; background-color: orange; border: 1px solid black;"></span> Community centre	<span style="color: blue;">---</span> Indicative road or through-site link (subject to traffic modelling)
<span style="display: inline-block; width: 10px; height: 10px; background-color: yellow; border: 1px solid black;"></span> Heritage items	<span style="display: inline-block; width: 10px; height: 10px; background-color: brown; border: 1px solid black;"></span> Coptic Church	
<span style="display: inline-block; width: 10px; height: 10px; background-color: lightgreen; border: 1px solid black;"></span> School site	<span style="display: inline-block; width: 10px; height: 10px; border: 1px dotted black;"></span> Taller building location	

**Figure 13**

Cavell Avenue character area

## Priorities

### 1. Work with School Infrastructure NSW (SINSW) to provide for a new primary school:

- preferably on the site bound by Leeds Street, Cavell Avenue and Blaxland Road, given that three sides front the street and the southern boundary offers potential for a public road or pedestrian/bicycle link (subject to further traffic modelling)
- that blends in with surrounding development, including low to mid-rise development with activity at the street front and potential for surveillance, while respecting privacy and minimising overshadowing and overlooking.

### 2. Work with SINSW to explore joint use opportunities with the new primary school, including the administration parking and offices, multipurpose community rooms, and open space.

### 3. Celebrate Cavell Avenue's heritage character

using heritage design controls in the urban design report to help protect heritage items, support adaptation to new uses and ensure the right interface with adjacent development, including height transitions and setbacks. Ensure new development adequately considers heritage impacts, in accordance with the requirements of the Canada Bay LEP.

### 4. Create a mix of low to mid-rise apartments

in line with the 'high-low model' outlined in the urban design report, including:

- active, busy streets, shorter blocks and quality private and public places by reducing overshadowing and long walls of buildings
- predominantly low-rise buildings up to nine storeys
- a few strategically located taller building elements on the south west of blocks and at key corners on Blaxland Road (adjacent to the rail corridor)
- a targeted 85% terrace-style housing fronting Cavell Avenue, Blaxland Road and Leeds Street with a 4m setback for taller building elements adjoining the terraces
- a target of 60% terrace-style housing fronting secondary streets.



**Artist impression**  
Cavell Avenue (courtesy RobertsDay)



**5. Facilitate new east-west connections**

between Cavell Avenue and Blaxland Road as part of new development to create more interesting and safe areas for people to weave between. The preferred locations subject to further investigation are:

- a new local road just south of the intersection with Denham Street
- a new local road at the southern edge of the character area adjoining Station Gateway East, approximately opposite Cropley Street
- a new local road immediately south of the proposed school site, approximately opposite Averill Street (a shared pedestrian and cycle route may be appropriate here, subject to further transport modelling).

**6. Facilitate a new north-south link** through sites between Leeds Street and Averill Street as part of new development, designed to emphasise the visual and physical connection into the Leeds Street character area, foreshore and ferry wharf.

**7. Create at least three 'community corners'** where development provides corner plazas, quality public spaces, and small commercial activities, taking advantage of:

- open space moments and associated non-residential active edges at the ground floor

- opportunities to celebrate heritage buildings through adaptive re-use
- existing heritage planting and green space
- Cavell Avenue as a 'people street' that guides visitors to the station, foreshore and the ferry wharf
- opportunities to create public pocket parks to improve access to local green space in accordance with the draft *Greener Places Design Guide*, particularly west of the Denham Street and Cavell Avenue intersection.

**8. Promote a generous landscape buffer and high quality building design along Concord Road** in line with the urban design report, as follows:

- a landscape buffer to new development comprising large trees and understorey planting to act as screening vegetation
- a building setback of at least 9m to incorporate landscaping and shared pathways
- bus stop plazas at through-site links and key building entries to connect with Concord Road.

**9. Consider noise and air quality and other impacts when designing and laying out new homes near Concord Road and the rail line** in accordance with NSW Government policy for development near rail corridors and busy roads.



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## Leeds Street

A place to enjoy the Parramatta River and vibrant, waterfront living

### The numbers

By 2041 there could be:



**900**  
dwellings



**2,200**  
people



**210**  
jobs

### Leeds Street today

Leeds Street is a light industrial area on the waterfront bound by Parramatta River to the north, Concord Road to the east, Leeds Street to the south and Blaxland Road to the west. Water-based transport and recreation, as well as John Whitton Bridge (rail) and Ryde Bridge (road), feature in the outlook over the river. John Whitton Reserve and Uhls Point Reserve bookend the character area, the latter housing the DSA Dragon Boat Club.

The land is zoned IN1 General Industrial and includes low-scale industrial buildings, both old and new, accommodating a variety of activities such as coffee roasters, construction material manufacturers and warehousing.

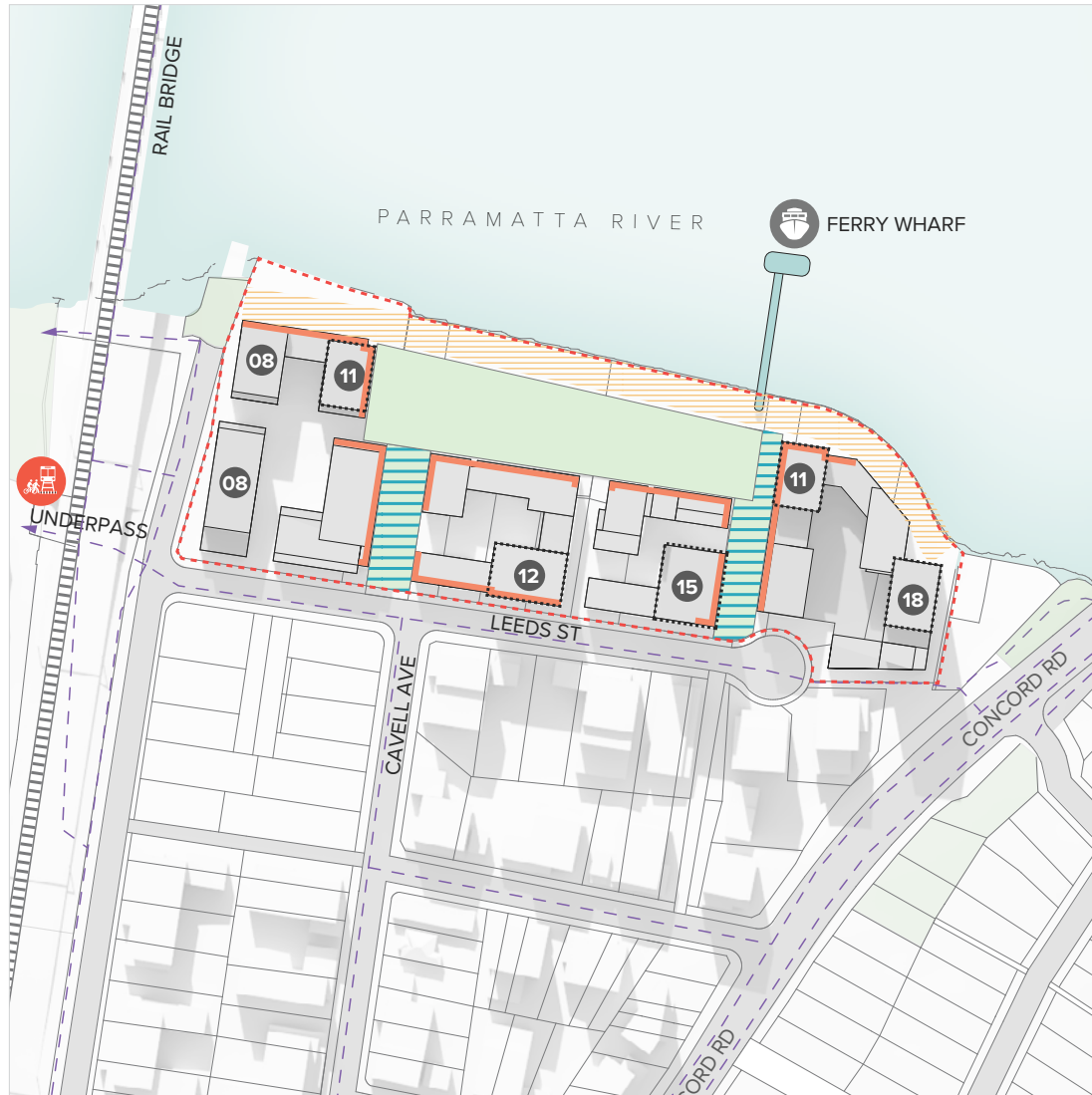
### Leeds Street in the future

Leeds Street will be a vibrant, high amenity, mixed use destination on the Parramatta River. It will feature a foreshore park, public promenade and destination retail — a social hub of recreation, cafés and restaurants.

People will enjoy meaningful visual and physical connections to and from the Parramatta River, celebrating its cultural and environmental values. The ferry wharf will provide a new transport mode for work and leisure trips.

The foreshore park will be designed to promote public access, support community gatherings and events, and will complete the missing green link along the foreshore.

The mix of building heights will transition to the foreshore and public spaces, orientated to ensure pedestrian-level views to the river, while capitalising on the opportunity for high amenity living.



**Legend:**

<span style="border: 2px dashed red; padding: 2px;"> </span> Leeds Street boundary	<span style="display: inline-block; width: 10px; height: 10px; background-color: black; border-radius: 50%;"></span> Height of buildings (in storeys)	<span style="border-bottom: 2px dashed purple; width: 20px;"></span> Cycle route
<span style="display: inline-block; width: 20px; height: 10px; background-color: lightgrey; border: 1px solid black;"></span> Existing streets	<span style="display: inline-block; width: 20px; height: 10px; background-color: orange; border: 1px solid black;"></span> Extension of the Foreshore Promenade	<span style="border-bottom: 2px solid blue; width: 20px;"></span> Through-site link
<span style="display: inline-block; width: 20px; height: 10px; background-color: green; border: 1px solid black;"></span> Foreshore Park	<span style="border: 2px dashed black; padding: 2px;"> </span> Tower/Taller building location	<span style="display: inline-block; width: 15px; height: 15px; background-color: red; border-radius: 50%; text-align: center; color: white; font-size: 8px;">X</span> Pedestrian/Cycle railway line crossing
<span style="display: inline-block; width: 20px; height: 10px; background-color: orange; border: 1px solid black;"></span> Active edges		

**Figure 14**

Leeds Street character area



## Priorities

### 1. Create a public waterfront park with the following minimum requirements:

- a consolidated land area of 7,500sqm attached to the foreshore promenade
- 100% deep soil to enable tree planting
- new multipurpose community facilities, kids play and kick-about areas
- enable soft launching of non-motorised water craft to celebrate the Parramatta River
- design solutions to address the performance criteria and indicators in the draft *Greener Places Design Guide*.

### 2. Link John Whitton Reserve and Uhrs Point Reserve to create a public foreshore promenade as a continuation of the Green Grid from Rhodes West that meets the following minimum requirements:

- a 15m wide shared pathway
- a continuous row of mature trees while enabling eye-level water views.

### 3. Investigate a foreshore public art trail, including opportunities to celebrate and interpret Aboriginal and intercultural heritage, as well as water and environmental values.

### 4. Facilitate active, safe north-south connections from Leeds Street to the foreshore park and promenade with the following minimum requirements:

- a 20m wide public link that provides a direct line of sight to the Parramatta River from Cavell Avenue. The design of buildings on the eastern edge of the link should facilitate sight lines to and from Cavell Avenue to the water
- a ferry wharf with complementary programable spaces and characteristics
- an 18m wide ferry wharf link aligning with the Averill Street to Leeds Street pedestrian link (in Cavell Avenue character area)
- 24/7 public access
- ground floor destination retail and other active uses.

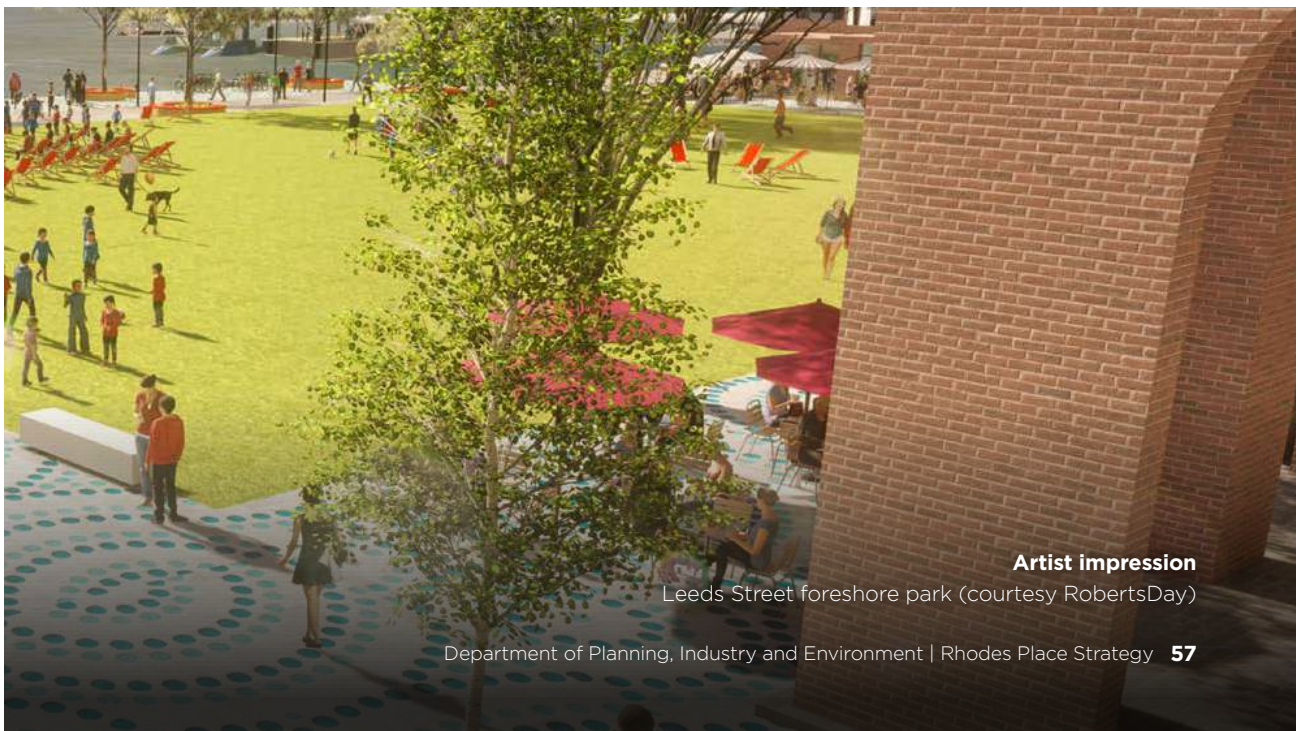
### 5. Build a ferry wharf opposite to and integrated with the foreshore park and promenade and consider the potential conflicts between ferries and recreational water users such as dragon boats.

### 6. Enable the provision of approximately 2,000sqm of community space as part of new development, including library and multipurpose community space, and child care. This should be informed by a community needs assessment in consultation with Council.



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- 7. Work with SINSW to explore joint use opportunities** with the new primary school, including administration parking and offices or multipurpose community rooms as part of an integrated private development fronting the school on Leeds Street.
- 8. Facilitate amalgamation into four development sites** to enable public space, staged development and an appropriate mix of buildings and space.
- 9. Create a mix of buildings and public spaces** that:
  - exhibit high quality architectural design, commensurate with the foreshore location
  - bring a human-scale to development and its interface with the foreshore
  - physically and visually connect the Precinct to the Parramatta River
  - enhance the view of the foreshore from the river
  - celebrate and enhance Blaxland Road and Cavell Avenue as 'people streets', which provide strong axial, spatial structuring elements
  - introduce a wayfinding vista along the new Averill Street to Leeds Street through to the ferry wharf
- connect Concord Road with the ferry wharf
- consider views to the peninsula when arriving via the road and rail bridge
- locate taller building elements close to the rail and road bridges, and to a new road to the south, to minimise the impact of their bulk, scale and overshadowing, transitioning down to the water
- ensure open space and through site links are clearly defined public spaces
- provide active frontages to the public domain, including shops, restaurants and cafes, and community uses, meeting a target of 10-15 doors per 100m, which will contribute to diversity and a sense of place.
- 10. Undertake an Aboriginal cultural heritage study for the peninsula**, with a focus on connections to the waterfront, including an interpretation strategy.
- 11. Consider innovative responses to site topography and groundwater constraints** in basement design and construction, for example, no more than a single level of underground parking or decoupled parking.
- 12. Investigate and respond to environmental constraints** related to previous uses and waterside location, such as flooding, site and groundwater contamination, acid sulphate soils and water quality.



**Artist impression**  
Leeds Street foreshore park (courtesy RobertsDay)

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**Artist impression**

Walker Street Transit Plaza looking west (courtesy RobertsDay)

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## Infrastructure

### Needs

We have identified both the range of infrastructure required to support our vision for Rhodes, (see Figure 15 and Table 2) as well as the relevant delivery mechanism (see Appendix A for the infrastructure schedule). We've developed this infrastructure schedule in consultation with Council, State agencies and other stakeholders based on supporting technical analysis.

The infrastructure schedule reflects our approach to think differently about how people and goods move around, and the incentives that need to be in place to encourage people to shift to public transport, walking or cycling rather than their car.

Ultimately, bringing more people to live in the area can be managed through an approach that gives people more sustainable options. This will help to limit development impacts across the peninsula, including along the Concord Road corridor.

Our approach to planning for and providing infrastructure is focused on:

- the new major foreshore public park and promenade on the Parramatta River
- new and upgraded pedestrian and cycle links that will make it easier for people to connect within the precinct and surrounding areas
- improvements to Rhodes rail station to increase its capacity and level of comfort
- upgrades to road intersections, including along Concord Road.

Other major transport interventions will also support the increase in people and activity on Rhodes peninsula, beyond the 3,000 dwelling threshold in the long-term including:

- Sydney Metro West
- potential upgrades to other intersections in the arterial road network, such as the intersection of Concord Road and Homebush Bay Drive
- future upgrades to the Northern Rail Line to four tracks
- potential Parramatta Light Rail Stage 2.

These infrastructure solutions will be supported by travel demand management approaches that can help to influence changes in demand on transport networks by redistributing journeys to other modes, times, routes or by removing the journey altogether.

The planning controls will include a provision ensuring development applications demonstrate satisfactory arrangements are in place for infrastructure. This will require a collaborative approach between the public and private sector to coordinate development with the necessary infrastructure.



Note: Indicative locations. Subject to further investigation, funding and confirmation by respective agencies.

\*State government comprises the different relevant state agencies.

**Legend:**

- |   |  |
|---|--|
| <span style="color: brown;">—</span> New and upgraded roads               | <span style="color: red;">●</span> Public transport                    |
| <span style="color: blue;">—</span> Pedestrian and cyclist infrastructure | <span style="color: purple;">●</span> School                           |
| <span style="color: green;">—</span> Open space and recreation            | <span style="color: yellow;">●</span> Community and emergency services |

**Figure 15**

Infrastructure opportunities and upgrades (indicative location, subject to further investigation)

**Table 2**

Summary of infrastructure items

ID	Infrastructure item	Responsibility
R1	Concord Road public domain upgrades	Planning Controls/Council
R2	Concord Road/Averill Street intersection upgrade	State Government
R3	Cavell Avenue upgrade	Council
R4	Leeds Street upgrade	Council
R5	Local streets upgrade (Precinct-wide no specific location)	Council
R6	New road: Blaxland Road to Cavell Avenue (south)	Planning Controls
R7	New road: Blaxland Road to Cavell Avenue (central)	Planning Controls
R8	New road or share way (subject to traffic modelling): Blaxland Road to Cavell Avenue (north)	Planning Controls
R9	Cavell Avenue/Averill Street intersection upgrade	Council
R10	Cavell Avenue/Leeds Street intersection upgrade	Council
R11	Concord Road/Averill Street intersection upgrade	Council
R12	Concord Road/Homebush Bay Drive intersection upgrade	State Government
P1	Blaxland Road upgrade including pedestrian and cycle path	State Government
P2	Widening of railway underpass (subject to further investigation)	State Government/Council
P3	Rhodes Station to McIlwaine Park pedestrian bridge	Planning Controls/State Government
P4	Leeds Street (east) pedestrian link extension to foreshore	Planning controls
P5	Averill Street to Leeds Street link embellishment	Planning controls
P6	Cavell Avenue pedestrian link extension to foreshore	Planning controls
P7	Station Gateway West public domain upgrades (Mary, Gauthorpe and Marquet streets)	Council
P8	Walker Street Bus Interchange and cycleway	State Government/Council
P9	Walker Street Transit Plaza	State Government
P10	Station Gateway West through-site connections (Marquet Street – Walker and Mary streets)	Planning Controls
OS1	Leeds Street foreshore park and promenade	State Government
OS2	Marquet Street Forecourt	Planning Controls
OS3	Uhrs Point Reserve upgrade	Council/State Government
OS4	Community corner embellishment	Planning Controls
OS5	McIlwaine Park upgrades	State Government
OS6	River activation (Brays Bay)	State Government
OS7	Blaxland Road terminus (north end)	State Government
OS8	Local infrastructure outside precinct	Council
E1	Dedication of land for new primary school	State Government
T1	Rhodes Train Station upgrades	State Government
T2	Rhodes ferry wharf	State Government
C1	New fire station	Planning Controls/State Government
C2	Multipurpose community space	Planning Controls





## Funding options

### Contributions

The NSW Government and City of Canada Bay Council will leverage development contributions collected through development in Rhodes to partly fund required infrastructure. This includes contributions levied by Council as a condition of development consent under its local development contributions plan. Local contributions must fund local public infrastructure and facilities required because of development.

#### **NSW Productivity Commission's Review of Infrastructure Contributions in NSW (November 2020)**

The Productivity Commission's review recommends a number of reforms to the contributions system, including:

- allowing for the local government rate peg to reflect population growth
- introducing a direct land contribution obligation for landowners following rezoning
- using benchmark costs for section 7.11 local contributions plans
- limiting the use of state and local planning agreements
- implementing a broad-based regional charge, with the addition of new transport contribution charges for major transport projects, such as around new Sydney Metro stations.

The NSW Government has conditionally accepted all of the recommendations and is working through the reform agenda. This will require legislative change, with reforms expected to be implemented in 2022. This will impact how infrastructure in Rhodes is funded and delivered, including the value of contributions towards State infrastructure.

### Voluntary planning agreements

Voluntary planning agreements can be entered into between a developer and a planning authority to provide infrastructure associated with a change to planning controls or a development application. Councils can use these agreements in lieu of local contribution schemes, and the State can use these when satisfactory arrangements apply.

### Satisfactory arrangements

A 'satisfactory arrangements' clause will apply to Rhodes precinct. This will require developers to make satisfactory arrangements to contribute to the provision of State infrastructure prior to development occurring.

As provided above, such arrangements can be made under a State voluntary planning agreement. Typically, contributions made under these agreements are provided in the form of monetary contribution to government (which then builds the infrastructure) or through the direct provision of land or works.

### Opportunities through development

Other infrastructure opportunities may be delivered or partly funded by development proponents as a consequence of the normal development process, such as upgrades to the public domain and land dedication for through-site links.

### Agency budgets

The State Government is required to fund infrastructure, particularly for schools, health services, transport infrastructure and regional open space.

Regional infrastructure projects can be funded, in full or in part, under the annual state budget process, which is the principal mechanism for identifying, prioritising and delivering infrastructure projects. The Department is working with relevant agencies to contribute to agency budgets and programs in line with infrastructure needs.





**Artist impression**

Marquet Street Forecourt looking east to the transit plaza (courtesy RobertsDay)

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## Bringing it together

### Infrastructure delivery

Feedback from the community, Council, State agencies and landowners makes it clear that people and businesses only want to see future development if it is supported by the logical rollout of supporting infrastructure. This must happen alongside place improvements, such as the new foreshore park, new walking and cycling routes or the new station plaza, as well as design excellence provisions that will ensure the highest quality built form.

The next step is to refine the infrastructure schedule into an infrastructure phasing strategy that interrogates infrastructure costs, prioritisation over the short, medium and long-term, sequencing, delivery partners and mechanisms. This will occur in collaboration with Council, Transport for NSW, SINSW and other infrastructure agencies, to ensure agency budgets and programs are established in line with the identified infrastructure.

### Planning controls

Key elements of this Place Strategy have been implemented through changes to the planning controls contained in *Canada Bay Local Environmental Plan 2013* (Canada Bay LEP).

Minor changes to *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005* (SREP Sydney Harbour Catchment) address master planning requirements and an amendment to the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) will ensure development applications demonstrate consistency with the Place Strategy.

In summary, the following changes have been made to Canada Bay LEP:

- rezoning land to B4 Mixed Use and R4 High Density Residential
- amending the height of buildings and floor space ratio standards to enable the urban design strategy
- introducing design excellence provisions
- delineating the precinct as a key site
- introducing minimum non-residential floorspace requirements for certain sites
- identifying active street frontages for mixed use areas and community corners
- providing maximum car parking rates
- introducing a resilient development clause to facilitate sustainable water and energy infrastructure
- applying a satisfactory arrangements clause for state infrastructure
- adding water supply systems as a permitted use across the precinct
- identifying small areas of land for acquisition for road infrastructure
- applying affordable housing provisions to the precinct
- introducing residential flat buildings as an additional permitted use in the Leeds Street character area
- including incentive provisions to encourage terrace housing in the Cavell Avenue character area
- introducing a cap of 3,000 dwellings for the precinct.

## Transport capacity and the 3,000-dwelling cap

Transport and traffic modelling undertaken by Jacobs indicates that, using reasonable assumptions about the types of trips people are likely to take, 3,000 dwellings is the limit of additional dwellings that can be accommodated in the precinct without additional major transport infrastructure, such as the quadruplication of the Northern Line to enable more trains to stop at Rhodes.

On this basis, we have included a provision that limits development to 3,000 dwellings to ensure the rate of new dwellings does not exceed the capacity of the transport network. It provides the opportunity for development to occur in the short-medium term, while recognising the need for ongoing monitoring, investigation, and consultation with Transport for NSW to move beyond 3,000 dwellings in the longer term.

The 3,000 dwelling cap is supported by a number of actions (Action 1.1 to 1.5) in this Strategy to ensure ongoing monitoring and assessment is undertaken to track dwelling approvals, monitor travel patterns and demand over time, and to work with Transport for NSW to progress regional transport upgrades to unlock additional dwelling capacity.

This Place Strategy, including the actions, will be a matter for consideration under clause 275D of the *Environmental Planning and Assessment Regulation 2000* and will guide future development and infrastructure delivery.

Transport capacity will be impacted by major transport upgrades and the influence these interventions have on travel behaviour and traffic generation. The shift to working from home, improved walking and cycling connections and major public transport improvements, such as Sydney Metro West, will all influence travel demand and transport capacity over time.

The major transport upgrades that will support additional dwellings, include:

- Sydney Metro West
- Sydney Metro City & Southwest which will increase capacity on the Northern Line by customers north of Rhodes diverting on to the Metro at Epping, and allowing people in Rhodes to travel north to Epping to join the Metro line
- future upgrades to the Northern Rail Line to construct the fourth track, allowing more line capacity with the separation of local, intercity and freight services through Rhodes
- potential extension of Parramatta Light Rail (PLR 2) to Wentworth Point and Sydney Olympic Park would increase accessibility for Westworth Point customers currently travelling via Rhodes Station reducing demand at Rhodes Station.

Before allowing the final 1,200 dwellings to be approved in the precinct, the NSW Government will consider if adequate transport infrastructure is committed or constructed, or whether a Traffic and Transport Assessment, prepared in consultation with Council and Transport for NSW demonstrates there is sufficient capacity to accommodate the total of 4,200 dwellings in the precinct.

To realise the additional 1,200 dwellings, an amendment to the Canada Bay LEP will be required. The amendment will facilitate the full growth in the precinct as set out in this Place Strategy.

## Staging

Aligning infrastructure provision with the rollout of development is a complex task, given existing infrastructure capacity constraints, high land costs, landownership patterns and available funding options. At the same time, existing infrastructure such as public transport makes Rhodes an ideal location for growth. Overcoming infrastructure constraints will be a key consideration for future development staging.

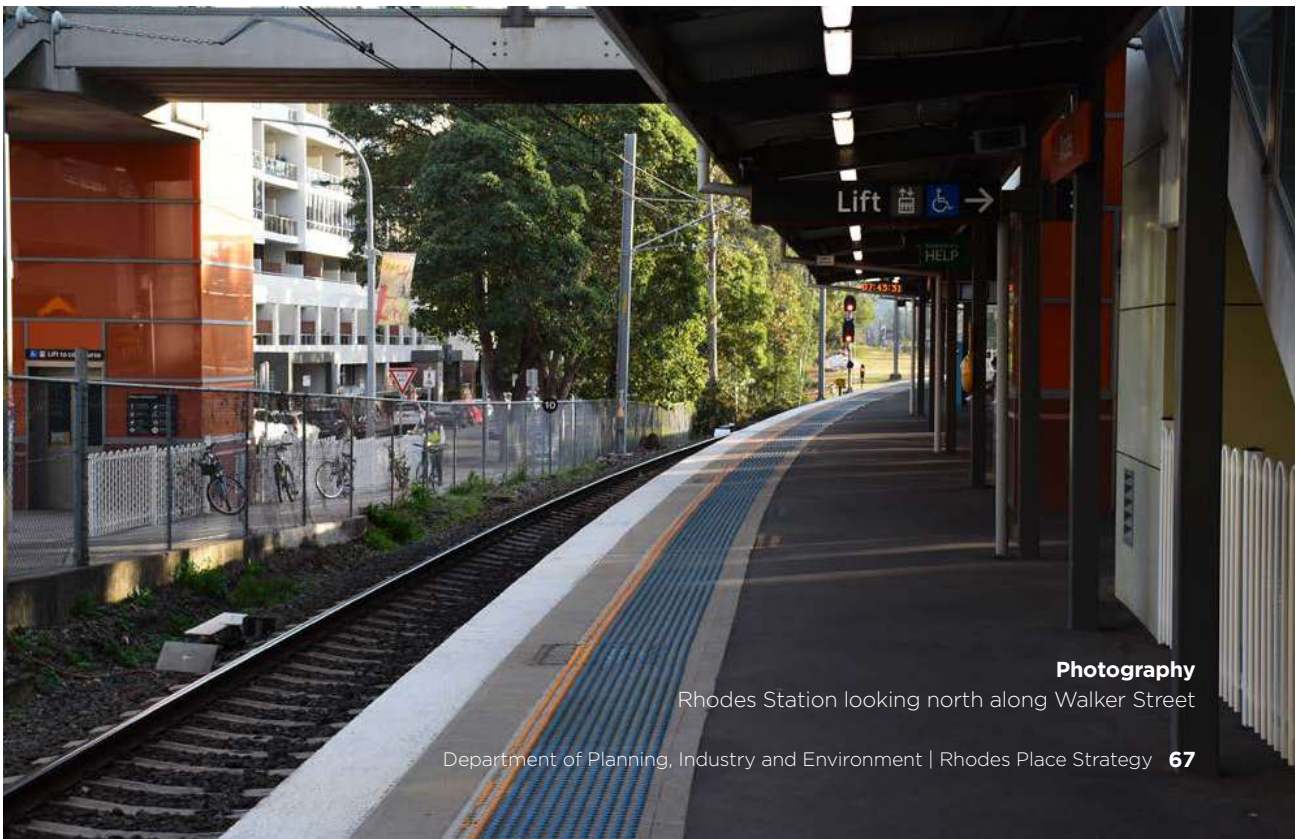
The staging of development will align with the infrastructure phasing strategy, with infrastructure priorities based on available implementation mechanisms and funding options. The evidence base will include transport modelling and analysis, including an assessment of the ongoing need for the 3,000 dwelling cap.

## Guidance for applicants

Applications for new development in Rhodes Precinct must respond to:

- this Place Strategy, including the actions outlined above, urban design principles, priorities for each character area and infrastructure requirements
- the supporting urban design report
- *Canada Bay Local Environmental Plan 2013*, as amended to reflect this Place Strategy
- Rhodes West Development Control Plan (when adopted)
- Rhodes East Development Control Plan (when adopted).

The detailed design of development sites can proceed with a clear understanding of the infrastructure required to service that development and the broader character area and precinct. Applications will need to demonstrate satisfactory arrangements are in place to contribute towards State infrastructure, whilst also meeting Council's local infrastructure requirements.



**Photography**

Rhodes Station looking north along Walker Street

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## Actions

The realisation of the five big moves will require the collaboration and commitment of multiple stakeholders over the next 20 years. Under each big move, we have identified actions that will bring these to life; some of these are already underway.

The table below indicates who will lead and support each action and potential timing.

**Table 3**

Actions summary

Actions	Lead	Support	Timing*
<b>1.1 Work with agencies on a joint infrastructure phasing strategy</b>	DPIE	TfNSW, SINSW, Council	Short
<b>1.2 Implement travel demand management measures</b>	Proponents	TfNSW, Council	Short-medium
<b>1.3 Create a housing approvals and completions monitor</b>	Council, DPIE	TfNSW	Short, then ongoing
<b>1.4 Investigate transport catalysts to unlock development beyond the 3,000 dwelling cap</b>	DPIE	TfNSW, Council	Medium-long
<b>1.5 Monitor travel behaviour change and commuter trip generation</b>	Proponents, Council	TfNSW	Medium-long
<b>2.1 Undertake Aboriginal cultural heritage assessment</b>	Proponents	DPIE, GANSW, Heritage NSW, Council	Short
<b>2.2 Prepare a public art strategy for the foreshore park, promenade and public links</b>	Council	DPIE	Short-medium
<b>2.3 Prepare detailed landscape and public domain plans for new open spaces</b>	Proponents	GANSW	Short-medium

**Table 3**

Actions summary (continued)

Actions	Lead	Support	Timing*
<b>3.1 Investigate improved bicycle parking facilities at transport nodes and key destinations</b>	TfNSW, Council, Proponents**	TfNSW, Council, Proponents	Medium
<b>3.2 Prepare a wayfinding strategy</b>	Council	TfNSW, Proponents	Short
<b>3.3 Investigate widening of the rail underpass at Walker Street</b>	TfNSW, Council	DPIE, Proponents	Medium
<b>4.1 Implement City of Canada Bay Council's Affordable Rental Housing Scheme</b>	Council	DPIE	Short
<b>5.1 Work with industry to test and deliver sustainable utilities infrastructure</b>	Council	Proponents	Medium
<b>5.2 Increase tree canopy cover and the amount of green at street-level to more than 25%</b>	Council	DPIE, Proponents	Ongoing
<b>5.3 Explore the potential for a new Parramatta River swim site at McIlwaine Park by 2025</b>	Parramatta River Catchment Group	Council	Short
<b>5.4 Take a water sensitive urban design approach to precinct development to improve waterway health</b>	Council	DPIE, Proponents	Ongoing
<b>5.5 Investigate 'Smart Places' solutions to infrastructure and the delivery of services</b>	DPIE	Council, Proponents	Medium

\* short: 1-5 years, medium: 5-10 years, long: 10 years plus, ongoing: over the life of the strategy or as opportunities arise

\*\* TfNSW at transport nodes, proponents for destinations on private land and Council for destinations on council land (i.e. open space).

DPIE: Department of Planning, Industry and Environment; TfNSW: Transport for NSW; SINSW: School Infrastructure NSW; GANSW: Government Architect NSW

## Appendix A – Infrastructure schedule

The infrastructure schedule sets out the list of required infrastructure items in the precinct to be delivered over the next 20 years. It also sets out the delivery responsibilities and mechanism, and the ongoing responsibility and management of infrastructure items. As an example, new local roads in the Cavell Avenue character area will be delivered through development and dedicated to Council. Once dedicated, Council will be responsible for the ongoing management and maintenance of local roads.

ID	Item	Description	Character area
<b>Roads</b>			
R1	Concord Road public domain upgrades	Public domain upgrades integrated with new development on the western side of Concord Road to create a green buffer with improved amenity outcomes. Works include a generous landscape buffer, tree planting, and shared pathway, and bus shelters linked to plazas/through-site links. No works are proposed to the existing carriageway or eastern side verge.	Cavell Avenue
R2	Concord Road/Averill Street intersection upgrade	The intersection upgrade works will include a new left turn lane on the Averill Street approach and extension of the Concord Road southbound right turn bay. This upgrade will require approximately 100sqm of land acquisition along the northern edge of Averill Street.	Cavell Avenue
R3	Cavell Avenue upgrade	Upgrades required to create a 'community spine', including tree planting, landscaping, pavements, rain gardens, street furniture, surface treatments and in ground service works.	Cavell Avenue
R4	Leeds Street upgrade	Upgrades required to create a 'destination street' including tree planting, landscaping, pavements, rain gardens, street furniture, surface treatments, inground service works and Leeds Street line markings.	Leeds Street
R5	Local streets upgrade (Precinct-wide, no specific location)	Upgrades required to local streets including tree planting, landscaping, pavements, rain gardens, street furniture, surface treatments and inground service works.	Precinct-wide
R6	New road: Blaxland Road to Cavell Avenue (south)	New local road including land, demolition, surfacing, tree planting, landscaping, rain gardens and street furniture.	Cavell Avenue
R7	New road: Blaxland Road to Cavell Avenue (central)	New local road including land, demolition, surfacing, tree planting, landscaping, rain gardens and street furniture.	Cavell Avenue
R8	New road or share way (subject to traffic modelling): Blaxland Road to Cavell Avenue (north)	New local road or through-site link (subject to traffic modelling), including land, demolition, surfacing, tree planting, landscaping, rain gardens and street furniture.	Cavell Avenue
R9	Cavell Avenue/Averill Street intersection upgrade	New single lane roundabout.	Cavell Avenue
R10	Cavell Avenue/Leeds Street intersection upgrade	Minor widening of the intersection.	Leeds Street



Delivery mechanism	Ongoing responsibility	Considerations
Opportunity through development	Council	Delivered on a site-by-site basis as development progresses along Concord Road over the medium to long term. The public domain interface and treatment along Concord Road will need to be coordinated to achieve a consistent design outcome.
Satisfactory arrangements (monetary contribution, land dedication and/or works in kind)	TfNSW	Delivered to align with development within the Station Gateway West character area, given this will bring short-term traffic relief.
Section 7.11 Contributions	Council	Delivered as development progresses in the character area in the medium term. Cavell Avenue will be an important spine connecting the station and Leeds Street. Early activation of this road would be beneficial to support active transport initiatives.
Section 7.11 Contributions	Council	Delivered in line with development in Leeds Street and considering the safety concerns associated with the adjacent primary school.
Section 7.11 Contributions	Council	Delivered as development progresses over the life of the Place Strategy to achieve a consistent public realm and street design in line with the Movement and Place Framework.
Section 7.11 Contributions/opportunity through development	Council, Proponents	Delivered as part of new development to improve permeability and encourage walking and cycling. New local road to be dedicated to Council.
Section 7.11 Contributions/opportunity through development	Council, Proponents	Delivered as part of new development to improve permeability and encourage walking and cycling. New local road to be dedicated to Council.
Section 7.11 Contributions/opportunity through development	Council, Proponents	Delivered as part of new development to improve permeability and encourage walking and cycling. A potential shared pedestrian and cycle way will need to be investigated to facilitate the delivery of the school and subject to traffic modelling. New local road to be dedicated to Council.
Section 7.11 Contributions	Council	Delivered as part of new development to improve the performance of the intersection.
Section 7.11 Contributions	Council	Delivered as part of new development to improve the performance of the intersection coordinated with the overall upgrades to Leeds Street, likely in the short to medium term.

ID	Item	Description	Character area
R11	Concord Road/Averill Street intersection upgrade	Upgrades to Averill Street as part of Concord Road/Averill Street intersection upgrade (R2).	Cavell Avenue
R12	Concord Road/Homebush Bay Drive intersection upgrade	Upgrades to Concord Road/Homebush bay Drive intersection.	N/A (outside precinct)
<b>Pedestrian and cyclist</b>			
P1	Blaxland Road upgrade including pedestrian and cycle path	Upgrades to the regional cycle network and to create a 'commuter street'. Works include a dedicated cycleway adjoining the rail corridor, tree planting, landscaping, surface treatments, in ground service works, and pavements.	Station Gateway East, Cavell Avenue
P2	Widening of railway underpass to improve pedestrian access (subject to further investigation)	Investigate widening of the railway underpass at Walker Street to improve pedestrian access and safety.	Leeds Street
P3	Rhodes Station to Mcllwaine Park pedestrian bridge and plaza	Delivery of pedestrian bridge/s from Rhodes Station to Mcllwaine Park. The bridge will extend from Rhodes Station, across Blaxland Road to a bridge plaza, integrated with mixed use development in Station Gateway East.  From the station bridge plaza, a second bridge will extend across Concord Road to Mcllwaine Park. The plaza will have a minimum width of 16m and accommodate a two-way pedestrian path and a separated two-way bicycle path plus landscaping to the northern and southern edges.	Station Gateway East
P4	Leeds Street (east) pedestrian link extension to foreshore	New pedestrian access to the foreshore park, promenade and ferry wharf. Works include land, demolition, surfacing, tree planting and street furniture.	Leeds Street
P5	Averill Street to Leeds Street link embellishment	New pedestrian access to improve north-south connectivity. Costs include land, demolition, surfacing, tree planting and furniture.	Cavell Avenue
P6	Cavell Avenue pedestrian link extension to foreshore	New pedestrian access to improve connectivity. Costs include land, demolition, surfacing, tree planting and street furniture.	Leeds Street
P7	Station Gateway West public domain upgrades (Mary, Gauthorpe and Marquet streets)	Tree planting and works to the public domain to improve tree canopy cover and landscaping.	Station Gateway West
P8	Walker Street Bus Interchange and cycleway	The proposed works will include a new bus interchange near the Walker Street/Gauthorpe Street intersection, with widening of the road reserve to provide a shared pedestrian and cycle path along Walker Street to connect with the Gauthorpe Street cycleway, removal of existing parking on Walker Street north of the station, and shared zones integrated with station access.	Station Gateway West

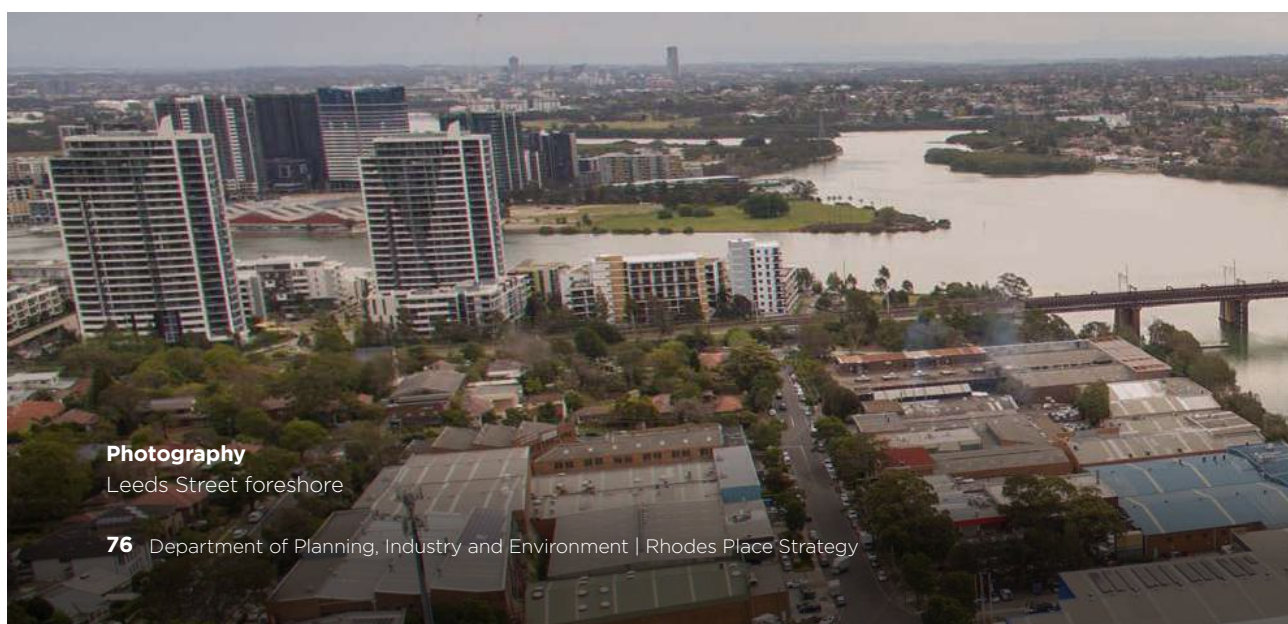
Delivery mechanism	Ongoing responsibility	Considerations
Section 7.11 Contributions	Council	Delivered a part of new development to improve performance of intersection.
State Government	TfNSW	Delivered to improve intersection performance and movement on the state road network. The NSW Government has allocated \$6.4 million in funding towards planning and design upgrades for the intersection.
Satisfactory arrangements (monetary contribution and/or works in kind)	State, Council	Delivered to align with the opening of the new primary school to ensure safe access to the station and encouraging families to walk to the school rather than drive private vehicles.
To investigate	TfNSW, Council	Investigate as part of the potential Northern Line quadruplication (subject to further investigation) to improve pedestrian access to and from Rhodes West.
Satisfactory arrangements (monetary contribution, land dedication and/or works in kind)	Proponents, TfNSW	Coordinated and suitably staged with upgrades to Rhodes Station as part of an integrated mixed use development. Development will need to put forward a suitable staging plan, if the bridge is developed in stages, to ensure active transport benefits.
Satisfactory arrangements (monetary contribution, land dedication and/or works in kind)	DPIE	Delivered as part of staged development in Leeds Street, timed to provide pedestrian access to the ferry wharf once operational. A consistent public realm should be pursued with the Averill Street to Leeds Street link (P4), including wayfinding and signage.
Opportunity through development	Council, Proponents	Delivered as part of staged development, timed to provide pedestrian access to the ferry wharf once operational. A consistent public realm should be pursued with the Leeds Street to foreshore link (P3), including wayfinding and signage. To be dedicated to Council.
Satisfactory arrangements (monetary contribution, land dedication and/or works in kind)	DPIE	Delivered as part of staged development in Leeds Street. The link should allow views from Cavell Avenue to the foreshore and a coordinated public domain to ensure Cavell Avenue is a clear pedestrian desire line.
Opportunity through development	Council, Proponents	Delivered as part of ongoing development in Station Gateway West.
Satisfactory arrangements (monetary contribution and/or works in kind)	TfNSW, Council	Delivered to align with development in Station Gateway West and the proposed station upgrade, as a shorter-medium term priority to improve active transport and bus access to the station.



ID	Item	Description	Character area
P9	Walker Street Transit Plaza	New transit plaza integrated with the planned Walker Street bus interchange to provide a pedestrian laneway (north) between Walker Street and the Marquet Street Forecourt of at least 12m wide.	Station Gateway West
P10	Station Gateway West through-site connections (Marquet Street — Walker Street and Mary Street)	An additional pedestrian laneways (south) of at least 8m wide between the Marquet Street Forecourt and Walker Street, with appropriate landscaping, as well as an additional through-site link to Mary Street.	Station Gateway West
<b>Open space and recreation</b>			
OS1	Leeds Street foreshore park and promenade	New waterfront public park and promenade linking to the existing promenade in Rhodes West. The waterfront park will be a minimum of 7,500sqm, with community and recreation facilities. The promenade will be a shared pathway of at least 15, width.	Leeds Street
OS2	Marquet Street Forecourt	New urban public space incorporating a consolidated area of up to 4,000sqm with frontage to Marquet Street and integrated with pedestrian links and the Walker Street Transit Plaza.	Station Gateway West
OS3	Uhrs Point Reserve upgrade	Upgrades to open space area, planting and revegetation, launch ramp and new on-site rain water detention/retention facilities.	Leeds Street
OS4	Community corner embellishment	Three 'community corners' that provide activation within the residential area, including corner plazas and public space with appropriate treatment such as paving, street furniture, way-finding signage and lighting.	Cavell Avenue
OS5	Mcllwaine Park upgrades	Upgrade works to Mcllwaine Park, potentially including landscaping, furniture, signage, and new connections and access arrangements.	Precinct-wide
OS6	River activation (Brays Bay)	Upgrades to the Brays Bay foreshore, including a new accessible pathway, landscaping (e.g. native planting, lighting, seating), launch facility and a section of sea wall converted to viewing steps from the land into the water.	Precinct-wide
OS7	Blaxland Road terminus (north end)	Upgrades recommended to area including resurfacing, planting, recreation facilities, pedestrian connections, and new on-site rain water detention/retention facilities.	Leeds Street
OS8	Local infrastructure outside precinct	<ul style="list-style-type: none"> <li>• Walking trails (Off road trails)</li> <li>• Green space for relaxation/environmental park</li> <li>• Dog off leash areas</li> <li>• Social/family recreation park</li> <li>• Outdoor sports grounds</li> <li>• Indoor courts</li> <li>• Indoor pool &amp; gym.</li> </ul>	Precinct-wide

Delivery mechanism	Ongoing responsibility	Considerations
Opportunity through development	Council, Proponents	Delivered as part of ongoing development in Station Gateway West to improve pedestrian access to the station and bus interchange zone.
Opportunity through development	Proponents	Delivered as part of ongoing development in Station Gateway West to improve pedestrian access to the station, Mary Street and onwards to Rider Boulevard. Suitable amenity and surveillance should be provided.
Satisfactory arrangements (land dedication, works in kind and/or monetary contribution)	DPIE	Delivered as part of the ongoing development of the Leeds Street character area. This is a high priority project which will need to be designed to promote public access to the foreshore from the south. Landscaping, tree planting, multipurpose recreation facilities, public art and Aboriginal cultural heritage interpretation should be provided. Access to the ferry wharf will need to be clear and integrated with the public domain.
Opportunity through development	Proponents	Delivered as part of ongoing development in Station Gateway West to improve access to public open space and greening, integrated with pedestrian connections and the Walker Street Transit Plaza (P9). Landscaping, tree canopy, street furniture and public art should be provided.
Section 7.11 Contributions or works in kind	Council	Delivered to align with the open space and public domain upgrades in the Leeds Street character area. Upgrades to be coordinated with the Sea Scouts and Crown Lands.
Opportunity through development	Council, Proponents	Delivered as part of ongoing development within the Cavell Avenue character area. Coordination with other public domain upgrades will be required.
Satisfactory arrangements (monetary contribution)	Council	Some works to McIlwaine Park and the Brays Bay foreshore will be undertaken by Council under a Precinct Support Scheme grant (see OS6). Further upgrades and embellishment will be required in the medium to long-term to cater to the increased population and integration with the new pedestrian bridge from the station and foreshore activation works.
Precinct Support Scheme grant (funded)	Council	Upgrades will be delivered by Council in the short-term to implement the Green Grid.
Section 7.11 Contributions or works in kind	Council	Delivered to align with the open space and public domain upgrades in the Leeds Street character area. Upgrades to be investigated by Council with users of the boat ramp.
Section 7.11 Contributions or works in kind	Council	Contributions towards a range of community facilities to be provided (potentially off-site) in consultation with Council to serve the future needs of residents.

ID	Item	Description	Character area
<b>Education</b>			
E1	Dedication of land for new primary school	A potential school site has been identified on Leeds Street.	Cavell Avenue
<b>Public transport</b>			
T1	Rhodes Rail Station upgrades	Station capacity improvements.	Station Gateway West, Station Gateway East
T2	Rhodes ferry wharf	The new ferry wharf will provide ferry users with access from the broader Rhodes peninsula and rail station to Parramatta and Sydney CBD. The ferry wharf will be located closer to the eastern end of the Leeds Street character area, with pedestrian access facilitated through a public through-site link.	Leeds Street
<b>Community and emergency</b>			
C1	New fire station	Construction of a new fire station to replace the existing station as part of an integrated mixed use development, with access to Concord Road.	Station Gateway East
C2	Multipurpose community space	Facilitate approximately 2,000sqm of community space to be delivered through development, including opportunities for library and multipurpose community space, as well as space for child care and after school care.	Leeds Street (or elsewhere in the precinct, subject to consultation with Council)





Delivery mechanism	Ongoing responsibility	Considerations
Satisfactory arrangements (land dedication and/or monetary contribution)	SINSW	Delivered in the short to medium term, potentially in partnership with proponents. The size and configuration of the school site will be investigated by SINSW. The interface with adjoining development and transport network will be critical considerations.
Satisfactory arrangements (monetary contribution)	TfNSW	Delivered in the short to medium term to improve capacity of the station. The upgrade will need to consider the potential longer-term quadruplication of the Northern Rail Line.
Funding committed	TfNSW	The NSW Government has committed to the ferry wharf as part of the Transport Access Program in the short-term.
Opportunity through development	Fire and Rescue NSW	The construction of the new fire station and decommissioning of the existing fire station will be coordinated with Fire and Rescue NSW as part of an integrated development opportunity in the short to medium-term depending on the progression of Station Gateway East.
Opportunity through development	Council	Delivered as part of development, based on a community needs assessment and in agreement with Council. This should consider any requirements of Council, including ongoing management requirements, in the design and delivery of community space. Opportunities for joint and shared use should be explored.





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[dpie.nsw.gov.au](https://dpie.nsw.gov.au)

# (Draft) Climate Resilience Framework

**This Climate Resilience Framework describes how Council will plan for, and adapt and respond to, the impacts of climate change.**





(DRAFT) CITY OF CANADA BAY CLIMATE RESILIENCE FRAMEWORK

## Acknowledgment of Country

The City of Canada Bay acknowledges the Wangal clan, one of the 29 tribes of the Eora nation and the traditional custodians of this land. Council pays respect to Elders past, present and emerging and extends this respect to all Aboriginal and Torres Strait Islander people living in or visiting the City of Canada Bay.



This canvas by Gwiyaala's Aboriginal Art, from our Reconciliation Action Plan, tells the story of the Wangal people, the significance of their waterways and the saltwater mullet festivals held by Traditional Custodians that brought local clans together in the area pre-colonisation.

*“Community resilience is the sustained ability of communities to withstand, adapt to, and recover from adversity.*

*A resilient community is socially connected and has infrastructure that can withstand disaster and foster community recovery. Resilient communities promote individual and community wellbeing and cohesiveness to strengthen their communities for everyday, as well as extreme, challenges.”*

*Australian Local Government Association*

(DRAFT) CITY OF CANADA BAY CLIMATE RESILIENCE FRAMEWORK








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(DRAFT) CITY OF CANADA BAY CLIMATE RESILIENCE FRAMEWORK

Figure 1: Key concepts for climate risk, NSW Government Climate Change Adaptation Strategy, 2022

Climate Resilience – Key Concepts		
Concept	Definition	
 <b>Climate change adaptation</b>	Adjustment to the actual or expected effects of climate change. Adaptation plays a key role in reducing exposure and vulnerability to climate change, and can be proactive, reactive, incremental or transformational (Intergovernmental Panel on Climate Change 2022a).	
 <b>Climate change hazard</b>	A potential natural or human-induced physical event, trend or disturbance with negative consequences (Intergovernmental Panel on Climate Change 2018).	
 <b>Climate change impact</b>	The consequences of climate change. Impacts are when potential changes, risks or opportunities become reality (Intergovernmental Panel on Climate Change 2018).	
 <b>Climate change migration</b>	Actions that reduce the rate of climate change. This includes actions that limit or prevent greenhouse gas emissions and activities that remove these gases from the atmosphere (Intergovernmental Panel on Climate Change 2022b).	
 <b>Climate change projections</b>	The simulated response of the climate system to a scenario of future greenhouse gas emissions or concentration of greenhouse gases and aerosols. Generally, climate change projections are created using climate models (Intergovernmental Panel on Climate Change 2022a).	
 <b>Climate change resilience</b>	The capacity of systems (including social, economic, engineered, natural and ecosystems) to cope with a hazardous event, trend or disturbance. Coping means responding in ways that maintain the essential function, identity and structure of a system (as well as biodiversity in the case of ecosystems) (Intergovernmental Panel on Climate Change 2022a).	
 <b>Climate change risk</b>	When a hazard creates the potential for negative consequences due to the exposure and vulnerability of human or ecological systems. These consequences can include impacts on lives, livelihoods, health and wellbeing, economic, sociocultural assets and investments, infrastructure, services (including ecosystem services), ecosystems and species (Intergovernmental Panel on Climate Change 2022a).	

Source: NSW Government Climate Change Adaptation Strategy, 2022



(DRAFT) CITY OF CANADA BAY CLIMATE RESILIENCE FRAMEWORK

# About the Climate Resilience Framework

*“Together we are an inclusive, sustainable, and thriving foreshore community.”*

*City of Canada Bay Community Vision*

Council is responsible for representing the interests of the City of Canada Bay community and delivering local services and infrastructure. Council's ability to do this is increasingly affected by extreme weather events such as heatwaves and floods. This climate resilience framework is about adapting and transforming Council operations for long-term climate resilience. It is about improving Council's ability to anticipate, prepare for, respond and adapt to climatic shocks and stresses.

Council needs to reduce exposure by planning and preparing for actual and projected effects of climate change on people and assets. Council will seek to embed climate resilience into strategic and operational plans, contributing to the city's efforts to mitigate risks posed by a changing climate and future transition to zero emissions.

City of Canada Bay has a long track record of climate leadership. Council was an early adopter of climate adaptation principles, producing the Climate adaptation manual for local government<sup>1</sup>. In 2019, Council declared a Climate Emergency,

in 2020 Council adopted a greenhouse gas Emissions Reduction Action Plan to mitigate climate changes. Council also recognises the need to adapt and adjust its operations to respond to the current and future effects of climate change. This Climate Resilience Framework sets out Council's goals to 2035 with actions for implementation within the next four years, from 2025-2029. The Framework will be reviewed and updated every 4 years.

## Reducing emissions to mitigate climate change

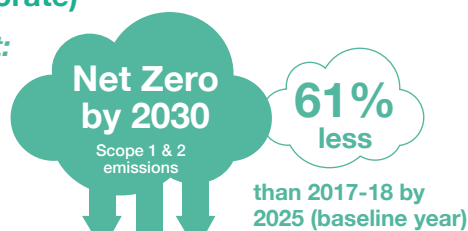
Council has already adopted plans to reduce greenhouse gas emissions including an Emissions Reduction Action Plan, Electric Vehicle Strategy and Action Plan and Draft Net Zero Fleet Transition Plan.

Council is well on the way to net zero emissions by 2030 for Council operations. In 2022-23 greenhouse gas emissions (for scope 1 and 2, plus streetlighting) from Council operations were 77% lower than the 2017-18 baseline. Emissions from the wider community are also reducing. In 2021-22, community emissions were 10% lower than the 2016-17 baseline year and 17.2% of homes have rooftop solar.

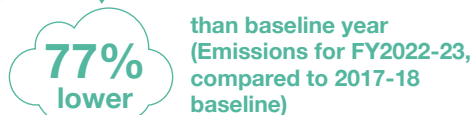
Figure 2: Corporate and Community Greenhouse Gas Emissions

### Council Operational Emissions (corporate)

**Target:**



**Actual:**

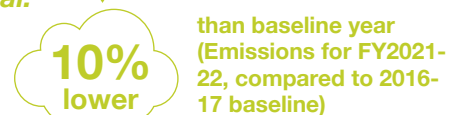


### Canada Bay Community Emissions

**Target:**



**Actual:**



<sup>1</sup>(IPCC 2022a), from NSW Government's Climate Adaptation Strategy  
<https://apo.org.au/node/40378>

(DRAFT) CITY OF CANADA BAY CLIMATE RESILIENCE FRAMEWORK

# Government Response

The risks posed by climate change are beyond the resources and scope of any one local government. Climate change impacts us at national, State and regional levels. Interdependencies between these scales and levels of government mean that adaptation must be a shared and collaborative responsibility.

## Australian Government

The Australian Government's [National Climate Resilience and Adaptation Strategy 2021-2025](#) includes plans to:

- Drive investment and action through collaboration - effective delivery of this objective is vital to support local government climate adaptation action.
- Improve climate information and services - Council depends on the Bureau of Meteorology to provide timely and locally relevant climate change projections to understand the type of future Council must plan for.

## NSW Government

The NSW Reconstruction Authority has just launched (on 20/3/24) its [State Disaster Mitigation Plan \(SDMP\)](#) with new actions for NSW councils to prepare a [Disaster Adaptation Plan \(DAP\)](#) which has legal status under the Reconstruction Authority Act and other legislation. Both the Plan and any relevant DAPs play an important role in future land use planning decisions made in NSW. The Plan is legislated to inform land use, infrastructure and transport planning.

NSW Government also plans wider system changes that will impact Council and community e.g. standard land use planning controls for each hazard type.

NSW Reconstruction Authority has released guidance for councils on preparing Disaster Adaptation Plans<sup>2</sup>. It is expected they will need to outline projects, strategies, or actions to mitigate or minimise the impact of disasters caused by natural hazards at a local level. The NSW Climate Change Policy Framework outlines NSW Government's long-term objectives to achieve net-zero emissions by 2050

and to make NSW more resilient to a changing climate. In 2022, NSW Government released the [NSW Climate Change Adaptation Strategy](#). The strategy has four priorities:

1. Develop robust and trusted metrics and information on climate change risk
2. Complete climate change risk and opportunity assessments
3. Develop and deliver adaptation action plans
4. Embed climate change adaptation in NSW Government decision-making.

## Resilient Sydney

City of Canada Bay Council is working collaboratively with Resilient Sydney to build the resilience of the Greater Metropolitan Sydney Region by implementing the Resilient Sydney Strategy. Council implements the Strategy at a local level.

The first Resilient Sydney Strategy identifies the following 5 key priorities for all parts of the Greater Sydney Region, based on a region-wide assessment using the 100 Resilient Cities methodology.

### [5 Key Priorities, Resilient Sydney Strategy](#)

1. People centred city, we include communities in decision-making for growth and equity.
2. Live with our climate, we adapt to sustain our quality of life and our environment.
3. Connect for strength, every Sydneysider will feel they belong in our community and city.
4. Get ready, we know how to prepare, respond and recover.
5. One city, we are one city.



# Our Climate is Already Changing, We Need to Adapt to Remain Resilient

## By improving our capacity to respond to climate change impacts, we enhance the resilience of our organisation and our community.

The climate in our area is already changing and impacting Council services with impacts expected to worsen over coming years (Figure 4). Hotter days and heavier rainfall have impacts on the delivery of Council services. During the 2019-20 Black Summer all Sydneysiders breathed air filled with bushfire smoke for weeks. In 2020, 2021 and 2022, Sydney experienced the impacts of heavy rain and flooding. While many areas experienced more severe impacts than the City of Canada Bay, the effects of disrupted supply chains, increased road repairs, tree damage and park inundation were still experienced locally.

Climate change creates risks for Council. Climate change can affect people, both Council staff and the community, buildings, infrastructure and natural environments. Climate change can also affect intangible things including social and cultural factors, and the services that nature and ecosystems provide. Council considers its degree of influence when deciding how to respond to climate risks, as illustrated in Figure 3 below.

*“The climate in New South Wales is already changing, with extreme weather events becoming more frequent and intense, as well as long-term changes to weather patterns evolving. These changes can exacerbate risks and create new systemic risks and opportunities for government.”*

*Climate Risk Ready NSW Guide, NSW Department of Planning, Industry and Environment.*

Figure 3: Council sphere of influence





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# Projected Climate Changes and Impacts

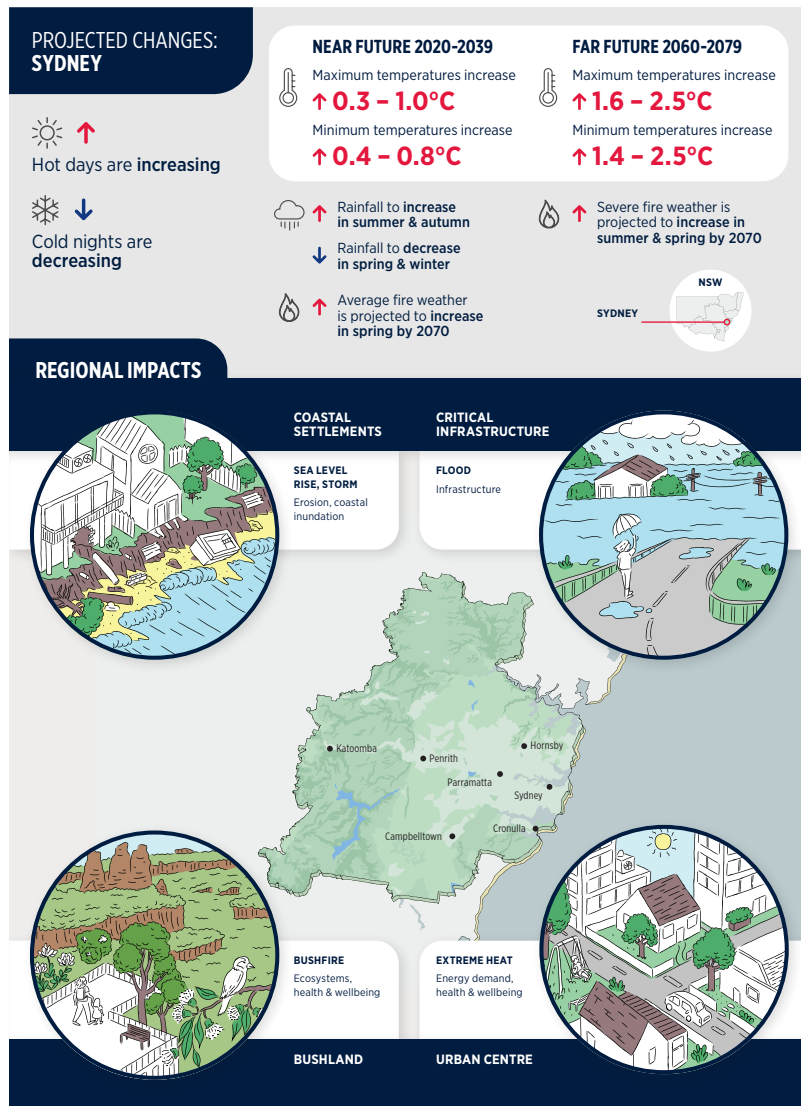


Council uses the NSW Government's climate projections, in the [NSW Common Planning Assumptions](#) to assess risks to Council and our local government area. Council also draws on the lived experience of staff, residents and industry partners and actual performance of services and infrastructure over recent years.

It is projected that the Canada Bay area will likely see further increase in average temperatures, greater levels of air pollution, more extreme weather events and a spike in the number of extreme heat days each year. Continued variations in yearly rainfall are projected with an increase in drought and bushfire conditions. Projected sea-level rise is likely to result in more low-lying areas being affected by flooding.

"According to the IPCC Sixth Assessment Report, even under the lowest greenhouse gas emissions scenario, global surface temperature is expected to rise by up to 1.7°C within the next 20 years and could reach 2°C within 40 years compared to pre-industrial levels (1850–1900). Under higher emissions scenarios, warming could reach as high as 1.9°C within 20 years (IPCC 2021a). Because NSW is warming 1.4 times faster than the global average, and has

Figure 4: Projected Climate Changes



Source: Adapt NSW, Metropolitan Sydney Climate Change Infographic

[https://www.climatechange.environment.nsw.gov.au/sites/default/files/2022-01/AdaptNSW\\_Metro%20Sydney\\_projected%20climate%20change%20infographic.pdf](https://www.climatechange.environment.nsw.gov.au/sites/default/files/2022-01/AdaptNSW_Metro%20Sydney_projected%20climate%20change%20infographic.pdf)

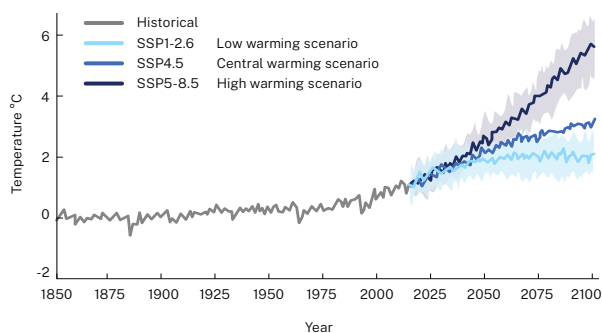
(DRAFT) CITY OF CANADA BAY CLIMATE RESILIENCE FRAMEWORK

already experienced warming of 1.4–1.6°C, the state is likely to experience warming greater than 1.7°C in the next 20 years (CSIRO 2021)."

Source: NSW Climate Change Adaptation Strategy  
<https://www.climatechange.environment.nsw.gov.au/sites/default/files/2022-09/NSW%20climate%20change%20adaptation%20strategy.pdf>

Figure 5: Graph of historical and future projected mean surface air temperature across Eastern Australia from 1850–2100

### Average surface temperature change, Eastern Australia



"Data is from Coupled Model Intercomparison Project Phase 6 models within the IPCC Working Group 1 Interactive Climate Atlas using the land only component of the EAU Region. Shaded areas represent the interquartile range of the models and the solid lines the mean of the models (Iturbide et al. 2021; Gutiérrez et al. 2021).

Shared Socioeconomic Pathways (SSPs) are a range of scenarios for climate change that consider different levels of greenhouse gas emissions, population, economics, social factors, and other key concepts. They include high emissions pathways with limited climate change mitigation and low emissions pathways where mitigation is largely successful. Three main SSPs are discussed in this strategy, SSP1-2.6, described as a low warming scenario, SSP4- 4.5 described as a central warming scenario, and SSP5-8.5 described as a high warming scenario (IPCC, 2021a)."

Source: NSW Climate Change Adaptation Strategy  
<https://www.climatechange.environment.nsw.gov.au/sites/default/files/2022-09/NSW%20climate%20change%20adaptation%20strategy.pdf>



Figure 6: Metropolitan Sydney Climate change snapshot, NSW Government<sup>5</sup>

## The impact of sea level rise in NSW

Sea level rise is projected to accelerate over the 21st century. The most recent sea level rise projections are from the Intergovernmental Panel on Climate Change (IPCC) **6th Assessment**

**Report**. The IPCC predict a likely sea level increase on the central NSW coast of:

- between 0.21m and 1.06m by 2100, and
- between 0.28m and 1.95m by 2150.

This is dependent on the level of future greenhouse gas emissions.

Sea level rise is projected to cause **higher, more extensive and more frequent flooding (inundation)** with very low-lying areas likely to be permanently inundated.

Climate change may also **increase the severity of extreme weather events** such as east coast lows. Sea level rise **makes these events much more damaging**, as the higher mean sea levels raise storm surge levels and increase erosion.

**Sea level rise is likely to have very significant impacts on Australia's people, environment, industry and economy.**

Source: Adapt NSW, Climate change impacts on sea level rise



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# Climate Hazard and Risk Assessment

In 2022, Council reviewed its climate risk assessment. The key hazards identified are:

## Key Hazards:



**Heat stress**



**Extreme heat**



**Fire weather and associated smoke and air pollution**



**Drought**



**Water stress**



**Increased water demand**



**Storms**



**Heavy rainfall**



**Urban flooding**



**River flooding**



**Coastal flooding including sea level rise**

Climate hazards affect our community and Council in many ways. A harsher and less predictable climate has the potential to affect the quality and cost of the services Council delivers to the community.





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# Challenges and Opportunities for Council

The geography and urban setting provides a range of challenges and opportunities for Council to navigate during extreme weather events..



## Managing financial impacts

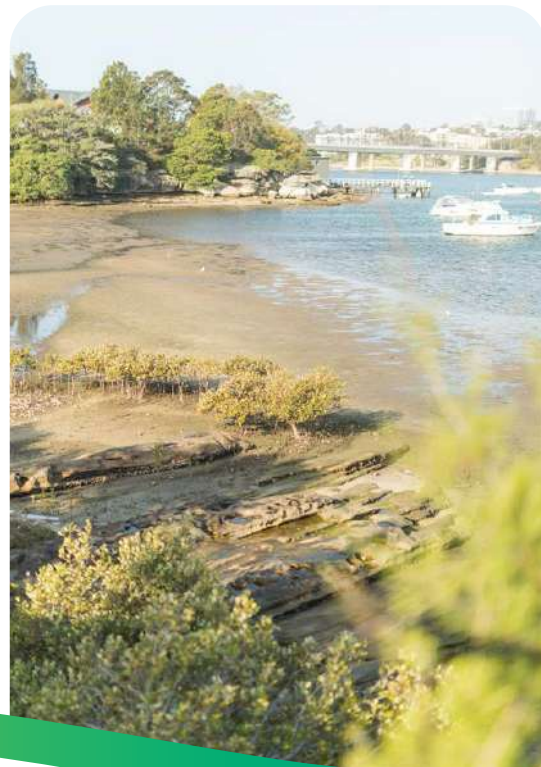
The cost and effort of adapting to a changed climate and remediating the impacts of extreme weather events poses financial and service delivery risks for Council. Insurers already factor climate change into premiums and are limiting their coverage of significant risks. Council has participated in an insurance risk program and is actively adapting assets through yearly work programs.



## Healthy river, healthy people

In the City of Canada Bay, one of our greatest natural assets is the 36-kilometre Parramatta River foreshore. It's along the foreshore where you'll find many of our much-loved Council-managed pools, parks, sportfields and local wildlife areas. The network of blue waterways and green parklands and gardens are great places to cool off on a hot day, keep fit and connect with friends, family and nature. Waterways and parklands absorb stormwater run-off, cools the landscape, absorbs carbon and provides homes for wildlife including the iconic Bar-tailed Godwits and Ospreys. These natural green spaces and a healthy river are essential for people in a hotter and more extreme climate, while simultaneously becoming more challenging and resource intensive to maintain.

Council and the Parramatta River Catchment Group are investing in making the Parramatta River swimmable and beautiful again. Council is planting thousands of trees to grow our urban forest canopy, for shade, amenity and habitat.



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## Growing our urban forest

Tree canopy is an increasingly vital front-line asset to protect our communities from heat stress on hotter days as greater density adds to the urban heat island effect. At the same time, the tree canopy is being subjected to greater stress and damage from heat, droughts, storms and flooding, resulting in the need to consider suitability of tree species being planted. There is also considerable growth in development, which is contributing to a decrease in canopy on private land, placing more pressure on the system.

Climate change may also place greater stress on the urban forest. Declining rainfall in winter and spring could make establishment and maintenance of trees more challenging, whereas warmer summers with higher rainfall could further encourage pests and diseases that influence tree health. Periods of extreme heat also places additional physiological stress on trees.



## Healthy habitats for wildlife

City of Canada Bay is home to many species of native birds, animals and plants. Keeping them and their habitat healthy requires ongoing investment in the blue and green grid as a functioning strategic asset for our community and the precious wildlife gems we have left, as well as those Council want to encourage back.



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## Preparing for droughts and floods

Ensuring parks and ovals remain beautiful and accessible is more challenging in years of heavy rainfall, with sodden grass followed by scorching heatwaves and parching long dry periods. Road and drainage infrastructure is not designed for increasingly extreme rainfall events which can cause local floods and access issues. Council is undertaking flood studies for Exile Bay and Powells Creek to assess the impacts of climate change and better understand the impacts of flooding. Ongoing adaptive asset management strategies, catchment-wide collaboration and investment contributes to managing stormwater flows and their effects on pollution run-off along with sea-level rise.

### CLIMATE STORY – SWIMMING IN PARRAMATTA RIVER

#### It's hot, and the river is a great place to cool off.

There's nothing better than visiting the foreshore for a picnic or swim with friends and family. Bayview Park is a fantastic place to cool off in summer.

The swim spot at Bayview reopened in late 2023 for the first time since 1969 after a major project delivered by Council.

La Nina brought heavy floods that increased the risk of river pollution. Riverwatch provides water quality information to help make a decision about whether to swim after a rain event.



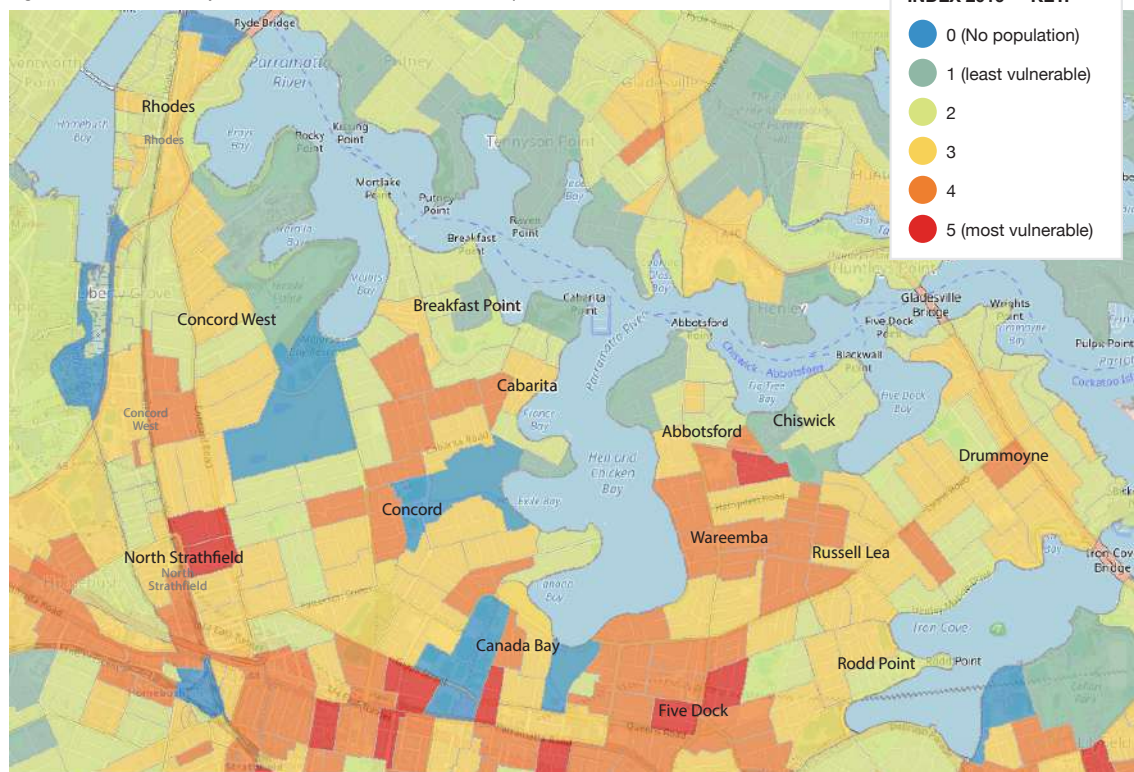
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## Managing increasing density and urban heat

As an increasingly dense urban area, the urban heat island effect amplifies the local intensity of heat in our area. The NSW Government's 2016 Heat Vulnerability Index mapping shown in Figure 7, identified pockets (coloured red on the map) where local people may have high exposure, high sensitivity and/or low adaptive capacity. As land uses change and people move, the assessment of the impact of heat and vulnerability will continue.

City of Canada Bay has distinct areas that are either hotter or cooler than the LGA wide average. Urban heat islands are a key issue as extreme heat can lead to greater health problems for the community than any other natural hazard. This is especially so for vulnerable members of the community. Extreme heat also impacts on economic productivity as well as native plants and animals. The urban forest in the City of Canada Bay is one of the most important assets the Council has in mitigating urban heat islands now and in the future.

Figure 7: Heat Vulnerability Index 2016, NSW Government SEED portal<sup>3</sup>



© OpenStreetMap contributors | Land and Property Information 2015 | Division of Resources and Energy | Department of Primary Industries NSW | Department of Primary Industries (Water) NSW | Office of Environment and Heritage NSW | Environment Protection Authority NSW | Department of Planning and Environment NSW | Geological Survey of NSW, 2016

The NSW Heat Vulnerability Index (HVI) dataset identifies areas to monitor where populations in the Sydney Greater Metropolitan Area are more vulnerable to the adverse effects of urban heat, as of Summer 2015-2016. HVI utilises indicators for exposure, sensitivity and adaptive capacity to calculate an overall heat vulnerability index. Expressed through the data, a vulnerability of 1 (green) represents a combination of low exposure, low sensitivity and/or high adaptive capacity. A vulnerability of 5 (red) represents high exposure, high sensitivity and/or low adaptive capacity. The calculation of HVI and the inputs to the exposure, sensitivity and adaptive capacity indicators are explained in the metadata. The HVI data is aggregated to the Australian Bureau of Statistics (ABS) Statistical Area Level 1 (SA1) polygon dataset to enable spatial analysis to support local policy and decision making. It can be used in conjunction with the NSW urban vegetation cover dataset for the same time period for broader analysis of the relationship of heat to green cover.



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## Urban planning for climate resilience

Careful land use planning and development control contributes to mitigating the impact of urban heat, overland flows of stormwater and flooding. New homes, businesses and community facilities should be built to provide shelter during extremely hot weather and during periods of drought or heavy rainfall. Existing homes in our area may need upgrades by private landowners over time to improve energy and water efficiency and remain comfortable and safe during extreme weather. The retention and replacement of trees to provide shading is an important factor to be considered.

## Resilient access and mobility

Access and mobility are a key challenge for our city with congestion of transport networks. As our population grows along with climate impacts, infrastructure is likely to be subjected to more wear and tear, and disruptions during extreme weather events. Road surfaces may need more maintenance or even reconstruction using different designs and materials. Strategic transport planning can embed climate resilience into transport design, encouraging more trips on foot, bike and public transport to ease congestion. Technology changes such as electrification of transport is a way to reduce local particulate pollution, carbon emissions and reliance on imported transport fuel.

## People are the heart of our communities

Climate change can exacerbate pre-existing community vulnerabilities and will significantly affect vulnerable cohorts of people. For instance, extreme heat is associated with poor health outcomes for infants and the elderly, as well as increases in family violence. Our community may expect Council to play a bigger role in supporting more vulnerable people in our community to adapt to climate change. Even where other organisations provide front-line support services, Council can be an important voice in advocating for appropriate services and resources locally.

## Emergency management

In recent years, demands on Council's emergency management functions increased in response to more frequent and severe weather events. Proactive planning allows Council to continue delivering these services as disruptions and emergency situations increase, while also providing support to neighbouring local governments through partnership arrangements. Vulnerable community members may also need increased support during extreme weather events, placing pressure on other services.



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# Council Response to Climate Resilience

Council is already responding to climate change through adopted individual targets and plans. These are listed in Appendix 1 and include plans for environmental sustainability (urban forest canopy, river health, biodiversity, climate mitigation, active transport) and social sustainability (place management and community services) and emergency management.

This Framework enhances these individual plans by establishing an organisation-wide framework in response to climate risk.



*“The foreshore is likely to be affected by future implications of climate change, including possible sea level rise and flooding. Other LGA-wide climate change impacts could include exposure to increased extreme weather events and an enhanced urban heat island effect. Council has an important role to play in mitigating climate change impacts through reducing carbon emissions, advocating for better active and public transport and controlling how and where new development occurs.”*

*City of Canada Bay Local Strategic Planning Statement*

*“Council leads the way with ethical and effective decision-making to ensure a sustainable, financially secure, and resilient future for our City.”*

*Direction 5, Civic Leadership, City of Canada Bay Community Strategic Plan, Our Future 2036*



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# How Council Assesses and Plans for Climate Change

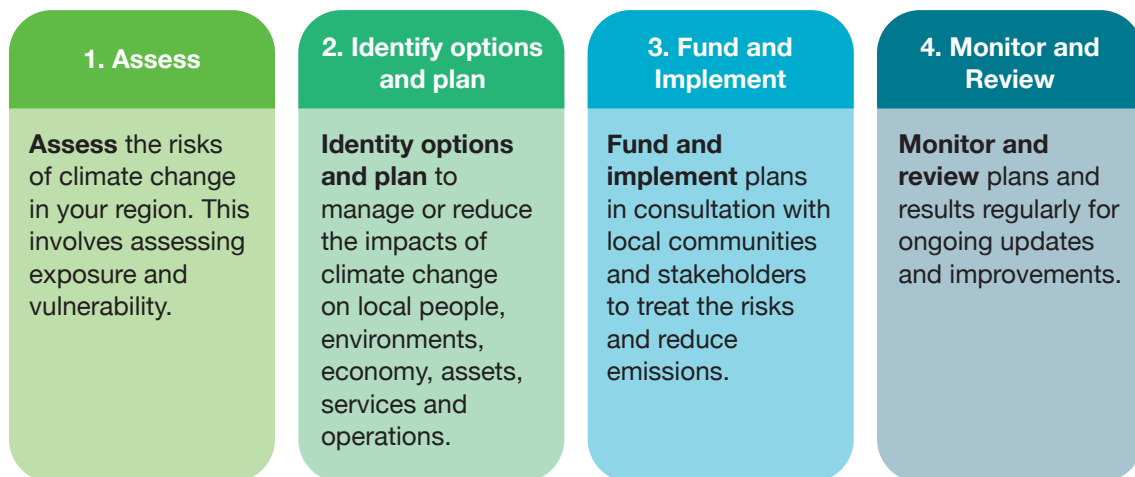
## Physical Risks and Transition Risks

The risks posed to City of Canada Bay due to changes to the climate are both:

- Physical climate impacts – increases to the frequency and intensity of extreme weather (acute risks) as well as long term changes to key climate parameters such as average temperature and sea level rise (chronic risks); and
- Transition risks – related to a transition to a lower carbon operating environment and the challenges this may pose either as a rapid change in the near future, or a prolonged decarbonisation pathway later in the century.

Council follows the approach recommended in NSW Government's [Guide to Climate Change Risk Assessment for NSW Local Government](#). In 2024, Council will integrate climate risk management into its new Enterprise Risk Management Framework.

Figure 8 – NSW Government process for councils to assess and plan for climate change



Source: <https://www.climatechange.environment.nsw.gov.au/how-adapt/local-councils-and-authorities>





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# Adaptation and Emissions Maturity Assessment



This Framework establishes an organisation-wide approach to climate resilience. Council is using a maturity model to measure the organisation's ability for continuous improvement. The higher Council's maturity, the higher the chances that incidents or errors will lead to improvements in service quality or more effective use of resources. Council's organisational maturity was assessed using the NSW Government's Local Government Climate Readiness Tool.

Figure 9a – NSW Government Organisational Maturity Assessment graphs

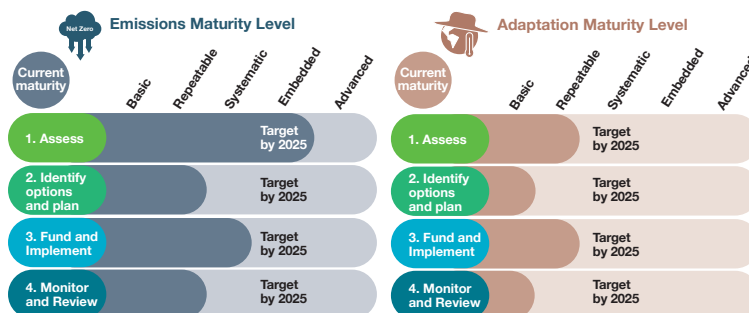


Figure 9b – NSW Government Organisational Maturity Assessment table

Council emission reduction maturity description		
Maturity level	Distinguishing factors	Capability description
Basic*	Un-coordinated	Some operational data is collected. Some operational emission reduction actions are underway.
Repeatable*	Disciplined process	Operational data is regularly collected and analysed. Operational emission reduction actions become more widespread.
Systematic*	Standard, consistent process	Data is systematically collected for all council operations. Operational emissions reductions are coordinated in a standard, consistent process through a net zero operational strategy/roadmap which include standard performance metrics.
Embedded	Predictable process	Operational emissions data (Scope 1, 2 and 3) including embodied emissions in capital works and procurement, is collected, reported and feeds into council planning. Community emissions net strategy is developed and implemented as part of GHG Management processes.
Advanced	Continuously improving process	Emissions strategy for council and the LGA is part of continuous improvement processes and covers operations, investments and the LGA more broadly. Council has an integrated economic transition strategy to prepare for the zero-carbon economy.
* No community emissions reduction actions done at these stages		
Adaptation Maturity		
Maturity level	Distinguishing factors	Capability description
Basic	Un-coordinated	Risk management is unpredictable, vague and highly dependent on individuals.
Repeatable	Disciplined process	Risk management is established and repeatable, documentation is limited.
Systematic	Standard, consistent process	Risk management is proactively managed, supported by a defined process and is stable and measurable.
Embedded	Predictable process	Risk management is formally defined, predictable, consistently delivered and meets defined objectives. Transition and liability risks are assessed and reported. Risk assessment extends to LGA-wide community risks.
Advanced	Continuously improving process	Risk management is optimised, delivers to stretch objectives and is subject to continuous improvement. Risk assessment, management & adaptation for physical, transition and liability risks extends to include LGA-wide community actions.

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# Embedding Climate Risk Management into Council Operations



City of Canada Bay, through the development of the framework, is seeking to systemically address climate risk by integrating it into key governance processes for:

- Corporate governance and planning
- Financial management
- Risk management and public risk disclosure
- Asset management
- Procurement management
- Land use planning and development controls
- Greenhouse gas emission reduction
- Work health and safety
- Service design and delivery
- Business continuity planning and emergency management
- Community services, community development and engagement
- Communications and engagement.



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# City of Canada Bay Climate Resilience Action Plan

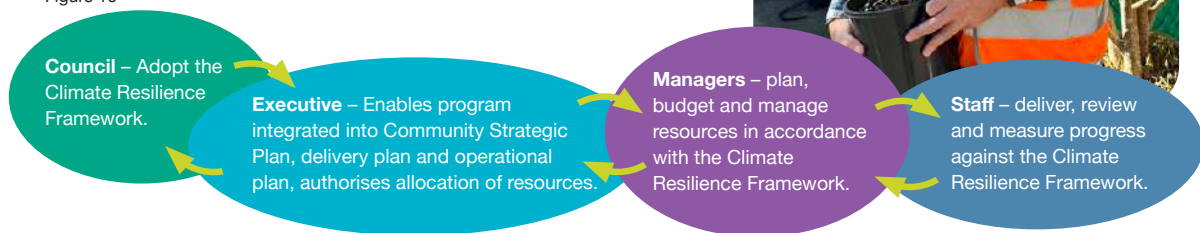
This Framework establishes a systematic and integrated framework where risks are proactively managed, supported by a defined, measurable process. Council is already responding to climate change and has adopted thematic targets and plans with defined actions to adapt and build resilience to climate change. These are listed in Appendix 1.

This Climate Resilience Framework sets out Council's goals to 2035 with actions for implementation within the next four years, from 2025-29. The Framework will be reviewed and updated every 4 years.

## Governance

Accountabilities described in this document will be embedded in Council operations via the Council's Integrated Planning and Reporting framework.

Figure 10



## Reporting

### Frameworks for climate resilience planning and reporting

Council applies a variety of tools and frameworks to evaluate our organisational maturity and progress to climate resilience. These include:

- Integrated Planning and Reporting under Local Government Act requirements.
- Cities Race to Zero, the world's largest coalition of non-state actors taking immediate action to halve global emissions by 2030.
- CDP-ICLEI Track, the world's leading city climate reporting platform.

### Cities Race to Zero

In 2022, Council joined the Cities Race to Zero. Council uses the CDP disclosure platform for reporting in line with the Taskforce on Climate-related Financial Disclosure (TCFD) Principles for Effective Disclosure. This approach ensures Council's climate risk disclosure is comparable and consistent with the regional and global economy.

In 2023, Council scored D overall

- B Mitigation
- D Adaptation.

Council's goal is to keep improving our scores for future CDP Assessment by implementing the actions in this Climate Resilience Framework.



(DRAFT) CITY OF CANADA BAY CLIMATE RESILIENCE FRAMEWORK

## Action Plan

#	Climate Resilience Goal	Actions	Directorate	Lead
1.	<b>Council plans for and delivers projects that consider climate resilience.</b>	<ul style="list-style-type: none"> <li>Review project management processes to consider climate change risks and resilience standards throughout project lifecycles.</li> <li>Review and update Plans of Management and Masterplans in a prioritised cycle.</li> </ul>	City Assets	Manager, Project Management Office
2.	<b>Council manages its assets for climate resilience.</b>	<ul style="list-style-type: none"> <li>Review and update asset management plans to consider climate risks strategically and operationally across asset lifecycles.</li> <li>Continue with the Seawall renewal program.</li> <li>Continue the Flood Committee governance and flood management program.</li> </ul>	City Assets	Manager, Strategic Asset Services and Innovation
3.	<b>Climate resilient parks, waterways, urban forest and wildlife habitats.</b>	<ul style="list-style-type: none"> <li>Continue Council's commitment and support for the Parramatta River Catchment Group/Our Living River Program.</li> <li>Establish urban canopy as a Council asset with asset management plans, capital works program and maintenance regime to consider climate risks strategically and operationally.</li> <li>Implement actions from the Biodiversity Strategy relating to open space management.</li> </ul>	City Assets	Manager, Open Space
4.	<b>Enhance the resilience of our transport network.</b>	<ul style="list-style-type: none"> <li>Strategically embed climate mitigation and adaptation into asset management practices for roads and transport assets.</li> <li>Continue to consider active transport initiatives.</li> <li>Update road maintenance practices to incorporate additional demands of climate change.</li> </ul>	City Assets	Manager, Roads and Traffic
5.	<b>Support our community to plan for, prepare, respond and recover from emergencies.</b>	<ul style="list-style-type: none"> <li>Resource Council's Local Emergency Management Officer (LEMO) and functions appropriately.</li> <li>Contribute to the Emplan.</li> </ul>	City Assets	Manager, Roads and Traffic/LEMO



(DRAFT) CITY OF CANADA BAY CLIMATE RESILIENCE FRAMEWORK

## Action Plan

#	Climate Resilience Goal	Actions	Directorate	Lead
6.	<b>Support our community to plan for, prepare, respond and recover from emergencies.</b>	<ul style="list-style-type: none"> <li>Complete and implement resilience assessments on Council facilities identified in the Emplan as appropriate.</li> </ul>	City Assets	Manager, Building and Fleet Asset Services
7.	<b>Enhance our local places by incorporating climate adaptation and mitigation in place plans and programs as appropriate.</b>	<ul style="list-style-type: none"> <li>Incorporate climate resilience into the Place Management Framework, place plans and programs when next reviewed.</li> </ul>	Community, Culture and Leisure	Manager, Place Management
8.	<b>Deliver community programs and services which enable vulnerable people to respond to climate risks.</b>	<ul style="list-style-type: none"> <li>Incorporate climate risk and resilience into Council's Social Strategy at the next review.</li> <li>Continue to collaborate with the State Government and local service providers to support our local community in adapting to climate change.</li> <li>Support local delivery of Resilient Sydney social programs and outcomes.</li> <li>Incorporate climate resilience and climate mitigation into Council's community, culture and leisure services strategies and delivery plans as appropriate.</li> </ul>	Community, Culture and Leisure	Manager, Library and Community Services
9.	<b>Integrate Climate resilience into Council Governance.</b>	<ul style="list-style-type: none"> <li>Integrate climate risk into Council's Enterprise Risk Management frameworks.</li> <li>Review, update and test Council's Business Continuity Plan to include climate risks as appropriate.</li> </ul>	Corporate Services & Strategy	Manager, Governance and Risk
10.	<b>Consider Climate resilience in corporate planning.</b>	<ul style="list-style-type: none"> <li>Incorporate climate risk management in Council's Integrated Planning and Reporting Framework.</li> </ul>	Corporate Services & Strategy	Corporate Planner



(DRAFT) CITY OF CANADA BAY CLIMATE RESILIENCE FRAMEWORK

## Action Plan

#	Climate Resilience Goal	Actions	Directorate	Lead
11.	<b>Consider Climate resilience in Council budgets and procurement protocols.</b>	<ul style="list-style-type: none"> <li>Review and update Council's financial plans, policies and budgets in consideration of climate risks.</li> <li>Comply with legislated obligations for climate related financial disclosure as required.</li> <li>Include climate resilience in procurement policy, processes, contracts and specifications as appropriate.</li> </ul>	Corporate Services & Strategy	Chief Financial Officer
12.	<b>Maintain the health and wellbeing of Council staff and ensure facilities have appropriate emergency plans.</b>	<ul style="list-style-type: none"> <li>Review and update WHS risk assessments, Standard Operating Plans.</li> <li>Review arrangements for staff who may encounter difficulty in getting to work due to extreme weather events.</li> <li>Send communications to all staff in extreme weather events and provide relevant tips to ensuring work is conducted safely.</li> <li>Provide toolbox talks where appropriate as they relate to working in weather conditions eg. Sun Safety Tool box talk.</li> <li>Prepare and test emergency management and evacuation plans for Council facilities.</li> </ul>	Executive Services	Manager, People and Culture
13.	<b>Reduce Council's operational greenhouse gas emissions.</b>	<ul style="list-style-type: none"> <li>Review Council targets and commitments.</li> <li>Investigate the expansion of Council's greenhouse gas emission profile to consider scope 3 emissions.</li> <li>Review and update Emissions Reduction Action Plan.</li> <li>Establish circular economy commitments in Environment Strategy and Resource Recovery and Waste Strategy.</li> <li>Embed Sustainable Procurement Policy into procurement practices.</li> <li>Review Water Efficiency Plan and Water Security Plan and create a Water Resilience Action Plan.</li> </ul>	Planning and Environment	Manager, Sustainability and Waste
14.	<b>Adapt land use plans and development controls to maintain liveability of our neighbourhoods by incorporating climate resilience, adaptation and mitigation measures into new development as appropriate.</b>	<ul style="list-style-type: none"> <li>Incorporate climate risk and resilience through land use planning where the initiative is consistent with State Environmental Planning Policy (Sustainable Buildings) 2022.</li> <li>Support and facilitate appropriate state planning and controls to address climate change adaptation and science-based targets for carbon reduction.</li> <li>Continue to implement Council's Affordable Housing Policy and Affordable Housing Contribution Scheme.</li> <li>Establish an evidence base to identify the impacts of sea level rise at a local level.</li> </ul>	Planning and Environment	Manager Strategic Planning





(DRAFT) CITY OF CANADA BAY CLIMATE RESILIENCE FRAMEWORK

## Action Plan

#	Climate Resilience Goal	Actions	Directorate	Lead
15.	Waste services are climate resilient and respond to greenhouse gas emissions targets.	<ul style="list-style-type: none"> <li>Update service plans, procurement plans and contracts to reflect climate risk and greenhouse gas emission targets.</li> <li>Review business continuity plans for waste service delivery in the event of extreme weather events.</li> </ul>	Planning and Environment	Manager, Sustainability and Waste
16.	Support our community to transition to net zero emissions and become sustainable – within homes, local businesses and community services.	<ul style="list-style-type: none"> <li>Review Council's community-wide Emissions Reduction Strategy and update where required to pursue alignment with relevant targets.</li> <li>Deliver climate resilience programs including educational and capacity building programs and community and corporate projects that support our community to adapt to impacts of climate change.</li> <li>Update the Environmental strategy to consider key climate issues.</li> <li>Review and update our Water Efficiency Plan and Water Security Masterplan and investigate opportunities to improve water sensitive urban design outcomes with relevant teams.</li> </ul>	Planning and Environment	Manager, Sustainability and Waste
17.	Support the delivery of the Resilient Sydney Strategy.	<ul style="list-style-type: none"> <li>Maintain membership of Resilient Sydney.</li> <li>Continue to undertake Cities Race to Zero and Climate Disclosure Project reporting.</li> <li>Support the organisation to pursue climate resilience.</li> <li>Research and review relevant policy, strategy and data to facilitate Council's response to changing needs.</li> <li>Report annually on the Framework.</li> </ul>	Planning and Environment	Manager, Sustainability and Waste



(DRAFT) CITY OF CANADA BAY CLIMATE RESILIENCE FRAMEWORK

# Appendix I



24

# Council's Thematic Climate Adaptation Plans

1.



## Increasing canopy cover through tree planting in streets, parks and gardens

- 25% tree canopy cover by 2040
- Urban Tree Canopy Strategy
- Nature strip policy
- 25% reduction in potable water use based on 2013 consumption

2.



## Improving the health of Parramatta River

- Swimmable Parramatta River by 2025
- Our Living River, Parramatta River Catchment Group

3.



## Conserving and enhancing natural areas and biodiversity

- No loss of native species
- Biodiversity Strategy 2019

4.



## Place management and asset management

- Place Management Framework
- Rhodes Place Plan
- Cultural Plan
- Managing our places
- Foreshore Access Strategy
- Our City After 5
- Majors Bay Place Plan
- Mortlake Place Plan

5.



## Transport resilience

- By 2036, 5% of trips made by cycling and 20% of trips made by walking
- Increase EV charge points in LGA
- Local Movement Strategy
- Pedestrian Access and Mobility Plan
- Bike Plan
- Electric Vehicle Strategy and Action Plan
- Foreshore Access Strategy





(DRAFT) CITY OF CANADA BAY CLIMATE RESILIENCE FRAMEWORK

6.



**Social Sustainability**

- Draft Social Sustainability Strategy
- Reconciliation Action Plan
- Aboriginal Cultural Heritage Study and Management Plan
- Community Engagement Strategy
- Community Harmony Strategy
- Community Safety and Crime Prevention Plan
- Disability Inclusion Action Plan 2021-2025
- Local Employment and Productivity 2021-2030
- Positive Ageing Strategy
- Social Infrastructure Community Strategy

7.



**Planning and responding to emergency events including severe weather driven by climate change**

- The Bay Local Emergency Management Plan
- Business Continuity Plan
- Disaster Recovery Plan

8.



**Climate Mitigation**

- Reducing greenhouse gas emissions
- Council operations: Net Zero by 2030 (Scope 1 and 2 emissions) and Community: Net Zero by 2050
- Reducing waste sent to landfill per person by 20% by 2030
- Organics collection and recycling program diverting waste from landfill by 2026
- Emissions Reduction Action Plan
- Electric Vehicle Strategy and Action Plan
- Resource Recovery and Waste Strategy – reducing emissions from landfill



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(Draft)  
**City of Canada Bay  
Climate Resilience  
Framework**





## TRAFFIC COMMITTEE

**27 June 2024**

***Via Email***

## MINUTES

### Committee Members:

Mayor Michael Megna	Chair
Sergeant S Tohme	NSW Police
Ms Kathryn Hawkins	Transport for NSW
Ms Stephanie Di Pasqua	Local Member of Parliament

### Advisory Members:

Mr B MacGillicuddy	CCB Council
Mr L Huang	CCB Council
Mr A Karki	CCB Council
Ms S Tran	CCB Council
Mr M Takla	State Transit Authority, Sydney Buses
Mr A Clarke	Access Committee
Mr D Martin	BayBUG – Canada Bay Bicycle Users Group
Mr S Lumley	Busways

Minute Taker: Ms Christine Di Natale CCB Council



**APOLOGIES**

Nil

**DECLARATIONS OF PECUNIARY INTEREST**

Nil

**CONFIRMATION OF MINUTES**

Traffic Committee Meeting – 30 May 2024

**COMMITTEE RECOMMENDATION**

THAT the minutes of the Traffic Committee Meeting of 30 May 2024 be confirmed.

**INDEX****Traffic Committee Meeting  
27 June 2024**

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**ITEM 1            WELLBANK STREET, NORTH STRATHFIELD –  
REMOVAL OF CHEVRON****Department      City Services and Assets****Author Initials: LH**

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**REPORT**

Council has received correspondence requesting the removal of the chevron outside 65 Wellbank Street, North Strathfield.

The subject chevron has been in place for approx. 35 years and was installed in conjunction with an angled speed hump. Over the years, Council has received a small number of requests to remove the chevron, with an increase in recent times due to ongoing parking demand from the commercial properties on Concord Road.

The subject location is noted to be sufficiently wide enough to allow parking whilst maintaining clearance for even large vehicles to safely pass by. As such, it is proposed to remove the chevron and replace it with an edge line as per the attached plan.

This will create one additional on-street parking space. Noting the relatively minor impact of the change and the fact that it is of positive benefit to the community, community consultation has not been undertaken.

A similar change is not proposed on the diagonally opposite side of the speed hump as the chevron covers only a short section of kerb and a driveway. As a result, it does not impact on any potential standard parking space.

**STAFF RECOMMENDATION**

THAT the chevron linemarking outside no. 65 Wellbank Street be removed and replaced with an edge linemarking as per the attached plan.

**DISCUSSION**

The TfNSW representative raised concern that the proposed solid edgeline may not make it clear that vehicles are able to park at this location. It was suggested that consideration be given to ensuring the islands are highly contrasted for visibility and having no painted lines at all.

Council staff noted that the proposal was a similar to Correys Avenue, Concord, just east of Trafalgar Parade. Notwithstanding this, it was noted that the kerbside traffic island is larger on Correys Avenue when compared to Wellbank Street.

Given the size of the kerbside traffic island on Wellbank Street, Council staff agreed that an edgeline is not strictly required. The island already features a painted white kerb and reflector post to highlight its presence to approaching drivers

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**COMMITTEE RECCOMENDATION**

THAT the chevron linemarking and edgeline outside no. 65 Wellbank Street be removed

Attachments:

1. Wellbank Street Chevron Removal.



**ITEM 2            PARK ROAD, FIVE DOCK – CONSTRUCTION WORKS  
                         ZONE****Department      City Services and Assets****Author Initials: LH**

---

**REPORT**

Council has received an application for a Construction Works Zone on Park Road, Five Dock on the frontage of 29 Park Road. This zone is to be used to facilitate demolition and construction of 6 terrace houses.

The proposed 'Works Zone' is 7.5m long operating '7am-5pm Mon-Sat' with an initial operating period of 6 months requested to commence as soon as possible. It is within an existing '2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat, Permit Holders Excepted' zone.

The existing '2P' signage will be adjusted appropriately and reinstated when the 'Works Zone' is no longer required (or alternate restriction approved through Traffic Committee in the interim).

**STAFF RECOMMENDATION**

THAT the installation of the 'Works Zone 7am-5pm Mon-Sat' in Park Road on the frontage of 29 Park Road, Five Dock be approved.

**DISCUSSION**

The TfNSW representative noted that they had no issues if the Works Zone needs to be extended in length to meet construction needs, provided it stays within the frontage of the development.

**COMMITTEE RECOMMENDATION**

THAT the installation of the 'Works Zone 7am-5pm Mon-Sat' in Park Road on the frontage of 29 Park Road, Five Dock be approved.

Attachments:

1. Park Road Works Zone.





**ITEM 3            SHORELINE DRIVE, RHODES - BENNELONG BRIDGE  
RUN ROAD CLOSURE****Department    City Assets****Author Initials: LH**

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**REPORT**

Council has received an event application for a community fun run of which a section is through Rhodes. This includes the temporary closure of Shoreline Drive between Mary Street and Gauthorpe Street. The event also involves the closures of Bennelong Bridge and streets within Wentworth Point approved by other relevant roads authorities.

It is proposed that the subject section of Shoreline Drive be closed on Sunday, 20 October 2024 from 5am until 10am as detailed in the attached Traffic Management Plan. The traffic management measures proposed to be implemented in Rhodes are generally consistent with those implemented in previous years.

This event is considered to be Class 1 in accordance with TfNSW guidelines.

**STAFF RECOMMENDATION**

THAT the temporary closure of Shoreline Drive between Gauthorpe Street and Mary Street to facilitate the Bridge Run from 5am to 10am on Sunday, 20 October 2024 be approved subject to the following:

1. The roadway be closed in accordance with the submitted Traffic Guidance Scheme (TGS) and must be installed in accordance with the TfNSW Guidelines for Traffic Control at Work Sites and the relevant Australian Standards.
2. The applicant is to contact Local Police, Fire Brigade and Ambulance Services to inform them of the proposed closure shortly before it is implemented and provide them with the TGS.
3. Surrounding residents and/or businesses be notified by the applicant.
4. Approval from the Transport Management Centre, Parramatta Council, Sydney Olympic Park Authority and Sydney Buses.

**DISCUSSION**

The TfNSW representative supported the recommendation subject to Council staff confirming that Transport Management Centre (TMC) are being liaised with.

Council staff advised that the applicant is liaising directly with the TMC and that the recommendation includes a requirement that approval be obtained from the TMC.

The Transit Systems representative noted that they were communicating with TfNSW events team to finalise operational plans.

**COMMITTEE RECCOMENDATION**

THAT the temporary closure of Shoreline Drive between Gauthorpe Street and Mary Street to facilitate the Bridge Run from 5am to 10am on Sunday, 20 October 2024 be approved subject to the following:

1. The roadway be closed in accordance with the submitted Traffic Guidance Scheme (TGS) and must be installed in accordance with the TfNSW Guidelines for Traffic Control at Work Sites and the relevant Australian Standards.
2. The applicant is to contact Local Police, Fire Brigade and Ambulance Services to inform them of the proposed closure shortly before it is implemented and provide them with the TGS.
3. Surrounding residents and/or businesses be notified by the applicant.
4. Approval from the Transport Management Centre, Parramatta Council, Sydney Olympic Park Authority and Sydney Buses.

Attachments:

1. Traffic Management Plan
2. Traffic Guidance Schemes





BILLBERGIA  
BENNELONG BRIDGE RUN

## TRAFFIC MANAGEMENT PLAN

# Billbergia Bennelong Bridge Run

## Sunday 20th October 2024

PREPARED ON BEHALF OF



Version 1.1  
30<sup>th</sup> April 2024

By  
WHO DARES PTY LTD

TRAFFIC PLANNERS  
SAFETY CONSULTANTS

SHED 8 / 1 CANAL ROAD  
LEICHHAROADT 2040  
P.O. BOX 187  
FIVE DOCK 2046

Ph: 02 9569 9922  
Fax: 02 9569 9933

Event Organiser: **True Sports Events**

Document Author: **Tim Emslie**  
**Who Dares Pty Ltd**  
**Prepare a Work Zone Traffic Management Plan**  
**Certificate: 0048945001**  
**Phone: 02 9569 9922**

**Version Control**

Version	Date	Status	Comments
Version 1.0	26 April, 2024	DRAFT	First Draft
Version 1.1	30 April, 2024	DRAFT	Minor Amendments

## 1. INTRODUCTION

### 1.1. Introduction

This plan has been prepared for **True Sports Events**.

It has been prepared after discussions with True Sports Events and Who Dares.

The plan relates to traffic management arrangements for the *Billbergia Bennelong Bridge Run* event held on Sunday 20th October 2024.

### 1.2. Objective

It is the objective of this report to set out the means and measures by which roads may managed so that the *Billbergia Bennelong Bridge Run* can take place.

The plan will include a description and detailed plan of the proposed measures, will identify and assess the impact of the proposed measures, will discuss the impact of re-assigned traffic, the proposal's effect on public transport services and what provisions are to be made for Emergency Services vehicles, heavy vehicles, cyclists and pedestrians. Furthermore, the plan will assess the effect of the proposal on existing and future developments within the vicinity, the possible flow on effects for traffic in adjoining Council Areas and finally will include a discussion about the requirement for a public consultation process with respect to the proposal.

### 1.3. Authority of the TMP

This Transport Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Lunar Lanes event, will operate.

In case of emergencies, or for the management of incidents, the NSW Police are not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.



## 2. EVENT DETAILS

### 2.1. Event summary

Event Name	<b>Billbergia Bennelong Bridge Run</b>
Event Date:	<b>Sunday 20<sup>th</sup> October 2024</b>
Half Marathon Event Times:	<b>06:50 hours - 09:50 hours</b>
Wheelchair Event Times:	<b>07:00 hours - 08:30 hours</b>
10km Event Times:	<b>07:10 hours - 08:35 hours</b>
2km Event Times:	<b>09:00 hours – 10:00 hours</b>
Event Set Up Time:	<b>05:00 hours</b>
Event Pack Down Finish Time:	<b>11:00 hours</b>

### 2.2. Brief Description of the event

The Rhodes, Sydney Olympic Park and Wentworth Point areas are experiencing a huge redevelopment and growth phase. We believe a successful community run will not only showcase these suburbs but will also add to the liveability of the area.

In its seventh year now, the event will deliver a Half Marathon in addition to the 10km Wheelchair race, 10km community run and 2km family run. The event will highlight and promote the area as a fun vibrant place to live, as well as help build a cohesive active community.

## 2.3. Contact Names

### True Sports Events

**Stephanie Lebeau**

Race Director

**Phone**

**Mobile**

0411 346 273

**E-mail**

[steph@bbbrun.com.au](mailto:steph@bbbrun.com.au)

### Sydney Olympic Park

**Stephen Kennett**

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02 9714 7928

**E-mail**

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### City of Canada Bay Council

**Saskia Vromans**

Place Manager Rhodes

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**Mobile**

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**E-mail**

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### Parramatta City Council

**Saniya Sharmeen**

Traffic and Transport

Team Leader

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**Mobile**

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**E-mail**

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### Transport for NSW

**Kenneth Seeto**

Transport Operators Planner

Major Events

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**Mobile**

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**E-mail**

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### Transport for NSW - Buses

**Steven Blight**

A/Transport Planning Project Manager

**Phone**

**Mobile**

0447 377 450

**Email**

[steven.blight2@transport.nsw.gov.au](mailto:steven.blight2@transport.nsw.gov.au)

### Who Dares Pty Ltd

**Tim Emslie**

Senior Events Manager

**Phone**

02 9569 9922

**Mobile**

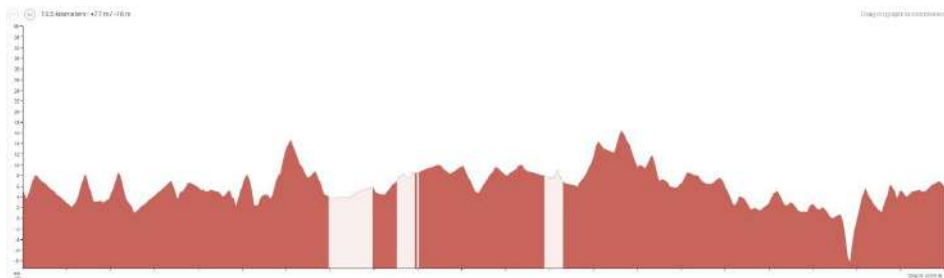
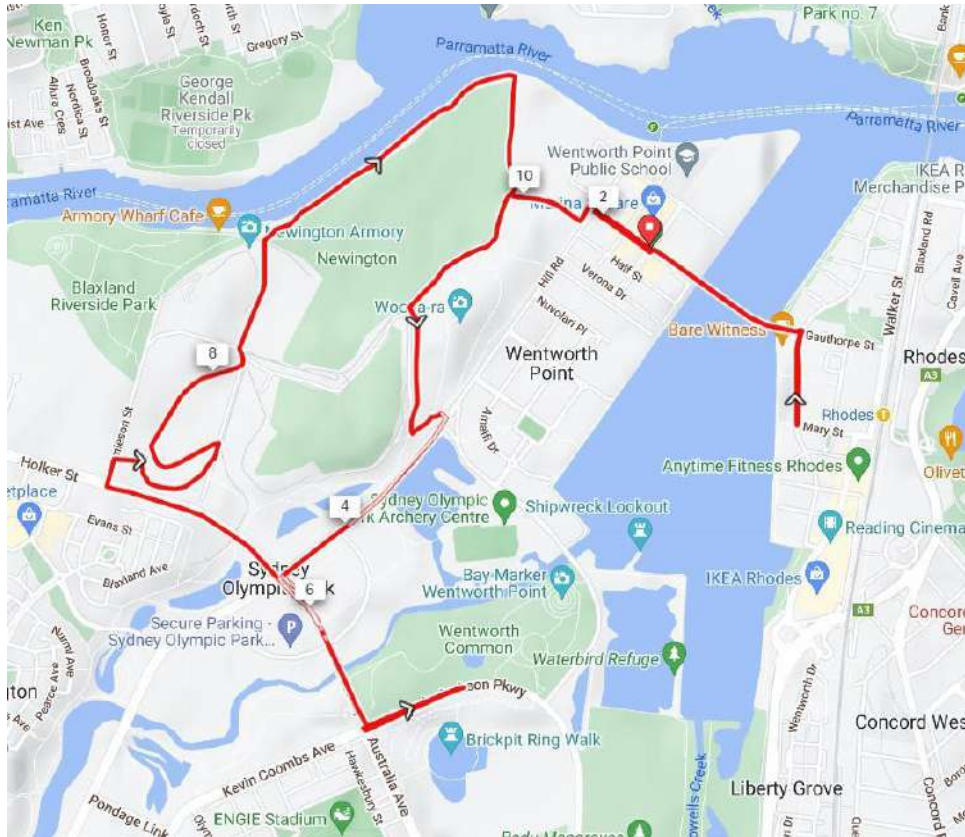
0477 014 173

**E-mail**

[tim@whodares.com.au](mailto:tim@whodares.com.au)

### 3. TRAFFIC AND TRANSPORT MANAGEMENT

#### 3.1. Half Marathon Route

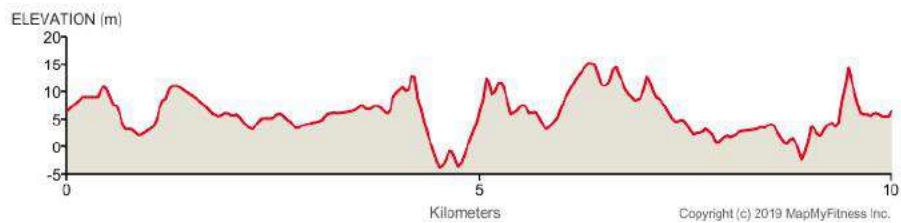
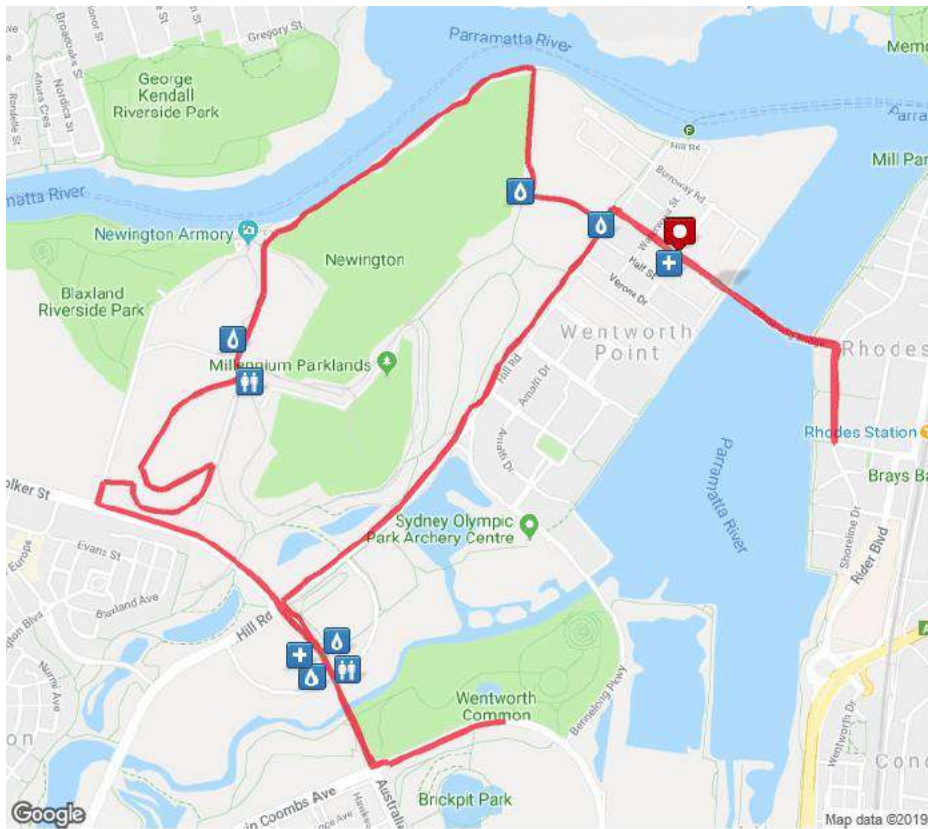




### 3.2. Half Marathon Route Cues

Distance (km)	Notes
0	START
0.20	Continue onto Bennelong Bridge
0.60	Turn right onto Shoreline Drive
0.90	Perform U-Turn at Mary Street and return north on Shoreline Drive
1.20	Turn left onto Bennelong Bridge
1.50	Continue onto Footbridge Blvd
2.0	Cross Hill Road and turn left onto Louise Sauvage Pathway
2.14	Turn right onto shared path (towards Louise Sauvage Pathway)
2.40	Turn left onto Louise Sauvage Pathway
3.36	Turn left onto Shared Path
3.48	Turn right into carpark and then right onto Hill Road
4.26	Turn left onto Holker Busway
4.84	Turn left onto Marjorie Jackson Parkway
5.20	Perform U-Turn at Wentworth Common Carpark and return west on Marjorie Jackson Parkway
5.54	Turn right onto Holker Busway
6.15	Continue straight onto Holker Street
6.81	Turn right onto Jamieson St
6.91	Turn right into Newington Armoury
7.00	Turn Right onto Newington Armoury Criterium Circuit
8.10	Turn Left towards Parramatta River
8.54	Turn right onto River Walk
9.56	Turn right onto Louise Sauvage Pathway
9.95	Turn left towards Hill Road
10.21	Turn left, cross Hill Road and continue straight onto Footbridge Blvd
10.50	START OF LAP 2 / FINISH

### 3.3. 10km Route

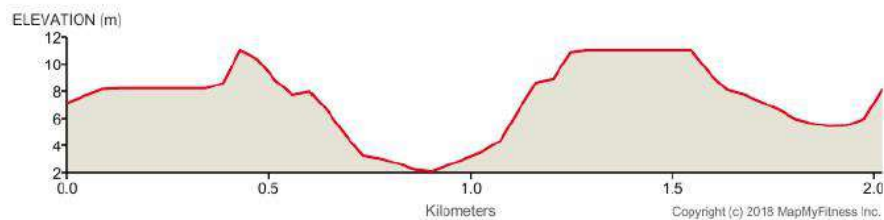
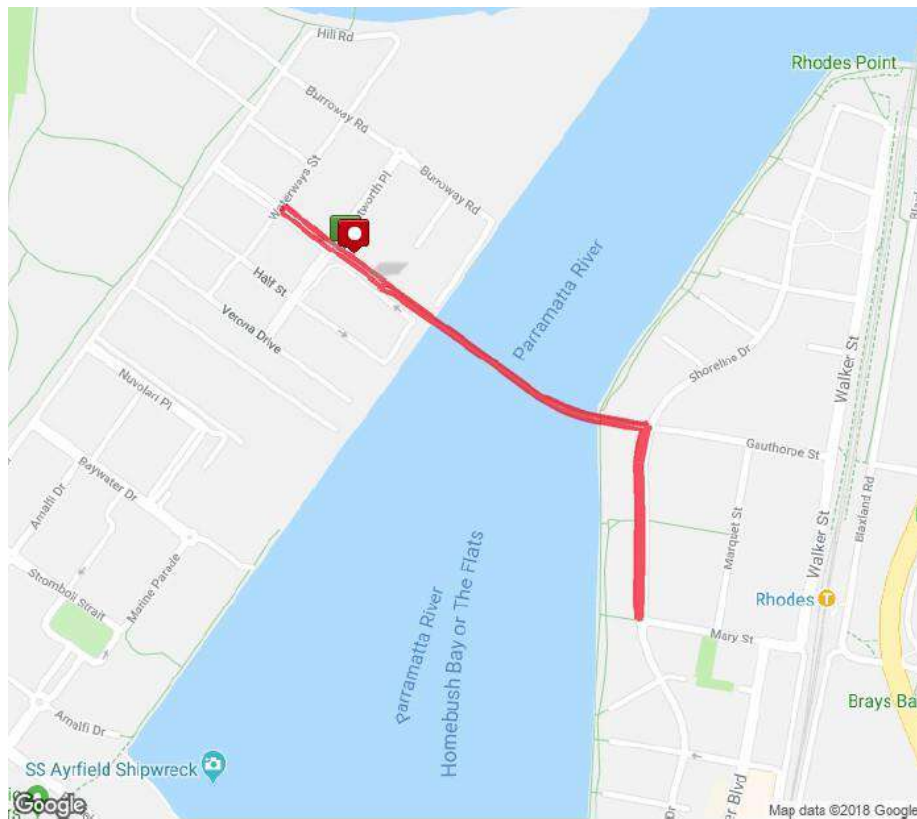


### 3.4. 10km Route Cues

Distance (km)	Notes
0	START
0.20	Continue onto Bennelong Bridge
0.60	Turn right onto Shoreline Drive
0.90	Perform U-Turn at Mary Street and return north on Shoreline Drive
1.20	Turn left onto Bennelong Bridge
1.50	Continue onto Footbridge Blvd
2.0	Cross Hill Road and turn left onto Louise Sauvage Pathway
2.91	Veer left onto Hill Road
3.65	Turn left onto Holker Busway
4.24	Turn left onto Marjorie Jackson Parkway
4.73	Perform U-Turn at Wentworth Common Carpark and return west on Marjorie Jackson Parkway
5.15	Turn right onto Holker Busway
5.75	Continue straight onto Holker Street
6.44	Turn right onto Jamieson St
6.53	Turn right into Newington Armoury
6.60	Turn Right onto Newington Armoury Criterium Circuit
7.61	Turn Left towards Parramatta River
8.11	Turn right onto River Walk
9.15	Turn right onto Louise Sauvage Pathway
9.50	Turn left towards
9.70	Turn left, cross Hill Road and continue straight onto Footbridge Blvd
10.10	FINISH



### 3.5. 2km Route



### 3.6. 2km Route Cues

Distance (km)	Notes
0	START
0.14	Continue onto Bennelong Bridge
0.62	Turn right onto Shoreline Dr
0.93	Perform U-Turn at Mary Street and return north on Shoreline Drive
1.20	Turn left onto Bennelong Bridge
1.90	Make U-Turn at Waterways Street and return east on Footbridge Boulevard
2.01	FINISH

### 3.7. Road closures 05:00 hours – 10:00 hours Sunday 20th October 2024

- Wentworth Place between Burroway Road & Footbridge Boulevard
- Bennelong Bridge between Shoreline Drive and Waterways Street.
- Waterways Street between Park Street North and Half Street.
- Wentworth Place between Footbridge Boulevard & Half Street
- Shoreline Dr between Mary St & Gauthorpe St
- Annie Leggett Promenade between Marquet Street & Shoreline Drive
- Hill Road between Holker Street and the P5 Loop Road (both directions).
- Hill Road between the P5 Loop Road and Bennelong Parkway (northbound).
- Holker Busway between Hill Rd and Kevin Coombs Avenue
- Kevin Coombs Avenue between Olympic Boulevard and Australia Avenue (eastbound)

### 3.8. Lane closures 05:00 hours – 10:00 hours Sunday 20th October 2024

- Jamieson Street Southbound lane between shared path and Holker Street (approx. 80 metres).
- Holker Street Eastbound between Jamieson Street and Hill Road (approx. 650 metres).

### 3.9. Intermittent Stop Slow Traffic Control from 05:00 hours – 10:00 hours Sunday 20th October 2024

- Intersection of Hill Road & Footbridge Boulevard.
- Jamison St between Holker Street and shared path.

**3.10. Detours**

Access around the Road closure on Hill Road will be via P5 Loop Road.

**3.11. Cleaning**

Prior to the reopening of the roads at 10:00 hours Sunday 20th October 2024, the event organiser will commence cleaning operations and make sure all roads are cleaned of any event waste before reopening's occur.

**3.12. Modification to existing signage**

There will be no requirement to modify any existing street signage.

**3.13. Transit Systems amended route changes**

- Bus route 526 will terminate at Olympic Park Wharf, it will not cross Bennelong Bridge and service Rhodes. The following stops will be missed; 213859, 213863, 2138100, 2127110, 212716, 2127109, 213899, 213864, 213859.
- Traffic Controllers will allow bus access to Olympic Park Wharf.
- Bus stop on western side of Hill Road north of Holker Street will not be serviced between 05:00hrs & 10:00hrs on Sunday 20th October 2024.

**3.14. Busways Northwest amended route changes**

- Bus route 533 will need to detour around the event footprint due to the closure of the Bennelong Bridge. It will detour via Australia Avenue, Homebush Bay Drive, Oulton Avenue, Rider Boulevarde and Mary Street.
- The following stops will be missed due to the detour; 2127111, 2127112, 212715, 212719, 212746, 212793, 212797, 212752, 2127109, 2127110, 213899 and 2138100. Signage will be installed at these stops informing customers that they must go to either TSN 212755 (Olympic Park Station) or TSN 213863 (Rhodes Station, Walker Street, Stand C) between 05:00hrs & 10:00hrs on Sunday 20th October 2024.

**3.15. Parking**

Event parking for participants will be in any legal street parking spaces or local pay parking stations. The event organiser will encourage all participants to use public transport given the proximity to Rhodes train station.

**3.16. Construction, traffic calming and traffic generating developments**

At present, there are no indication of construction works that will be impact the event. There are no traffic calming devices or traffic generating developments along the route.



**3.17. Traffic Control**

An accredited Who Dares Traffic Manager and NSW Police will oversee implementation of the Traffic Guidance Schemes.

Temporary traffic control signage, barricades and equipment as per the supplied Traffic Guidance Schemes must be installed by TfNSW or SafeWork accredited traffic controllers with a current "Implement Traffic Control Plan" certificate. Any person operating a Stop/Slow bat onsite must hold a current "Traffic Controller" certificate.

**3.18. Pedestrian and Cycle Management Control**

There will be no affect to pedestrians, they will be able to use all the existing pedestrian paths along with the event participants. Cyclists will be asked to dismount and walk past the event or detour around the event if they do not wish to dismount.

**3.19. Heavy Vehicle impacts**

A Portable VMS will be positioned at the intersection of Hill Road and Old Hill Link to advise heavy vehicles wanting to access Wentworth Point to use the suggested detour of Old Hill Link, Edwin Flack Avenue, Sarah Durack Avenue, and Bennelong Parkway. This will avoid going under the 4.5metre bridge on the P5 Loop Road and then having a tight right hand turn back onto Hill Road to enter the contra low in place for general traffic.

**3.20. Special Event Clearways**

No special event clearways will be installed for this event.

## 4. RISK MANAGEMENT - TRAFFIC

### 4.1. Occupational Health & Safety – Traffic Control

“Temporary traffic management (TTM) is one of the highest risk activities on a roadwork site.”\*

True Sports Events are the Risk Managers for their event operations. It is True Sports Events policy to identify and treat hazards by endeavouring to prevent or eliminate health and safety risk as far as is reasonably practicable (SFAIRP).

Who Dares as the contracted Traffic Control Company engaged by True Sports Events is the Delivery Partner and will fulfill all its legal duty to advise during consultation to deliver traffic plans that reflect the joint efforts of Who Dares, True Sports Events and all agencies assigned to the process of devising a plan that creates traffic and other arrangements appropriate to the safe delivery of the event.

The appropriateness of the arrangements is directly linked to the desirability of the event to the community compared with what is reasonably practicable to ameliorate inconvenience and safety risks.

Any risk treatment measure implemented by Who Dares through the Traffic Guidance Systems (TGS)s that are added to this TMP will be consistent with their obligations in accordance with the Work Health and Safety Act 2011 (NSW), Work Health and Safety Regulations 2017 (NSW) and AS/NZS ISO 31000:2018 Risk Management- guidelines.

The risk methods in this TMP will adhere to a feasibility hierarchy firstly endeavouring to eliminate risk by detouring traffic around effected areas completely separating traffic from the event. Secondly if traffic is unable to be detoured around traffic will be planned to pass the event using engineering methods to isolate risk. Some through methods will be considered under very controlled methods such as limited crossover points or emergency access.

True Sports Events must develop with the help of Who Dares a plan that is appropriately resourced through accumulating sufficient data to evaluate options to produce a draft TMP for consultation and development that will create the best achievable outcome for all stakeholders.

Who Dares in its capacity as the traffic management specialist and will do all that is reasonably practicable to give advice for options to ameliorate risks that are identified.

\* Transport for NSW Traffic Control at work sites, Technical Manual issue 6.1, 2022, 31.

#### **4.2. Public Liability Insurance**

Public liability insurance in the value of \$20,000,000 has been arranged by the event organiser.

A copy is included as ***Annex 1***

#### **4.3. Hostile Vehicle Mitigation**

Hostile Vehicle mitigation strategies may be undertaken in accordance with the event's Vulnerability Report and NSW Police direction. This information is to remain confidential.

#### **4.4. Police**

Burwood and Flemington Local Area Commands are to be notified of the event and a Public Assembly Form submitted to Police.

#### **4.5. Fire and Rescue NSW and NSW Ambulance**

Fire and Rescue NSW and NSW Ambulance will be notified in writing of the event by the event organiser.



#### 4.6. Risk & Contingency Plans

True Sports Events has compiled Risk Assessments and Site-Specific Safety Plans for the events that are not included in this Transport Management Plan

Item	Verified	Action Taken
All one-way streets are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Road closures, barricade and signage installed. Point duty by NSW Police and or authorised Traffic Controllers.
Block access to local businesses	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block Police vehicle access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block Ambulance access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block fire station access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Normal access to fire station facilities are maintained Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block heavy vehicle access	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	All heavy vehicles are diverted before the closure.
Restricted movements – banned turns, heavy/high vehicles	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	All vehicles are diverted before the closure.
Block Public facility (football oval, car park etc.)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block public transport access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Bus 526 & 533 will be impacted by the Bennelong Bridge closure.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	None required
Construction – existing, proposed that may conflict	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	None required
Numbers of lanes and their width are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	None required

Item	Verified	Action Taken
Road signage – existing/temporary	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Temporary signage Installed and removed by Who Dares Traffic Management.</i>
Route impeded by traffic calming devices?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>None required</i>
Signalised intersections (flashing yellow? Point duty?)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	<i>NSW Police to control intersections as required</i>
Tidal flows	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>None required</i>
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Advertisement of event to general public.</i>
Traffic movement contrary to any Notice	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	<i>Under the direction of Police or traffic controllers</i>
Traffic signals are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>Controlled by TfNSW</i>
Turning lanes are as described	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<i>None required</i>
Letter Drop Zone Maps to indicate precincts mailed	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<i>None required</i>

This section of the Transport Management Plan describes the contingency plans for the event. The contingency plan checklist identifies all possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

Issues/Risks	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If heavy weather may cause crowds to depart early
Flood hazard on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	TfNSW and Police provide diversions around flooded area
Flood hazard at the parking area	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Event organiser to close parking area and direct to hardstand parking
Parking during Wet weather	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Local Car parks only
Bush fire hazard	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	For major local/regional bushfire hazard affecting general public health or transport to greater Sydney, take direction from NSW Police
Accident on the route	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TfNSW. Facilitate emergency response to area
Breakdown	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If CCTV monitored by TfNSW. Facilitate response to area.
Absence of marshals and volunteers	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Re-deploy existing staff as required.
Block public transport access	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	526 & 533 services impacted by Bennelong Bridge closure
Slow participants	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Cutoffs enforced
Delayed Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Cutoffs enforced
Cancellation of Event	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Cancellation of any aspect of the event will be communicated by the event organiser
Security of participants/general public	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Provided by event organiser
Security of very important persons (VIP's)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	As Required

It shall be noted that Transport Management Plan (TMP) and particularly Traffic Guidance Schemes (TGS) are seen as risk control measures, but alone they cannot substitute for a compliant and detailed event Risk Assessment.

Contingency forms part of the risk assessment and management plan and will be addressed in the overall Event Risk Assessment.



#### 4.7. Regulatory Framework

This Transport Management Plan has been written in accordance with the following Act, Regulation, Australian Standards and Road Design Technical Direction

- NSW WHS Act 2011
- NSW WHS Regulation 2017
- AS/NZS ISO 31000:2018 Risk Management - Guidelines
- ISO/IEC 31010:2019 - Risk Management - Risk Assessment Techniques
- ISO Guide 73:2009 - Risk Management – Vocabulary
- Traffic Control at Work Sites – (TfNSW) V6.1 Feb 2022
- AS 1742.2:2009 Manual of uniform traffic control devices - Traffic control devices for general use
- AS 1743:2018 Road signs - Specifications
- AS/NZS 1906.4:2010 Retro-reflective materials and devices for road traffic control purposes - High-visibility materials for safety garments
- AS 3996-2019 Access covers and grates
- AS 1742.10-2009 Manual of uniform traffic control devices - Pedestrian control and protection
- AS 1742.13-2009 Manual of uniform traffic control devices - Local area traffic management
- AS 1742.3-2009 Manual of uniform traffic control devices - Traffic control for works on roads
- RMS Guide to Traffic & Transport Management for Special Events - Version 3.5 June 2018

## **5. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES**

### **5.1. Emergency Lane**

A minimum 4 metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicles through the closure points.

### **5.2. Advertise the traffic management arrangements**

All residents will be notified of the event through:

- Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.
- Notice of the road closures will be placed in Public Notice in the metropolitan newspapers, at least two weeks prior to the event.

### **5.3. Portable variable message signs**

**VMS 1** – Located on Median Strip on Hill Road 75 metres south of P5 Loop Road facing north bound traffic. This will be utilised to advertise the road closure times and the detour to Wentworth Point.

**VMS 2** – Located on grass area at the intersection of Bennelong Parkway and Hill Road facing south bound traffic. This will be utilised to advertise the road closure times and the detour back to Hill Road.

**VMS 3** – Located on footpath on Hill Road near Old Hill Link facing north bound traffic. This will be utilised to advertise the suggested heavy vehicle detour to Wentworth Point.

Refer TGS & detour map for location of VMS boards and messages.

## 6. PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, Transport for NSW (TfNSW), or Local Government.

**I declare that the details in this application are true and complete. I understand that:**

The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document;

I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993;

Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding;

The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information";

The "personal information" held by the Police, TfNSW or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event;

The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

## 7. APPROVAL

TMP Approved by: ..... Date: .....

*Event Organiser – True Sports Events*



## 8. AUTHORITY TO \*REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: ..... Date: .....

*Parramatta City Council*

Regulation of traffic authorised by: ..... Date: .....

*City of Canada Bay Council*

Regulation of traffic authorised by: ..... Date: .....

*Sydney Olympic Park Authority*

TfNSW's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: ..... Date: .....

*Transport for NSW*

\* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and TfNSW require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

### Attachments

Annex 1 – Public Liability Insurance

Annex 2 – Sydney Olympic Park Authority Traffic Guidance Schemes

### Traffic Guidance Schemes

Who Dares Traffic Guidance Schemes 1-10

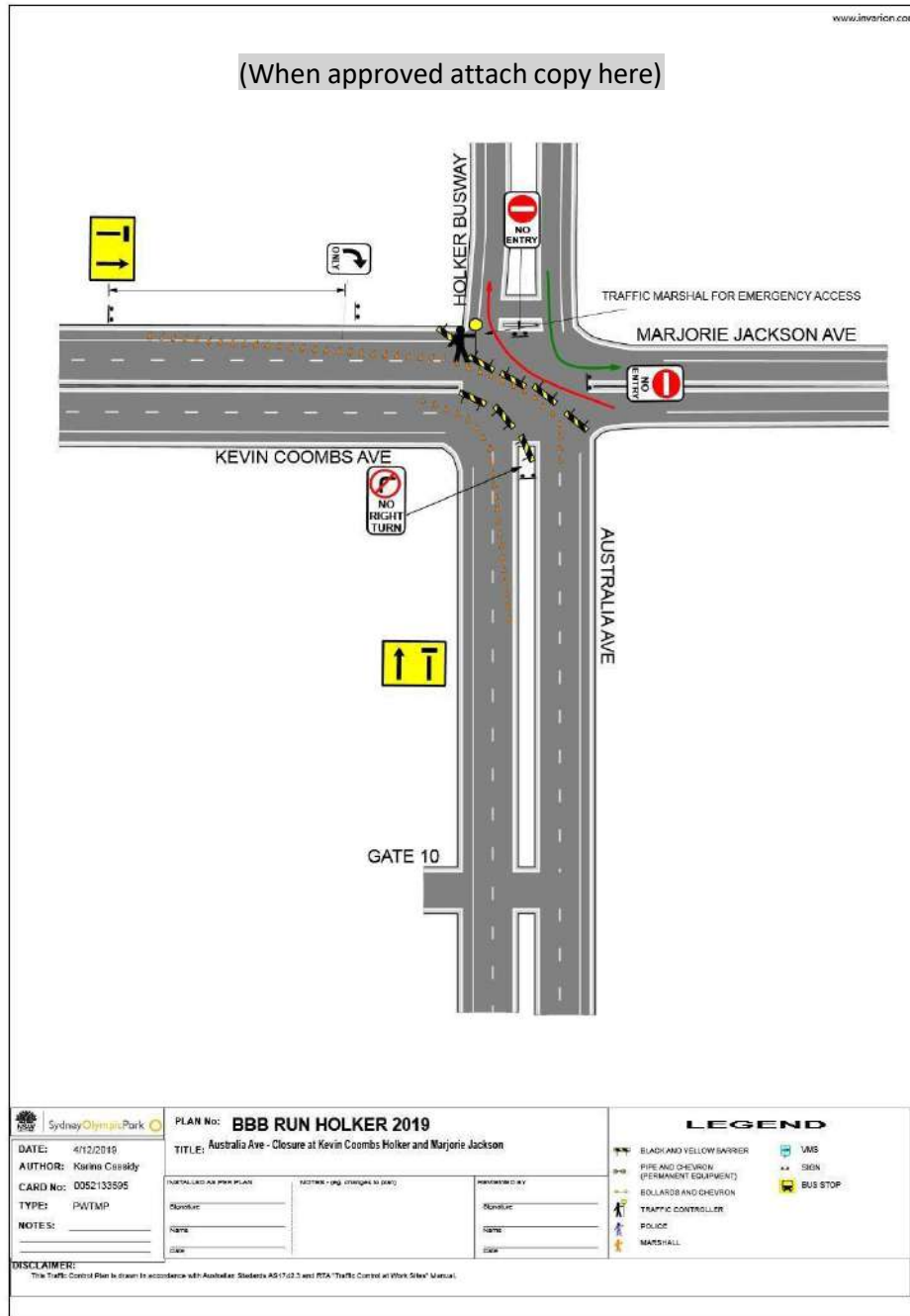
## ANNEX 1

**PUBLIC LIABILITY INSURANCE**

(Attach when available)

ANNEX 2

SYDNEY OLYMPIC PARK AUTHORITY TRAFFIC GUIDANCE SCHEMES





Page 25

# TRUE SPORTS EVENTS BILLGERGIA BENNELONG BRIDGE RUN SUNDAY 20th OCTOBER 2024 TRAFFIC GUIDANCE SCHEMES

TGS 01 Shoreline Dr & Mary St  
TGS 02 Shoreline Dr & Gauthorpe St  
TGS 03 Footbridge Blvd & Wentworth Pl  
TGS 04A Waterways St, Burroway Rd & Hill St  
TGS 04B Waterways St, Burroway Rd & Hill St  
TGS 05 Hill St & Benelong Pkwy  
TGS 06 Hill St & P5 Loop Rd  
TGS 07 Hill St & Ave of Oceania  
TGS 08 Holker St & Jamieson St  
TGS 09 VMS locations  
TGS 10 Detour map

*Who Dares*

Drawn by: Tim Emslie  
SafeWork PWZ Card No. TCT0073149  
for Who Dares Pty Ltd

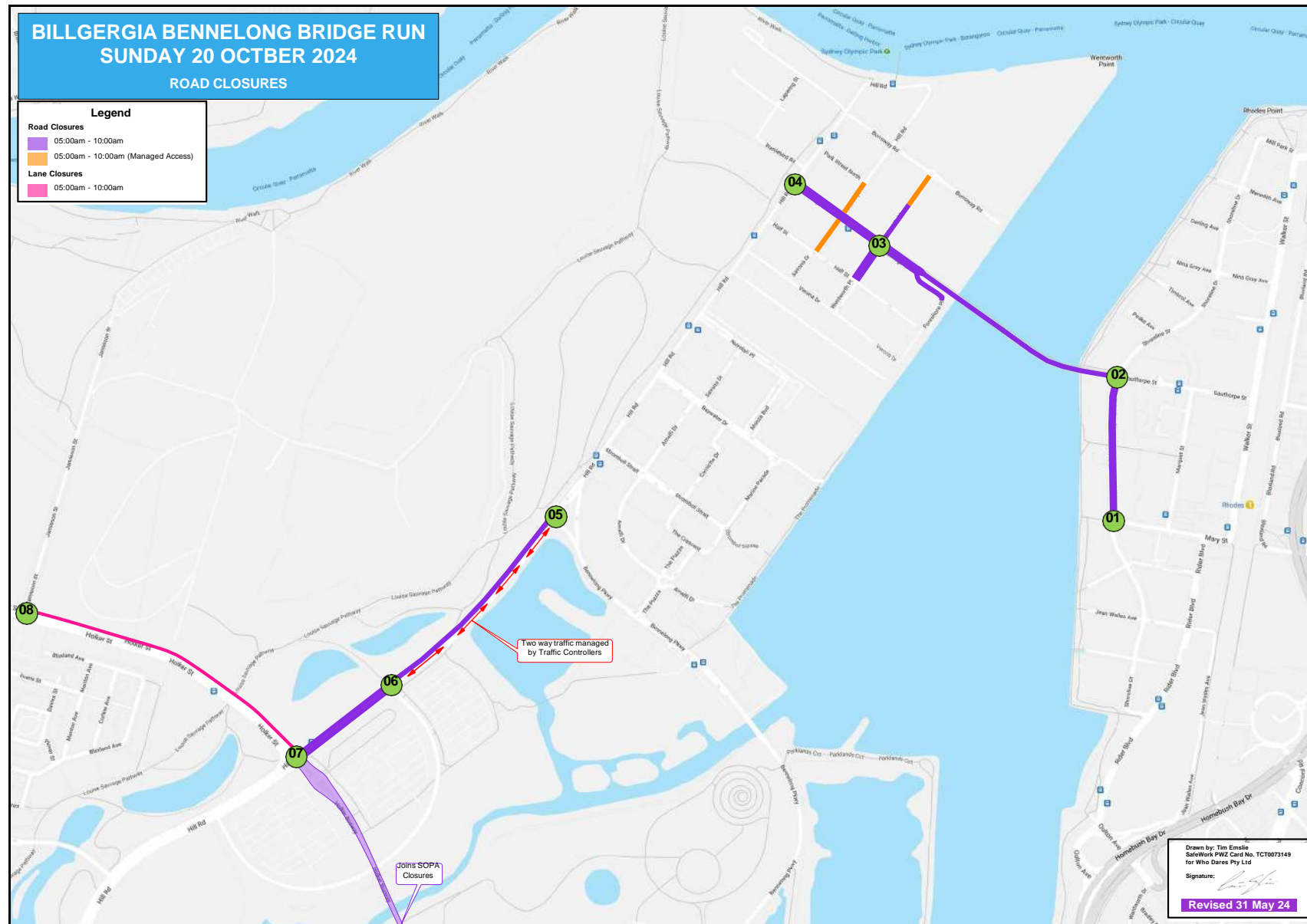
Signature: 

Reviewed by: Glenn Armstrong  
SafeWork PWZ Card No. TCT0026337  
for Who Dares Pty Ltd

Signature: 

Version 1.2

Revised 31 May 24





AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	TGS
TfNSW					
POLICE					
WHO DARES	Monitor Closure	Deliver Signage	1	0500 - 1000	DATE Sun 20th Oct 2024
MARSHAL					

ROAD CLOSED AHEAD

x 1

DETOUR AHEAD

x 1

x 4

ROAD CLOSED

x 1

DETOUR

x 1

DETOUR

x 1

x 1

Wheelchairs & Runners

← Outbound

→ Inbound

SHORELINE DR

MARY ST

MARQUET ST

ROAD CLOSED AHEAD

DETOUR AHEAD

DETOUR

DETOUR

ROAD CLOSED

DETOUR

ROAD CLOSED

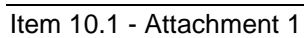
DETOUR

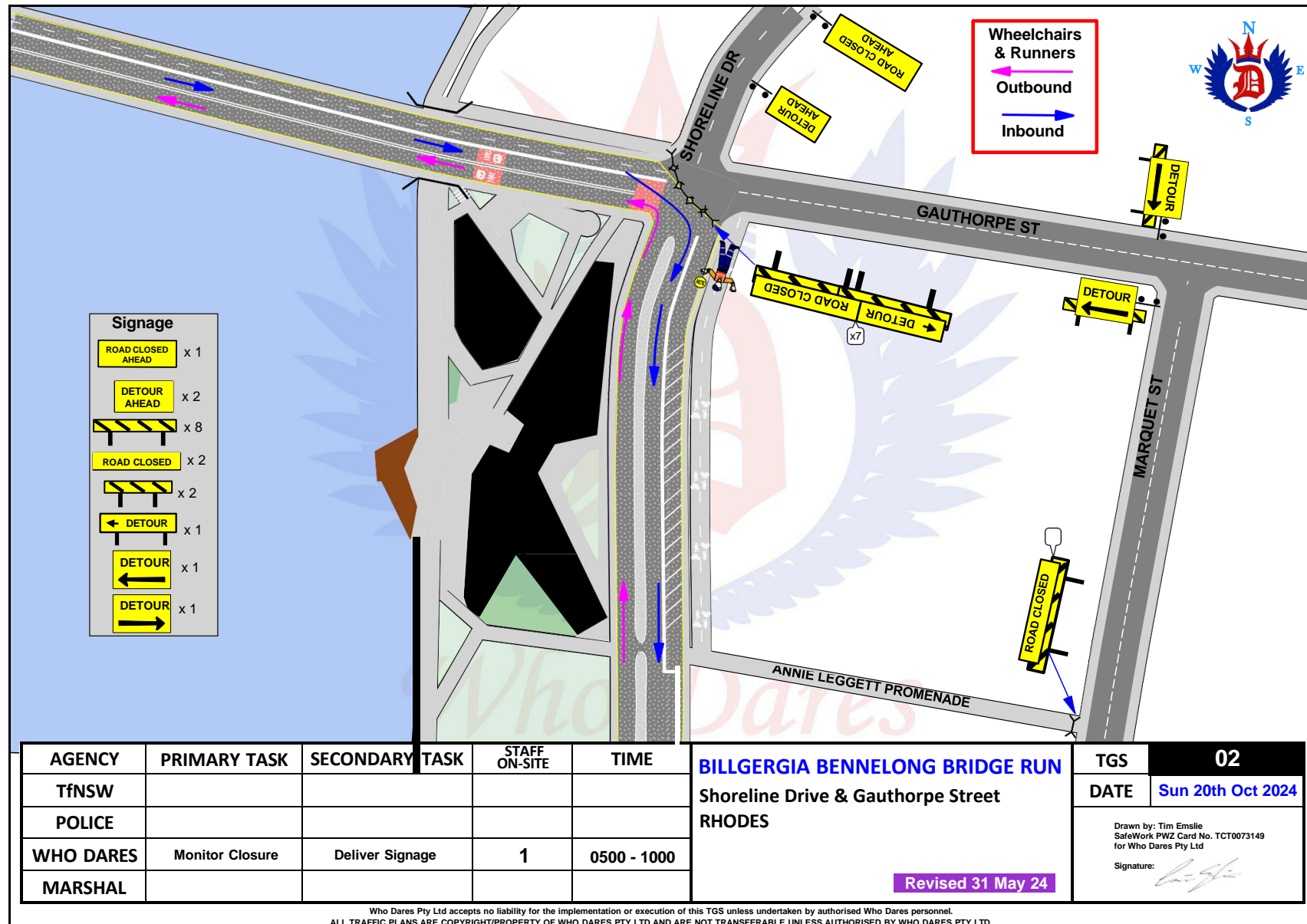
Billgergia Bennelong Bridge Run

Shoreline Drive & Mary Street

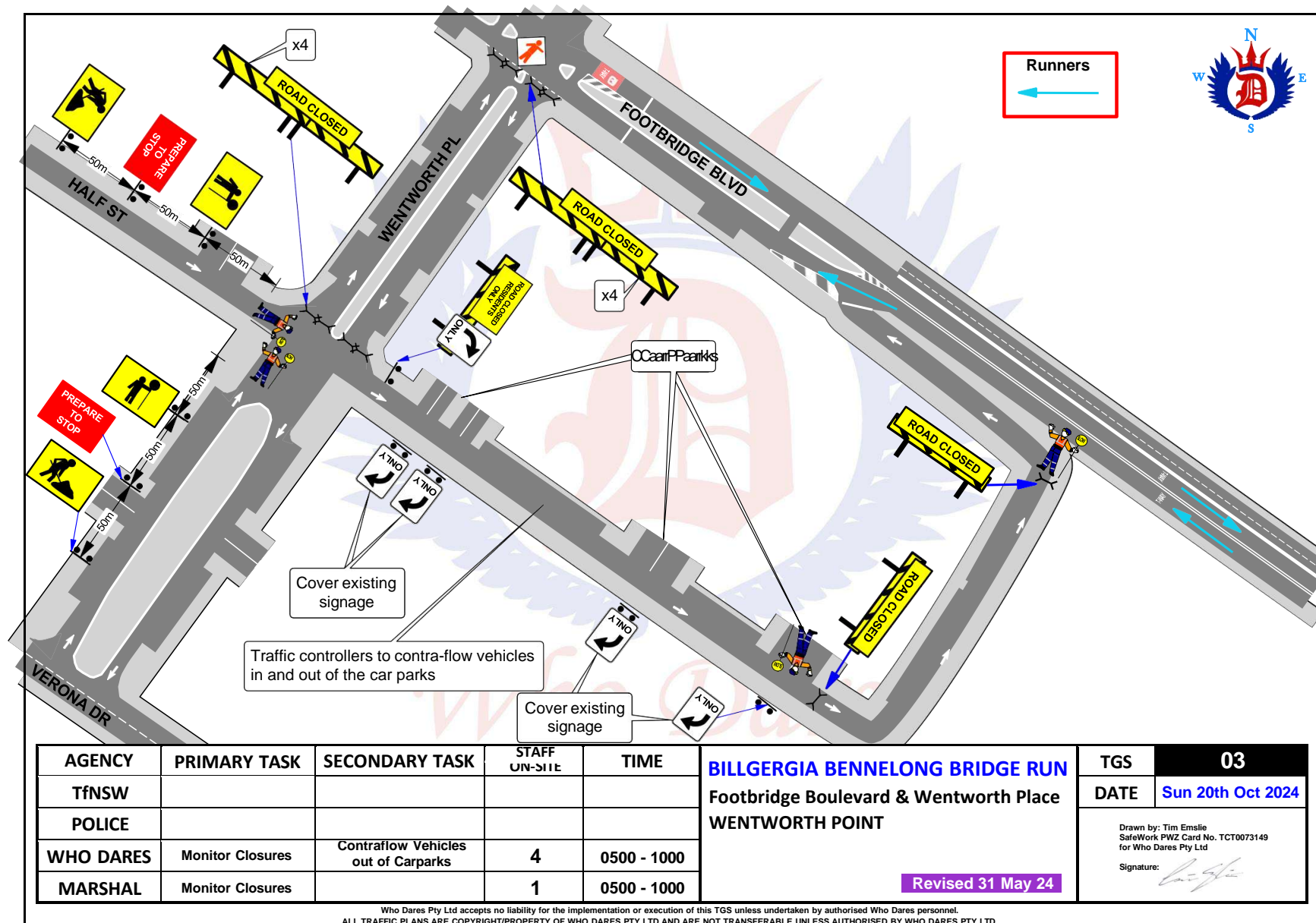
RHODES

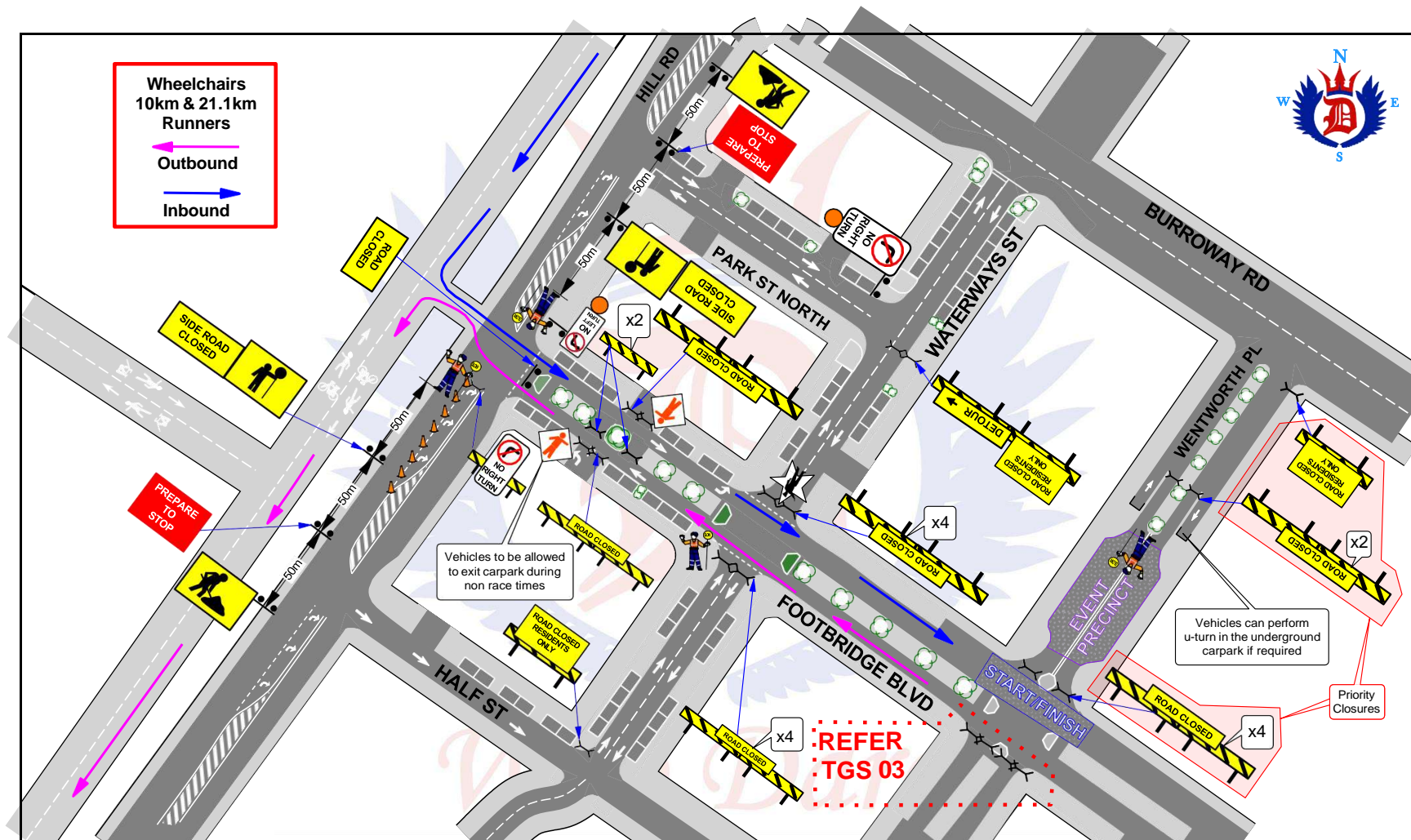
Revised 31 May 24

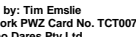






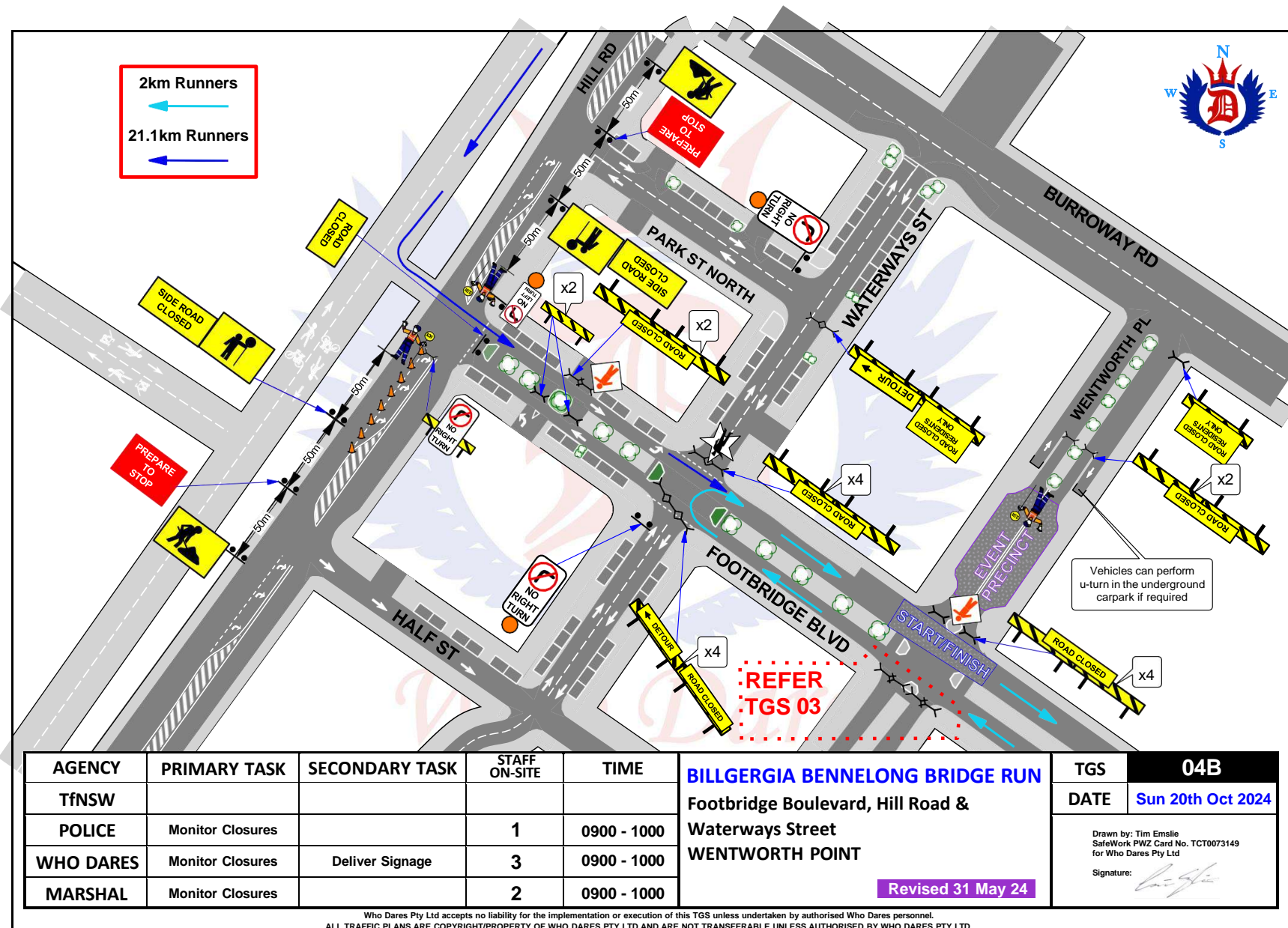




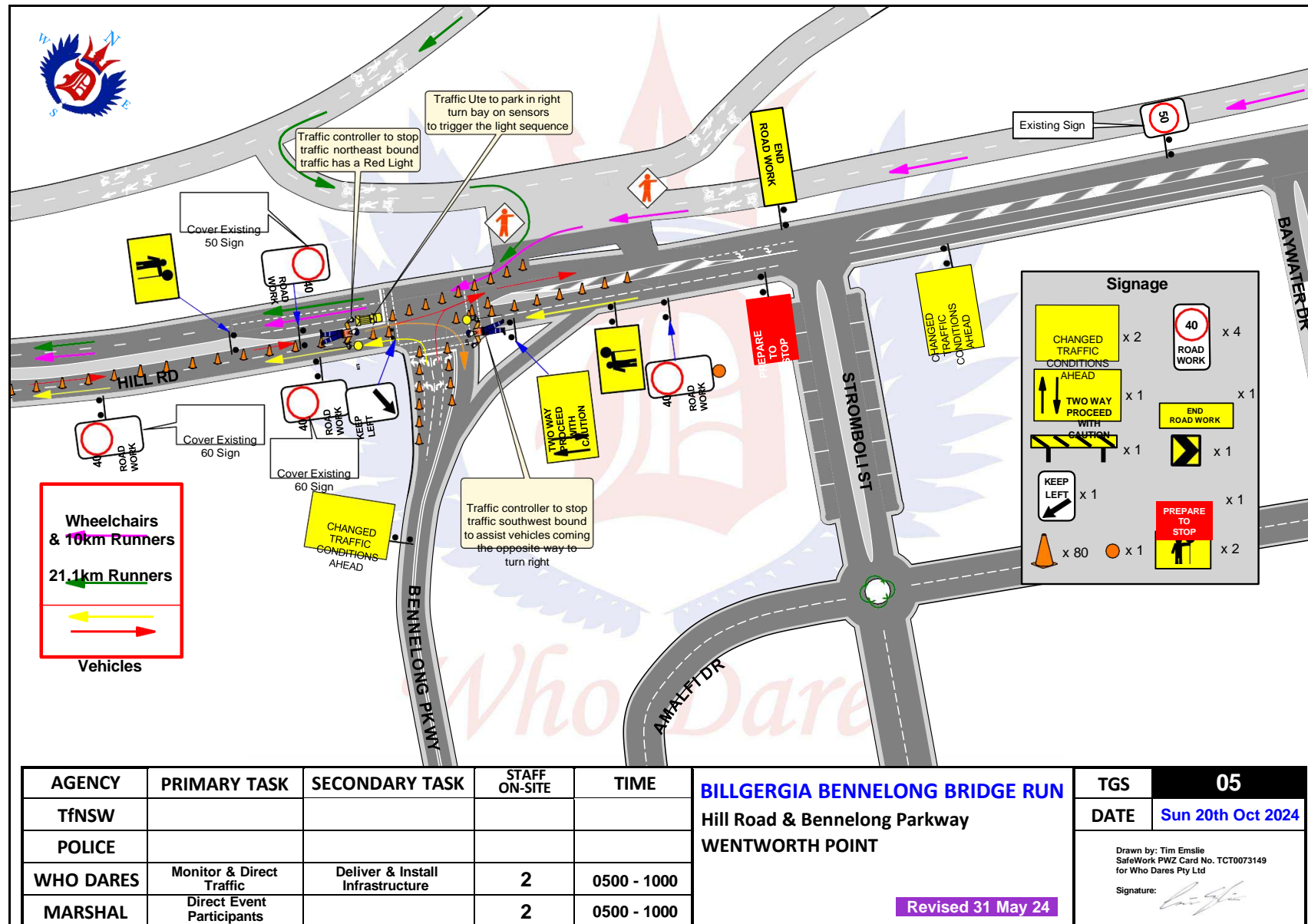
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	BILLGERGIA BENNELONG BRIDGE RUN Footbridge Boulevard, Hill Road & Waterways Street WENTWORTH POINT <div>Revised 31 May 24</div>	TGS	04A
TfNSW						DATE	Sun 20th Oct 2024
POLICE	Monitor Closures		1	0500 - 0900		<div>Drawn by: Tim Emslie SafeWork PWZ Card No. TC70073149 for Who Dares Pty Ltd  Signature: </div>	
WHO DARES	Monitor Closures & Control Traffic	Deliver Signage	4	0500 - 0900			
MARSHAL	Monitor Closures		2	0500 - 0900			

Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel

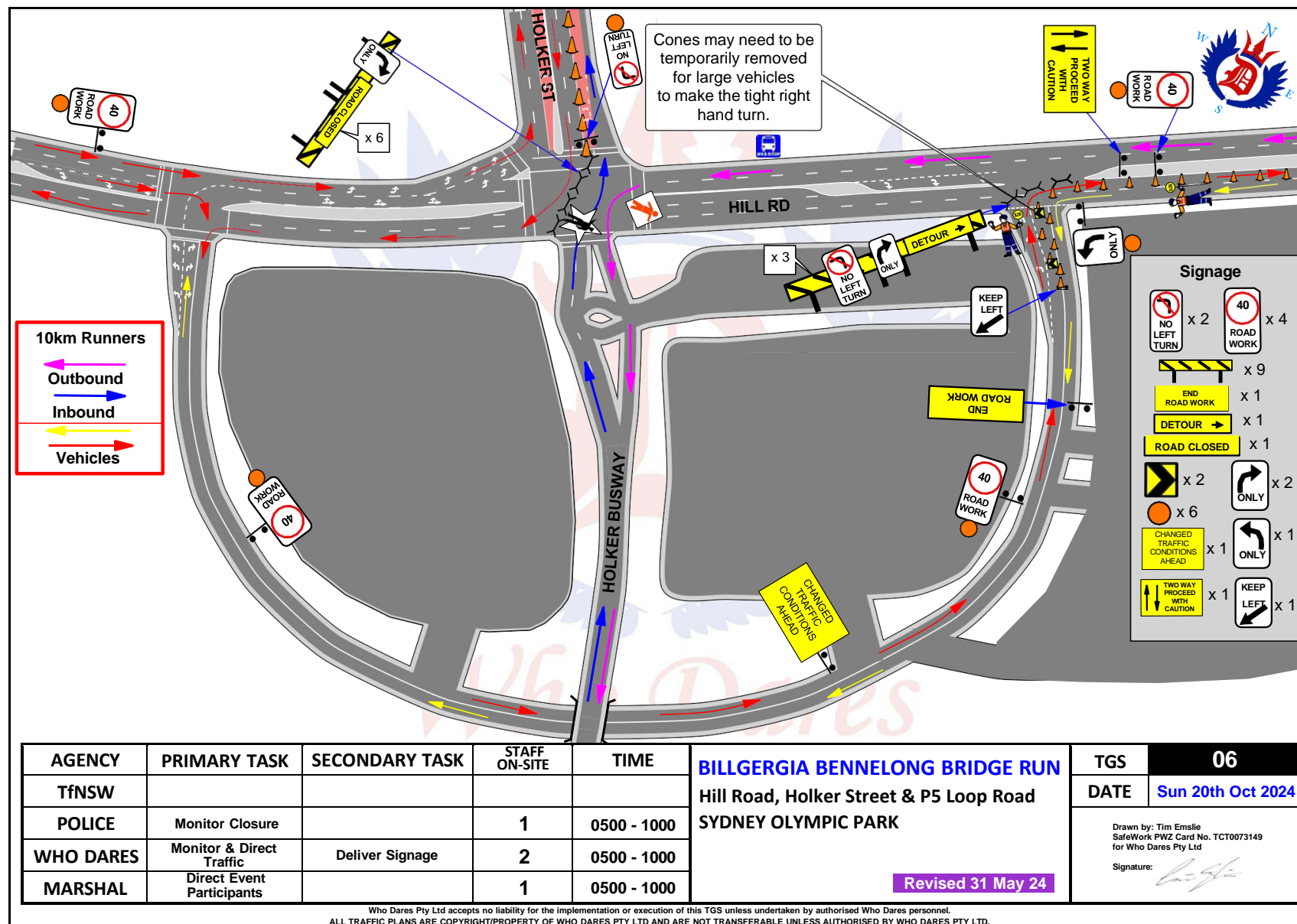
ALL TRAFFIC PLANS ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.

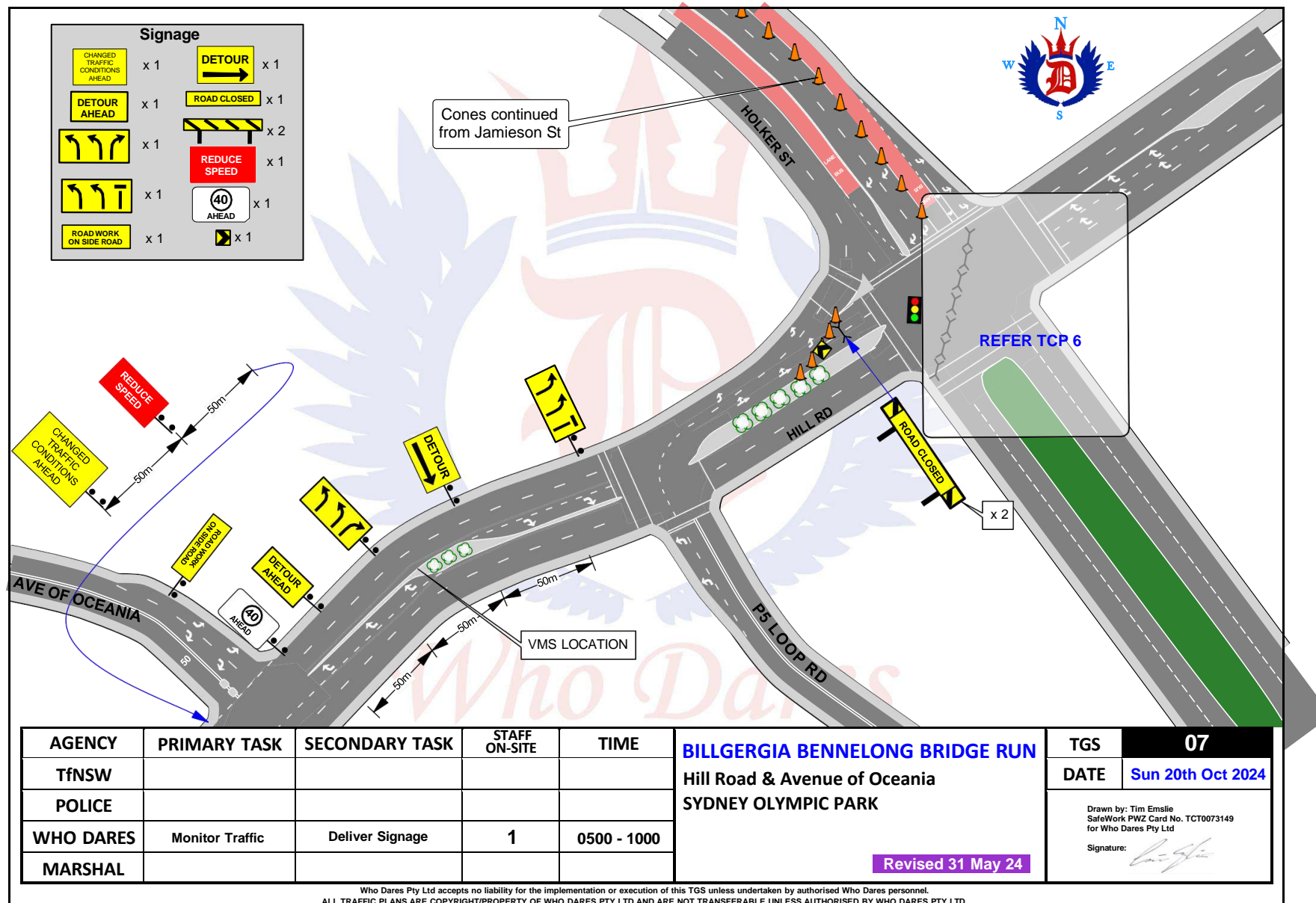


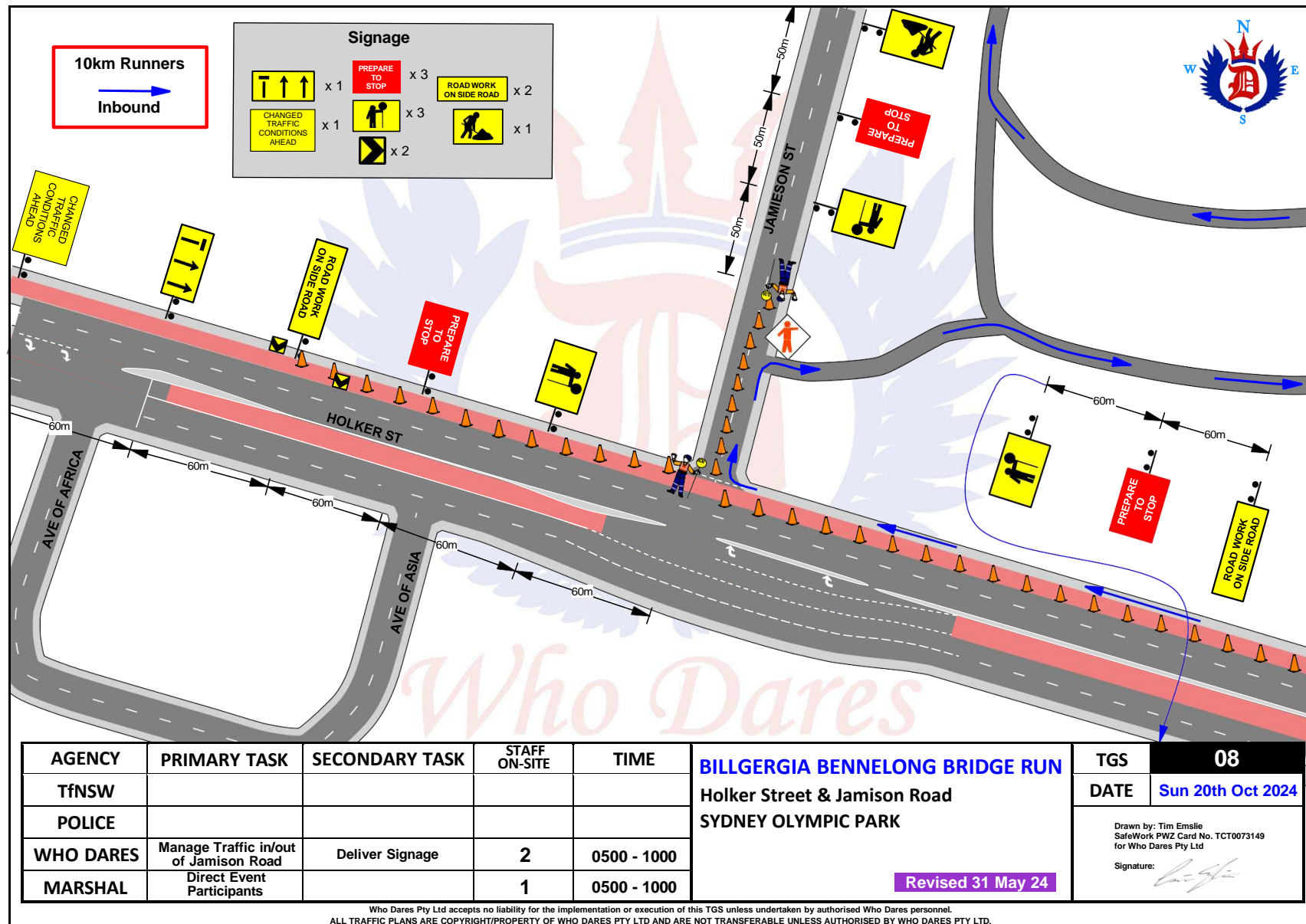





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ROAD CLOSED  
SUN 20 OCT  
5am - 10am



ROAD CLOSED  
SUN 20 OCT  
5am - 10am

**PRIOR TO EVENT**  
From Fri 11th Oct till 23:59 on Sat 19th Oct

SCREEN 1  
**ROAD CLOSED  
SUN 20 OCT  
5am - 10am**

SCREEN 2  
**ROAD CLOSED  
TODAY  
5am - 10am**  
WENTWORTH POINT  
DETOUR VIA  
P5 LOOP RD

**PRIOR TO EVENT**  
From Fri 11th Oct till 23:59 on Sat 19th Oct

SCREEN 1  
**ROAD CLOSED  
SUN 20 OCT  
5am - 10am**

SCREEN 2  
**CHANGED  
TRAFFIC  
CONDITIONS**

**EVENT DAY  
(BEFORE ROAD CLOSURES)**  
Displayed from 00:00 till 05:00 on Sun 20th Oct

SCREEN 1  
**ROAD CLOSED  
TODAY  
5am - 10am**

SCREEN 2  
**ROAD CLOSED  
TODAY  
5am - 10am**  
WENTWORTH POINT  
DETOUR VIA  
P5 LOOP RD

**EVENT DAY  
(DURING ROAD CLOSURES)**  
Displayed from 05:00 till 10:00 on Sun 20th Oct

SCREEN 1  
**SPECIAL EVENT  
TODAY  
ROAD CLOSED**

SCREEN 2  
**SPECIAL EVENT  
TODAY  
ROAD CLOSED**  
WENTWORTH POINT  
DETOUR VIA  
P5 LOOP RD

AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME
TfNSW				
POLICE				
WHO DARES				
TRUE SPORTS EVENTS	Supply VMS Boards			

**BILLGERGIA BENNELONG BRIDGE RUN**


Holker Street & Jamison Road  
SYDNEY OLYMPIC PARK

Revised 31 May 24

TGS **09**

DATE **Sun 20th Oct 2024**

Drawn by: Tim Emslie  
SafeWork PWZ Card No. TCT0073149  
for Who Dares Pty Ltd

Signature: 

Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel.  
ALL TRAFFIC PLANS ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.

HEAVY  
VEHICLE  
DETOUR  
A+ AD

DETOUR


DETOUR

DETOUR

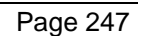
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AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	BILLGERGIA BENNELONG BRIDGE RUN	TGS
TfNSW					Detour Map	DATE Sun 20th Oct 2024
POLICE					SYDNEY OLYMPIC PARK	
WHO DARES	Deliver Signage			0500 - 1000		
MARSHAL						

Drawn by: Tim Emslie  
 SafeWork PWZ Card No. TCT0073149  
 for Who Dares Pty Ltd

Signature: 

Revised 31 May 24





**ITEM 4            LYONS ROAD, DRUMMOYNE – NO PARKING  
SIGNAGE****Department     City Assets****Author Initials: ST**

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**REPORT**

Council has received correspondence from the community regarding congestion and parking management on Lyons Road, Drummoyne, just east of Victoria Road.

At present, there are two parking spaces restricted to ‘1/2P, 8:30am–6pm Mon–Fri, 8:30am–12:30pm Sat’ on the southern side of Lyons Road, opposite its intersection with Wrights Road. Investigations during the morning peak times have found that these parking spaces are restricting traffic flow on the approach to the traffic signals at Lyons Road.

Council consulted with nearby residents from 10 May 2024 to 31 May 2024 on a proposal to replace the existing ‘1/2P, 8:30am–6pm Mon–Fri, 8:30am–12:30pm Sat’ zone with ‘No Parking’ zone, as outlined in the attached plan.

During this period, Council received four responses from the community, three of which were objections. The objections outlined that they did not support the loss of parking due to the high parking demand in the area. The responses also noted that the issues with traffic flow on Lyons Road, east of Victoria Road were caused by the recent change in traffic signal phasing, not the existing parking spaces.

It understood that Transport for NSW (TfNSW) have changed the traffic signal timing at the intersection of Lyons Road and Victoria Road, following the opening of the Rozelle Interchange. It is also noted there are short turning phases for vehicles exiting Lyons Roads, as traffic is held to give pedestrians sufficient time to cross Victoria Road.

Council has made representations to the State Government regarding traffic flow in the area following the opening of the Rozelle Interchange. In the short term, the proposed parking restriction should assist with traffic flow and have been supported by TfNSW.

One response was in support of the proposal, however suggested rather than a ‘No Parking’ zone, Council install a ‘No Stopping’ zone to keep this segment of Lyons Road consistent in restrictions. The ‘No Parking’ zone is however more appropriate in this location as it provides a convenient opportunity for drivers to drop-off and pick-up passengers.



**STAFF RECOMMENDATION**

THAT the existing '1/2P, 8:30am–6pm Mon–Fri, 8:30am–12:30pm Sat' be replaced with 'No Parking', as outlined in the attached plan.

**DISCUSSION**

Item is in order.

**COMMITTEE RECCOMENDATION**

THAT the existing '1/2P, 8:30am–6pm Mon–Fri, 8:30am–12:30pm Sat' be replaced with 'No Parking', as outlined in the attached plan.

Attachments:

1. Lyons Road No Parking Signage



**ITEM 5            HILLIER STREET, CONCORD WEST – MEDIAN ISLANDS****Department      City Assets****Author Initials: ST**

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**REPORT**

Council has received requests from the community to consider improvements to the intersections at Hillier Street and Consett Street, and Hillier Street and Mackenzie Street, in Concord West.

Works have previously been undertaken to enhance safety including improving the visibility of 'Give Way' signage and the installation of double centrelines to highlight the presence of these intersections.

Notwithstanding these previous actions, in January 2024 a serious crash occurred at the intersection of Hillier Street and Consett Street after a vehicle failed to give way. There have also been a number of minor collision and near misses at both intersections based on resident feedback and their video footage. A review of serious crash history data provided by TfNSW reveals one recorded incident at each intersection over the period from 2019-2023.

It is apparent that some drivers are simply not realising that it is an intersection that they need to give way at. Noting this, it is proposed to construct median islands on Hillier Street, one at each side of its intersections with Consett Street and Mackenzie Street. The islands are proposed to be 5m long and 1m wide. They are also offset between 5 to 5.5m from the 'Give Way' line to ensure they do not obstruct pedestrians crossing Hillier Street.

The islands will provide a prominent location for the installation of 'Give Way' signs, assisting in ensuring the intersection is clearly visible to approaching drivers. The proposal does not result in loss of any parking spaces and does not restrict turn movements through the intersection.

**STAFF RECOMMENDATION**

THAT concrete median islands and signage be installed as outlined in the attached plan.

**DISCUSSION**

Item is in order.

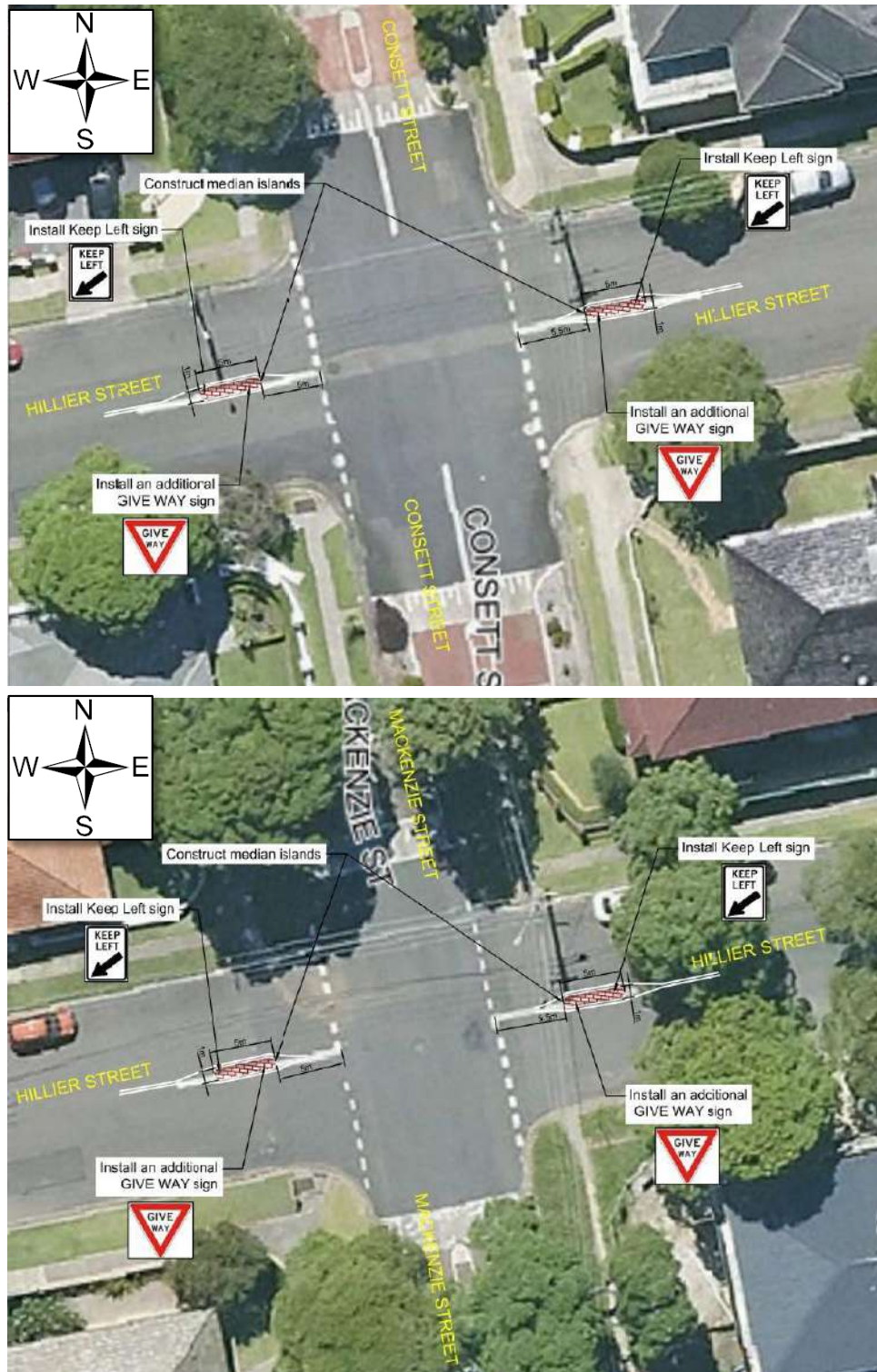
**COMMITTEE RECOMMENDATION**

THAT concrete median islands and signage be installed as outlined in the attached plan.

## Attachments:

1. Hillier Street Median Island.





**ITEM 6            QUEEN STREET, CONCORD WEST – SCHOOL ZONE  
PARKING CHANGES****Department      City Assets****Author Initials: ST**

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**REPORT**

Council has been working closely with Concord West Public School to improve the efficiency and safety of the pick-up and drop-off parking areas on Queen Street, Concord West.

At present, on the western side of Queen Street there is a 'No Parking, 8am–9:30am, 2:30pm–4pm, School Days' zone and on the eastern side of Queen Street there is '1/4P, 8am–9:30am, 2:30pm–4pm, School Days' zone, with a small 'No Parking, 8am–9:30am, 2:30pm–4pm, School Days' zone north of the school entrance.

Under the NSW Road Rules, in a 'No Parking' zone a driver may stop for up to two minutes and the driver must remain within three metres of their vehicle. This means it is difficult for drivers to legally pick-up and drop-off students when using the 'No Parking' zone on the opposite side of the road to the school.

It is proposed to swap the existing parking restrictions from one side of the street to the other as outlined in the attached plan. This will allow drivers to park in the '1/4P' parking on the west side of the road and walk students to/from the school, whilst the 'No Parking' on the east side of the road will accommodate quick pick-up/drop-off.

Council consulted with nearby residents from 22 May 2024 to 5 June 2024 on the proposal and no objections were received.

**STAFF RECOMMENDATION**

THAT the proposed parking changes on Queen Street, Concord West be approved as per the attached plan.

**DISCUSSION**

The TfNSW supported the proposal but noted that where the small trees as proposed to be removed, consultation should be undertaken with the adjoining resident as they appear to have designed this area personally with red bark etc.

Council staff noted that the property had been letterboxed as part of the consultation process. Council staff will do additional direct engagement prior to works being undertaken.

**COMMITTEE RECCOMENDATION**

THAT the proposed parking changes on Queen Street, Concord West be approved as per the attached plan.

Attachments:

1. Queen Street School Zone Parking Changes.







**ITEM 7            MCGRATH AVENUE, FIVE DOCK – PARKING  
RESTRICTION CHANGES****Department      City Services and Assets****Author Initials: LH**

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**REPORT**

Council has received requests from the community to consider installing parking restrictions in McGrath Avenue, Innes Street and Kerin Avenue, Five Dock.

At present, the subject locations are generally unrestricted with a small number of statutory restrictions signposted. Council has received correspondence noting that when Halliday Park is busy, parked vehicles are preventing the bidirectional flow of traffic in McGrath Avenue.

This is due to the relatively narrow width and the absence of driveways to allow for passing opportunities. Separate feedback has been received noting that these parked vehicles are obstructing access to the few residential driveways on McGrath Avenue.

Further to the above, correspondence has been received regarding parked vehicles impacting access in Innes Street to the rear garage at no. 36 McGrath Avenue. A new child care centre is currently under construction at 275-277 Great North Road, with access predominantly from Innes Street due to the level differences.

In response to the above, it is proposed to install 'No Parking' restrictions in McGrath Avenue and Innes Street as per the attached plan. 'No Stopping' restrictions have been included to reinforce the statutory restrictions around the bend in Kerin Avenue.

These changes will result in the loss of approximately seven parking spaces in total. It should be noted that the proposed 'No Parking' in Innes Street will be made redundant in the future as the subject location is the future driveway into the site at 275-277 Great North Road.

Council consulted residents as part of wider Five Dock Area 6 Permit Parking Scheme consultation, which will be reported separately to Traffic Committee at a later date. Respondents were mixed on this matter with 40% of survey respondents in support of the proposal.

Respondents noted the desire to retain parking around Halliday Park as much as possible. It is however not feasible to further minimise the loss of parking whilst still maintaining clear driveway access and sufficient passing opportunities in the street.

A key concern raised in feedback was in relation to a section of 'No Parking' proposed between the driveways of 60 and 62 McGrath Avenue. Whilst this location was selected to minimise overall loss of parking, feedback indicated a preference for the removal of parking on the opposite side of the road adjoining the parking.

Noting this, it is not proposed to proceed with 'No Parking' between the driveway of 60 and 62 McGrath Avenue at this time. Further community consultation will be undertaken on a proposal to remove parking on the opposite side of the road at this location.

#### **STAFF RECOMMENDATION**

THAT 'No Parking' and 'No Stopping' restrictions be installed as per the attached plan.

#### **DISCUSSION**

The police representative suggested a 6 month trial period to see if the changes work, noted that more than half of the respondents to the proposal were against it.

Council staff advised a formal trial period does not appear necessary as, in any case, a report will be brought back to Traffic Committee if observations and/or community feedback indicate the parking restrictions aren't working satisfactorily.

#### **COMMITTEE RECOMMENDATION**

THAT 'No Parking' and 'No Stopping' restrictions be installed as per the attached plan.

Attachments:

1. McGrath Avenue Changes.



**LEGEND**

Five Dock Permit Parking Scheme Map v10

- NO STOPPING
- NO PARKING
- OTHER EXISTING RESTRICTION (NO PARKING, NO STOPPING, BUS ZONE, etc.)

**ITEM 8 CABARITA PARK, CABARITA – BOAT TRAILER  
PARKING****Department City Assets****Author Initials: BM**

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**REPORT**

Historically four spaces in Cabarita Park have been restricted to ‘Vehicles with Trailers Only, Saturday Sunday and Public Holidays’. This is in addition to the whole park being a ticket parking area with exemptions for permit holders.

Following consideration at the Traffic Committee meeting on 17 November 2022, in mid-2023 broad changes to parking restriction signage were made in Cabarita Parking. This was intended to improve the clarity and enforceability of restrictions. This took the form of ‘Area’ parking restriction signage indicating ‘24P Ticket, All Days, Permit Holders Excepted’.

The installation of this new signage created additional confusion with the ‘Vehicles with Trailers Only, Saturday Sunday and Public Holidays’ signage, which was also refreshed and slightly reconfigured.

The intent of this restriction was to reserve these spaces to be only used by vehicles with trailers on ‘Saturday, Sunday and Public Holidays’, supporting use of the boat ramp in the park.

Feedback from the community however found a variety of different interpretations. For example, some people believed the signage meant that vehicles with trailers can only park in these spaces on ‘Saturday, Sunday and Public Holidays’ and other vehicles can park at any time.

In light of community confusion, the ‘Vehicles With Trailers Only’ signage was temporarily covered in early 2024 whilst investigations were being undertaken. A variety of alternate signage configurations have subsequently been investigated, however similar potential misinterpretation and/or enforceability issues were identified.

Feedback from Council’s Parking Patrol Officers has revealed that historically there has been very low utilisation of these spaces by vehicles with trailers. In addition to this, no complaints have been received from boat owners following the temporary covering of the signs.

Noting the potential for confusion and lack of need, it is proposed that the ‘Vehicles with Trailers Only, Saturday Sunday and Public Holidays’ restriction be permanently removed.



**STAFF RECOMMENDATION**

THAT the ‘Vehicles with Trailers Only, Saturday Sunday and Public Holidays’ restriction in part of Cabarita Park be removed.

**DISCUSSION**

Item is in order.

**COMMITTEE RECCOMENDATION**

THAT the ‘Vehicles with Trailers Only, Saturday Sunday and Public Holidays’ restriction in part of Cabarita Park be removed.

Attachments:

1. Cabarita Park



**ITEM 9            GREAT NORTH ROAD, FIVE DOCK - FERRAGOSTO  
2024****Department    City Assets****Author Initials: SP**

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**REPORT**

Ferragosto is to be held on Sunday, 18 August 2024. This is an annual festival and involves a full road closure of Great North Road between Lyons Road and Queens Road, Five Dock.

This event is considered to be Class 1 in accordance with TfNSW guidelines. The proposed traffic management is generally as per previous years with minor amendments as outlined below.

**Kings Road, Thompson Lane and Cross Street**

For the first time in 2023, Traffic Controllers were used to restrict access to Kings Road, effectively making it one-way westbound between Thompson Lane and Harris Road. The existing one-way arrangement on Thompson Lane between Queens Road and Kings Road was also reversed, making it one-way northbound to maintain access to Kings Road.

These measures were effective at reducing traffic congestion in Kings Road during the 2023 event and are proposed to be implemented again in 2024. Congestion was however observed in Cross Street during the 2023 event. As a result and noting the narrow width of this street, it is proposed to effectively make Cross Street one-way northbound and well as prohibiting parking on the east side of the road.

**Mitigation strategies**

Measures will be implemented within the road closure to prevent unauthorised vehicle access in accordance with the event risk assessment and NSW Police direction. This information is to remain confidential and has hence not been included in the attached version of the Traffic Management Plan.

**STAFF RECOMMENDATION**

THAT the proposed road closures to facilitate Ferragosto on the 18 August 2024 be approved subject to the following:

1. The roadway be closed in accordance with the submitted Traffic Guidance Scheme (TGS) and must be installed in accordance with the TfNSW Guidelines for Traffic Control at Work Sites and the relevant Australian Standards.
2. The applicant is to contact Local Police, Fire Brigade and Ambulance Services to inform them of the proposed closure shortly before it is implemented and provide them with the TGS.

3. Surrounding residents and/or businesses be notified by the applicant.
4. Approval from the Transport Management Centre and Sydney Buses.

### **DISCUSSION**

The Transit Systems representative noted that they were communicating with TfNSW events team to finalise operational plans.

The Police supported the recommendation and noted that they will assist council with both traffic and pedestrian control on the day of the festival.

The TfNSW representative supported the recommendation subject to Council staff confirming that Transport Management Centre (TMC) are being liaised with.

Council staff confirmed that they were liaising with TMC and that an additional temporary bus stop may be required on the north side of Fairlight Street just east of Ramsay Road. This would include Special Event Clearway restrictions to ensure that the area is clear on the day of the event. The exact location of the zone is currently being finalised and the TMP will be updated accordingly.

The BayBUG representative noted that a number of plans in the TMP say 'Harris St', rather than 'Harris Rd'. Council staff advised they would pass on this feedback to the contractor.

### **COMMITTEE RECOMMENDATION**

THAT the proposed road closures to facilitate Ferragosto on the 18 August 2024 be approved subject to the following:

1. The roadway be closed in accordance with the submitted Traffic Guidance Scheme (TGS) and must be installed in accordance with the TfNSW Guidelines for Traffic Control at Work Sites and the relevant Australian Standards.
2. The applicant is to contact Local Police, Fire Brigade and Ambulance Services to inform them of the proposed closure shortly before it is implemented and provide them with the TGS.
3. Surrounding residents and/or businesses be notified by the applicant.
4. Approval from the Transport Management Centre and Sydney Buses.

Attachments:

1. Traffic Management Plan
2. Traffic Guidance Schemes



# TRANSPORT MANAGEMENT PLAN



**Sunday 18<sup>th</sup> August 2024**

**Great North Road FIVE DOCK**

PREPARED ON BEHALF OF



*Who Dares*

Version 1.1  
4<sup>th</sup> June 2024

By  
WHO DARES PTY LTD

TRAFFIC PLANNERS  
SAFETY CONSULTANTS

SHED 8 / 1 CANAL ROAD  
LEICHHARDT 2040

Ph: 02 9569 9922  
ABN: 420031767525

Event Organiser: **City of Canada Bay Council**

Document Author: **Glenn Armstrong**  
**Who Dares Pty Ltd**  
**Prepare a Work Zone Traffic Management Plan**  
**Safework Card Number: TCT0026337**  
**Phone: 02 9569 9922**

**Version Control**

Version	Date	Status	Comments
Version 1.0	31 <sup>st</sup> May, 2024	1 <sup>st</sup> Draft	
Version 1.1	4 <sup>th</sup> June, 2024	2 <sup>nd</sup> Draft	Addition of Cross St one way northbound

## 1. EVENT DETAILS

### 1.1. Event summary

Event Name	<b>FERRAGOSTO FESTIVAL</b>
Event is:	<b>Street Festival</b>
Event Date:	<b>Sunday 18<sup>th</sup> August 2024.</b>
Procession:	<b>09:30 – 10:00 hours.</b>
Event Start Time:	<b>10:00 hours.</b>
Event Finish Time:	<b>17:00 hours.</b>
Event Set Up Time:	<b>03:00 hours.</b>
Event Pack Down Finish Time:	<b>23:00 hours.</b>

### 1.2. Contact Names

**City of Canada Bay** - 1 Marlborough St, Drummoyne NSW 2047

<b>Erin Matic</b>	<b>Phone</b>	<b>02 9911 6564</b>
Event & Tourism Coordinator	<b>Mobile</b>	<b>0424 176 890</b>
	<b>E-mail</b>	<a href="mailto:Erin.Matic@canadabay.nsw.gov.au">Erin.Matic@canadabay.nsw.gov.au</a>

<b>Brendan MacGillicuddy</b>	<b>Phone</b>	<b>02 9911 6396</b>
Coordinator, Traffic and Transport	<b>Mobile</b>	0449 953 990
	<b>E-mail</b>	<a href="mailto:brendan.macgillicuddy@canadabay.nsw.gov.au">brendan.macgillicuddy@canadabay.nsw.gov.au</a>

**POLICE** - Burwood Police Area Command

<b>Snr Constable Germaine Grant</b>	<b>Phone</b>	<b>02 9745 8463</b>
Traffic Section	<b>Mobile</b>	
Burwood Police	<b>E-mail</b>	<a href="mailto:gran1ger@police.nsw.gov.au">gran1ger@police.nsw.gov.au</a>

**Transport for NSW**

<b>Tamara Holmes</b>	<b>Phone</b>	<b>02 8396 1648</b>
Transport Operations Planner	<b>Mobile</b>	
	<b>E-mail</b>	<a href="mailto:tamara.holmes@transport.nsw.gov.au">tamara.holmes@transport.nsw.gov.au</a>

**Buses**

<b>Rabih Bekdache</b>	<b>Phone</b>	
A/Transport Planning Project Manager	<b>Mobile</b>	0415 472 898
Customer Journey Planning	<b>E-mail</b>	<a href="mailto:Rabih.Bekdache@transport.nsw.gov.au">Rabih.Bekdache@transport.nsw.gov.au</a>
Transport Integration Greater Sydney		

**Traffic Contractor – Who Dares Pty Ltd**

<b>Glenn Armstrong</b>	<b>Phone</b>	<b>02 9569 9922</b>
General Manager	<b>Mobile</b>	0499 071 499
	<b>E-mail</b>	<a href="mailto:glenn@whodares.com.au">glenn@whodares.com.au</a>

### 1.3. Description of the event

Great North Road, Five Dock will come alive with the tastes and sounds of Italy on Sunday 18<sup>th</sup> August 2024 between 10am and 5pm.

Each year, Ferragosto attracts around 100,000 people to Five Dock, a Sydney suburb that is rich in Italian heritage and culture.

The event was originally located in the Garfield St car park, but as its popularity grew, it moved to Great North Road. Now, outgrowing its location, the festival now spans over 800 metres of stalls and exhibits from Queens Road to Lions Road.

The festival supports the local Italian community and is backed up by interest from local businesses, entertainers, residents and community organisations.

Visitors to Ferragosto can expect a variety of entertainment that will suit visitors of all ages. There are a variety of shows across the multiple stages that showcases Italian dance, music and comedy. For kids, there are free rides, activities and competitions that will excite and amaze.

For the Italian car lovers, there will also be displays from the famous car brands Alfa Romeo, Fiat and Ducati Bikes. There are over 120 stalls selling cultural merchandise and handcrafted goods. Within the stalls, there is also plenty of fabulous food to try that highlights the best of Italian cuisine. For those who wish to learn the secrets of Italian cooking, there are also demonstrations running during the festival.

This year a licenced bar area will be positioned on Garfield St west of Great North Rd.

The festival will take place on Great North Road, Five Dock between Lyons and Queens Roads. General admission is free.



## 2. RISK MANAGEMENT - TRAFFIC

### 2.1. RISK MANAGEMENT – TRAFFIC

“Temporary traffic management (TTM) is one of the highest risk activities on a roadwork site.”

\*

City of Canada Bay Council are the Risk Managers for their event operations. It is City of Canada Bay Council policy to identify and treat hazards by endeavouring to prevent or eliminate health and safety risk as far as is reasonably practicable (SFAIRP).

Who Dares as the contracted Traffic Control Company, engaged by City of Canada Bay Council, is the Delivery Partner and will fulfill all its legal duty to advise during consultation to deliver traffic plans that reflect the joint efforts of Who Dares. City of Canada Bay Council and all agencies assigned to the process of devising a plan that creates traffic and other arrangements appropriate to the safe delivery of the event.

The appropriateness of the arrangements is directly linked to the desirability of the event to the community compared with what is reasonably practicable to ameliorate inconvenience and safety risks.

Any risk treatment measure implemented by Who Dares through the Traffic Guidance Systems (TGS)s that are added to this TMP will be consistent with their obligations in accordance with the Work Health and Safety Act 2011 (NSW), Work Health and Safety Regulations 2017 (NSW) and AS/NZS ISO 31000:2018 Risk Management- guidelines.

The risk methods in this TMP will adhere to a feasibility hierarchy firstly endeavouring to eliminate risk by detouring traffic around effected areas completely separating traffic from the event. Secondly if traffic is unable to be detoured around traffic will be planned to pass the event using engineering methods to isolate risk. Some through methods will be considered under very controlled methods such as limited crossover points or emergency access.

City of Canada Bay Council must develop, with the help of Who Dares, a plan that is appropriately resourced through accumulating sufficient data to evaluate options to produce a draft TMP for consultation and development that will create the best achievable outcome for all stakeholders.

Who Dares in its capacity as the traffic management specialist and will do all that is reasonably practicable to give advice for options to ameliorate risks that are identified.

\* Transport for NSW Traffic Control at work sites, Technical Manual issue 6.1, 2022, 31.

**2.2. Regulatory Framework**

This Transport Management Plan has been written in accordance with the following Act, Regulation, Australian Standards and Road Design Technical Direction

- NSW WHS Act 2011
- NSW WHS Regulation 2017
- AS/NZS ISO 31000:2018 Risk Management - Guidelines
- ISO/IEC 31010:2019 - Risk Management - Risk Assessment Techniques
- ISO Guide 73:2009 - Risk Management – Vocabulary
- Traffic Control at Work Sites – (TfNSW) V6.1 Feb 2022
- AS 1742.2:2009 Manual of uniform traffic control devices - Traffic control devices for general use
- AS 1743:2018 Road signs - Specifications
- AS/NZS 1906.4:2010 Retro-reflective materials and devices for road traffic control purposes - High-visibility materials for safety garments
- AS 3996-2019 Access covers and grates
- AS 1742.10-2009 Manual of uniform traffic control devices - Pedestrian control and protection
- AS 1742.13-2009 Manual of uniform traffic control devices - Local area traffic management
- AS 1742.3-2009 Manual of uniform traffic control devices - Traffic control for works on roads
- RMS Guide to Traffic & Transport Management for Special Events Version 3.5 – June 2018

**2.3. Public Liability Insurance**

A \$20,000,000 Public Liability Insurance Certificate has been undertaken by the organisers of the event City of Canada Bay Council. Transport for NSW (TfNSW) must be listed as interested parties on this policy. Refer Annex 1.

**2.4. Vehicle Mitigation**

Vehicle mitigation strategies will be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction. This information is to remain confidential.

**2.5. Police**

Burwood Local Area Command is to be notified of the event and a Public Assembly Form submitted to Police.

**2.6. Fire and Rescue NSW and NSW Ambulance**

Fire and Rescue NSW and NSW Ambulance will be notified in writing of the event by the event organiser.

### 3. TRAFFIC AND TRANSPORT MANAGEMENT

#### 3.1. Road closures 03:00 hours till 23:00 hours Sunday 18<sup>th</sup> August 2024

- Full closure of Great North Road between Queens Road and Lyons Road
- Ramsay Road at Smith Lane.
- First Avenue at Cashmans Lane.
- Second Avenue at Great North Road.
- Rodd St at Jersey Lane.
- Barnstaple St at Jersey Lane.
- Jersey Lane at Service Lane.
- Kings Road at Thompson Lane.
- Garfield Street west of Thompson Lane.
- Henry Street at East Street.
- Road Closed Resident Access Only Ramsay Road westbound from Fairlight Street to Cashmans Lane.
- Road Closed Local Access Only Garfield Street westbound from West Street to Thompson Lane.
- Road Closed Resident Access Only, Thompson Lane between Garfield Street & Kings Road.
- Road Closed Resident Access Only, both ends of Murralong Avenue
- Road Closed Resident Access Only, Wangal Place cul-de-sac.
- Kings Road will be made One Way Westbound between Thompson Lane and Harris Street.
- Cross St will be made One Way northbound bound between Queens Road and Garfield Street.

#### 3.2. Detours

Access around the Great North Road closure will be via Lyons Road, Ingham Avenue, Fairlight Street, Queens Road and Harris Street.

#### 3.3. Cleaning

Prior to the reopening of the roads at 23:00 hours Sunday 18<sup>th</sup> August 2024, the City of Canada Bay Council will commence cleaning operations.

#### 3.4. Modification to existing signage

Buses excepted signage will be installed on the 2 existing No Right Turn signs west bound at the intersection of Lyons Road and Great North Road from 03:00 hours till 23:00 hours. This will allow buses that normally travel northbound on Great North Road to continue along their normal route after following the detour.

**3.5. Transit System Buses amended route changes**

Bus stop 204656 north bound on Lyons Road (east of Great North Road) will be extend by 60 metres to accommodate for two buses as this will be a relief point for services.

Bus stop 204616 south bound on Lyons Road (east of Great North Road) will be extend by 60 metres to accommodate for two buses as this will be a relief point for services.

Route 406 Hurlstone Park to Five Dock from First Avenue will terminate outside Domremy College (Stop 2046116)

Route 406 Five Dock to Hurlstone Park will commence from First Avenue outside Domremy College (Stop 2046113) then turn left into Park Road, left into Fairlight St, left into Ingham Avenue and then right into First Avenue and then continues along its normal route.

Route 415 Campsie to Chiswick – will continue straight on Harris Road, turn right onto Lyons Road West then left on to Great North Road and then continue along its normal route.

Route 415 Chiswick to Campsie – will continue straight on turn right onto Lyons Road West at Great North Rd then Left onto Harris Road then continue along its normal route.

Route 437 Five Dock to City QVB - will commence from First Avenue outside Domremy College (Stop 2046113) then turn left into Park Road, left into Fairlight St, left into Ingham Avenue and then right into First Avenue and then continues along its normal route.

Route 437 City QVB to Five Dock - from First Avenue will terminate outside Domremy College (Stop 2046116).

Route 438X and 438N Inbound - from Ingham Avenue turn right into First Ave, left into Park Road, right into Fairlight Street then left into Ramsay Road and then continues along its normal route.

Route 490 Hurstville to Drummoyne - will turn right into Fairlight St, left into Ingham Ave, then right into First Avenue and continue on its normal route.

Route 490 Drummoyne to Hurstville – will turn left into Park Road, right into Fairlight Street and then left into Great North Road and then continues along its normal route.

Route 491 Hurstville to Five Dock- at Great North Road will turn right into Fairlight St, left into Ingham Ave, left into First Avenue and then terminate outside Domremy College (Stop 2046113).

Route 491 Five Dock to Hurstville - Commence from First Avenue outside Domremy College (Stop 2046113) then turns left into Park Road, right into Fairlight Street and then left into Great North Road and then continues along its normal route.

The 491 can also use temporary Bus stops in Fairlight St.

Route 492 Drummoyne to Rockdale - buses divert right onto Fairlight St left into Ingham Ave, the right back onto Lyons Road.

Route 492 Rockdale to Drummoyne - buses divert left into Ingham Ave, right onto Fairlight St and left back onto Great North Rd.



Route 502 Cabarita Wharf to Drummoyne and City Town Hall – will continue straight on Lyons Road at Harris Road until Ingham Avenue and then continue along its normal route.

Route 502 City Town Hall & Drummoyne to Cabarita Wharf – will continue straight on Lyons Road at Ingham Avenue until Harris Road and then continue along its normal route.

Route 530 Burwood to Chatswood continues north on Harris Road and then right onto Lyons Road and then continues east past Great North Road and then continues along its normal route.

Route 530 Chatswood to Burwood continues west on Lyons Road past Great North Road and then turns left onto Harris Road and continues south past Queens Road and then continues along its normal route.

***Route specific diversion maps are attached.***

### 3.6. Parking

All existing council car parks will remain accessible, street parking will be restricted on Great North Road, between Queens Road and Lyons Road, First Avenue between Waterview Street and Great North Road and Ramsay Road between Smith Lane and Great North Road. (refer Special Event Clearways)

### 3.7. Construction, traffic calming and traffic generating developments

At present the Sydney Metro Dive site is positioned on the western side of Great North Road opposite Second Avenue and on the south-west corner of Second Avenue Waterview Street.

As work is not carried out on Sundays there should be no impact to the event.

Close communication will be maintained with Sydney Metro regarding the event and road closures.

There are no traffic calming devices or traffic generating developments along the route.

### 3.8. Traffic Control

Authorised traffic controllers will install barricades and signage and maintain closure points as per the Traffic Guidance Schemes.

### 3.9. Contingency Plans

Issues/Risks		Applicable	Action Taken
Heavy Weather		<input checked="" type="checkbox"/> Yes	Only in Extreme Weather conditions would this event not take place
Accident on the route		<input checked="" type="checkbox"/> No	Standard
Breakdown of vehicle or heavy vehicle		<input checked="" type="checkbox"/> No	Standard
Security of participants		<input checked="" type="checkbox"/> No	On-site security personnel if required

### 3.10. Heavy Vehicle impacts

There should be no impact to heavy vehicles. Heavy vehicles will detour with all other traffic.

**3.11. Details of provision made for cyclists & accessible parking**

Cyclists will be detoured with other vehicles or asked to dismount and walk through the event. There will be free bicycle parking on Kings Road and Rodd Road at the corner of Great North Road.

There are 4 accessible parking affected by the event, 2 spaces in the Waterview Street Car Park and the 2 spaces in the Kings Road Car Park, the event organiser will allow vehicles presenting with the correct accreditation to utilise these spaces throughout the day.

**3.12. Special Event Clearways 02:00 hours till 23:00 hours Sunday 18<sup>th</sup> August 2024**

- Great North Road from Queens Road to Lyons Road (both sides)
- Rodd Road from Great North Road to Jersey Lane (both sides)
- Barnstaple Road from Great North Road to Waterview Street (southern side)
- Barnstaple Road from Great North Road to Jersey Lane (northern side)
- Second Avenue between Great North Road and Waterview Street (northern sides)
- Henry Street between West Street and Great North Road (northern side)
- Garfield Street from Great North Road to Thompson Lane (both sides)
- First Avenue from Waterview St to Great North Road (both sides)
- Ramsay Road from Smiths Lane to Great North Road (southern side)
- Ramsay Road from Cashmans Lane to Great North Road (northern side)
- Kings Road between Great North Road and Thompson Lane (southern sides)
- Fairlight Street from Great North Road to Ramsay Road (northern side)
- Park Road from Fairlight Street to First Avenue (east side)
- Lyons Rd Great North Rd to McKinnon Ave (both sides)

**As listed on TGS 10 Special Event Clearway Map**

#### 4. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES

##### 4.1. Emergency Lane

A minimum 4 metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicle through the closure points.

##### 4.2. Advertise the traffic management arrangements

All residents will be notified of the event through:

City of Canada Bay News (distributed monthly by Council)

Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.


##### 4.3. Special event warning signs


Road closure signage will be installed at least one week prior to warn the public of the closure. TfNSW contractor will install Special Event clearway warning signage and regulatory signage.


##### 4.4. Portable variable message signs

Three Variable message signs will be used to advise the motorists of pertinent traffic information.

#### VMS locations and messages:

Location	Messages	
	09/08/24 – 3am 18/08/24	3am till 11pm 18/08/24
<p>1 Great North Road South of Charles St (facing southbound traffic)</p>	FERRAGOSTO FESTIVAL SUN 18 AUG	GT NORTH RD CLOSED TILL 11PM
	GT NORTH RD CLOSED SUN 18 AUG	DETOUR VIA LYONS RD & HARRIS ST 

Location	Messages	
	09/08/24 – 3am 18/08/24	3am till 11pm 18/08/24
<b>2</b> Ramsay Road South of Henley Marine Dr South eastern corner between Henley Marine Drive and Iron Cove Creek (facing northbound traffic)	FERRAGOSTO FESTIVAL SUN 18 AUG	GREAT NORTH RD CLOSED
	GT NORTH RD CLOSED SUN 18 AUG	DETOUR VIA QUEENS RD & HARRIS ST 

Location	Messages	
	09/08/24 – 3am 18/08/24	3am till 11pm 18/08/24
<b>3</b> Great North Road Opposite Murralong Ave NTH WEST CORNER OF LONGVIEW ST (Small VMS) (facing northbound traffic)	FERRAGOSTO FESTIVAL SUN 18 AUG	GREAT NORTH RD CLOSED
	GT NORTH RD CLOSED SUN 18 AUG	DETOUR VIA QUEENS RD & HARRIS ST 

## 5. PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, Transport for NSW (TfNSW), or Local Government.

### I declare that the details in this application are true and complete. I understand that:

The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document;

I must supply the information under the Road Transport Legislation (as defined in the Road Transport Act 2013) and the Roads Act 1993;

Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding;

The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information";

The "personal information" held by the Police, Transport for NSW or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event;

The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

FERRAGOSTO FESTIVAL TMP  
VERSION 1.1 – 4<sup>TH</sup> JUNE 2024



## 6. APPROVAL

TMP Approved by: \_\_\_\_\_ Date: \_\_\_\_\_

Event Organiser City of Canada Bay Council

## 7. AUTHORITY TO \*REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: **Brendan MacGillicuddy** Date: \_\_\_\_\_

City of Canada Bay Council

\* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and Transport for NSW require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

## 8. PHYSICAL SURVEY OF THE ROUTE

Item	Verified	Action Taken
All one-way Streets are as described	<input checked="" type="checkbox"/>	
Blocked access to local businesses	<input checked="" type="checkbox"/>	Local Businesses will be aware of the road closures
Blocked Ambulance access	<input checked="" type="checkbox"/>	All Emergency Services notified of event. Police to facilitate emergency vehicle access
Blocked local resident access	<input checked="" type="checkbox"/>	Limited access provided under police or nominated traffic management contractor
Blocked Police vehicle access	<input checked="" type="checkbox"/>	Police to facilitate access
Blocked public transport access	<input type="checkbox"/>	Some delays due to traffic
Restricted movements – banned turns, heavy/high vehicles	<input checked="" type="checkbox"/>	Intersections under Police/Traffic Controller
Road signage – existing/temporary	<input checked="" type="checkbox"/>	
Signalised intersections	<input checked="" type="checkbox"/>	To be managed by TfNSW
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/>	Traffic generators are aware of standard road closures

**Attachments**

Annex 1 – Public Liability Insurance  
Annex 2 – Road Occupancy License application  
Annex 3 – Road Closure and Diversion map  
Annex 4 - Bus Diversion Maps

**Traffic Guidance Schemes**

TGS 00 TGS Overview  
TGS 01 Great North Rd & Lyons Rd  
TGS 02 Rodd St, Barnstaple Rd & Henry St  
TGS 03 Second Ave  
TGS 04 Garfield St & Thompson Ln  
TGS 05 Garfield St & West St  
TGS 06 Harris St & Kings Rd  
TGS 07 Great North Rd Ramsay & Fairlight  
TGS 08 Murralong Ave & Ramsay Rd  
TGS 09 Five Dock Detours  
TGS 10 Special Event Clearway Map  
TGS 11 Lyons Rd Temp Bus Stops  
TGS 12 VMS Locations

ANNEX 1

**PUBLIC LIABILITY INSURANCE**  
(Insert 2024/25 PLI when available)

01 July 2023

Attention: Rowan Castro

The General Manager  
City of Canada Bay Council  
Locked Bag 1470  
DRUMMOYNE NSW 1470

Dear Rowan,

ABN 66 009 098 864

One International Towers,  
100 Barangaroo Ave,  
Sydney, NSW, 2000Tel: (02) 9320 2700  
Direct: (02) 9320 2726  
Naamon.Eurell@jita.com.au  
[www.statewidemutual.com.au](http://www.statewidemutual.com.au)**Certificate of Currency**

This is to certify that membership is current, as at the date stated above. This certificate provides a summary of the cover and is not intended to amend, extend, replace or override the terms and conditions provided by the Statewide Mutual Liability Scheme.

<b>CLASS</b>	Public Liability/Professional Indemnity
<b>MEMBER</b>	City of Canada Bay Council
<b>BUSINESS OF MEMBER:</b>	Local Government Authority, as defined in wording
<b>EXPIRY DATE</b>	30 June 2024
<b>GEOGRAPHICAL SCOPE</b>	Anywhere in the World, excluding the Dominion of Canada and the United States of America.
<b>LIMITS OF PROTECTION</b>	Public Liability \$20,000,000 any one occurrence Products Liability \$20,000,000 any one occurrence and in the aggregate any one Period of Protection Professional Indemnity \$20,000,000 any one claim and in the aggregate any one Period of Protection
<b>STATEWIDE CERTIFICATE NUMBER</b>	000763

This certificate of currency is issued as a matter of information only and confers no rights upon the certificate holder.

Yours sincerely,

Naamon Eurell  
Executive Officer

## ANNEX 2

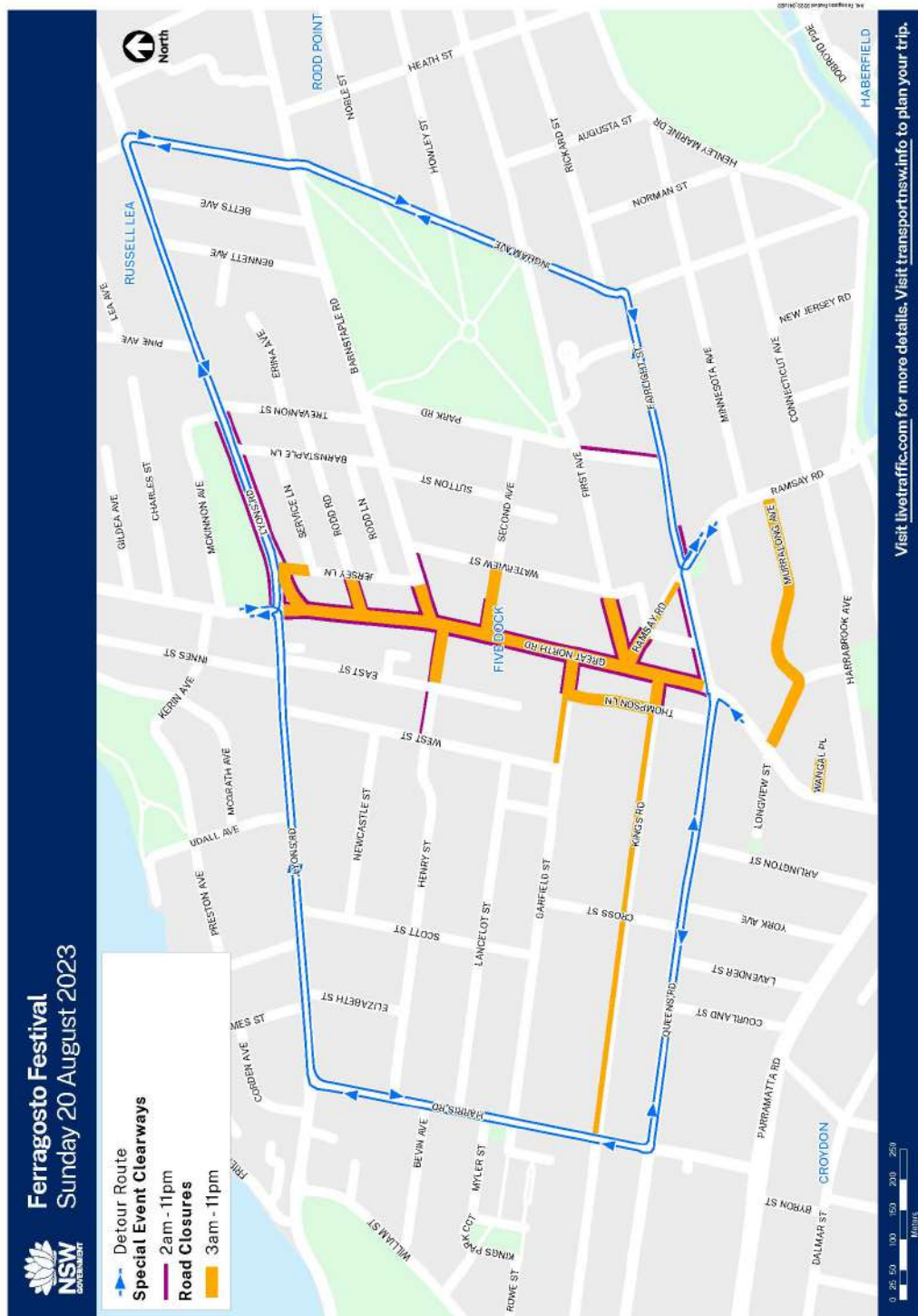
**ROAD OCCUPANCY LICENCE (ROL)**

(When approved attach copy here)



ANNEX 3

ROAD CLOSURE & DIVERSION MAP



FERRAGOSTO FESTIVAL TMP  
VERSION 1.1 – 4<sup>TH</sup> JUNE 2024

ANNEX 4

BUS DIVERSION PLANS

# NOTICE

## Ferragosto Festival

The annual Ferragosto festival at Five Dock will be held on Sunday 20/8/2023 road closures are from 03:00 – 23:00.

Diversions as follows:

**Route 406**

<b>Times</b>	03:00 – 23:00
<b>Five Dock</b>	As normal route terminate service at Domremy College, First Ave - 2046113
<b>Lay Up</b>	Domremy College, First Ave - 2046113
<b>First Pick Up</b>	Domremy College, First Ave - 2046113
<b>Hurlstone Park</b>	From First Ave, Left Park Rd, Left Fairlight St, Left Ingham St, Right First Ave then as normal

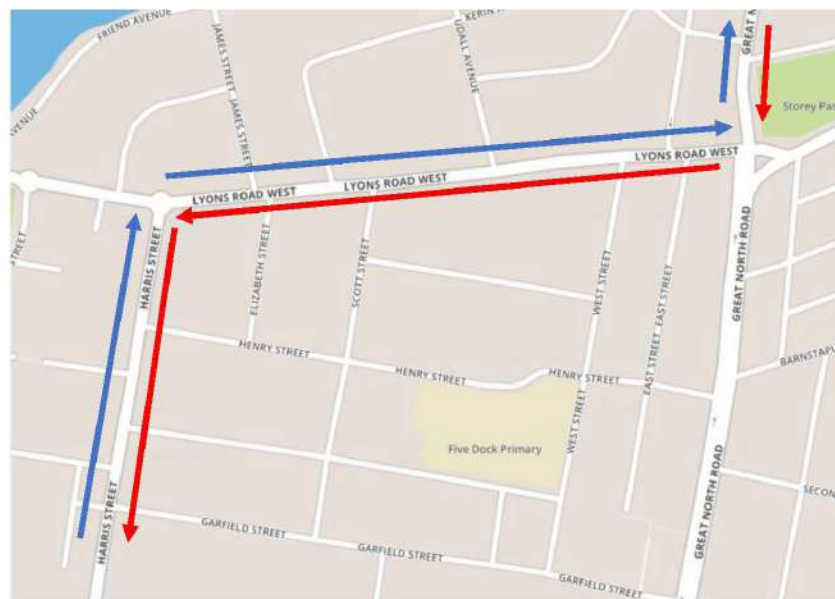


FERRAGOSTO FESTIVAL TMP  
VERSION 1.1 – 4<sup>TH</sup> JUNE 2024

## NOTICE

### Route 415

<b>Times</b>	03:00 – 23:00
<b>Chiswick</b>	From Harris St, Right Lyons Rd West, Left Great North Rd then as normal
<b>Lay Up</b>	As normal
<b>First Pick Up</b>	As normal
<b>Campsie</b>	From Great North Rd, Right Lyons Rd West, Left Harris St then as normal



FERRAGOSTO FESTIVAL TMP  
VERSION 1.1 – 4<sup>TH</sup> JUNE 2024

# NOTICE

## Route 437

<b>Times</b>	03:00 – 23:00
<b>Five Dock</b>	As normal route terminate service at Domremy College, First Ave - 2046113
<b>Lay Up</b>	Domremy College, First Ave - 2046113
<b>First Pick Up</b>	Domremy College, First Ave - 2046113
<b>QVB</b>	From First Ave, Left Park Rd, Left Fairlight St, Left Ingham St, then as normal



FERRAGOSTO FESTIVAL TMP  
VERSION 1.1 – 4<sup>TH</sup> JUNE 2024



# NOTICE

## Route 438X & 438N

<b>Times</b>	03:00 – 23:00
<b>Abbotsford</b>	From Ramsay St, Right Fairlight St, Left Ingham St, left Lyons Rd, Right Great North Rd then as normal
<b>Lay Up</b>	As normal
<b>First Pick Up</b>	As normal
<b>Martin Place</b>	From Great North Rd, Left Lyons Rd, Right Ingham St, Right Fairlight St, Left Ramsay St then as normal
<b>Relief Point</b>	Drummoyne Senior Citizen's Club - 204657

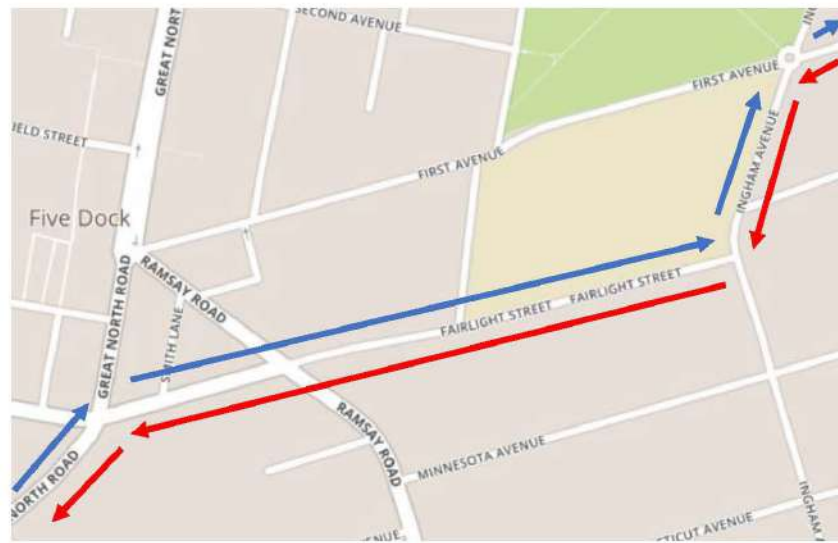


FERRAGOSTO FESTIVAL TMP  
VERSION 1.1 – 4<sup>TH</sup> JUNE 2024

## NOTICE

### Route: 490

<b>Times</b>	03:00 – 23:00
<b>Five Dock</b>	From Great North Rd, Right Fairlight St, Left Ingham St, Right First Ave then as normal
<b>Hurstville</b>	From First Ave, Left Ingham, Right Fairlight, Left Great North Rd then as normal



FERRAGOSTO FESTIVAL TMP  
VERSION 1.1 – 4<sup>TH</sup> JUNE 2024

## NOTICE

### Route 491

<b>Times</b>	03:00 – 23:00
<b>Five Dock</b>	From Great North Rd, Right Fairlight St, Left Ingham St, left First Ave then terminate at stop on Domremy College, First Ave - 2046113
<b>Lay Up</b>	Domremy College, First Ave - 2046113
<b>First Pick Up</b>	Domremy College, First Ave - 2046113
<b>Hurstville</b>	From First Ave, Left Park Rd, Right Fairlight St, Left Great North Rd then as normal

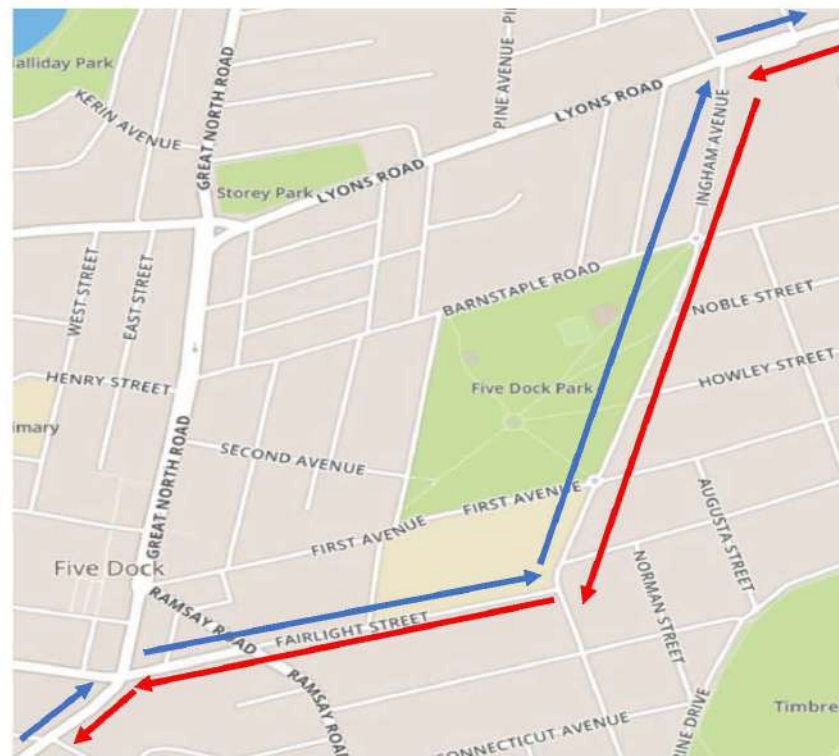


FERRAGOSTO FESTIVAL TMP  
VERSION 1.1 – 4<sup>TH</sup> JUNE 2024

# NOTICE

## Route 492

<b>Times</b>	03:00 – 23:00
<b>Drummoyne</b>	From Great North Rd, Right Fairlight St, Left Ingham St, Right Lyons Rd then as normal
<b>Lay Up</b>	As normal
<b>First Pick Up</b>	As normal
<b>Rockdale</b>	From Lyons Rd, Left Ingham St, Right Fairlight St, left Great North Rd then as normal



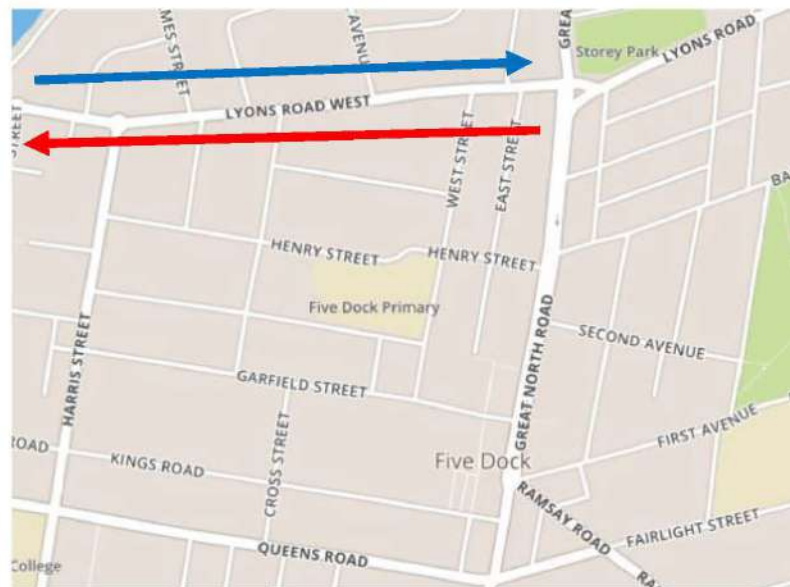
FERRAGOSTO FESTIVAL TMP  
VERSION 1.1 – 4<sup>TH</sup> JUNE 2024



# NOTICE

## Route 502

<b>Times</b>	03:00 – 23:00
<b>Drummoyne and City</b>	Continue along Lyons Rd West, to Lyons Rd, then as normal
<b>Lay Up</b>	As normal
<b>First Pick Up</b>	As normal
<b>Cabarita Wharf</b>	Continue Lyons Rd, to Lyons Rd West, then as normal

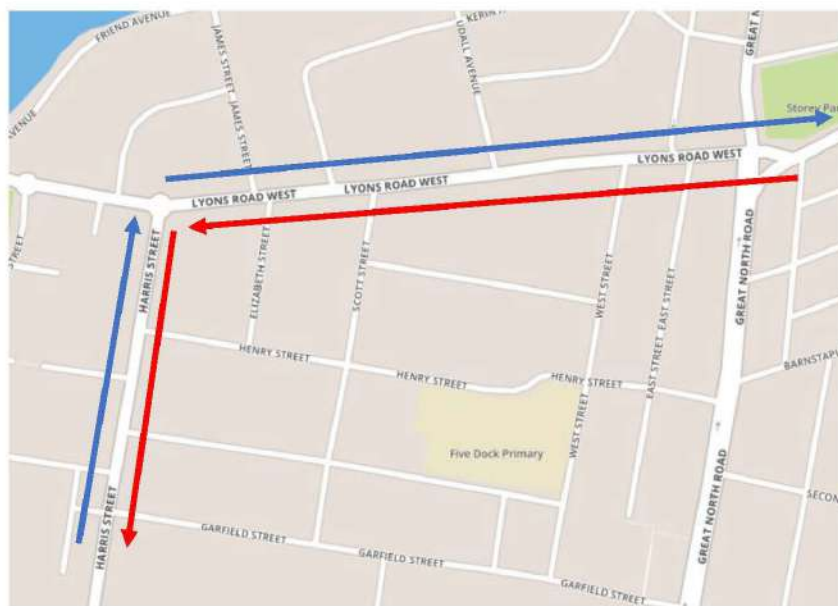


FERRAGOSTO FESTIVAL TMP  
VERSION 1.1 – 4<sup>TH</sup> JUNE 2024

## NOTICE

### Route 530

<b>Times</b>	03:00 – 23:00
<b>Chatswood</b>	Continue along Harris St, Right Lyons Rd West then as normal
<b>Lay Up</b>	As normal
<b>First Pick Up</b>	As normal
<b>Burwood</b>	Continue Lyons Rd West, Left Harris St then as normal
<b>Relief Point</b>	Bus stop Lyons Rd near Great North Rd 204616



Bus operators are to use all stops along their diverted routes.



# NOTICE

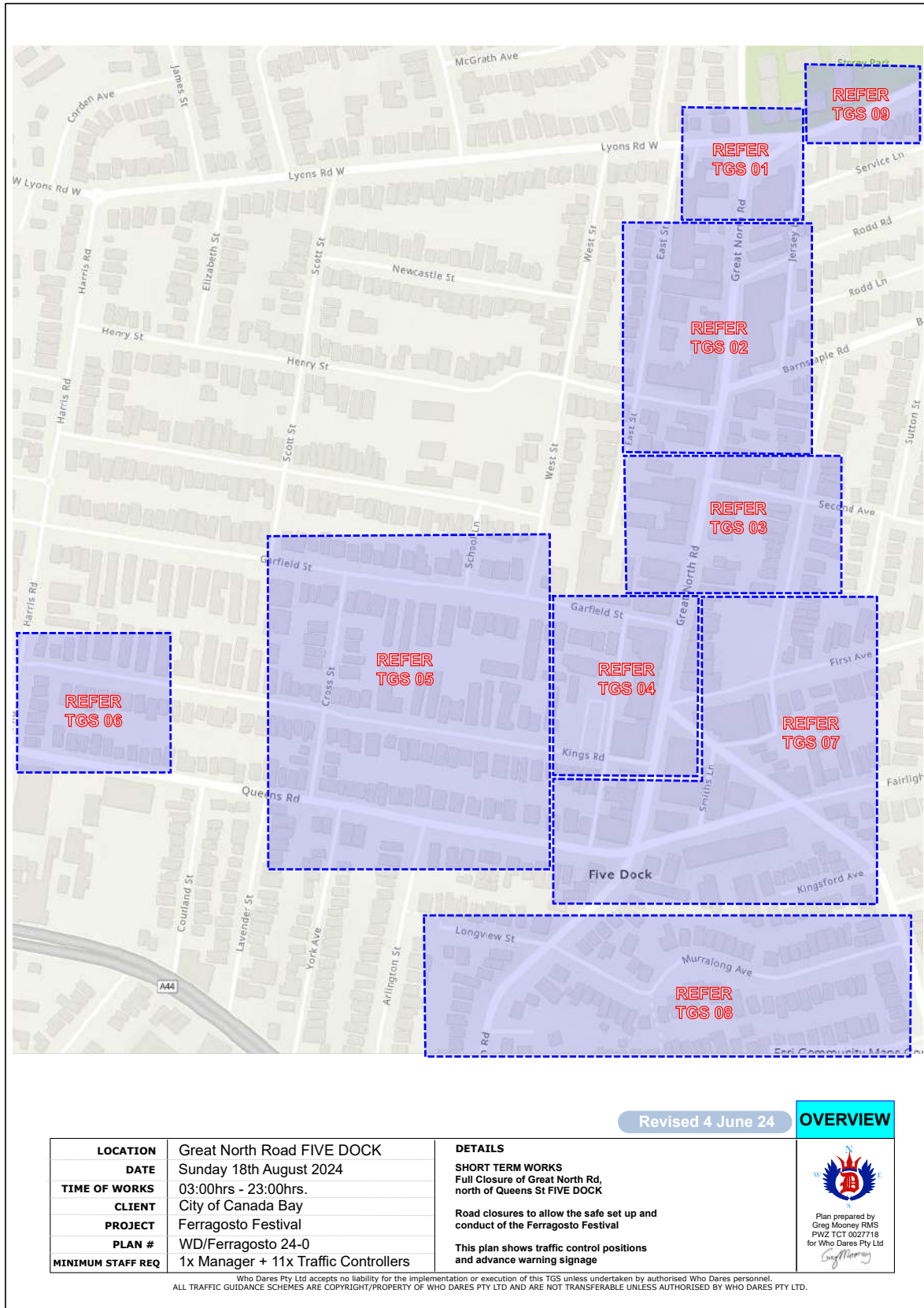
## TEMPORARY BUS STOPS

- Fairlight St near Ramsay Rd heading west.
- Fairlight St near Ramsay Rd heading east.

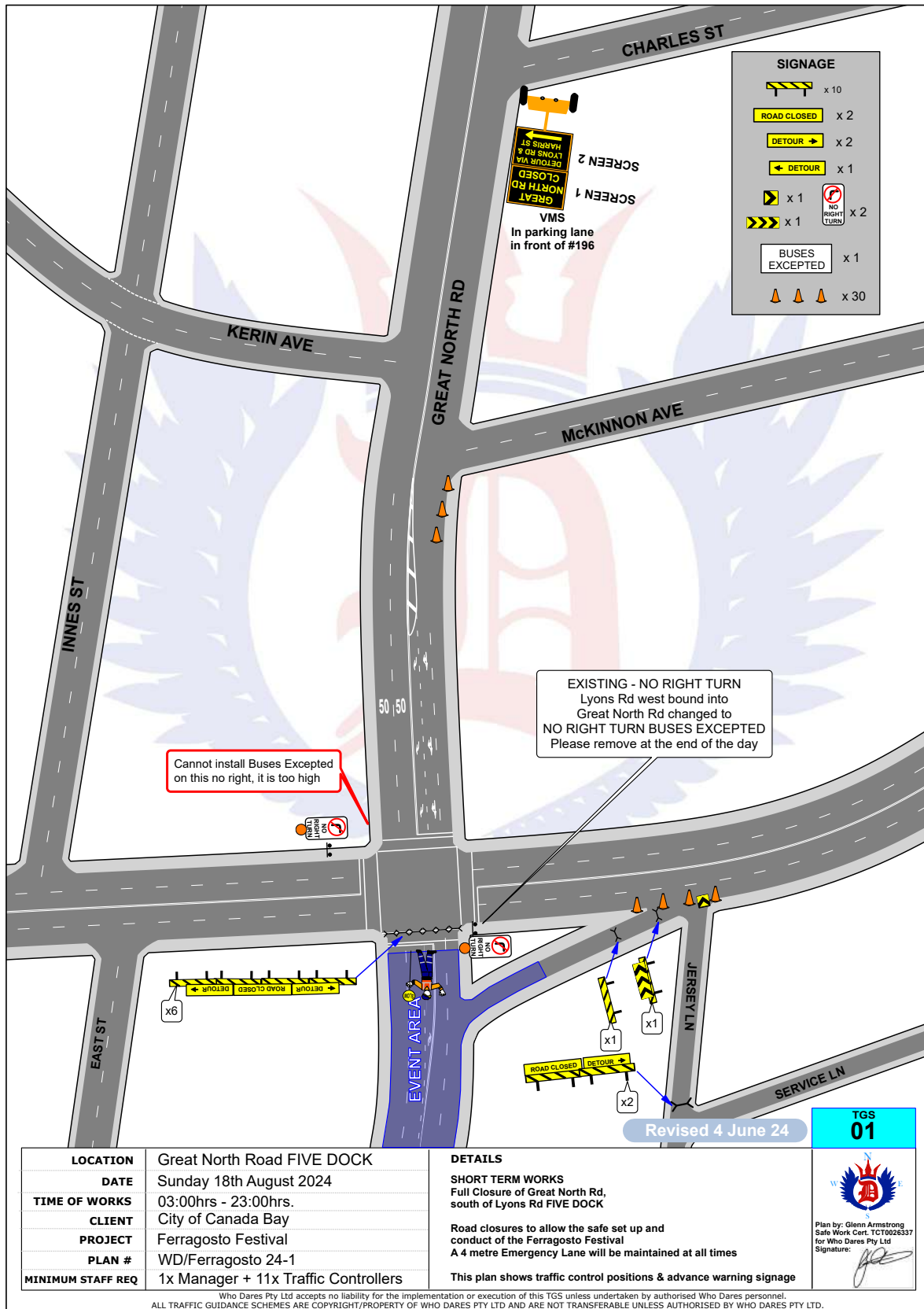


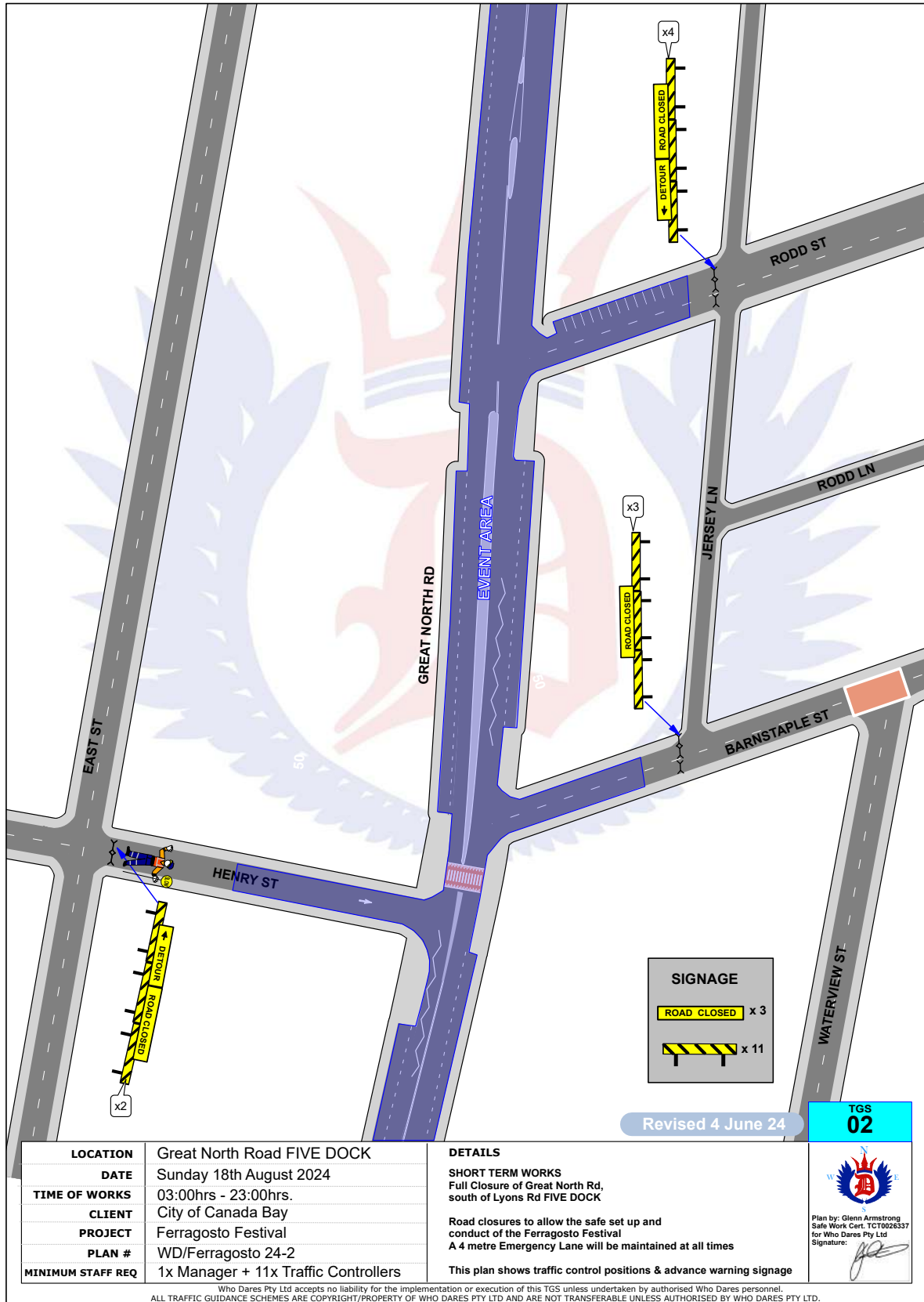
TRANSIT SYSTEMS

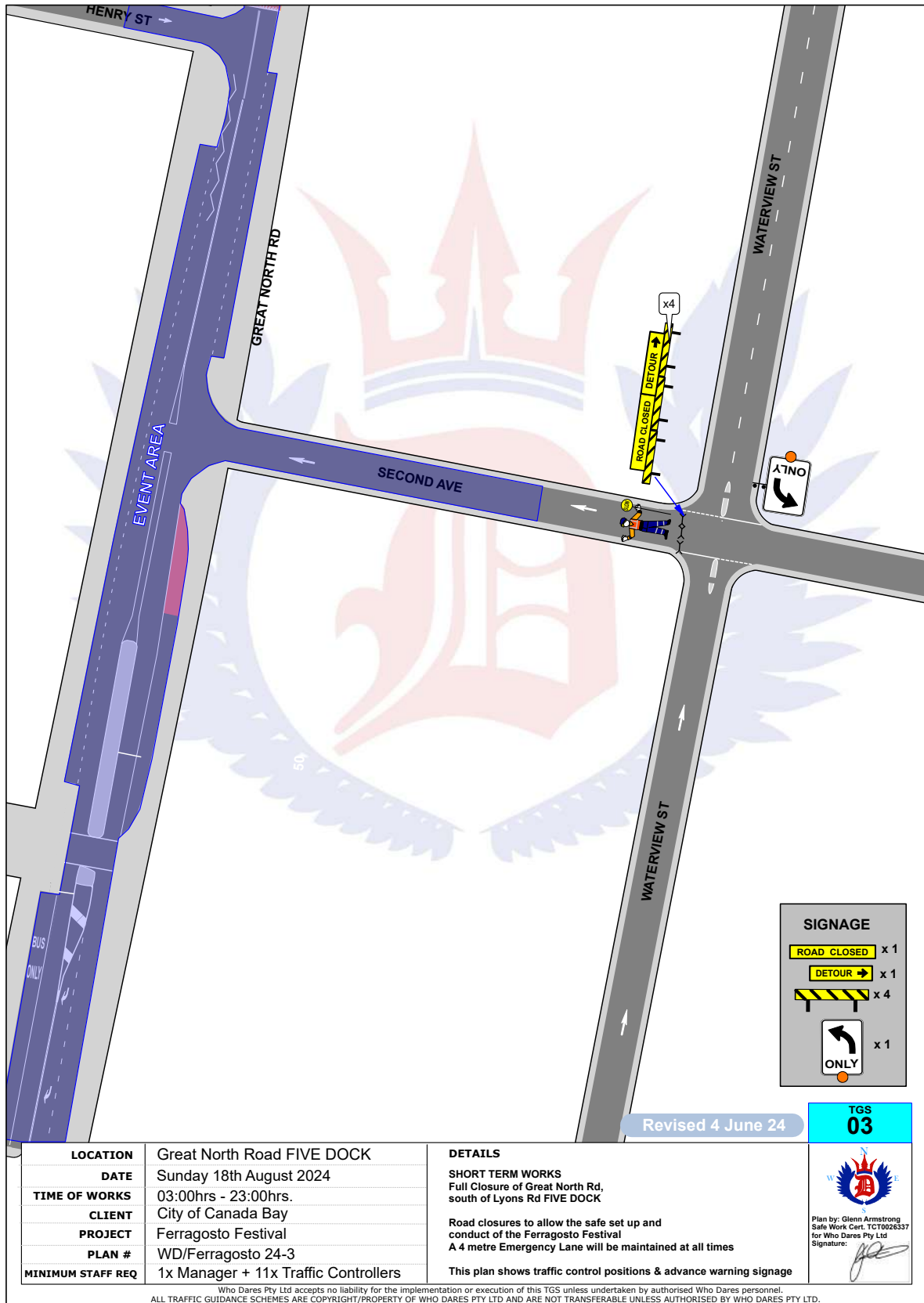
FERRAGOSTO FESTIVAL TMP  
VERSION 1.1 – 4<sup>TH</sup> JUNE 2024

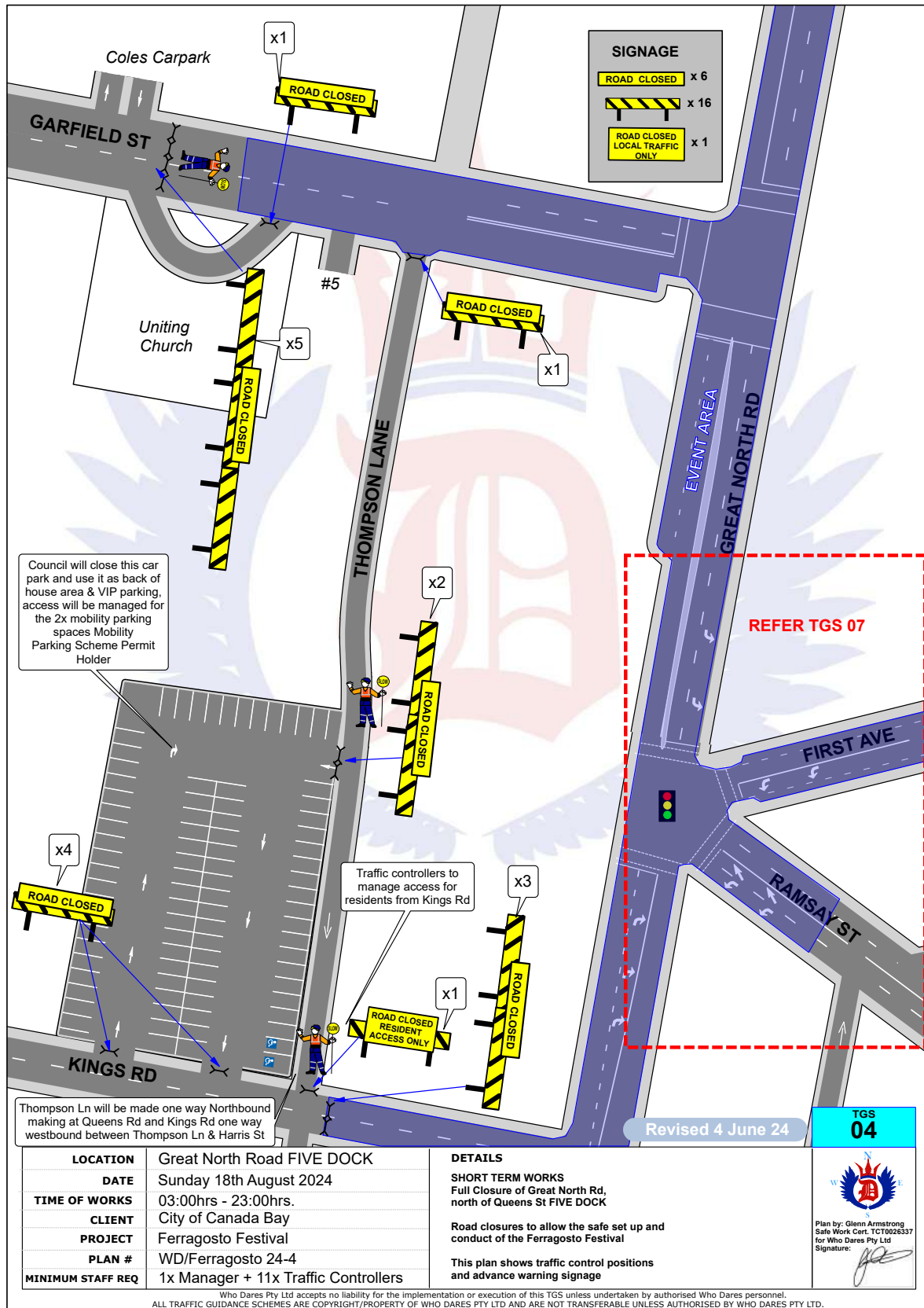




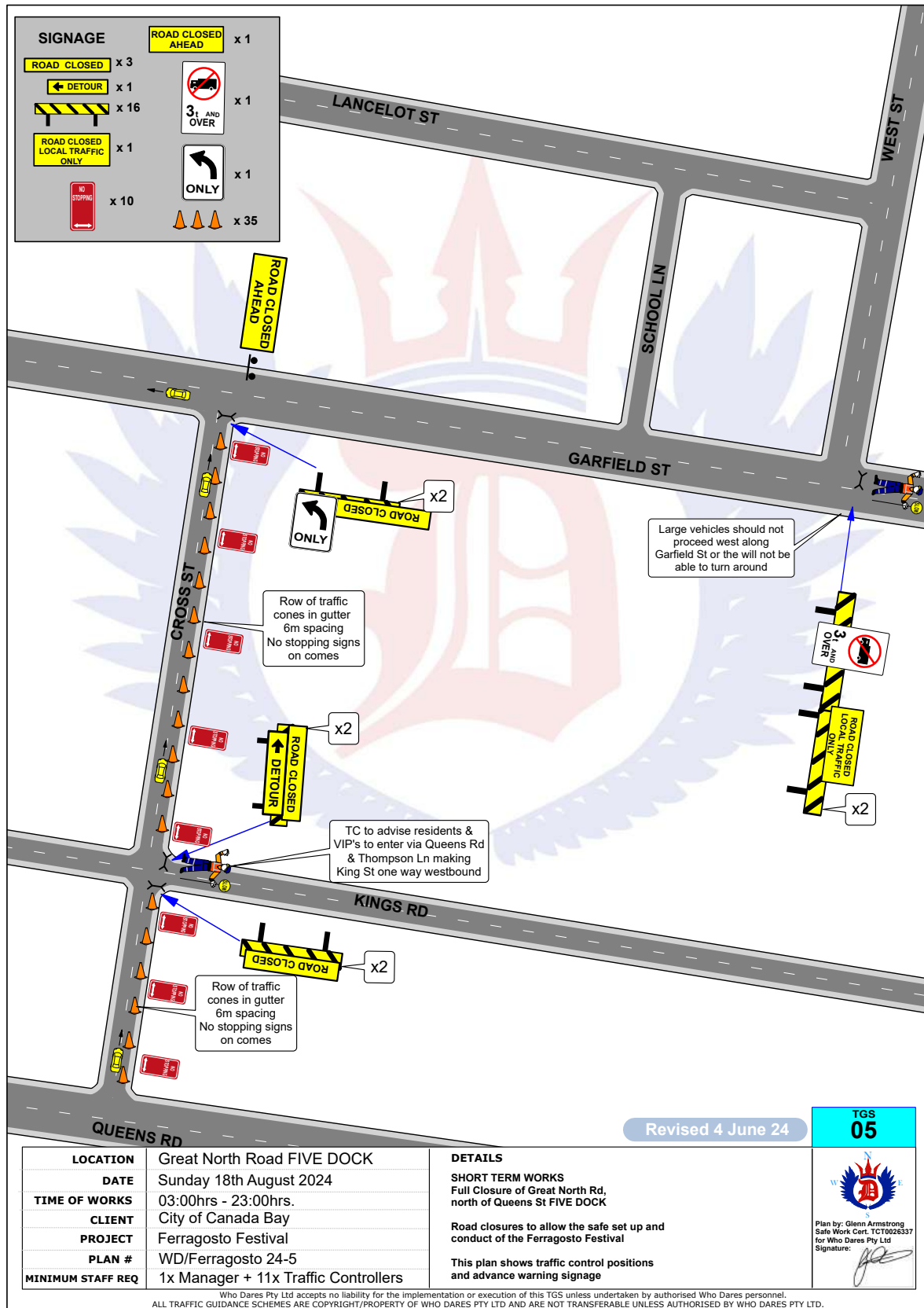


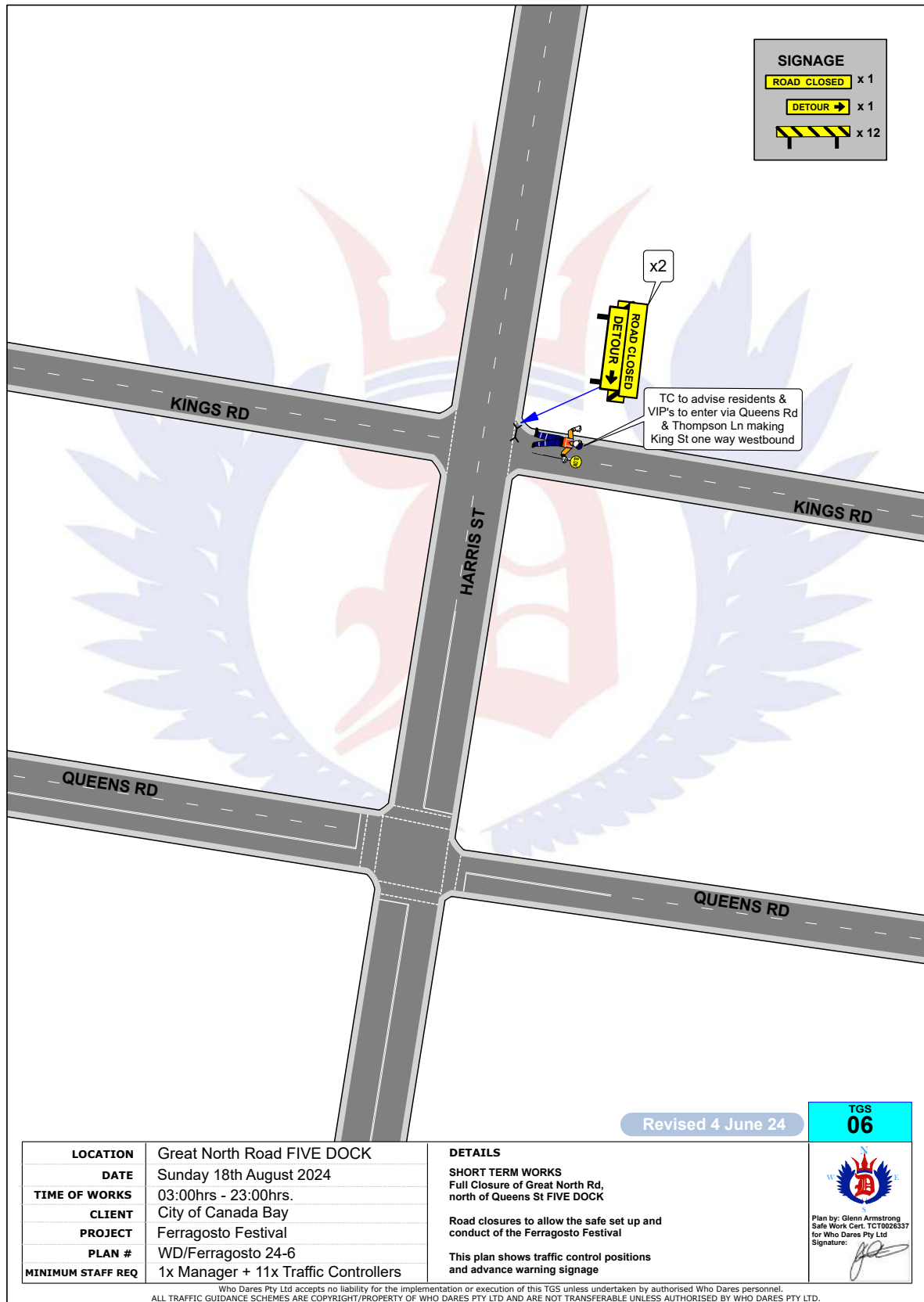


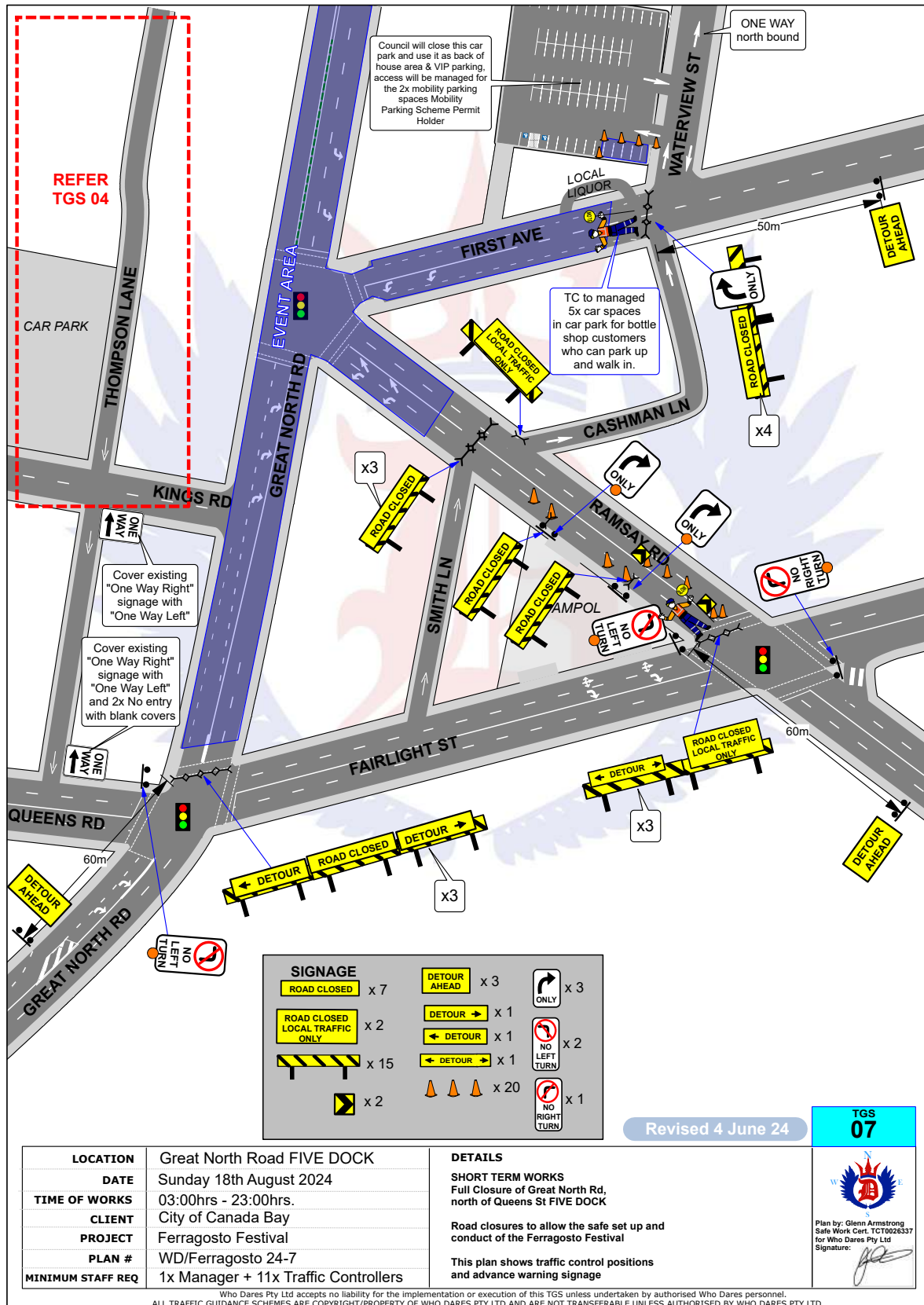


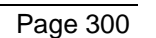










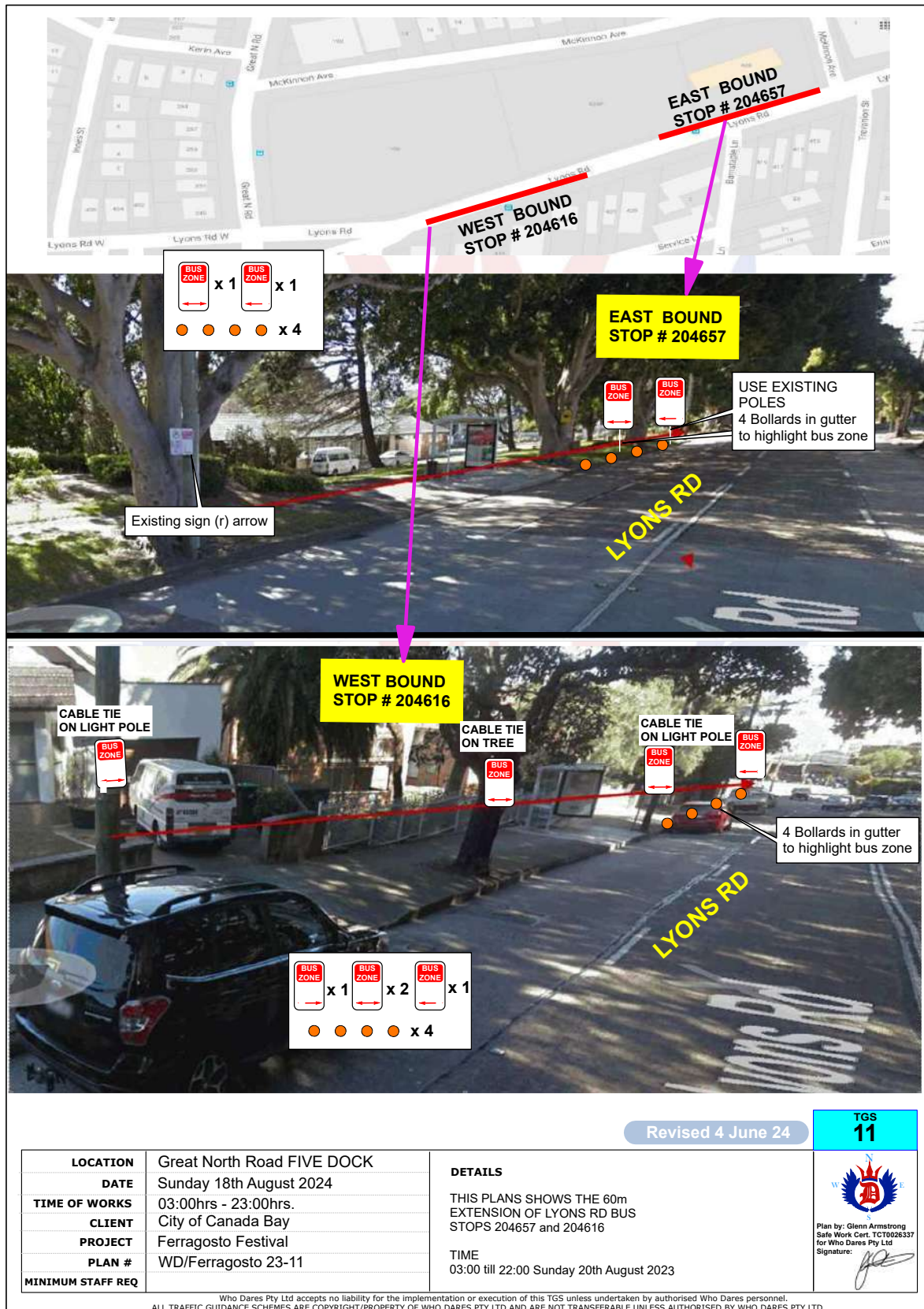




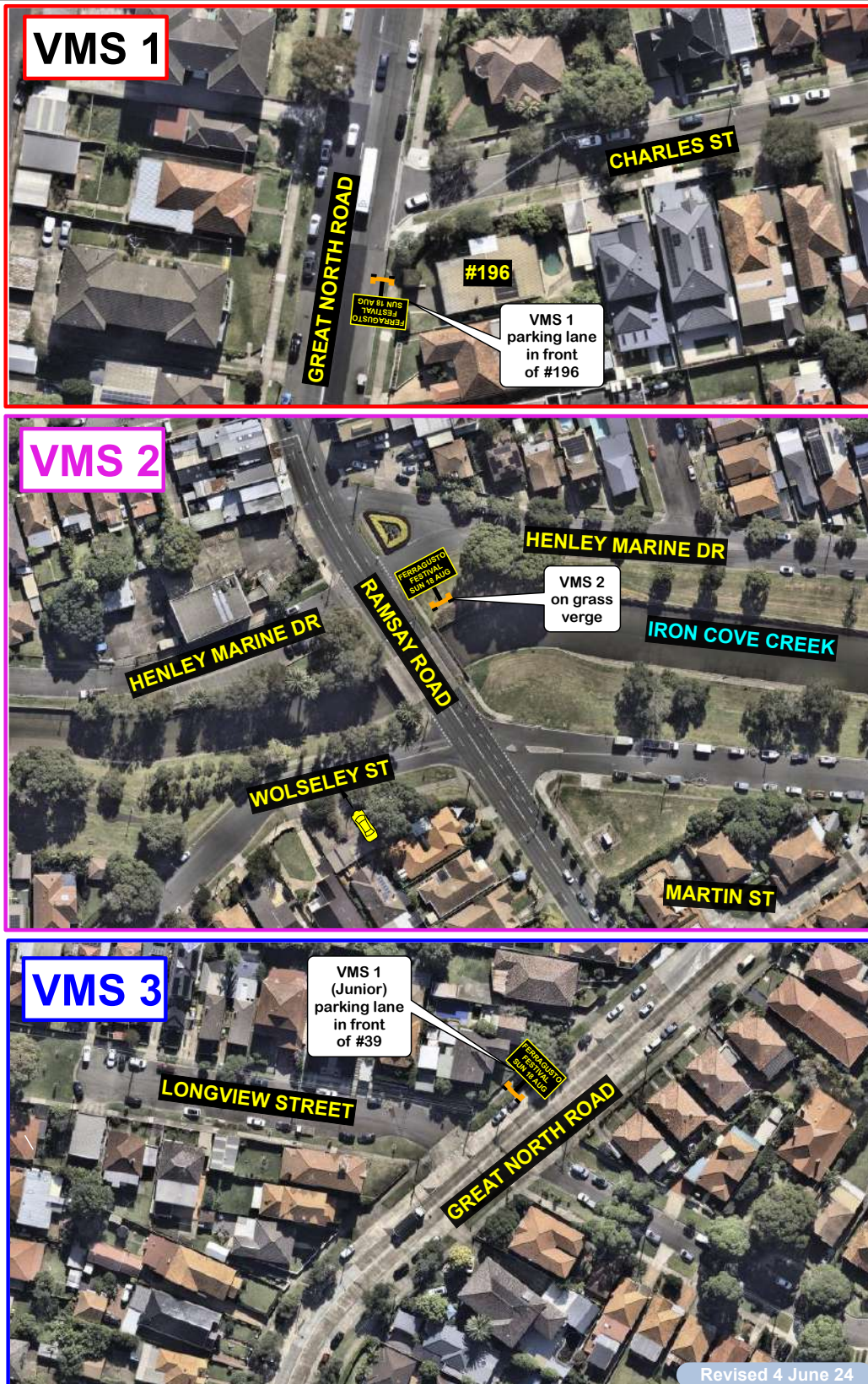




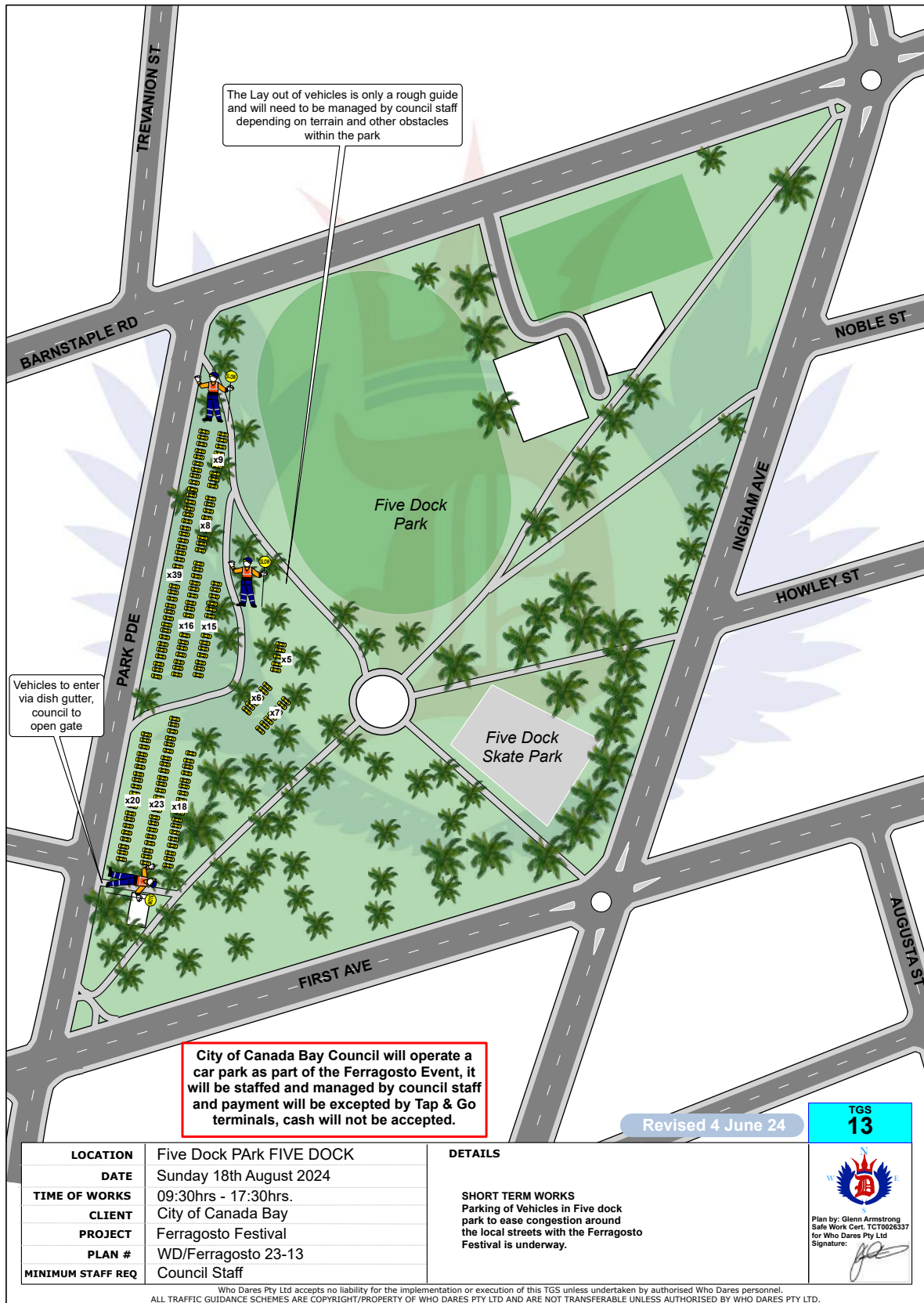












## Community Circles Program Evaluation - Summary City of Canada Bay and Wingecarribee Shire Councils



- Goal – 300 connections – Actual 692 connections
- Survey results from 164 participants

	Has Community Circles supported your independence	Has Community Circles helped you to feel more connected to people in your community	Has Community Circles helped to improve your mental well being	Has Community Circles helped you to feel more confident living in this community
Yes	74	135	121	118
Unsure	11	9	4	10
Not relevant	57	6	22	19
No	13	8	11	11
Did not answer	9	6	6	6
Total	164	164	164	164
Yes % relevant	75.5%	88.8%	89.0%	84.9%



## Media - City of Canada Bay



<https://vimeo.com/917392626?share=copy>

## City of Canada Bay - Social groups created

---



- **Board Games**  
At Concord Library each Thursday 10am-12pm  
10 people each week  
52 individual circles and connections  
Feedback- more than 70% have achieved self sustaining relationships
  - **Croquet group**  
2 sessions per week  
Over 45 people involved
  - **Baking Group - the Catholic Church Hall**  
9 people involved on a regular basis
  - **Volunteers visiting seniors in homes**  
Greek volunteers x 4 people  
Visiting Redleaf, Carino Care and initially Presbyterian Care
  - **Reminiscing Circles – held Mondays hosted at Heritage Museum**
-



## City of Canada Bay - Program Outcomes

---



- 2 staff for 2 days per week each (total of 4 days per week) for period April 2023 to June 2024, enabled by additional source of funding from “Connecting Seniors Grant”
  - Program will continue for two days per week from 1 July to 20 December 2024, due to funding from Connecting Seniors Grant
  - Total circles achieved – 116 people connected
  - Total volunteers – 14
  - Businesses involved - 1 to date
  - Residents from aged care - total number of visits - 26
-

# APPENDIX

---



## SUMMARY OF

- Council playbook
  - Software to enable model to scale
  - Community app deployed in each community
  - Online forms
  - Online training platform for Volunteers
-

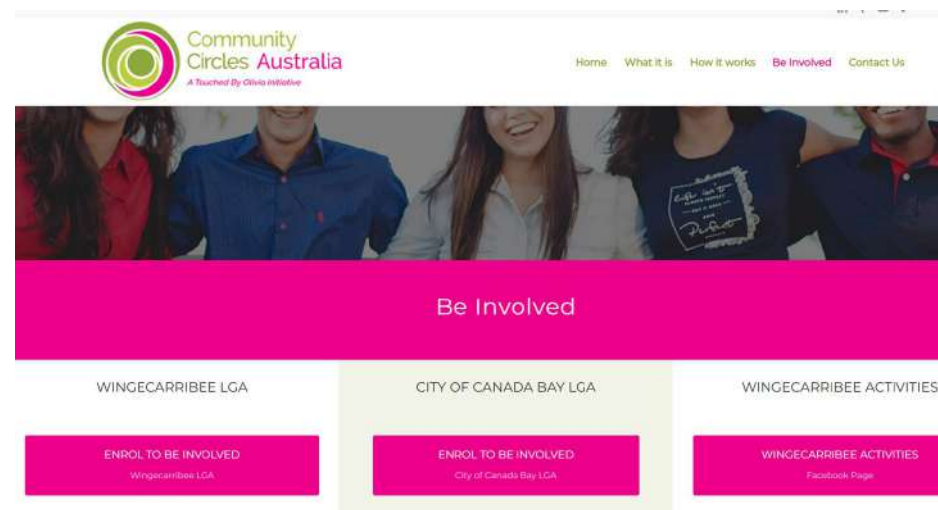
## Implementation tools – Eol Form (online)



Which of the following roles would you like to either volunteer for or have support \*  
for?

- ☐ Assistance driving within local area
- ☐ Assistance with outdoor home duties, such as bins or garden
- ☐ Assistance helping train other volunteers
- ☐ A facilitator to help others create circles
- ☐ Walk or look after pets
- ☐ Assistance with shopping and/or pick up incidentals from shops
- ☐ Cook and drop off a meal
- ☐ Social connection-
- ☐ Go for a walk
- ☐ Visit those in the community in aged care homes who never get visitors
- ☐ Specific office skills (marketing, fundraising events, client socials)
- ☐ Run a 2 hour club group
- ☐ Other- fill in next question
- ☐ Other: \_\_\_\_\_

Do you need support, or wish to volunteer for, a function not listed above. If so,  
please detail this function/ role. Could be a specific support or activity group or







# Implementation tools – Training Platform



## Course curriculum

### Chapter 1- Community Circles Overview ^

-  Introduction to Community Circles
-  What are Community Circles?
-  What Community Circles are NOT!
-  How the Australian Model differs from the UK Model

### Chapter 2- Community Circles in action v

### Chapter 4 - Becoming a Facilitator v



#### About this course

-  Free
-  33 lessons
-  1 hour of video content





## Outcome - automate and scale



View, schedule, book community based (including paid) resources, with appropriate safeguarding, compliance and on boarding management

The screenshot displays the 'Community Circles Plus' interface. On the left, a 'My Tasks' section lists seven unallocated tasks: 'Wash clothing', 'Cook dinner', 'Medical appointment', 'Shopping', 'Play with pet', and 'Come for a visit'. A 'Select the TASKS tab' button is visible. On the right, a calendar view for May 2018 shows task acceptance status: May 1st has no tasks; May 3rd (Thursday) shows 2 unallocated tasks (red circles), 1 accepted task (blue circle), and 1 task accepted by other crew members (grey circle); May 4th (Friday) has no tasks; May 5th (Saturday) has no tasks; and May 6th (Sunday) has no tasks. A legend explains the circle colors: red for unallocated, blue for accepted by the user, and grey for accepted by other crew members. The 'Community Circles Plus' logo is in the bottom right corner.

## LGA Communications...

View all activities, events and support services

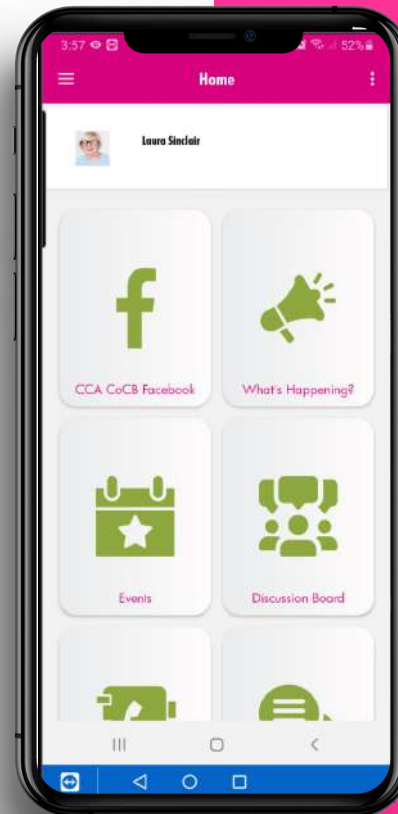
Interactive notifications & reminders

Multi channel - SMS and Email options

Virtual sessions- Visits

Share posts, video & photo updates

Discussion Boards, Chat Groups, surveys, interactive sessions



## Choose your support



24/7 self-service and scheduling



Sponsors staff volunteering



Request assistance – Bushfire and floods



Volunteer Groups run their own events, content, updates



Council and sponsors content – pdfs, weblinks, streaming



Community - What's Happening updates



Inactive Alerts and mood changes

## The City of Canada Bay - Community Circles app

Completed - The CoCB CCA app



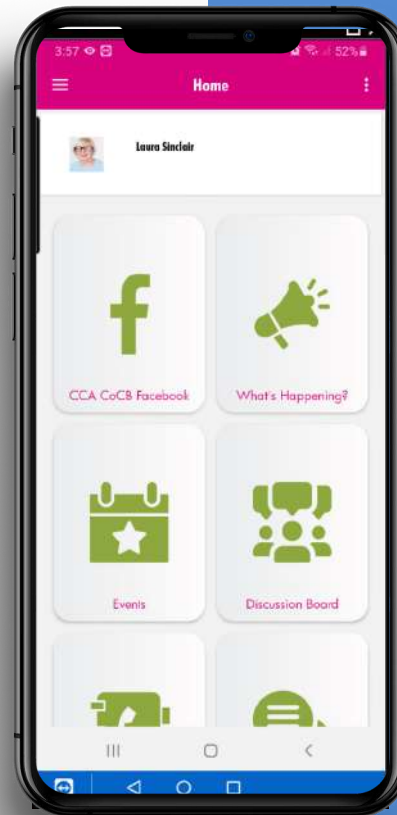
Can show events, Council updates



Sharing of information



Enrol volunteers



Integrate and connect Council and  
other Government and Community  
services into the app

*Solve the global Care Economy Crisis one  
community at a time*

## Local Community issues



### Disconnected communities

I, or my Mum, needs help- who can help?

I want to help- but where do I start?

I have staff and services available- how do people access them

I want my community to know how to stay safe- Crisis situations, issues



### Operating in silos

3 layers of Government, Businesses and Community groups

- Great programs, services and funding available, but in silos
- Duplication of effort



### Costs/ lack of data

High staff costs- too much “manual” connection required

Only really know the need many months later

What are the current needs of my community

How do people access what they need in a crisis



# Touched By Olivia - The Community App



## Connecting Communities

*Connect those  
needing support to  
those that can  
support*



## The Community app

*All information,  
connect to support,  
available and  
tracked in one spot,  
for everything  
needed by the  
community*



## Community Partnerships

*Council/  
Government,  
Businesses and  
community groups*

*Changing the  
conversation for  
volunteering*



## Self sustaining Reduce cost to deliver services

*Organic growth-  
Govt/ Businesses /  
Community Groups  
can self enrol and  
build their own  
content, events,  
activities*



## Increase Social capital

*Compliance,  
onboarding and  
total volunteerism  
in any region-  
Groups/Govt/  
Businesses/  
individuals- real  
time reporting*

\* Source- Stewart Brown latest Report Sept 2021

# The Community Circles Australia App - What is available today



## Community Circles+

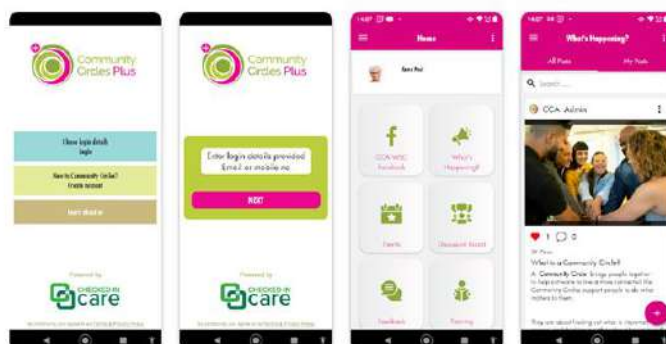
CheckedIn Care

1+ Downloads | 12+ Rated for 12+ ⓘ

Install on more devices



This app is available for all of your devices



App support ▾



# Volunteer Management

MENU

Dashboards >

Workforce Hero >

Profiles

Onboarding

Verify

Team >

Availability >

Services >

HelpDesk New

SETTINGS

Settings >

PROFILES MANAGEMENT

Profiles > Profiles Management

Compliance profiles

+ Add new profile

Volunteer Level 1

Compliance profile

About me

Edit Delete

Volunteer- Nursing Home Visits

Compliance profile

Police Clearance

About me

Covid-19 Vaccination

Edit Delete

Community Connector

Compliance profile

Police Clearance

Business Details

Education Details

References

About me

Edit Delete

Volunteer - Level 2

Compliance profile

Police Clearance

About me

Edit Delete

Item 11.1 - Attachment 1

Page 319



# On Boarding

MENU

Dashboards

Workforce Hero

Profiles

Onboarding

Verify

Team

Availability

Services

HelpDesk

SETTINGS

Settings

ONBOARDING MANAGEMENT

Onboarding > Onboarding Management

Profile Onboarding documents

+

Volunteer Level 1

Compliance profile

Enrolment

+

Volunteer- Nursing Home Visits

Compliance profile

Nursing Home T&Cs

Volunteer Training

Enrolment

+

Community Connector

Compliance profile

Volunteer Training

Enrolment

Connector Training

+

Volunteer - Level 2

Compliance profile

Volunteer Training

Enrolment

Onboarding documents

+ Add new document





# Verification

MENU

🏠 Dashboards >

📅 Workforce Hero >

👤 Team >

– Employees

– Volunteers

– Contractors

– Admin Users

☑ Availability >

⚙ Services >

📖 HelpDesk

SETTINGS

⚙ Settings >

New

EMPLOYEES MANAGEMENT

Employees > Employees Management

Employee list

+ Add User

📄 Export

🔍 Search for user...

Sort by: Name ▾

👤 All Employees

📄 New

👍 Approved

👎 Rejected

Showing 1 to 1 of 1 entries

Name	Email	Mobile	Role	Action
👤 Rose Shaw	rose.shaw@touchedbyolivia.com.au ⚠	+61425303386 ⚠	Employee	👁 🖋 🗑

Previous

1

Next



## Future iterations - Availability + Services

MENU

🏠 Dashboards >

📄 Workforce Hero >

👤 Team >

☑ Availability

View

⚙ Services >

📁 HelpDesk New

SETTINGS

⚙ Settings >

AVAILABILITY DASHBOARD

+ Create New Event

Drag and drop your event or click in the calendar

New Event Planning

Meeting

Generating Reports

Create New theme

Upcoming Events

Don't miss scheduled events

< > Today

SEPTEMBER 2023

Month

Week

Day

List

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	29	30	31	1	2
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## Future iterations - Availability + Services

MENU

Dashboards

Workforce Hero

Profiles

Onboarding

Verify

Team

Availability

Services

HelpDesk

Settings

Food planning, preparation and meal delivery for NDIS and Home Care packages

Add this category

Personal Care

Personal care services to give you a helping hand at home

Good medication management at home is critical to enjoying a longer, healthier life

Add this category

Rehab & Recovery

At home rehabilitation and recovery to help you heal after an injury or surgery

Home care nurse team to help manage all general nursing requirements

Add this category

Respite Care

Flexible in-home respite care so family and carers can take a break

When the time comes, we provide individualised palliative care at home

Add this category

Short term & crisis care

Crisis support and short-term care at home for Home Care Packages

Add this category

Social & community participation

Get assistance with your social and community participation NDIS goals

Add this category

Staying active

How staying active can help you improve your health and wellbeing

Add this category

Support coordination

NDIS Support Coordinators help you get the most out of your plan

Add this category

Transport

Transport services to take you where you need to go for home care and NDIS participants

# Children, Young People and Library Services Policy

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## 1. Purpose

The purpose of this policy is to ensure access to library services for children and young people is provided in the safest, most responsible way.

The aim is to:

- Ensure children are aware of their rights and responsibilities when using library services
- Ensure parents/guardians are aware of the way in which library services are provided to children and young people
- Make parents aware of their responsibilities for children using library services
- Ensure staff are aware of their responsibilities for children using library services.

## 2. Scope

This policy applies to all members of the public who use the City of Canada Bay Library Service, and the City of Canada Bay staff and volunteers. Updates and/or changes to library collections and services may be made from time to time, in line with Council's policies, guidelines, and relevant delegation of authority.

## 3. Definitions

Term	Meaning
<b>Child</b>	A person who is under 13 years of age.
<b>Child safe organisation</b>	An organisation in which child safety is embedded in planning, policy, and practices, and where the voices of children and young people are valued and actioned.
<b>City of Canada Bay Library Service or the Library</b>	Refers to Concord Library, Five Dock Library and The Learning Space, Rhodes and the resources and services provided by and within them.
<b>Library members</b>	Refers to members of the public that have joined the Library as full or online members.
<b>Library visitors</b>	Refers to any members of the public who use the Library including library members, non-members, and general visitors.
<b>Staff</b>	Refers to City of Canada Bay Council employees, contractors and volunteers that undertake tasks and deliver services.
<b>Mandatory reporter</b>	The legal obligation for a person who, in the course of their professional work or other paid employment, delivers health care, welfare, education, children's services, residential services, or law enforcement, wholly or partly, to children (and managers in organisation providing such services).
<b>Reportable allegation</b>	An allegation that the employee has engaged in conduct that may be Reportable Conduct.
<b>Reportable conduct</b>	Includes a sexual offence, sexual misconduct, ill-treatment of a child, neglect of a child, an assault against a child, an offence of failing to care for a child, an offence of concealing a child abuse offence, and behaviour that causes significant emotional or psychological harm to a child.

<b>Responsible Adult</b>	A person aged 18 years or above who has permission from a parent or guardian to care for a child temporarily.
<b>Responsible Person</b>	A person who has permission from a parent or guardian to care for a child temporarily.
<b>Young person</b>	A person who is aged 13 years or above, but who is under the age of 18 years.

## 4. Policy principles

### 4.1 Statement of commitment

The City of Canada Bay is a Child Safe Community that recognises and advocates for the rights of children and young people. The Library Service is committed to serving the information and recreation needs of this group through targeted resources, services, and programs.

City of Canada Bay Library policies and procedures are informed by Council's *Children and Young Person Protection Policy 2020* and *Child Safe Code of Conduct* and aim to reduce the likelihood of harm to children, and to increase the likelihood of identifying and reporting harm, and responding appropriately to disclosures, allegations or suspicions of harm.

The City of Canada Bay Library Service provides a range of materials, services and programs designed to foster an appreciation of literature in children and young people and promote the development of information literacy skills. These include, but are not limited to:

- Fiction, Non Fiction and recreational books
- Magazines
- CDs
- DVDs
- eResources, including streaming services
- Assistance from staff in accessing collections and information
- Computer and internet access
- Literacy and recreational programs
- Space for activities and study.

### 4.2 Parental responsibility statements

#### 4.2.1 Access to resources

Library staff guide and assist children and young people in finding and accessing resources appropriate to their interests and needs; however, it is the parent's/guardian's responsibility to set any boundaries or restrictions on materials accessed.

The City of Canada Bay Library Service's general collections are available to all persons and may contain publications that have been classified 'Unrestricted' and digital media that has been classified 'G' (General), 'PG' (Parental Guidance) or 'M' (Mature) in accordance with the *Classification (Publications, Films and Computer Games) Act 1995 (Commonwealth)*. The Library encourages parents/guardians to talk with their child and develop clear rules regarding access to resources that fit in with the family's personal values and beliefs.

The Library also offers access to films via streaming services, which may include films that have been classified 'MA' and 'R'. Members under the age of 18 years are not permitted to access films with an 'R' rating, and members under the age of 15 years may only access films rated 'MA' with the consent of their parent/guardian.

Parents/guardians are responsible for ensuring that their child's selection and use of materials in the Library's general collection aligns with any restrictions the family may wish to set. The Library encourages parents/guardians to consult with their child to develop clear rules regarding access to resources that align with the family's personal values and beliefs.

The Library promotes and supports children's and young people's access to information, including electronic information through its internet facilities. Library staff are available to assist in the use of the internet and to recommend suitable websites. Parents/guardians remain responsible for their child's use of the internet as per the *Library Public Internet, WiFi and Computer Use Policy*.

#### 4.2.2 Children 0-7 years old attending programs

Children 0-7 years old attending programs must be supervised by a parent, guardian or responsible adult at all times.

#### 4.2.3 Children 8-12 years old attending programs

Supervised programs for children 8-12 years old operate during school holidays and after school. These programs will require participants to purchase a ticket. Participants will be accepted into the program on the following conditions:

- Children must be in the appropriate age range for their workshop, and must be at least eight (8) years old
- Participants must hold a valid ticket for the program at the correct date and time
- A parent/guardian meets a staff member on arrival at the commencement of the program, and does not leave until all paperwork has been checked and the parent briefing has concluded
- Supervision begins and ends at the time that is stated as the program time on the ticket
- Participants must be in good health, and capable of looking after their personal needs
- Participants are able to effectively communicate with staff and peers
- Participants are responsible for the care of any possessions they bring with them, including electronic devices and valuables
- Participants are responsible for taking any regular medication that they require
- A parent, guardian or responsible adult nominated on the permission form must be contactable at all times and available to pick up a child in case of emergency
- Participants bring a packed lunch, water bottle and snacks. Staff cannot supervise the purchase of food
- Participants must have appropriate clothing for outdoor time during breaks, for example hats, long sleeves, or warm clothes.

Library staff may refuse to enrol any child who does not meet these requirements, and will contact a parent/guardian to collect a child in the following circumstances:

- Dangerous, violent, or bullying behaviour towards peers, staff or other visitors
- Sickness, illness, or injury
- Any issue that compromises the safety of the children in the workshop.

#### 4.2.4 Young people 13-18 years old attending programs

Young people 13-18 years old are free to leave the program at any time. Staff are not responsible for young people attending programs before they arrive or once they leave the program.

For booked programs, the following conditions also apply:

- Young people must be in the appropriate age range for their workshop
- Participants must hold a valid ticket for the program at the correct date and time

- Participants must have a signed permission form from a parent, guardian or responsible adult which nominates an emergency contact person who is contactable at all times and available to pick up the young person in case of emergency
- Supervision begins and ends at the time that is stated as the program time on the ticket
- Participants must be in good health, and capable of looking after their personal needs
- Participants are able to effectively communicate with staff and peers
- Participants are responsible for the care of any possessions they bring with them, including electronic devices and valuables
- Participants are responsible for taking any regular medication that they require

Library staff may refuse to enrol any young person who does not meet these requirements, and will contact a parent/guardian to collect a young person in the following circumstances:

- Dangerous, violent or bullying behaviour towards peers, staff or other visitors
- Sickness, illness or injury
- Any issue that compromises the safety of the young people in the workshop.

#### 4.2.5 Unattended children

Children aged nine (9) years and under visiting the Library should always be attended and adequately supervised by a responsible person. If supervision by a responsible person is deemed inadequate Library staff will contact parents or guardians. City of Canada Bay Library Service staff do not supervise children in the Library, and there is a risk that unattended children may leave the Library, hurt themselves, or be approached by strangers. The Library does not have the facilities to attend to children who are sick, injured or hungry.

Children left unattended in a public library may be classed as a child or young person at risk of harm under Section 23 of the *Children and Young Persons (Care and Protection) Act 1998 (NSW)* and may be reported as such to the Secretary of the Department of Family & Community Services. Parents who leave a child unattended in a public library are exposing their child to potential harm and may be committing an offence under Section 228 of the *Children and Young Persons (Care and Protection) Act 1998 (NSW)*.

Young children left alone in a library can become distressed, bored, or disruptive. Young people who disturb other Library members and visitors may be removed from the Library under Clause 17 of the *Library Regulation 2018 (NSW)*.

#### 4.3 Child Safe principles

The Office of the Children's Guardian promotes child safe policies and practices. This policy reflects the Library's commitment to the Child Safe Standards identified by the *Royal Commission (2017)*:

1. *Child safety is embedded in institutional leadership, governance and culture.*
2. *Children participate in decisions affecting them and are taken seriously.*
3. *Families and communities are informed and involved.*
4. *Equity is upheld and diverse needs are taken into account.*
5. *People working with children are suitable and supported.*
6. *Processes to respond to complaints of child sexual abuse are child focused.*
7. *Staff are equipped with the knowledge, skills and awareness to keep children safe through continual education and training.*
8. *Physical and online environments minimise the opportunity for abuse to occur.*
9. *Implementation of the Child Safe Standards is continuously reviewed and improved.*
10. *Policies and procedures document how the institution is child safe.*



#### 4.3.1 Children's participation and families' involvement

Families have a primary responsibility for raising their children. The Library supports the active participation of children and families in programs, activities and services we offer. We provide a range of ways to allow for feedback or raising concerns. We listen to children's and families' views, respect what they say, and involve them when we make decisions, especially about matters that will directly affect them.

#### 4.3.2 Reporting incidents

Any person can make a report of harm or risk of harm to a child or young person under Section 24 of the *Children and Young Persons (Care and Protection) Act 1998*.

For further information, Council's *Children and Young Person Protection Policy* includes a section on reporting with internal reporting procedures - Reportable Conduct and Mandatory Reporting: Children and Young Persons Protection Policy.

#### 4.4 Diversity & Inclusion

The Library is guided by Council's *Disability Inclusion Action Plan and Social Issues Paper*, considering children and young people's diverse circumstances and needs. It recognises the importance of training in the development of staff skills, abilities, and confidence to keep children safe.

#### 4.5 Child Safety Risk Mitigation

The safety of children and young people while attending programs in the Library is our priority. We ensure the following in our ticketed programs where supervision is provided:

- Two (2) staff members are rostered onto the premises during program running times
- A staffing ratio of a minimum of one (1) adult for 15 children/young people
- Regular water, snack and toilet breaks
- Participants will be appropriately supervised during toilet breaks, and will be sent in pairs at all other times
- During lunch and breaks, supervision will be within a clearly defined indoor or outdoor area on Council grounds, where participants are always visible
- Program staff and contractors have valid Working with Children Checks
- First Aid kits are available and maintained according to WorkCover requirements.
- All accidents and injuries are reported in accordance with Council's Health, Safety & Wellbeing procedures.

All members and visitors to the City of Canada Bay Library Service's facilities and programs must abide by Council's *Child Safe Code of Conduct* (appendix to the *Child and Young Person Protection Policy*).

### 5. Responsibilities

Role	Responsibility
<b>General Manager</b>	Ensuring compliance
<b>Director Community, Culture &amp; Leisure</b>	Implementation
<b>Manager Library &amp; Community Services</b>	Ensure staff awareness of the policy
<b>All Library Staff</b>	Adhere to the policy and report any incidents

## 6. Laws and standards

- Children and Young Persons (Care and Protection) Act 1998 (NSW)
- Children's Guardian Act 2019 (NSW)
- Library Act 1939, Library Amendment Act 1992 and Library Regulation 2018 (NSW)
- Local Government Act 1993
- Privacy and Personal Information Protection Act 1998
- Access to Information in NSW Public Libraries: Library Council of NSW Guidelines
- Australian Library and Information Association's (ALIA) statement on Public Library Services
- Library Council of New South Wales Children's Policy Guidelines for NSW Public Libraries
- Library Council of New South Wales Privacy Guidelines for NSW Public Libraries
- NSW Government Policy Statement and Guidelines for the Establishment and Implementation of Closed Circuit Television (CCTV) in Public Places 2014

## 7. Related City of Canada Bay policies and procedures

- Children and Young Persons Protection Policy and Child Safe Code of Conduct
- Library Art Exhibition and Displays Policy
- Library Collections Policy
- Library Membership and Use Policy
- Library Public Internet, WiFi and Computer Use Policy

## 8. Consultation

[Describe the internal and external consultation carried out in relation to this policy / procedure, including details of any public consultation.]

Consultation with the City of Canada Bay Children's Services Manager was undertaken to ensure this policy aligned with child safe standards and child safe policies.

## 9. Approval status

The General Manager / Council approved this policy / procedure on [insert date].

## 10. Approval history

Stage	Date	Comment	ECM ID
Original Policy	19 July 2011	Approved by Council	2922760
Reviewed	July 2024	Full review – updated to comply with current legislation and changes in library services.	
Next review	July 2028		

## 11. Ownership and approval

Responsibility	Role
Author	Children's Librarian

<b>Owner</b>	Manager Library & Community Services
<b>Endorser</b>	City of Canada Bay Executive
<b>Approver</b>	Council

# Library Art Exhibitions and Displays Policy

## 1. Purpose

The purpose of this policy is to establish a framework for hosting art exhibitions and displays within library spaces.

It aims to:

- Encourage and promote arts and culture in the local community through a diverse exhibition program
- Guide the effective use of the City of Canada Bay Library Service's exhibition display areas
- Establish guidelines for City of Canada Bay Library Service staff to assess the suitability of an exhibition or a display.

## 2. Scope

This policy applies to all members of the public, to the staff and volunteers of organisations who wish to exhibit or display their work at any of the City of Canada Bay Library Service facilities, and City of Canada Bay staff and volunteers. Updates and/or changes to this policy may be made from time to time in line with Council's policies, guidelines, and relevant delegations of authority.

## 3. Definitions

Term	Meaning
<b>City of Canada Bay Library Service or the Library</b>	Refers to Concord Library, Five Dock Library and The Learning Space, Rhodes, and the resources and services provided by and within them.
<b>Staff</b>	Refers to City of Canada Bay Council employees, contractors and volunteers that undertake tasks and deliver services.

## 4. Policy principles

### 4.1 Spaces available for exhibitions and displays

Within each of the City of Canada Bay libraries, there are a number of areas for display of artwork. This policy outlines how these spaces may be used in an organised and fair manner for the benefit of the City of Canada Bay, and its residents and visitors.

The exhibition spaces are flexible to display a variety of mediums and are offered free of charge to individual artists, community organisations, educational institutions, and charity groups. All exhibition and display spaces are publicly accessible to the entire library visiting audience, and form part of the experience of visiting our library sites. They are not suitable for private use and are not available outside of the regular operating hours for that location.



Applicants are encouraged to visit the locations to view the spaces available in order to determine which is the most suitable for presenting their artwork, and to contact the Library and speak to the relevant Library Officer to discuss the exhibition prior to submitting an application.

#### 4.1.1 Concord Library

Concord Library has hanging space in the entrance foyer, on the ground level in the customer service area, children's area and in the function room, and on the first floor in the youth area. There are two (2) display cases: one (1) in the children's area and one (1) in the customer service area.

#### 4.1.2 Five Dock Library

At Five Dock Library, there is a primary hanging area on the north side along the red wall and other hanging spaces located along the walls of the library, in the children's area, and in the Bay Room. There is a display cabinet and display shelving on the red wall and a portable glass display cabinet, which is available at the discretion of staff.

#### 4.1.3 The Digital Gallery, Rhodes

At the Digital Gallery, Rhodes, located in the entrance foyer of The Learning Space at The Connection, Rhodes, there is a digital display wall comprised of eight (8) LCD panels, two (2) large scale drop-down projectors and screens, a ceiling-mounted sound system, and a display case.

### 4.2 Application and selection process

#### 4.2.1 Applications

Expressions of Interest (EOIs) for artists and groups to exhibit will be conducted on a yearly basis, or as necessary, separately for The Digital Gallery, Rhodes or the other library locations. EOIs will be promoted through Council's websites, eNews and social media. Details of spaces available, selection criteria, preferred themes and other relevant information will be included. Selection will be based on the suitability of work, artistic merit, and how it addresses the selection criteria.

Applicants may also submit a proposal to library staff, including a description of the work, proposed dates and samples of work suggested for display. The proposal should be no longer than 300 words and submitted at least two (2) months prior to the proposed exhibition date either in person, by email, or by post. These applications will be assessed based on availability of spaces and viability.

Approval of all exhibitions and displays, and scheduling of exhibitions and installations, is at the discretion of library staff.

#### 4.2.2 Selection

Proposals will be assessed by the library staff in consultation with other relevant Council staff. Exhibitions will include solo and group displays, as well as exhibitions from community organisations and institutions. Priority will be given to exhibitions developed in relation to the Canada Bay area, which respond to specific themes in the EOI, and to locally based artists and organisations.

#### 4.2.3 Conditions of use

A period of one (1) month will be required for the EOI selection process. Applicants will be notified by library staff to advise of the outcome and, if successful, to arrange dates for the installation and dismantling of the exhibition. An exhibition loan agreement form is required to be completed prior to the exhibition being displayed.

#### 4.3 Display content

Art works on display are to meet the following criteria:

- Artwork should be aimed at communicating to the Library's audiences, which, as public spaces, attract a wide and diverse range of visitors
- Artwork that can be reasonably interpreted as obscene, offensive, discriminatory, illegal (under the relevant legislation), or in breach of copyright legislation will not be permitted
- Content must be for information and awareness raising only
- Displays for business or for-profit organisations will not be permitted, with the exception of practicing artists
- Interpretative signage content will be assessed by the same criteria set out above and must be of presentable quality
- Curatorial guidance is available through Council's specialist staff with prior arrangement
- Exhibition design should be responsive to the architectural and interior design of the exhibition areas.

#### 4.4 Scheduling

Display and exhibition allotments are for a minimum period of two (2) weeks to a maximum of four (4) weeks. Library staff can authorise extended display periods of up to one (1) additional month in consultation with relevant team members. If a display is date specific, such as art exhibitions themed around Seniors Week or Youth Week, applications should be submitted only after prior consultation with library staff.

The City of Canada Bay reserves the right to postpone or cancel any exhibition or display at short notice if a booked space is needed for the City's own purposes.

#### 4.5 Rights and responsibilities

##### 4.5.1 Rights and responsibilities of the applicant

- Council's insurance policies do not cover artwork and other loaned material; therefore, owners display material at their own risk and should take out their own insurance cover for loaned material if required
- Applicants are required to be present during the installation and dismantling of the exhibition, including the artwork and associated material
- The exhibition must comply with relevant Health, Safety and Wellbeing policy during installation, display, and dismantling; therefore, library or Council staff will physically install the artwork with advice on placement from the artist.
  - Applicants are not covered by the City of Canada Bay's Public Liability insurance policy
- The display must be installed on the first day of the allotted time, at a time agreed on by prior arrangement with library staff
- The display must be taken down and removed by close of the Library on the last day of the allotted display time.
  - As there is limited capacity for storage, the Library cannot store work for any length of time except with prior arrangement
- Exhibitors are responsible for the care of their equipment, as the Library will not accept responsibility for loss or damage of the exhibitor's equipment
- Display areas, including all walls, cabinets, fittings and hanging materials, must be returned to the original condition after the display period has ended
- Exhibitors are responsible for all costs associated with transporting work to and from City of Canada Bay libraries, including transit insurance
- Exhibitors may organise an exhibition launch or opening function in consultation with library staff. All costs associated with invitations, catering, serving and entertainment

- at this event will be at the expense of the exhibitor
- Artworks on display may not be sold through the Library; however, contact details of exhibitors and their website may be provided as part of the exhibition
- If any artworks on display are sold privately during the exhibition period, they must remain on display until the end of the agreed display period.

#### 4.5.2 Rights and responsibilities of the City of Canada Bay

- The Library will provide care and control for the artwork on display within the confines of the standard library security procedure during the loan period
- The City of Canada Bay will not accept responsibility for the loss or damage of any loaned material
- Risk assessment will be conducted by library staff at the respective library and submitted to the Coordinator, Health, Safety and Wellbeing of the City of Canada Bay
- The City of Canada Bay is able to promote the exhibition through its usual channels of promotion; for example, the City of Canada Bay's website, newsletters or media releases
  - The content of promotional material must be supplied by the exhibitor, including information about the artist or organisation and high-quality JPEG images
- Primary responsibility for implementing this policy rests with the Operations Manager, Library Programs and delegated Staff at each library location. Library services staff have the responsibility of implementing this policy consistently across Concord and Five Dock Libraries and The Learning Space, Rhodes.

### 5. Responsibilities

Role	Responsibility
<b>General Manager</b>	Ensuring compliance
<b>Director Community, Culture &amp; Leisure</b>	Implementation
<b>Manager Library &amp; Community Services</b>	Ensure staff awareness of the policy
<b>All Library Staff</b>	Adhere to and apply the policy

### 6. Laws and standards

- Library Act 1939, Library Amendment Act 1992, and Library Regulation 2018 (NSW)
- Access to Information in NSW Public Libraries: Library Council of NSW Guidelines
- Australian Library and Information Association's (ALIA) Statement on Public Library Services

### 7. Related City of Canada Bay policies and procedures

- Loan Agreement form
- Children and Young Person's Protection Policy and Child Safe Code of Conduct
- Children, Young People and Library Services Policy
- Library Collections Policy
- Library Membership and Use Policy
- Library Public Internet, WiFi and Computer Use Policy

### 8. Consultation

[Describe the internal and external consultation carried out in relation to this policy / procedure,

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including details of any public consultation.]

## 9. Approval status

The General Manager / Council approved this policy / procedure on [insert date].

## 10. Approval history

Stage	Date	Comment	ECM ID
Original Policy	19 July 2011	Approved by Council	2922958
Reviewed	July 2024	Full review – updated to comply with current legislation and changes in library services.	
Next review	July 2024		

## 11. Ownership and approval

Responsibility	Role
Author	Library Programs Manager
Owner	Manager Library & Community Services
Endorser	City of Canada Bay Executive
Approver	Council



# Library Collections Policy

## 1. Purpose

This policy guides staff in the planning and development of collections to meet current and future community interests and needs. This policy underpins the Library's *Collection Selection Profiles*, which will be revised over time, in line with changing community interests, budget constraints, space limitations, and the large volume of publishing.

This policy provides guidelines for the content, management, preservation, development and promotion of the general library and Local Studies collections as a community resource. It aims to:

- Establish principles for the management and development of collections which meets the needs of the community
- Ensure that library collections are relevant to community needs and interests in both scale and quality
- Ensure that library collections match the community's requirements and reflect the diversity of the City of Canada Bay community
- Provide a library collection developed to meet the Australian Library and Information Association (ALIA), Library Council of NSW and various international standards as well as the community's expectations
- Define responsibilities and accountabilities for the maintenance for the collection to ensure the provision of quality materials and to effectively mitigate risk.

## 2. Scope

This policy applies to all members of the public who use the City of Canada Bay Library Service, and City of Canada staff and volunteers. Updates and/or changes to library collections may be made from time to time, in line with Council's policies, guidelines, and relevant delegation of authority.

## 3. Definitions

Term	Meaning
<b>City of Canada Bay Library Service or the Library</b>	Refers to Concord Library, Five Dock Library and The Learning Space, Rhodes, and the resources and services provided by and within them
<b>Collections</b>	Refers to all print and non-print material and electronic materials held at the city of Canada Bay Libraries
<b>Library members</b>	Refers to members of the public that have joined the Library as full or online members
<b>Library visitors</b>	Refers to any members of the public who use the Library including library members, non-members, and general visitors

<b>Staff</b>	Refers to City of Canada Bay Council employees, contractors and volunteers that undertake tasks and deliver services
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## 4. Policy principles

### 4.1 Free access to information

This policy aligns with the principles outlined in the Australian Library and Information Association's *ALIA Free Access to Information Statement*, particularly the principle that freedom can be protected in a democratic society only if individuals have unrestricted access to information and ideas:

<https://read.alia.org.au/alia-free-access-information-statement>

### 4.2 Library collections

Council has three libraries, located at Concord, Five Dock, and The Learning Space, Rhodes. Each individual library collection reflects the needs and interests of the local community within the scope of this policy.

The aims of the library collections are to:

- Provide quality library materials for leisure, informational and educational support in a wide range of suitable formats
- Promote appealing and inviting resources
- Encourage and promote the enjoyment of reading in adults, children and youth
- Promote the development of research skills, information literacy and lifelong learning
- Provide a current collection of predominantly popular fiction and non-fiction, as well as a selection of classic material, in a wide range of suitable formats which may include print, serial, audio-visual and electronic formats
- Provide a non-lending Reference collection which supports a quality information service
- Provide a Local Studies collection and information service that collects and preserves the social and documentary heritage of the Canada Bay area for current and future generations.

#### 4.2.1 Collection development standards and guidelines

The Library will achieve the aims of the collection by using the following standards and guidelines:

- Collections will be developed in line with the Australian Library and Information Association (ALIA), Library Council of NSW and international standards
  - In particular, library staff will monitor the use of the collections and compare the data with standards, including *Living Learning Libraries*, established by the State Library of New South Wales: <https://pls.sl.nsw.gov.au/managing-my-library/standards-and-guidelines/living-learning-libraries>
- Access to information and ideas is not restricted, while recognising that powers of censorship are legally vested in state and federal governments
- Balanced and diverse collections, facilities and services will be developed to meet and reflect the needs and interests of current and potential customers
- Collections will be located as determined by community need
- Collection and circulation statistics will be analysed to evaluate the level of use and to determine purchasing requirements
- The City of Canada Bay's demographic profile will be used to plan for the growth and improvement of the collection
- Basic English learning and English as Second Language (ESL) materials will be provided

- Resources will be shared with other libraries and institutions
- The requirements of individuals will be addressed, regardless of the individual's attributes
- Multiple copies will be purchased when appropriate, to be distributed between electronic collections and Concord and Five Dock Libraries in response to demand.

#### 4.2.2 Selection criteria

Criteria for selection of material includes:

- Appropriate content, format, and language for the immediate and anticipated needs and interests of the community
- Existing subject coverage in the collection, and need to fill any identified gaps
- Popularity of an author/subject, relevance, and current demand
- Cost of the item
- Availability of the item
- Opinions of reviewers and critics
- Relevance to the community
- Local interest.

Comprehensive data on loans and stock are kept by the library services staff. This data can be used to follow trends in the circulation of collections and, by combining this data with population growth and demographic changes, be used to make forecasts regarding demand for library collections.

The Library aims to provide a balanced and diverse collection reflecting a range of points of view and does not have powers of censorship. As a result, some material may be seen as controversial by some community members. The following statements reflect the Library's position:

- Controversial material:
  - The Library has a right and duty to keep a representative selection of material which meets the selection criteria, and which is not prohibited by law, and freedom of information including material covering a range of opinions and controversial subjects and in a variety of formats
- Print material will not be excluded from the adult collection on the grounds that it is not suitable for children.
  - It is the responsibility of the parent/guardian, rather than the library staff, to decide what is suitable material for an individual child.
  - "MA" and "R" rated audiovisual items may be purchased and will be managed according to classification laws
- These statements are based on the positions of organisations such as the Australian Library and Information Association, the State Library of New South Wales, and the Attorney General's Department (National Classification Scheme).

Each collection has a selection profile which includes a description of its scope, and the access provided, to further define the type of collection being maintained. This provides guidance to library staff and suppliers.

Donations are accepted by applying the same collection development principles used to purchase new materials, to decide if donated materials will be included in the collection. If donated items are not suitable to be included in the collection, they may be sold, recycled, or disposed of.

Existing library materials are assessed regularly using guidelines provided in this document and as a result items may also be sold, recycled, or disposed of.

#### 4.2.3 Format

The Library provides collection materials and information in a variety of formats and languages that are chosen for ease of use, durability and appropriateness to the particular subject area or intended audience.

Formats include, but are not limited to, the following:

- Print books, magazines and newspapers
- E-resources including books, magazines, audiobooks, films and databases
- DVDs, audiobooks, and CDs
- Materials in digital format.

New formats may be added to the collection when there is anticipated demand in the community, demonstrated by trends and data provided. Other formats may be removed from the collections as demand declines.

#### 4.3 Procurement

The City of Canada Bay Library Service has outsourced the majority of the selection of library material through Local Government Procurement contracts. As best practice, the Library will work in partnership with preferred vendors under the *NSW Local Government Procurement Tender Library Books, Furniture and Resource Materials (LGP 507-4)*. New library materials are provided by vendors fully catalogued and in shelf-ready format.

Suppliers and selectors use annually reviewed selection profiles and standing orders, along with the principles from section 4.2.1 to 4.2.3 above, to select stock for the Library.

### 5. Responsibilities

Role	Responsibility
<b>General Manager</b>	Ensuring compliance
<b>Director Community, Culture &amp; Leisure</b>	Implementation
<b>Manager Library &amp; Community Services</b>	Ensure staff awareness of the policy
<b>All Library Staff</b>	Adhere to and apply the policy

### 6. Laws and standards

- Local Government Act 1993 No 30 (NSW)
- Library Act 1939 No 40 (NSW)
- Library Regulation 2018 (NSW)
- Australian Library and Information Association (ALIA) Statement on Free Access to Information
- Living Learning Libraries: Standards and Guidelines for NSW Public Libraries
- International Federation of Library Associations and Institutions Statement on Libraries and Intellectual Freedom (updated 2015)

### 7. Related City of Canada Bay policies and procedures

- City of Canada Bay Libraries Collection Selection Profiles (updated annually)
- Children and Young Person's Protection Policy and Child Safe Code of Conduct
- Children, Young People and Library Services Policy
- Library Art Exhibition and Displays Policy



- Library Membership and Use Policy
- Library Public Internet, WiFi and Computer Use Policy

## 8. Consultation

[Describe the internal and external consultation carried out in relation to this policy / procedure, including details of any public consultation.]

## 9. Approval status

The General Manager / Council approved this policy / procedure on [insert date].

## 10. Approval history

Stage	Date	Comment	ECM ID
Original Policy	19 July 2011	Approved by Council	2923363
Reviewed	July 2024	Full review – updated to comply with current legislation and changes in library services.	
Next review	July 2024		

## 11. Ownership and approval

Responsibility	Role
Author	Library Services Manager
Owner	Manager Library & Community Services
Endorser	City of Canada Bay Executive
Approver	Council

# Library Membership and Use Policy

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## 1. Purpose

The purpose of this policy is to establish a framework for operating library facilities and services to ensure free and equitable access for all members of the public.

It aims to:

- Establish principles for the provision of library services to ensure free and equitable access
- Establish terms and conditions of use and library membership for members of the public to abide by, to ensure the community's shared library facilities, resources and services may be enjoyed by all.

## 2. Scope

This policy applies to all members of the public who use the City of Canada Bay Library Service, and City of Canada Bay staff and volunteers. Updates and/or changes to membership and usage rules may be made from time to time in line with Council's policies, guidelines, and relevant delegations of authority.

## 3. Definitions

Term	Meaning
<b>City of Canada Bay Library Service or the Library</b>	Refers to Concord Library, Five Dock Library and The Learning Space, Rhodes and the resources and services provided by and within them.
<b>Collections</b>	Refers to all print and non-print material and electronic materials held at the City of Canada Bay Library Service.
<b>Library members</b>	Refers to members of the public that have joined the Library as full or online members.
<b>Library visitors</b>	Refers to any members of the public who use the Library including library members, non-members, and general visitors.
<b>Staff</b>	Refers to City of Canada Bay Council employees, contractors and volunteers that undertake tasks and deliver services.

## 4. Policy principles

### 4.1 Free and equitable access

The Library facilities resources and services are provided in accordance with the Australian Library and Information Association's (ALIA) *Statement on Public Library Services*:

*Public libraries welcome everyone. Core services are free at the point of delivery, and the aim of library teams is to reduce any barriers to engagement for people from diverse backgrounds and to promote equity of access to information, activities and resources.*

*Public libraries are agile and embrace a variety of roles. They support literacy and reading for pleasure; lifelong learning; arts, culture and local heritage; cybersafety and digital inclusion. They promote the work of Australian writers and creators; provide safe spaces for meetings, study, work and relaxation; ensure that people have freedom of access to the information they need for personal development, health, wellbeing and active participation in our democratic society, and help people connect with e-government.*

The full statement is available here:

<https://www.alia.org.au/Web/Research-and-Publications/Policies/Statement-on-public-library-services.aspx>

#### 4.2 Responsibilities of staff and visitors

##### 4.2.1 Library staff responsibilities

- To be professional, honest and polite in dealing with the public
- Actively listen and show empathy
- Provide timely and accurate information
- Provide guidance to accessing Library services and collections
- Aim to resolve matters promptly and keep you informed
- Respect and maintain your privacy
- Treat you with courtesy fairness and respect
- Provide a safe, accessible and inclusive public space where everyone is welcome
- Provide assistance relating to information technology and library resources
- Provide opportunities to share your knowledge and skills with us to improve services, Collections and programs
- Comply with Council's *Children and Young Persons Protection Policy* and *Child Safe Code of Conduct*
- Ask Library visitors to leave if they are not behaving in accordance with the policy and guidelines
- Suspend library membership and/or access to Council's facilities if there is a breach of the policy and guidelines.

##### 4.2.2 Library user's responsibilities

The Library is a public, shared facility and requires all visitors to behave in a respectful manner and comply with the policy and guidelines at all times, including meeting the following conditions:

- The library member's card (either physical or electronic version) must be presented to access library resources, including printing and copying
- Returning borrowed items complete, undamaged and on time
- Paying replacement costs for damaged or lost items
- Adhering to all Council and Library policies
- Treating staff and other library members and visitors with respect and courtesy
- Behaving in a manner that does not disturb other library members and visitors
- Keeping valuable items with them at all times
- Informing library staff promptly of concerns relating to the behaviour of other members or visitors.

Library visitors are responsible for any fees and or costs associated with their misuse, damage or loss of library resources, facilities and equipment.

For personal protection and safety, CCTV cameras are installed throughout the Library, and are operated in accordance with the *NSW Government Policy Statement and Guidelines for the Establishment and Implementation of Closed Circuit Television (CCTV) in Public Places 2014*.

##### 4.2.3 Conditions of use

- Members and visitors must abide by Council's *Child Safe Code of Conduct* (appendix to Council's *Children and Young Person Protection Policy*), displayed in all Council libraries
- Treat fellow members, visitors and library staff with respect and courtesy
  - Unsociable behaviour, including excessive noise and harassing members,

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visitors or staff, is not acceptable

- Meet acceptable levels of personal hygiene or dress, in the interests of your health and safety, and the interests of other members and visitors using library facilities
- Maintain a quiet environment in any study areas of the Library
  - Disruptive behaviour and excessive noise are not acceptable
- Mobile phones and personal audio devices should be used with consideration of others
  - Study areas within the Library are quiet spaces; therefore, phones should be turned to silent mode
- Take care of Library collections, equipment and furniture
  - Damaging library resources or equipment through marking, cutting or tampering with security tags is not acceptable
- Ensure library material is not hidden or deliberately misplaced
- Leave the Library when requested at closing time and during emergency procedures
- Assistance and therapy animals are welcomed; all other pets are excluded
- Food and drink are not to be consumed near any library computers or equipment
- Theft, vandalism, assault, carrying a weapon and other criminal offences may be investigated by NSW Police (CCTV footage may be requested by Police).

#### 4.2.4 Exclusion from the Library

A library visitor or member may be excluded from the Library and will be prevented from accessing resources and services in circumstances where a breach of the policies and guidelines has occurred (refer to Appendix 1).

#### 4.2.5 Supervision of children

- Children under the age of 10 years must be supervised by a parent/guardian
- Children 10 years or older may use the Library unattended, provided they are mature enough to follow library rules and observe the code of conduct
- Duty of care requires staff to contact a parent/guardian where a child up to the age of 12 years is unattended at the time the Library closes, so that immediate arrangements can be made by the child to safely leave the Library premises accompanied by a parent/guardian.

See also the City of Canada Bay's *Children, Young People and Library Services Policy* for more detail.

### 4.3 Membership

#### 4.3.1 Membership eligibility

Membership of the City of Canada Bay Library Service is free to ratepayers and residents of the City of Canada Bay Local Government Area. Non-residents from within NSW are also eligible for membership in accordance with the *Reciprocal Borrowing Agreement*.

#### 4.3.2 Categories of membership

The following categories of membership are available:

Category	Definition
<b>Adult</b>	18 years of age and over
<b>Young Adult Restricted</b>	16 to 17 years of age
<b>Young Adult Limited</b>	14 to 15 years of age
<b>Junior</b>	Up to 14 years of age
<b>Housebound</b>	Home Library Service
<b>Online Self-registered</b>	Access to eLibrary collections only

#### 4.3.3 Membership application requirements

Applicants for library membership must complete an online membership application form and provide proof of their name and their current address. Electronic versions of identification may be provided. Acceptable forms of identification include, but are not limited to:

- Driver's licence or photo card with current address
- Council rates notice, rent receipt or lease agreement with current address
- Phone, water or electricity bill showing current address
- Social security or health insurance card with current address
- Bank statement, passbook or cheque book showing current address
- Motor registration with current address
- Student card with current address.

An application for membership by a child or young person under the age of 16 years must be supported by the signature of a parent or legal guardian. By signing the application, the parent/guardian agrees to assume responsibility for all materials borrowed on the card, as well as any associated fees or charges.

#### 4.3.4 Membership number

New members will be assigned a temporary library membership number when joining online. This will provide immediate access to online resources. This number will be changed on conversion to full membership when identification is shown and a library card is issued.

#### 4.3.5 Membership card replacement

A replacement fee is charged for a lost or stolen library membership card. Alternatively, an electronic version of the library card may be downloaded or accessed through the Library App free of charge. No fee is charged to replace a worn-out library card.

#### 4.3.6 Membership renewal

Library members are required to renew their membership every three years. This allows the membership database to remain current and maintain an accurate listing of the Library's active members.

### 4.4 Loans

#### 4.4.1 Library items and loan conditions

The Library circulates materials in a variety of formats, including books, audiobook MP3s, DVDs, music CDs, magazines, kits, School Collection, Read Now and electronic resources. Loan conditions apply to each category of material.

Loan limits, loan periods and the number of renewals are set using the following criteria:

- High demand
- Limited number of items in a collection
- Conditions agreed with vendors and any partner libraries within consortia.

Current loan limits, loan periods and number of renewals may be found on the Library's website or at any of the Library's locations.

Certain items are not available for loan, but may be used within the library locations; these include:

- Reference
- Family History
- Local History.

Library items can be returned to either Concord or Five Dock Libraries. Stem kits are loaned

during school holidays from The Learning Space, Rhodes.

The Library reserves the right to temporarily cease loan of particular items for specific needs and occasions; for example, the six-week period leading up to Children's Book Week, Book Week itself, and one (1) week after Book Week.

#### 4.4.2 Overdue items

It is the responsibility of library members to return all items borrowed on their card by the due date. Borrowing and membership privileges will be suspended when items are fourteen (14) days overdue and until all overdue items are returned.

#### 4.4.3 Overdue reminders

Library members may nominate to receive a courtesy email reminder three (3) days before the due date. A courtesy overdue item notification will be sent to the library member seven (7) days after the due date, and again 14 days after the due date if the item still has not been returned. After 28 days, an account will be sent for replacement costs and processing fees for each item.

#### 4.4.4 Renewal of items on loan

Most Library items can be renewed a maximum of five times. Items cannot be renewed if a reservation has been placed by another library member, or if they are fourteen (14) or more days overdue. Renewal of items obtained from another library through the Interlibrary Loans Service is subject to the conditions of loan imposed by that lending library (refer to the Interlibrary Loans policy principles below).

Items can be renewed in the following ways:

- In person at any of the libraries
- By telephone
- By emailing [library@canadabay.nsw.gov.au](mailto:library@canadabay.nsw.gov.au)
- Via the self-check units at Concord and Five Dock Libraries
- Via the computer catalogues at Concord and Five Dock Libraries
- Via the Library catalogue webpage or Library App.

Library members renewing items via the Library's website will be required to enter their library card membership number and eight (8) digit password.

#### 4.4.5 Lost or damaged items

Borrowed library items are the responsibility of the card holder. If a library item is lost and/or damaged whilst on loan, the card holder is responsible for the payment of any item replacement costs and associated processing fees as per the City of Canada Bay Council's *Schedule of Fees and Charges*. If the card holder is under sixteen (16) years of age, the responsibility lies with their parent/guardian.

Borrowing privileges will be suspended until full payment of the replacement cost and associated processing fee has been made. The replacement cost to be charged is the 'Current Cost' as shown on the lost/damaged item's record. An additional processing fee will also be added for each lost and/or damaged item.

Item replacement costs and any associated processing fees are non-refundable. Materials borrowed through Interlibrary Loan which are lost and/ or damaged are charged to the library member according to the invoice provided by the lending agency.

#### 4.5 Home Library Service

The Home Library Service provides:

- A personalised service to individuals who are unable to access the Library due to illness or disability
- Bulk loans to residential facilities, such as hostels or nursing homes
- Service to residents who provide full-time care
- A temporary service for convalescing residents.

Home Library Service members have the same rights and access to all types of library materials as other library visitors and receive an equally high standard of service. Library staff will endeavour at all times to meet the information, recreation, cultural and/or education needs of the member through the delivery of Library materials or information sources, as this is the aim of the Home Library Service.

Materials will be chosen according to the individual's requirements, including preferred genres and authors; however, there will be times when all available preferences have already been provided. This will most likely apply to long term members, and in this circumstance, library staff will then choose the closest alternative using their experience and judgement. As far as possible, alternate selections will be made in consultation with members.

##### 4.5.1 Home Library Service membership

Although membership of the City of Canada Bay Library Service is free to all residents and non-residents, Home Library Service membership is only available to eligible individuals or institutions within the City of Canada Bay. There are no age restrictions for this service.

All people who apply for the Home Library Service may be required to provide a written declaration from either a doctor or other health care professional stating that for medical, physical or carer responsibility reasons they are in need of a housebound service.

##### 4.5.2 Responsibilities of Home Library Service members

- Each member is responsible for the materials delivered to them by the Library Outreach Support Officer, Library Programs or volunteer
- Any lost or damaged items should be reported promptly
  - Replacement of the item may be required in accordance with Council's *Schedule of Fees and Charges*
  - Any aids such as carry bags, magnifying tools or audio players remain the property of the City of Canada Bay Library Service, and are only on loan to the member while they remain a member of the service.
- If the member is going to be away from home when their visit is due, they should inform the Library Outreach Support Officer, Library Programs
  - Leaving the material in a safe and covered area is permitted if prior arrangements have been made.

#### 4.6 Interlibrary loans

##### 4.6.1 Interlibrary loan requests

The Interlibrary Loan Service ensures that library members have access to resources from other library services if the item is not available in the Library, not available for purchase or does not meet the selection criteria of the *Library Collections Policy*. Items are sourced from libraries across Australia, though primarily libraries within New South Wales and the State Library of New South Wales.

The Library is not usually able to borrow high-demand items, Local Studies material, English



language learning kits, International English Language Testing System (IELTS) material or recently published items, as most libraries will not lend this type of material due to high local demand.

#### 4.6.2 Process for requesting interlibrary loans

- The *Interlibrary Loan Request* online form must be filled in for each item, with a limit of five (5) requests per month per member
- Items must be collected within seven (7) days of becoming available and returned to Concord or Five Dock Libraries
- The City of Canada Bay Library Service will charge a fee per item as per the Council's *Schedule of Fees and Charges*. This excludes State Library bulk loans for which no fee is charged
- The Interlibrary Loan Service provided for the basic fee listed in the City of Canada Bay's *Schedule of Fees and Charges* will only be requested on the 'core service' (four (4) working days, where 'working days' are measured in whole days)
- Items will be requested from the lending library within one (1) week; however, there may be a variety of circumstances, mostly external, affecting the timeframe of the item becoming available
- Additional charges from the lending institution for interlibrary loans will be the responsibility of the library member
- If 'Express' (2 hours) or 'Rush' (24 hours) services, as defined by the Australian Library and Information Association (ALIA) *Interlibrary Resource Sharing (ILRS) Code* are requested, additional charges from the lending institution, including delivery charges, will be the responsibility of the library member
- Conditions that may be imposed by the lending library include:
  - Loan periods on items sent to us are set by the lending library and vary from library to library
  - The loan period for the member is usually three (3) weeks, unless restricted by the lending library
  - Renewals are possible with permission of the lending library
  - The lending library may place restrictions on the items obtained, for example, to only used within the Library location, and these will be applied and communicated to the borrower
  - Charges for overdue, non-return, damage or loss of items will be in accordance with those set by the lending library and will be the responsibility of the library member
- Repeat late returns of interlibrary loan items will result in a member being barred from using the Interlibrary Loan Service.

#### 4.6.3 Interlibrary bulk loan requests

Bulk loans are part of the Australian Interlibrary Resource Sharing (ILRS) initiative which allows libraries to source those materials that cannot be purchased because they fall outside the scope of the *Library Collections Policy*.

The most commonly requested bulk loans are for material in languages other than English. The Library holds collections of resources in a number of languages including Chinese, Greek, Italian and Korean. For languages we do not hold, the Library may request bulk orders from the State Library of New South Wales or other libraries in NSW, free of charge.

The [Community Languages Collection Directory](#) on the State Library of New South Wales website may be searched to find which language collections are available.

#### 4.6.4 Requests from other libraries

The Library will lend books, music CDs and audiobooks to other libraries. Photocopies of articles will be made available, subject to compliance with the *Copyright Act 1968 (Cth)*. Charges for photocopied material will be applied in line with Council's *Schedule of Fees and Charges*.

The Library will not lend high demand items, reference material, Schools Collection, Local Studies material, English language learning kits, IELTS material or recently published items. Waiting lists for items within the City of Canada Bay Library Service will take precedence over requests from other libraries.

The loan period for interlibrary loans to other libraries is six (6) weeks. This may be renewed once, at a further period of three (3) weeks. Outward postage will be paid by the Library and return postage will be paid by the borrowing library.

The Library does not charge any Australian public libraries or other libraries who are reciprocal lenders for 'core service' interlibrary loans. Libraries who charge a lending fee are charged for loans from the Library. The Library may however place restrictions on items sent on interlibrary loan, for example, 'This item is for use in the library only'.

#### 4.7 Access to information

Professionally trained staff will provide assistance in finding relevant, accurate and timely information from various sources, including print media, books, leaflets, magazines, newspapers and handouts, to respond to enquiries. Electronic resources, in the form of online databases and websites with authority and reputation via the internet, may also be used to respond to enquiries.

The Library can provide access to information but cannot give advice, for example legal information as opposed to legal advice. The Library cannot accept responsibility for any undesirable consequences as a result of a person acting on information received from the Library.

#### 4.8 Public photocopying services

All fees and charges associated with photocopying are incorporated in Council's *Schedule of Fees and Charges* and are subject to alteration resulting from annual review.

##### 4.8.1 Legal responsibilities

- All staff, library members and visitors must ensure that they understand and comply with the legal restrictions and obligations under the *Copyright Act 1968 (Cth)*
- All library members and visitors must read and understand relevant information provided on signage in the Library
  - Library members and visitors are entirely responsible for any copyright infringement resulting directly or indirectly from their own actions
- Colour photocopying of legal documents, including currency, stamps, certificates, passports, driver's licences or any document that library staff consider may be fraudulently misused, is not permitted on library photocopiers
- All staff, library members and visitors have a legal obligation to comply with the fair dealing provisions of the *Copyright Act 1968 (Cth)*
  - These provisions allow individuals to reproduce copyright material if the reproduction meets certain reasonable portion limits and is for the purpose of research, study, criticism or review
  - These provisions are outlined in legal notices that are placed near the photocopiers in each library

#### 4.8.2 Disclaimers and restrictions

- The Library does not take responsibility for the illegal colour photocopying of legal documents
- Only supplies provided by Council to be used in public photocopiers.

#### 4.9 Display of community information

The Library will provide, at its discretion, limited space for the distribution and/or display of community information materials, such as free handouts, flyers, notices and posters which present current and relevant news about non-profit, educational, cultural, public interest or recreational services. Material relating to the City of Canada Bay local area will be given priority for display.

Materials promoting business or commercial ventures, political campaigns or viewpoints, or doctrinal beliefs, will not be accepted for distribution. In addition, petitions, lost property, personal classifieds or any type of sale advertisements will not be accepted for distribution. Due to space limitations, community information materials will usually be displayed for a period of no more than one (1) month. This may be varied at the discretion of staff. Staff will not be responsible for the promotional material nor obliged to send any out of date or leftover material back to the owner. Council is not responsible for any information within the material.

Material is not to be displayed in the Library without permission from the relevant Branch Librarian or a more senior library Staff member. In all instances, the Operations Manager, Library Services has the discretion to refuse items that may be considered to be too commercial or of limited interest to the community.

#### 4.10 Emergency closing

For the safety of all library members, visitors and staff, a library building may be temporarily closed and evacuated in the interests of protecting the health and safety of the building occupants. This also applies to external facilities over which library staff have control in consultation with other stakeholders, for example, the toilets at Five Dock Library and The Learning Space, Rhodes.

The senior staff member on duty will decide whether an emergency closing should occur. In all instances where the Emergency Warning System (EWS) is activated, the Library will be closed and the building evacuated, regardless of whether a threat is visible or not. The Library will remain closed until clearance is issued by the emergency services (fire brigade, police, etc.), the chief warden, evacuation warden or shift supervisor.

### 5. Responsibilities

Role	Responsibility
<b>General Manager</b>	Ensuring compliance
<b>Director Community, Culture &amp; Leisure</b>	Implementation
<b>Manager Library &amp; Community Services</b>	Ensure staff awareness of the policy
<b>All Library Staff</b>	Adhere to and apply the policy, report any incidents

### 6. Laws and standards

- Children and Young Persons (Care and Protection) Act 1998 (NSW)
- Children's Guardian Act 2019 (NSW)

- Copyright Act 1968 (Cth)
- Library Act 1939, Library Amendment Act 1992 and Library Regulation 2018 (NSW)
- Local Government Act 1993
- Privacy and Personal Information Protection Act 1998
- Access to Information in NSW Public Libraries: Library Council of NSW Guidelines
- Australian Library and Information Association's (ALIA) statement on Public Library Services
- Library Council of New South Wales Children's Policy Guidelines for NSW Public Libraries
- Library Council of New South Wales Privacy Guidelines for NSW Public Libraries
- NSW Government Policy Statement and Guidelines for the Establishment and Implementation of Closed Circuit Television (CCTV) in Public Places 2014

## 7. Related City of Canada Bay policies and procedures

- Children and Young Person's Protection Policy and Child Safe Code of Conduct
- Children, Young People and Library Services Policy
- Library Art Exhibition and Displays Policy
- Library Collections Policy
- Library Public Internet, WiFi and Computer Use Policy

## 8. Consultation

[Describe the internal and external consultation carried out in relation to this policy / procedure, including details of any public consultation.]

## 9. Approval status

The General Manager / Council approved this policy / procedure on [insert date].

## 10. Approval history

Stage	Date	Comment	ECM ID
Original Policy	19 July 2011	Approved by Council	2922761
			2922759
			2922769
			2922922
			2922923
			2922929
			2923402
			2923506
Reviewed	July 2024	<p>Full review – updated to comply with current legislation and changes in library services.</p> <p>This policy amalgamates the following eight original policies:</p> <ul style="list-style-type: none"> <li>• Borrowing &amp; Membership Policy (2922761)</li> </ul>	



		<ul style="list-style-type: none"> <li>• Conditions of Use Policy (2922759)</li> <li>• Display of Community Information Materials Policy (2922769)</li> <li>• Emergency Closing Policy (2922922)</li> <li>• Home Library Service Policy (2922923)</li> <li>• Interlibrary Loans Policy (2922929)</li> <li>• Library Public Fax and Photocopy Use Policy (2923402)</li> <li>• Reference Service Policy (2923506)</li> </ul>	
<b>Next review</b>	July 2028		

#### 11. Ownership and approval

Responsibility	Role
<b>Author</b>	Manager Library & Community Services
<b>Owner</b>	Manager Library & Community Services
<b>Endorser</b>	City of Canada Bay Executive
<b>Approver</b>	Council

### Appendix 1: Exclusion schedule

Behaviour	Exclusion
<b>Downloading inappropriate material from the internet</b>	Immediate exclusion from use of computers for two (2) weeks. If behaviour is repeated on subsequent visits, letter sent from Manager, Library Services excluding offender for three (3) months. Further repetition will result in permanent exclusion from use of computers and the internet within the Library.
<b>Excessively loud behaviour</b>	Three (3) warnings, then exclusion from the Library for the day. If behaviour is repeated three (3) times in a fortnight, letter sent from Operations Manager, Library Services excluding offender for two (2) weeks.
<b>Use of offensive language</b>	One (1) warning, then immediate exclusion from the Library for the day. If behaviour is repeated on subsequent visits, letter sent from Operations Manager, Library Services excluding offender for two (2) weeks.
<b>Bullying or physical fighting between children</b>	One (1) warning, then immediate exclusion from the Library for up to two (2) weeks, following library procedures. Letter sent from Operations Manager, Library Services.
<b>Aggression: physical or verbal attack</b>	One (1) warning, then immediate exclusion from the Library for one (1) month. Incident report to People & Culture, Operations Manager, Library Services, Manager Library & Community Services and Director Community, Culture & Leisure. Letter sent from Operations Manager, Library Services.
<b>Stealing or vandalising other library visitor's possessions or library property</b>	Matter reported to police. Exclusion from the Library for two (2) months. Operations Manager, Library Services, Manager Library & Community Services and Director Community Culture & Leisure informed. Letter sent from Director Community, Culture & Leisure. Exclusion for repeat offences determined by the Director Community, Culture & Leisure
<b>Assault</b>	Matter reported to police. Immediate exclusion from the Library. Operations Manager, Library Services, Manager Library & Community Services and Director Community Culture & Leisure informed. Length of exclusion pending decision and written notification from the General Manager.
<b>Threat to use or use of any weapon</b>	Matter reported to police. Immediately evicted from the Library. Operations Manager, Library Services, Manager Library & Community Services and Director Community Culture & Leisure informed. Letter sent from Director Community, Culture & Leisure. Re-entry to the Library dependent upon approval from General Manager following one (1) year exclusion period.

# Library Public Internet, WiFi and Computer Use Policy

## 1. Purpose

The purpose of this Policy is to establish a framework for the provision of public internet, WiFi and computers in library facilities.

The aim is to:

- Establish the principles under which the City of Canada Bay Library Service provides access to the internet
- Ensure efficient and effective management of public computers at the City of Canada Bay Library Service
- Inform library members and visitors of the conditions of use for accessing public Internet and computers in the library.

## 2. Scope

This policy applies to all members of the public who use the City of Canada Bay Library Service and its computer, internet and WiFi facilities, and City of Canada Bay staff and volunteers. Updates and/or changes to membership and usage rules may be made from time to time, in line with Council's policies, guidelines, and relevant delegations of authority.

## 3. Definitions

Term	Meaning
<b>City of Canada Bay Library Service or the Library</b>	Refers to Concord Library, Five Dock Library and The Learning Space, Rhodes and the resources and services provided by and within them.
<b>Staff</b>	Refers to City of Canada Bay Council employees, contractors and volunteers that undertake tasks and deliver services.
<b>Library members</b>	Refers to members of the public that have joined the Library as full or online members.
<b>Library visitors</b>	Refers to any members of the public who use the Library including library members, non-members, and general visitors.
<b>Mandatory reporter</b>	The legal obligation for a person who, in the course of their professional work or other paid employment delivers health care, welfare, education, children's services, residential

	services, or law enforcement, wholly or partly, to children (and managers in organisation providing such services).
<b>Offensive material</b>	May include, but is not limited to, images or text containing nudity, obscenity, or graphic violence.

## 4. Policy principles

### 4.1 Statement of commitment

The City of Canada Bay Library Service is committed to serving the information and recreation needs of this community. The Library strives to provide a welcoming environment, and provides free public access to the internet to support lawful:

- Access to information and services
- Access to recreational material
- Avenues for community engagement and participation.

The Library is committed to the the Library Council of NSW guideline, *Access to Information in NSW Public Libraries*:

*Information available via the internet should be treated no differently in public libraries than print based information:*

- *The Library endeavours to provide access to comprehensive and balanced collections that meet the needs of their communities as far as budget, space and availability of materials allow.*
- *Library materials that have not been subject to Federal and State restriction or prohibition will not be excluded from the public library on moral, political, racial, religious, sexist, language, or other sensitive grounds alone. Nor will library materials be included on these grounds alone, whatever pressure may be brought to bear by individuals or groups.*

The City of Canada Bay Library Service is committed to providing access to the internet and online resources in order to promote the free flow of information and ideas in the interest of its community and a thriving culture economy and culture, as established in the Australian Library and Information Association's guideline *ALIA on Online Content Regulation*:

*Libraries and information services facilitate and promote public access to the widest variety of information, reflecting the plurality and diversity of society. The selection and availability of library materials and services, including online content and services, is governed by professional considerations and not by political, moral and religious views. Libraries and information services support the right of all users to unhindered access to information of their choice regardless of format. Access to electronic information resources should not be restricted except as required by law and this basic right should not be eroded in the development of regulatory measures for online information. In addition to the many valuable resources available on the internet, some are incorrect, misleading and may be offensive. Libraries and information services proactively promote and facilitate responsible access to quality networked information for all their users, including children and young people. They enable library users to learn to use the internet and electronic information efficiently and effectively.*

The full statement may be found here:

<https://www.alia.org.au/Web/Research-and-Publications/Guidelines/ALIA-on-online-content-regulation.aspx>

The City of Canada Bay is a child safe community that recognises and advocates for the rights of children and young people. The Library Service is committed to serving the information and recreational needs of this group and aims to reduce the likelihood of harm to



children, to increase the likelihood of identifying and reporting harm and respond appropriately to disclosures, allegations, or suspicions of harm.

The City of Canada Bay acknowledges that some online information may contain references to First Nations People that are considered culturally inappropriate or offensive.

#### 4.2 Conditions of computer use

- All Library internet and computer users must abide by this policy
- If you do not read or agree to these conditions, you will not be permitted to use the computers in the Library
- Selecting the 'I Accept' option on the library membership online registration form indicates that you are agreeing to abide by the Library's *Public Internet, WiFi and Computer Use Policy*
- A breach of these conditions may incur a loss of internet and computer privileges
  - Repeat offences may result in permanent exclusion from use of the internet and computers within the Library.

##### 4.2.1 Display of offensive material or images and other legal conditions

- Library members and visitors must be sensitive to the values and beliefs of others when displaying potentially controversial information or images on computer screens located in public areas
- Displaying or printing of offensive material, is not permitted
  - You must not send, receive, or display offensive text or graphics
  - Acceptability of material displayed is at the discretion of supervising library staff and inappropriate use will be referred to the Manager, Library and Community Services
  - Records of public computer bookings are maintained
- Library computer users must respect the privacy of other library members and visitors, and must not attempt to gain access to material or information belonging to others, including printing
- Library computers, internet and WiFi must not be used for any unlawful purposes or to access pornographic or offensive material
- If you are found to be using a computer, the internet or WiFi for any unlawful purpose or to access pornographic or offensive material, you will be asked to leave the Library, directed not to re-enter the Library for a specified period, and any unlawful conduct will be reported to the relevant authorities
- Library computers, internet and WiFi must be used in accordance with Council's *Child Safe Code of Conduct*
- Library computers must not be used to bully or intimidate other persons.

##### 4.2.2 Parental responsibility

The Library promotes and supports young people's access to information, including electronic information through its internet facilities. Library staff are available to assist young people in the use of the internet and to recommend websites on particular subjects; however, parents/guardians remain solely responsible for their child's access to and use of the Library's internet facilities, including access to websites, their subject matter and content.

All young people under 16 years of age must have a completed *Parent/Guardian Permission to Obtain Library Membership for Children/Young People Under 16 Years of Age* form, with a parent's/guardian's signature and the 'Computer Policy' option ticked, to access computers in the libraries.

- Library staff do not supervise children using computers whilst in the library, so there is a risk that unsupervised children may be subject to cyberbullying

- Young people nine (9) years of age and under must be accompanied by a parent/guardian when using a library computer
- The City of Canada Bay Library Service respects the responsibility of all parents/guardians to guide their own children's use of the library's computer services
  - Parents/guardians concerned about types of materials available on the internet should work with their children and help select websites consistent with their family's boundaries and values
- Parents/guardians have the option of requesting their child's computer access be disabled
- Parents may book an internet session on their own library membership card for their child in order to accompany them while using the internet.

#### 4.2.3 Booking conditions

- To access public computers, printing and copying services at the Library, members must bring their own current library membership card
- For non-members, a guest ticket may be issued by staff
  - Guest tickets will only be provided where the non-member can supply suitable identification (ID)
  - Guest tickets will not be provided to children and young people under the age of 16 unless a they are accompanied by a parent/guardian
- Public computer bookings can be accessed for up to a maximum of two (2) hours per day
  - The Library reserves the right to vary these times as necessary in special circumstances
- Computers in the children's area are for use by children 12 years of age and under and their accompanying parents/guardians
- Library members and visitors may access the computers by self-booking at any vacant public computer
  - Bookings are made by entering the individual member's library card number and 8-digit PIN, or by entering a guest ticket number and 4-digit PIN
- Public computers are available to be used until ten (10) minutes before library closing time, when computers will automatically shut down.

#### 4.3 Technical and general conditions

- Altering, destroying or damaging equipment, software or data belonging to the Library, or tampering with local or remote computer files, is not permitted
- You may only save your documents to a removable storage device or cloud-based drive
  - Storage of documents on the library computer's hard drive or desktop is not available.
  - The Library takes no responsibility for loss or corruption of files on disks or USB devices
- All computer problems must be brought to the attention of library staff
  - Library computer users must not attempt to resolve any technical issues by modifying library equipment, software or hardware
- Software may not be installed by users of public computers
- Library catalogue computers are not to be used for internet searching.
  - An internet session must be booked through the dedicated public library computers
- Printing and equipment costs are displayed in the City of Canada Bay's *Schedule of Fees and Charges*
- It is the responsibility of library members and visitors to ensure they understand and comply with the [Copyright Act 1968 \(Cth\)](#)
  - Material on the internet may be protected by copyright. When printing,

scanning or photocopying, library members and visitors should refer to and comply with any directives given by the author of the material.

#### 4.4 Disclaimer

- The Library does not guarantee the authority or accuracy of any information found on the Internet. Library members and visitors are responsible for verifying the accuracy of this material
- The City of Canada Bay Library Service does not guarantee availability of the internet or any websites at any time
  - The Library is not liable for technical difficulties, loss of data resulting from delays, non-delivery or service disruptions
- The Library cannot guarantee privacy or security of information during or after use of public computers or WiFi as these facilities are available on a public network
  - Ensuring you shut down the public computer when you have finished your session will help protect your privacy
- The City of Canada Bay Library Service is not liable for the defamatory, offensive or illegal conduct of any user of the public computer or WiFi facilities
- Please note that security measures on our network may prevent some attachments from being downloaded. Firewalls may also prevent access to certain websites.

#### 5. Responsibilities

Role	Responsibility
<b>General Manager</b>	Ensuring compliance
<b>Director Community, Culture &amp; Leisure</b>	Implementation
<b>Manager Library &amp; Community Services</b>	Ensure staff awareness of the policy
<b>All Library Staff</b>	Adhere to the policy and report any incidents

#### 6. Laws and standards

- Children and Young Persons (Care and Protection) Act 1998 (NSW)
- Children's Guardian Act 2019 (NSW)
- Copyright Act 1968 (Cth)
- Library Act 1939, Library Amendment Act 1992 and Library Regulation 2018 (NSW)
- Local Government Act 1993
- Privacy and Personal Information Protection Act 1998
- Access to Information in NSW Public Libraries: Library Council of NSW Guidelines
- Australian Library and Information Association's (ALIA) Statement on Public Library Services
- Internet Policy Guidelines for NSW Public Libraries: Library Council of NSW Guidelines
- Library Council of New South Wales Children's Policy Guidelines for NSW Public Libraries
- Library Council of New South Wales Privacy Guidelines for NSW Public Libraries
- NSW Government Policy Statement and Guidelines for the Establishment and Implementation of Closed Circuit Television (CCTV) in Public Places 2014
- NSW Office of the Children's Guardian Child Safe Standards

#### 7. Related City of Canada Bay policies and procedures

- Children and Young Person's Protection Policy and Child Safe Code of Conduct

- Children, Young People and Library Services Policy
- Library Art Exhibition and Display Policy
- Library Collections Policy
- Library Membership and Use Policy

## 8. Consultation

[Describe the internal and external consultation carried out in relation to this policy / procedure, including details of any public consultation.]

## 9. Approval status

The General Manager / Council approved this policy / procedure on [insert date].

## 10. Approval history

Stage	Date	Comment	ECM ID
Original Policy	19 July 2011	Approved by Council	2923441
Reviewed	July 2024	Full review – updated to comply with current legislation and changes in library services.	
Next review	July 2028		

## 11. Ownership and approval

Responsibility	Role
Author	Library Services Manager
Owner	Manager Library & Community Services
Endorser	City of Canada Bay Executive
Approver	Council



## Attachment 2 – Investment Report JUNE 2024



INVESTMENT  
REPORT  
JUNE 2024

## INVESTMENT REPORT JUNE 2024

Investment Report JUNE 2024

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Investment Report JUNE 2024

## June 2024 Investment Report

### Statement of Cash Investments as of 30 June 2024

STATEMENT OF CASH INVESTMENTS							
Maturity Date	Bank/Issuer	Long Term Rating	Fair Value	Term	Interest	Issue Date	Investment Type
04/07/24	Commonwealth Bank of Australia	AA-	\$1,000,000.00	279	5.28%	29/09/23	Term Deposits
04/07/24	Commonwealth Bank of Australia	AA-	\$2,500,000.00	259	5.19%	19/10/23	Term Deposits
04/07/24	Commonwealth Bank of Australia	AA-	\$2,000,000.00	174	4.88%	12/01/24	Term Deposits
11/07/24	Commonwealth Bank of Australia	AA-	\$2,500,000.00	252	5.31%	02/11/23	Term Deposits
11/07/24	National Australia Bank	AA-	\$1,000,000.00	118	5.07%	15/03/24	Term Deposits
18/07/24	Commonwealth Bank of Australia	AA-	\$3,000,000.00	252	5.30%	09/11/23	Term Deposits
25/07/24	National Australia Bank	AA-	\$2,000,000.00	196	5.10%	11/01/24	Term Deposits
01/08/24	Commonwealth Bank of Australia	AA-	\$2,000,000.00	195	4.91%	19/01/24	Term Deposits
08/08/24	National Australia Bank	AA-	\$2,000,000.00	196	5.15%	25/01/24	Term Deposits
15/08/24	National Australia Bank	AA-	\$2,000,000.00	196	5.08%	01/02/24	Term Deposits
22/08/24	ING Direct	A	\$3,000,000.00	365	5.37%	23/08/23	Term Deposits
29/08/24	Commonwealth Bank of Australia	AA-	\$3,000,000.00	241	4.99%	29/05/23	Term Deposits
05/09/24	Bank of Queensland	A-	\$2,000,000.00	274	5.39%	06/12/23	Term Deposits
12/09/24	Bank of Queensland	A-	\$3,000,000.00	287	5.40%	30/11/23	Term Deposits
19/09/24	National Australia Bank	AA-	\$2,000,000.00	223	5.20%	09/02/24	Term Deposits
26/09/24	National Australia Bank	AA-	\$2,000,000.00	217	5.13%	22/02/24	Term Deposits
03/10/24	National Australia Bank	AA-	\$3,000,000.00	217	5.11%	29/02/24	Term Deposits
10/10/24	Suncorp	A+	\$2,000,000.00	219	5.16%	05/03/24	Term Deposits
17/10/24	Suncorp	A+	\$2,000,000.00	224	5.14%	07/03/24	Term Deposits
23/10/24	National Australia Bank	AA-	\$5,000,000.00	183	5.10%	23/04/24	Term Deposits
07/11/24	National Australia Bank	AA-	\$2,000,000.00	230	5.08%	22/03/24	Term Deposits
14/11/24	Suncorp	A+	\$3,000,000.00	181	5.18%	17/05/24	Term Deposits
21/11/24	Commonwealth Bank of Australia	AA-	\$1,500,000.00	363	5.39%	24/11/23	Term Deposits
29/11/24	Auswide Bank	BBB	\$2,000,000.00	366	5.67%	29/11/23	Term Deposits
12/12/24	National Australia Bank	AA-	\$3,000,000.00	168	5.35%	27/06/24	Term Deposits
16/01/25	Suncorp	A+	\$3,000,000.00	244	5.19%	17/05/24	Term Deposits
23/01/25	National Australia Bank	AA-	\$5,000,000.00	275	5.10%	23/04/24	Term Deposits
30/01/25	National Australia Bank	AA-	\$3,000,000.00	217	5.39%	27/06/24	Term Deposits
13/03/25	National Australia Bank	AA-	\$3,000,000.00	300	5.20%	17/05/24	Term Deposits
24/03/25	ING Direct	A	\$4,000,000.00	335	5.20%	23/04/24	Term Deposits
23/04/25	ING Direct	A	\$4,000,000.00	365	5.21%	23/04/24	Term Deposits
19/05/25	ING Direct	A	\$3,000,000.00	367	5.23%	17/05/24	Term Deposits
19/06/25	Suncorp	A+	\$3,000,000.00	366	5.24%	18/06/24	Term Deposits
16/02/26	National Australia Bank	AA-	\$2,000,000.00	731	1.04%	16/02/21	Term Deposits
21/10/24	Westpac Bank	AA-	\$1,500,000.00	182	5.25%	20/10/23	ESG TD
30/10/24	Westpac Bank	AA-	\$1,000,000.00	183	5.41%	30/10/23	ESG TD
14/11/24	Westpac Bank	AA-	\$1,500,000.00	185	1.62%	12/11/21	ESG TD
02/12/24	Westpac Bank	AA-	\$1,500,000.00	182	1.62%	03/12/21	ESG TD
17/02/25	Westpac Bank	AA-	\$2,000,000.00	273	2.02%	18/02/22	ESG TD
24/02/25	Westpac Bank	AA-	\$2,500,000.00	273	2.10%	25/02/22	ESG TD
20/11/25	Westpac Bank	AA-	\$1,500,000.00	549	1.87%	19/11/21	ESG TD
17/02/26	Westpac Bank	AA-	\$2,500,000.00	638	2.24%	18/02/22	ESG TD
24/02/26	Westpac Bank	AA-	\$2,000,000.00	638	2.31%	25/02/22	ESG TD
03/03/26	Westpac Bank	AA-	\$2,000,000.00	638	2.22%	04/03/22	ESG TD
29/08/24	ANZ Bank	AA-	\$1,500,000.00	92	5.11%	29/08/19	Floating Rate Notes
14/11/24	Citibank	A+	\$1,000,000.00	184	5.25%	14/11/19	Floating Rate Notes
12/02/25	Macquarie Bank	A+	\$2,000,000.00	275	5.21%	12/02/20	Floating Rate Notes
06/05/25	Royal Bank of Canada	AA-	\$1,000,000.00	364	5.12%	06/05/22	Floating Rate Notes
17/10/25	Suncorp Covered	AAA	\$1,000,000.00	548	5.24%	17/10/22	Floating Rate Notes
09/12/25	Macquarie Bank	A+	\$2,000,000.00	546	4.84%	02/06/21	Floating Rate Notes
13/01/26	Commonwealth Bank of Australia	AA-	\$1,500,000.00	638	5.25%	13/01/23	Floating Rate Notes
24/02/26	RACQ Bank	BBB+	\$2,300,000.00	641	5.84%	24/02/23	Floating Rate Notes
15/05/26	Bendigo and Adelaide Bank	A-	\$1,000,000.00	730	5.62%	15/05/23	Floating Rate Notes
15/06/26	Teachers Mutual Bank	BBB+	\$850,000.00	728	5.05%	16/06/21	Floating Rate Notes
19/08/26	ING Bank Covered	AAA	\$500,000.00	821	4.74%	19/08/21	Floating Rate Notes
14/09/26	Macquarie Bank	A+	\$1,600,000.00	822	5.22%	14/09/23	Floating Rate Notes
23/12/26	Commonwealth Bank of Australia	AA-	\$2,000,000.00	912	4.80%	23/09/21	ESG FRN
22/03/27	ING Direct	A	\$1,000,000.00	1001	5.34%	22/03/24	Floating Rate Notes
14/05/27	Bendigo and Adelaide Bank	A-	\$800,000.00	1095	5.37%	14/05/24	Floating Rate Notes
18/08/27	Commonwealth Bank of Australia	AA-	\$1,100,000.00	1185	5.36%	18/08/22	Floating Rate Notes
13/01/28	Commonwealth Bank of Australia	AA-	\$1,500,000.00	1368	5.50%	13/01/23	Floating Rate Notes
19/01/28	Rabobank	A+	\$1,000,000.00	1370	5.54%	19/01/23	Floating Rate Notes
16/02/28	Westpac Bank	AA-	\$1,000,000.00	1371	5.33%	16/02/23	Floating Rate Notes
09/05/28	Bank of Queensland Covered	AAA	\$1,250,000.00	1461	5.58%	09/05/23	Floating Rate Notes
17/08/28	Commonwealth Bank of Australia	AA-	\$1,250,000.00	1553	5.30%	17/08/23	Floating Rate Notes
15/12/24	NTTC	AA-	\$2,000,000.00	1206	1.00%	27/08/21	Fixed Rate Bond
15/06/25	NTTC	AA-	\$2,000,000.00	1496	1.10%	11/05/21	Fixed Rate Bond
18/08/25	Commonwealth Bank of Australia	AA-	\$1,500,000.00	1096	4.20%	18/08/22	Fixed Rate Bond
24/08/26	Suncorp Covered	AAA	\$2,000,000.00	1587	3.25%	20/04/22	Fixed Rate Bond
	AMP Bank	BBB+	\$14,000,000.00		5.20%		AMP
	AMP Bank	BBB+	\$1,000.00		3.30%		AMP
	Macquarie Bank	A+	\$7,624.91		4.65%		Macquarie CMA
	Macquarie Bank	A+	\$14.35		4.15%		Macquarie CMA
	Commonwealth Bank of Australia	AA-	\$18,070,276.64		4.35%		CBA BOS
30/06/24			\$173,228,915.90				
TOTAL INVESTMENTS at 31/05/2024			\$170,538,262.01				
Net Increase/(Decrease) in Investments			\$2,690,653.89				

### Certificate of the Responsible Accounting Officer

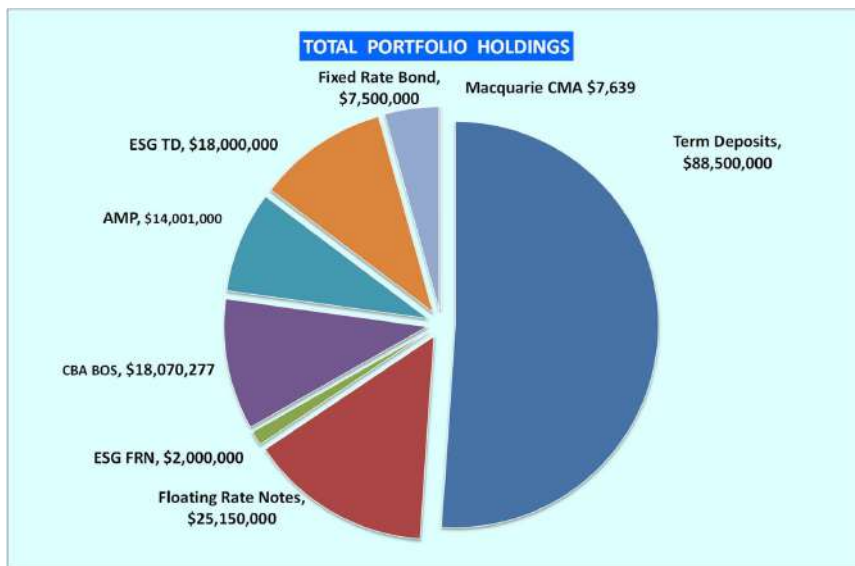
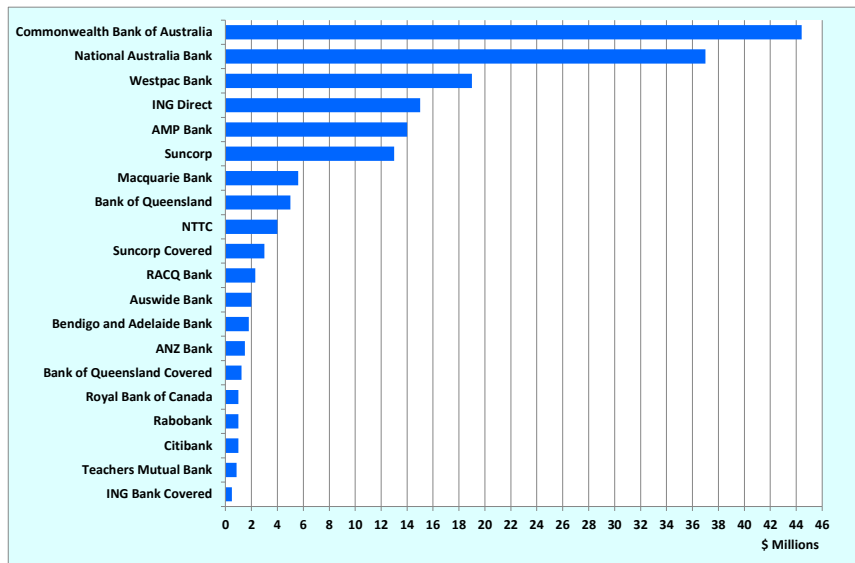
I certify that as at the date of this report, the investments listed have been made and are held in compliance with Council's Investment Policy and applicable legislation.

Evan Hutchings

Date: 08 Jul 2024

Investment Report JUNE 2024

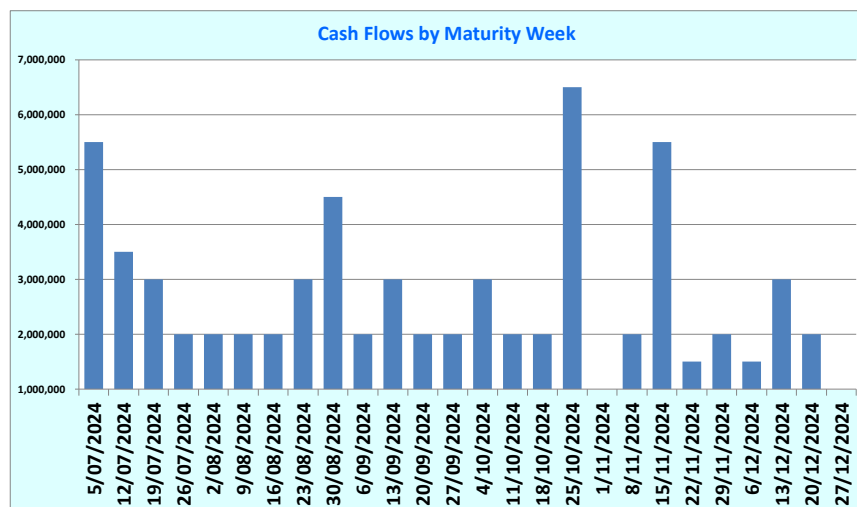
Total Investment Deposits by Institution as of 30 June 2024





Investment Report JUNE 2024

Weekly cash flow forecast for 6 months as of 30 June 2024



Individual Counterparty Limits for Term Deposits, Fixed Rate Notes, Floating Rate TDs, and FRNs as per Council Investment Policy

LT Ratings	ADI	Policy Limit	% of Portfolio
AAA	ING Bank Covered	45%	0.29%
	Bank of Queensland Covered	45%	0.72%
	Suncorp Covered	45%	1.73%
AA-	Royal Bank of Canada	45%	0.58%
	ANZ Bank	45%	0.87%
	NTTC	45%	2.31%
	Westpac Bank	45%	10.97%
	National Australia Bank	45%	21.36%
	Commonwealth Bank of Australia	45%	25.64%
A+	Rabobank	30%	0.58%
	Citibank	30%	0.58%
	Macquarie Bank	30%	3.24%
	Suncorp	30%	7.50%
A	ING Direct	30%	8.66%
A-	Bendigo and Adelaide Bank	20%	1.04%
	Bank of Queensland	20%	2.89%
BBB+	RACQ Bank	10%	1.33%
	AMP Bank	10%	8.08%
	Teachers Mutual Bank	10%	0.49%
BBB	Auswide Bank	5%	1.15%
	<b>Total Portfolio</b>		<b>100.00%</b>

Investment Report JUNE 2024

Counter Party Class Limits for Term Deposits, Fixed Rate Notes, Floating Rate TDs, and FRNs as per Council's Investment Policy (excluding At Call Deposits)

Type Long Term	Holdings	Policy Limit	% Portfolio
AAA	\$4,750,000.00	45%	2.74%
AA-	\$106,920,276.64	45%	61.72%
A+	\$20,607,639.26	30%	11.90%
A	\$15,000,000.00	30%	8.66%
A-	\$6,800,000.00	20%	3.93%
BBB+	\$17,151,000.00	10%	9.90%
BBB	\$2,000,000.00	5%	1.15%
NR	\$0.00	0%	0.00%
<b>Total</b>	<b>\$173,228,915.90</b>		<b>100.00%</b>

Investment Transactions during June 2024

Date	Transaction	Bank/Issuer	Type	Term	Int Rate	Amount	Interest Paid
31/05/2024	Balance	Investment Balance Fair Value				\$170,538,262.01	
3/06/2024	Reset	Westpac Bank	ESG TD	273	1.62%	(\$1,500,000.00)	\$6,058.36
3/06/2024	Reset	Westpac Bank	ESG TD	182	1.62%	\$1,500,000.00	
3/06/2024	Reset	Westpac Bank	ESG TD	729	2.22%	(\$2,000,000.00)	\$11,069.59
3/06/2024	Reset	Westpac Bank	ESG TD	638	2.22%	\$2,000,000.00	
6/06/2024	Maturity	Commonwealth Bank of Australia	Term Deposits	244	5.01%	(\$2,000,000.00)	\$66,983.01
11/06/2024	Reset	Macquarie Bank	Floating Rate Notes	638	4.83%	(\$2,000,000.00)	\$24,326.31
11/06/2024	Reset	Macquarie Bank	Floating Rate Notes	546	4.84%	\$2,000,000.00	
13/06/2024	Maturity	Bank of Queensland	Term Deposits	268	5.25%	(\$2,000,000.00)	\$76,520.55
14/06/2024	Reset	Macquarie Bank	Floating Rate Notes	914	5.19%	(\$1,600,000.00)	\$20,948.78
14/06/2024	Reset	Macquarie Bank	Floating Rate Notes	822	5.22%	\$1,600,000.00	
17/06/2024	Reset	NTTC	Fixed Rate Bond	731	1.10%	(\$2,000,000.00)	\$22,000.00
17/06/2024	Reset	NTTC	Fixed Rate Bond	363	1.10%	\$2,000,000.00	
17/06/2024	Reset	Teachers Mutual Bank	Floating Rate Notes	819	5.03%	(\$850,000.00)	\$10,667.73
17/06/2024	Reset	Teachers Mutual Bank	Floating Rate Notes	728	5.05%	\$850,000.00	
18/06/2024	Maturity	ING Direct	Term Deposits	32	4.51%	(\$3,000,000.00)	\$11,861.92
18/06/2024	Purchase	Suncorp	Term Deposits	366	5.24%	\$3,000,000.00	
20/06/2024	Maturity	Commonwealth Bank of Australia	Term Deposits	266	5.25%	(\$2,500,000.00)	\$95,650.68
24/06/2024	Maturity	Commonwealth Bank of Australia	Term Deposits	61	4.55%	(\$3,000,000.00)	\$22,812.33
24/06/2024	Reset	Commonwealth Bank of Australia	Floating Rate Notes	1003	4.76%	(\$2,000,000.00)	\$23,753.24
24/06/2024	Reset	Commonwealth Bank of Australia	Floating Rate Notes	912	4.80%	\$2,000,000.00	
24/06/2024	Reset	ING Direct	Floating Rate Notes	1095	5.30%	(\$1,000,000.00)	\$13,648.54
24/06/2024	Reset	ING Direct	Floating Rate Notes	1001	5.34%	\$1,000,000.00	
27/06/2024	Maturity	Commonwealth Bank of Australia	Term Deposits	258	5.07%	(\$2,000,000.00)	\$71,674.52
27/06/2024	Maturity	Commonwealth Bank of Australia	Term Deposits	223	5.23%	(\$2,000,000.00)	\$63,906.30
27/06/2024	Maturity	National Australia Bank	Term Deposits	112	5.07%	(\$2,000,000.00)	\$31,114.53
27/06/2024	Purchase	National Australia Bank	Term Deposits	169	5.35%	\$3,000,000.00	
27/06/2024	Purchase	National Australia Bank	Term Deposits	217	5.39%	\$3,000,000.00	
	Activity	Macquarie Bank	At Call (Macquarie)		4.65%	(\$1,992,375.09)	\$6,624.91
	Activity	Macquarie Bank	At Call (Macquarie)		4.15%	(\$23,855.36)	\$14.35
	Activity	CBA Business Online Saver	CBA (BOS)		4.35%	\$16,206,884.34	\$64,448.34
	Activity	AMP Bank 31Day Notice	At Call (AMP)		5.20%	(\$2,000,000.00)	\$137,778.37
	Activity	AMP Business Saver	At Call (AMP)		3.30%	\$0.00	\$1,386.71
30/06/2024		<b>EOM Balance</b>			<b>Total</b>	<b>\$173,228,915.90</b>	<b>\$783,249.07</b>

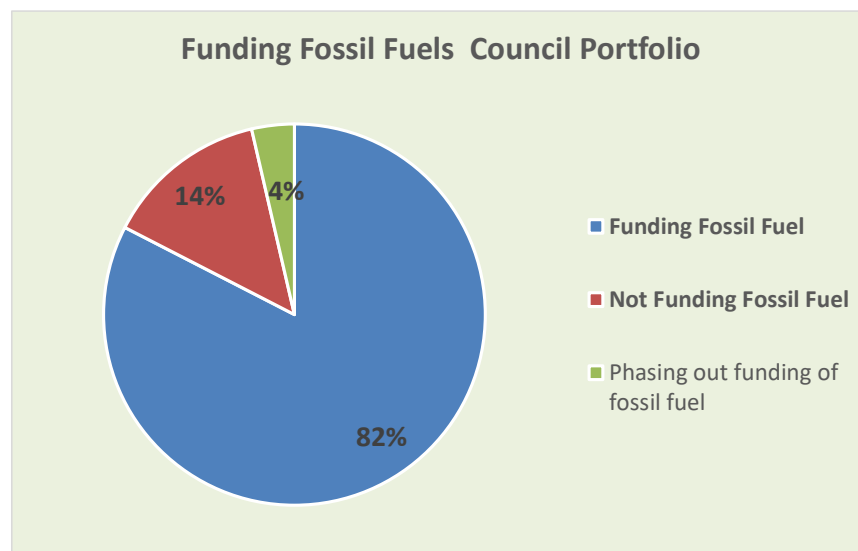
Total Interest Received during June 2024

Ledger Account	Type	June
102623-1465-40068	Investments	\$572,996.39
102623-1465-40067	At Call Accounts	\$210,252.68
	<b>Sub-Total</b>	<b>\$783,249.07</b>
102623-1465-40066	General Bank Account	\$11,754.34
	<b>Total</b>	<b>\$795,003.41</b>

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Fossil Fuel Allocation (Green Funding) as at 30 June 2024

Sum of Fair Value		
Funding Fossil Fuel	Bank/Issuer	Total
Funding Fossil Fuel	Commonwealth Bank of Australia	44,420,276.64
	National Australia Bank	37,000,000.00
	Westpac Bank	19,000,000.00
	ING Direct	15,000,000.00
	AMP Bank	14,001,000.00
	Macquarie Bank	5,607,639.26
	NTTC	4,000,000.00
	ANZ Bank	1,500,000.00
	Rabobank	1,000,000.00
	Citibank	1,000,000.00
	ING Bank Covered	500,000.00
<b>Funding Fossil Fuel Total</b>		<b>143,028,915.90</b>
Not Funding Fossil Fuel	Suncorp	13,000,000.00
	Suncorp Covered	3,000,000.00
	RACQ Bank	2,300,000.00
	Auswide Bank	2,000,000.00
	Bendigo and Adelaide Bank	1,800,000.00
	Royal Bank of Canada	1,000,000.00
	Teachers Mutual Bank	850,000.00
<b>Not Funding Fossil Fuel Total</b>		<b>23,950,000.00</b>
Phasing out funding of fossil fuel	Bank of Queensland	5,000,000.00
	Bank of Queensland Covered	1,250,000.00
<b>Phasing out funding of fossil fuel Total</b>		<b>6,250,000.00</b>
<b>Grand Total</b>		<b>173,228,915.90</b>

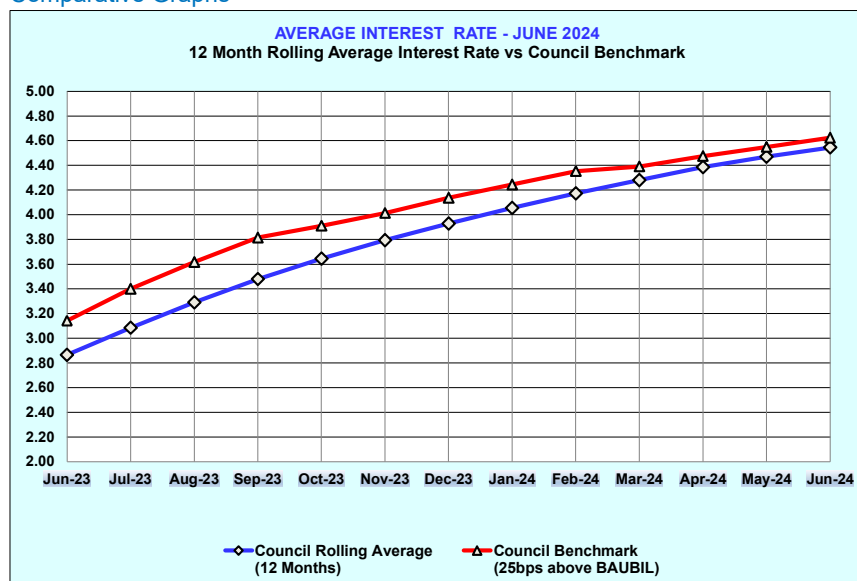


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Statement of Consolidated Cash and Investments as of 30 June 2024

Consolidated Cash & Investments			
<b>Cash &amp; Investments</b>			
Cash At Bank as at 30 June 2024	\$5,540,653.63		
Investments at Fair Value as at 30 June 2024	\$173,228,915.90		
<b>Total Cash &amp; Investments</b>			<b>\$178,769,569.53</b>
The above cash and investments are comprised of:			
<b>Externally Restricted Reserves</b>			
Externally restricted reserves refer to funds received that are restricted by externally			
<b>Total External Restrictions</b>			<b>\$121,219,019.16</b>
<b>Internally Restricted Reserves</b>			
Internally restricted reserves are funds restricted in the use by resolution or policy of Council			
<b>Total Internal Restrictions</b>			<b>\$44,229,963.29</b>
<b>Unrestricted Cash &amp; Investments</b>			
<b>Total Unrestricted Cash &amp; Investments</b>			<b>\$13,320,587.08</b>
<b>Total Cash &amp; Investments</b>			<b>\$178,769,569.53</b>
Note: At the time of this report, reserve balances have yet to be finalised for 30 June 2024			

Comparative Graphs

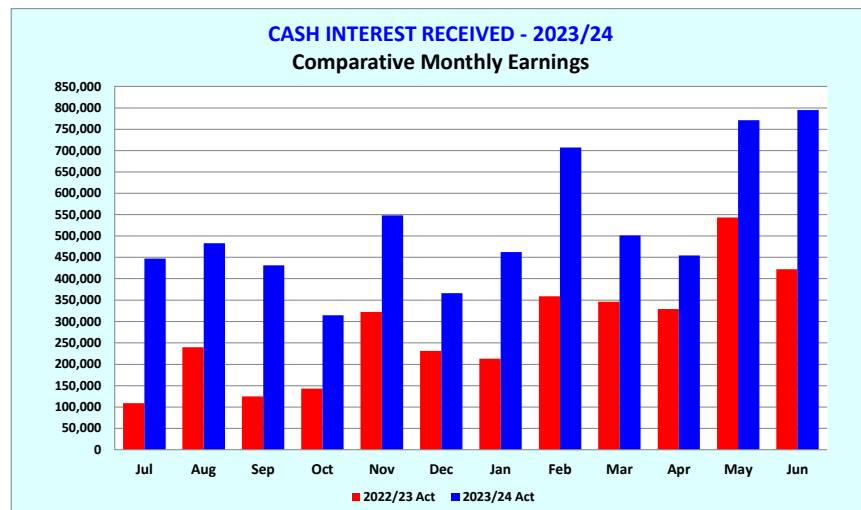




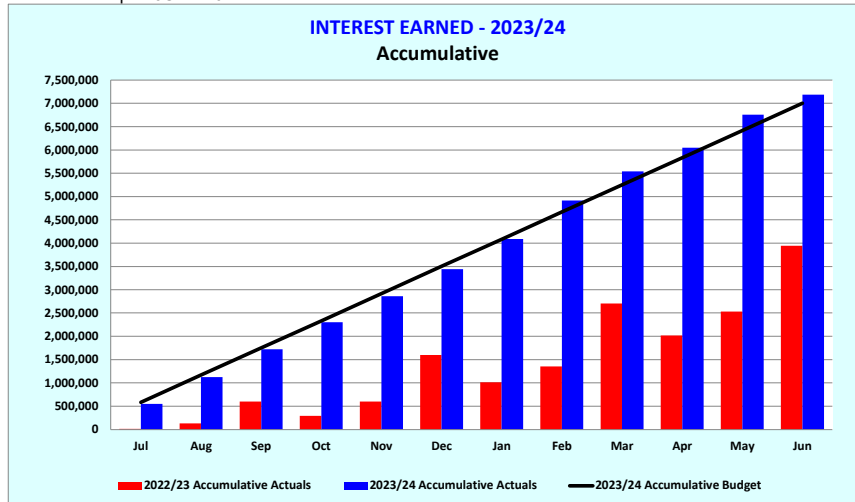
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The rolling 12 month portfolio return relative to the index is expected to remain less than benchmark until December 2024. This is the impact of some fixed interest investments held in the portfolio returning less than what is currently able to be achieved if purchased in the market today.

The original budget forecast interest earnings of \$4.6M. As reported in the Third Quarter Budget Review, interest earnings were revised up to \$7.0M. The final result was \$7.186M, \$186,000 better than forecast, which was a result of higher than anticipated cash balances and favourable returns on investments.



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