

ORDINARY COUNCIL MEETING

AGENDA

Notice is hereby given that an Ordinary Council Meeting will be held at the:

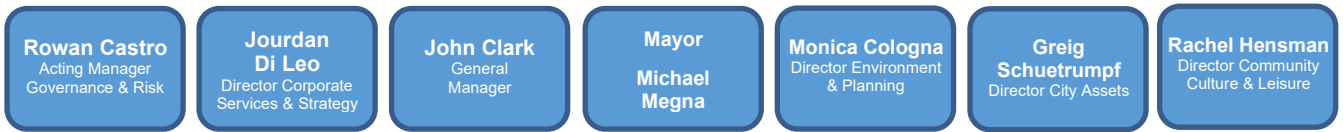
Council Chambers, City of Canada Bay Civic Centre, Drummoyne

Tuesday, 21 April 2026

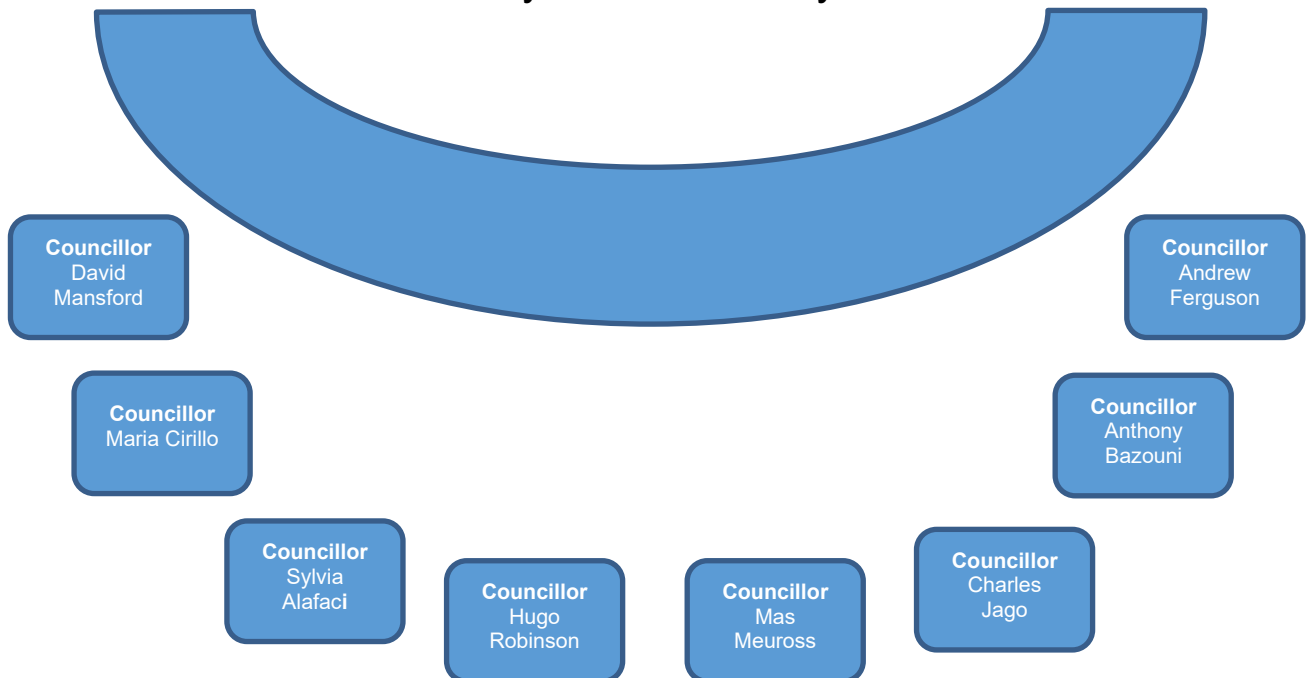
Beginning at 6:00 PM for the purpose of considering and determining matters included in this agenda.



John Clark
General Manager



**Councillors
 City of Canada Bay**



Statement of Ethical Obligations

The Mayor and Councillors are bound by the Oath/Affirmation of Office made at the start of the Council term to undertake their civic duties in the best interests of the people of the City of Canada Bay and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in them under the Local Government Act or any other Act, to the best of their skill and judgement.

It is also a requirement that the Mayor and Councillors disclose conflicts of interest in relation to items listed for consideration on the Agenda or which are considered at this meeting in accordance with Council's Code of Conduct and Code of Meeting Practice.

Agenda for an Ordinary Council Meeting

to be held on Tuesday 21 April 2026

at the Council Chambers, City of Canada Bay Civic Centre, Drummoyne

Commencing at 6:00 PM

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1 ACKNOWLEDGEMENT 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.

The City's Council pays respect to Elders past and present and extends this respect to all Aboriginal people living in or visiting the City of Canada Bay.

2 APOLOGIES AND APPLICATIONS FOR LEAVE OF ABSENCE BY COUNCILLORS

In accordance with Part 5 of Council's Code of Meeting Practice a Councillor should submit an apology for the meetings they are unable to attend, state the reasons for their absence from the meetings and request that Council grant them a leave of absence from the relevant meetings. In response to any apology submitted, Council must determine by resolution whether to grant the Councillor a leave of absence for the meeting. If Council resolves not to grant a leave of absence for the meeting, it must state the reasons for its decisions in its resolution.

3 CONFIRMATION OF MINUTES

3.1 MINUTES OF ORDINARY COUNCIL MEETING HELD 17 MARCH 2026

RECOMMENDATION

That the minutes of the Ordinary Council Meeting of 17 March 2026 copies of which were previously circulated, are hereby confirmed as a true and correct record of the proceedings of that meeting.

4 DISCLOSURES OF INTERESTS

In accordance with Part 16 of Council's Code of Meeting Practice, all Councillors must disclose and manage any conflicts of interest they may have in matters being considered at the meeting.

5 MAYORAL MINUTE(S)

6 ITEMS RESOLVED BY EXCEPTION

In accordance with Part 13 of the Code of Meeting Practice, items that are dealt with by exception are items where the recommendations contained in the staff reports in the agenda are adopted without discussion.

7 EXECUTIVE SERVICES DIRECTORATE REPORTS

8 ENVIRONMENT AND PLANNING DIRECTORATE REPORTS

ITEM 8.1 PLANNING PROPOSAL - POST-EXHIBITION REPORT - 79-80 QUEENS ROAD AND 2-12 SPENCER STREET, FIVE DOCK

Reporting Manager Manager Strategic Planning

- Attachments:
1. Planning Proposal (*Provided in Attachment Booklet*) [⇨](#)
 2. Draft LEP maps (*Provided in Attachment Booklet*) [⇨](#)
 3. Draft DCP (*Provided in Attachment Booklet*) [⇨](#)
 4. Design Concept (revised) - Projected Design Management Pty Ltd (*Provided in Attachment Booklet*) [⇨](#)
 5. Urban Design Review (for Council) - Studio GL (*Provided in Attachment Booklet*) [⇨](#)
 6. Evidence of Negotiation - Bell Property (*Provided in Attachment Booklet*) [⇨](#)
 7. Valuation Statement - Titan Advisory Group (*Provided in Attachment Booklet*) [⇨](#)
 8. Feasibility Assessment (for Council) - Atlas Economics (*Provided in Attachment Booklet*) [⇨](#)
 9. Flood Impact Risk Assessment (FIRA) (*Provided in Attachment Booklet*) [⇨](#)
 10. Gateway determination (*Provided in Attachment Booklet*) [⇨](#)
 11. Actions taken to address the Gateway conditions (*Provided in Attachment Booklet*) [⇨](#)

RECOMMENDATION OF DIRECTOR ENVIRONMENT AND PLANNING

That:

1. Council notes the outcome of the public exhibition of the planning proposal for land at 79-80 Queens Road/2-12 Spencer Street, Five Dock.
2. Council endorses the planning proposal for land at 79-80 Queens Road/2-12 Spencer Street, Five Dock for submission to the Department of Planning, Housing and Infrastructure to enable the amendment to the *Canada Bay Local Environmental Plan 2013* to be finalised.
3. The draft amendment to the Canada Bay Development Control Plan be adopted and come into effect upon gazettal of the LEP.

PURPOSE

To report on the outcome of the public exhibition of a planning proposal for land at 79-80 Queens Road/2-12 Spencer Street, Five Dock, and to seek Council endorsement for the planning proposal to be finalised.

EXECUTIVE SUMMARY

A planning proposal for land at 79–81 Queens Road and 2–8 Spencer Street, Five Dock, was publicly exhibited from 4 February to 4 March 2026. The proposal seeks to enable the subject site to be developed independently of 10–12 Spencer Street, Five Dock, which collectively formed a key site in Council's Parramatta Road Corridor implementation plan. This is required as the LEP requires Key Sites to develop holistically, but the owner of 79-80 Queens Road /2-8 Spencer Street is wanting to progress a State Significant Development (SSD) application (for their land) and the owners of 10-12 Spencer Street do not wish to sell or redevelop their land.

Five submissions were received during exhibition, including two from residents and three from NSW Government agencies. Key concerns related to built form, traffic and parking, planning merit, public benefit, and the fragmentation of the site.

The proposal does not change the development density envisaged over the two sites or alter the public benefits required under the adopted planning framework.

It is recommended that Council endorse the planning proposal and Development Control Plan amendments and submit the planning proposal to the Department of Planning, Housing and Infrastructure for finalisation.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 3: Vibrant Urban Living

Goal VUL 1: Creative vibrant local village centres and community hubs

Goal VUL 3: Promote the City as an attractive, welcoming place to do business

BACKGROUND/DISCUSSION

Background

The land at 79-81 Queens Road and 2-12 Spencer Street, Five Dock (Key Site 17) comprises 8 land parcels under two ownerships: 79-81 Queens Road / 2-8 Spencer Street comprises 6 lots owned by the Proponent (Proponent's site); and 10-12 Spencer Street comprises 2 lots that the proposal is seeking to remove from the Key Site.

Key Site 17 is located within the Kings Bay Precinct of the *Parramatta Road Corridor Urban Transformation Strategy* (PRCUTS), a State Government strategy published in 2016. Ministerial Direction 1.5 *Parramatta Road Corridor Urban Transformation Strategy* requires Councils to ensure that planning proposals are consistent with the Strategy. In December 2022, land within Stage 1 of PRCUTS, which includes Key Site 17, was rezoned generally in accordance with PRCUTS.

On 22 April 2025, Council received a planning proposal from the proponent seeking to enable Key Site 17 in the Kings Bay precinct to be developed in stages. That is, to enable 79-80 Queens Road / 2-8 Spencer Street to be developed independently of 10-12 Spencer Street, as the owners of 10-12 Spencer Street do not wish to sell or redevelop their land, and the proponent is wanting to progress a State Significant Development (SSD) application for their land. The SSD cannot currently progress, as the minimum site area required under the LEP cannot be achieved without the inclusion of 10-12 Spencer Street.

On 15 April 2025, Council resolved to submit the proponent-initiated planning proposal to the Department of Planning, Housing and Infrastructure (DPHI) for a Gateway determination and to place it on public exhibition. The land parcels subject to this planning proposal are shown below.

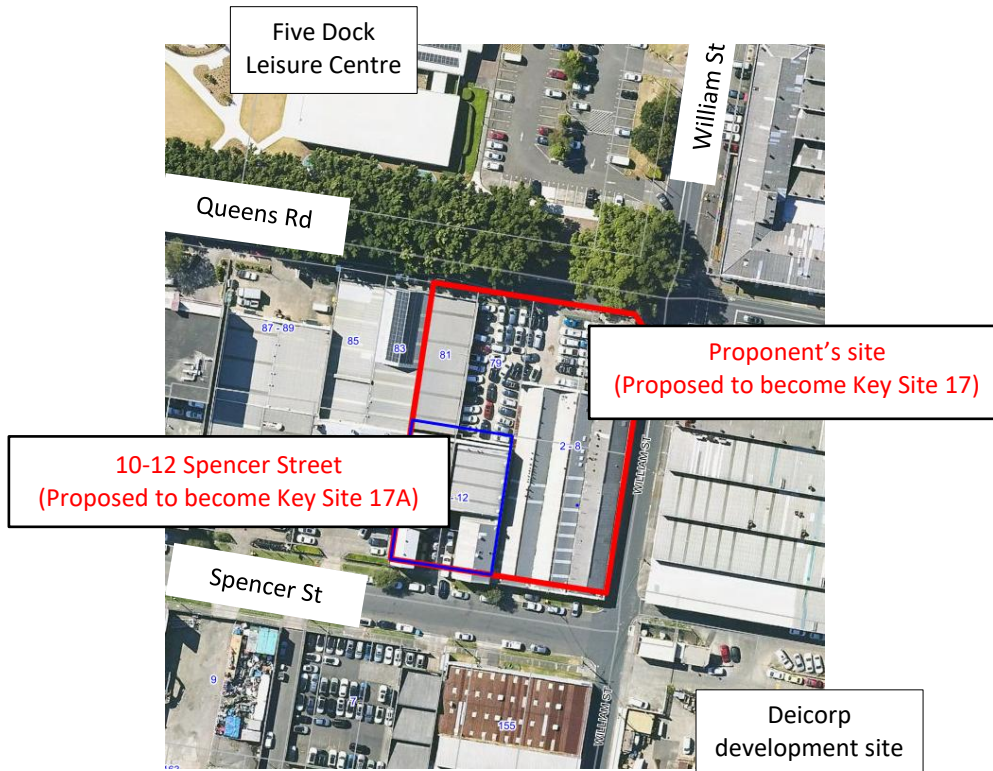


Figure 1: 79-81 Queens Road and 2-12 Spencer Street, Five Dock (Key Site 17), with proposed Key Sites 17 and 17A indicated

The planning proposal is seeking to amend Area 17 of the Kings Bay Precinct to create two new Key Sites – 79-81 Queens Road and 2-8 Spencer Street (Area 17) and 10-12 Spencer Street (Area 17A). It will also prescribe new planning controls for both sites that are largely consistent with the *Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) Development Control Plan (DCP)*. These comprise:

- Minimum Site Area Requirement of 3,158.4sqm for Area 17 and 977.7sqm for Area 17A;
- Incentive Height of 67m and Incentive FSR of 3.3:1 for Area 17;
- Incentive Height of 19m and Incentive FSR of 1.8:1 for Area 17A.

These amendments are required to enable the site to develop independently, but as per the urban built form envisaged in the Canada Bay DCP for both sites. Note that some amendments to the DCP are required to enable the tower to be located wholly within Area 17, allowing for the required boundary setbacks, and to enable full ground-floor build out on Area 17 for servicing and access.

On 17 October 2025, DPHI determined that the planning proposal should proceed to public exhibition and that the LEP should be completed on or before 26 June 2026.

Amendments made prior to exhibition to address conditions in the Gateway determination

The Gateway determination (Attachment 10 – Gateway determination) included various conditions that were required to be addressed prior to exhibition (Attachment 11 – Actions taken to address the Gateway conditions).

The key conditions that were required to be met were:

- A Flood Impact and Risk Assessment (FIRA) be prepared that comprehensively addresses the requirements of Ministerial Direction 4.1 – Flooding.

This was completed by the proponent and exhibited with the planning proposal (Attachment – 9. Flood Impact Risk Assessment (FIRA)). The FIRA found that the proposed development would be flood affected in a 1% Annual Exceedance Probability (AEP) and

Probable Maximum Flood (PMF) event. The FIRA includes a draft Flood Emergency Management Plan that includes recommendations, including potential evacuation routes and shelter-in-place area, which would minimise the flood risk to acceptable levels and comply with the requirements of the DCP.

- Remove the proposed LEP provision for single vehicle access via a consolidated driveway and basement.

The planning proposal was updated to remove this site-specific provision and the draft DCP was amended to include it ([Attachment 3. Draft DCP](#)).

- Confirm if any updates to the planning proposal are required in response to Clause 4.5 of CB LEP.

Clause 4.5(4) of the LEP does not permit the area of community or public land to be included in the area of the site when calculating Floor Space Ratio (FSR).

The proposal is seeking to continue to apply Part 8 of the LEP that requires dedication to Council of certain specified local infrastructure (new open space, roads and laneways, and wider footpaths) on certain sites (Key Sites) in exchange for additional/incentive building height and FSR. This incentive mechanism assumes that the developable area (GFA) of the land to be dedicated can be transferred to the developable part of the site, so that there is no net loss of development potential across the whole site in exchange for the provision of local infrastructure.

However, the subject site includes an area of RE1 Public Recreation zoned land (8m width along the William Street frontage for community and public land) and, under clause 4.5(4) of the LEP, the floor area of that part of the site cannot be transferred and is therefore 'lost', at significant cost to the developer.

The planning proposal was therefore updated prior to exhibition to retain the Proposal's intent by rezoning the RE1 land to MU1 Mixed Use. However, the maximum height of 2.5m was retained. This approach enables the developable floor area of the community land to be transferred and preserves its intended function as public open space. It is also consistent with the approach adopted for other sites in the precinct.

Public Exhibition

Public exhibition of the planning proposal took place from 4 February to 4 March 2026 (28 days), in accordance with *Part 4 of the EP&A Regulations* and the *Canada Bay Community Participation Plan*. Notification letters were sent to affected property owners and public exhibition was undertaken via:

- City of Canada Bay Collaborate website (receiving 512 page views)
- Emails to Collaborate members (1,957 people)

Notification of NSW Government agencies was not required, although several agencies were consulted.

Submissions received

Five submissions were received. Two (2) from residents and three (3) from NSW Government agencies – TfNSW, Sydney Water and School Infrastructure.

Key issues raised in submissions are summarised in the table below:

	Submitter	Comments	Response
1	Individual	<p>Objects to the proposal for the following reasons:</p> <ul style="list-style-type: none"> • It is driven by developer feasibility, not planning merit. • The tower-scale development on a materially undersized site is inappropriate. • It is yield-led, rather than amenity-led, and only becomes “acceptable” after density is reduced. • A 67m tower is grossly excessive for Queens Road. • There will be overshadowing and amenity impacts on Rosebank College. • The increase of 10–12 Spencer Street from 12m to 19m is major intensification. • A minimal public benefit does not justify massive uplift. • There is no guaranteed access to Deicorp open space. • There is a severe shortage of local parkland. • There is no plan for schools or child infrastructure. • Traffic and transport impacts are unresolved. • This represents fragmentation of a key PRCUTS site. • This sets a dangerous precedent. 	<p>The planning proposal does not alter the built form or density intended for the site.</p> <p>The proposal is not driven by feasibility considerations. Rather, it responds to the owners of 10–12 Spencer Street not intending to sell or redevelop their land within the foreseeable future, while the proponent seeks to progress a State Significant Development application for 79–81 Queens Road and 2–8 Spencer Street. In this context, amendments are required to enable each site to be developed independently.</p> <p>Limited amendments are proposed to allow the tower to be fully contained within the larger site and to enable appropriate ground-floor servicing and access arrangements.</p> <p>Council commissioned an independent urban design review that confirmed that acceptable built-form outcomes can be achieved and that the proposal remains consistent with the intended planning outcomes for the site.</p> <p>The proposal does not increase the permissible development potential of either site. Accordingly, there will be limited additional traffic or parking impacts beyond those already anticipated and assessed for the precinct. The uplift and public benefits to be delivered are also unchanged from those currently required under the LEP and DCP and are consistent with the <i>Parramatta Road Corridor Urban Transformation Strategy Planning and Design Guidelines</i>, the <i>Kings Bay Public Domain Plan</i>, and the <i>PRCUTS Infrastructure Schedule</i>, including public domain dedications along Walker Street, William Street and Queens Road.</p> <p>The open space to be delivered on the Deicorp site is required to be publicly accessible under the <i>Canada Bay</i></p>

	Submitter	Comments	Response
			<p><i>LEP 2013</i> and this outcome has been implemented through a Voluntary Planning Agreement.</p> <p>It is acknowledged that local parkland is currently well utilised. Any development on the subject sites is required to deliver additional public domain improvements, including widened footpaths on Queens Road, Walker Street and Spencer Street, along with a new cycleway and landscaping works along Walker Street. There are currently no confirmed plans for a new school in the area; however, Council has consistently raised this issue with the Department of Planning, Housing and Infrastructure and Schools Infrastructure, who have advised that demand for student places will be monitored over time.</p> <p>The proposal will facilitate the delivery of housing in a precinct specifically identified for substantial uplift. Without this amendment, the site would likely remain undeveloped for the foreseeable future, contrary to the strategic intent for the Parramatta Road Corridor.</p>
2	Individual	<p>Raises the following points for consideration:</p> <ul style="list-style-type: none"> The significant increase will result in traffic and parking congestion in the area and may negatively impact existing businesses, as customers will have difficulty navigating traffic and access. Alternate adjoining property owners could have been canvassed to see if their properties could be acquired to achieve the required site size. 	<p>It is acknowledged that the proposal and future development on 79-81 Queens Road and 2-8 Spencer Street will increase traffic and parking congestion in the area. However, the proposal is not seeking to increase the density of the site (i.e. the development potential of both sites) beyond what is currently permissible. Therefore, there will be limited additional traffic and parking impacts beyond that already been approved.</p> <p>The proposal is not seeking to amend the Key Sites Map beyond the extent of the subject site. A change of that magnitude would compromise other key sites, require substantial and significant additional work and is unlikely to result in a better outcome.</p>
3	Sydney Water	The Agency advised that:	The advice is noted and the Sydney Water Planning Proposal Information

	Submitter	Comments	Response
		<ul style="list-style-type: none"> The proponent is to continue liaising with Sydney Water under CN230100 and to ensure compliance with requirements within the Feasibility Advice letter once it becomes available. Council is to forward the enclosed Sydney Water Planning Proposal Information Sheet (for proponent) to the proponent. Sydney Water does not reserve or hold capacity for proposed developments, regardless of whether the area has been rezoned or not. 	<p>Sheet will be forwarded to the proponent.</p>
4	TfNSW	<p>The Agency advised that:</p> <ul style="list-style-type: none"> Vehicular access to/through the western through-site link is not supported. Pedestrian fencing should be installed along Queens Road (southern side) extending westward by 15m and eastward to the William Street signals, to deter pedestrian movement across Queen Street. The proposed consolidated vehicular access point on Spencer Street, is supported. Council should consider widening William Street to accommodate additional traffic likely to be generated in the precinct and to accommodate turn paths of heavy vehicles accessing the driveways to and from Spencer Street. The development should consider TfNSW's Walking Space Guide, particularly regarding the constrained footpath widths on Spencer 	<p>The western through-site link is pedestrian only.</p> <p>Fencing in the public domain (beyond the boundaries of the site) is outside the scope of the planning proposal. Council may consider the desire for fencing in future updates to the Street Design Guide for the precinct.</p> <p>Support for the consolidated accessway is noted.</p> <p>The development of 129-153 Parramatta Road and 53-75 Queens Road, Five Dock opposite the subject site includes widening of William Street on the eastern side.</p> <p>The LEP currently includes provisions that require wider public domain along all street frontages as a condition of seeking additional/bonus height and density.</p> <p>The Proposal is seeking to deliver the built form and public domain outcomes in the current DCP.</p>

	Submitter	Comments	Response
		Street, William Street and Queens Road. <ul style="list-style-type: none"> The Proposal should ensure that it aligns with and achieves the desired built form and public domain outcomes for the site as identified within Section K20 Kings Bay (PRCUTS) of the Canada Bay DCP. 	
5	School Infrastructure	The Agency advised it has no comment to make in regard to the proposal.	Noted.

Conclusion

The post-exhibition assessment confirms that the planning proposal for 79–80 Queens Road and 2–12 Spencer Street, Five Dock, remains consistent with the strategic intent of the *Parramatta Road Corridor Urban Transformation Strategy* and the *Canada Bay Local Environmental Plan 2013*. The proposal does not increase the overall development potential of the site, nor does it diminish the public benefits already secured through the adopted planning framework. Rather, it provides a practical and orderly planning mechanism to enable development to proceed where fragmented land ownership would otherwise prevent delivery of the intended built form, housing supply and public domain outcomes.

Issues raised during exhibition have been carefully considered and appropriately addressed. Independent technical review, including urban design and flooding assessments, confirms that acceptable outcomes can be achieved and that the proposal remains aligned with established planning controls and precinct objectives. On this basis, it is considered appropriate for Council to endorse the planning proposal and associated DCP amendments and progress the proposal to the Department of Planning, Housing and Infrastructure for finalisation in accordance with the Gateway determination.

TIMING AND RISK CONSIDERATIONS

The conditions of the Gateway determination include that the LEP should be made on or before 26 June 2026.

Should there be a delay in the submission of the planning proposal to the Department of Planning, Housing and Infrastructure, there may be insufficient time to meet the timing stipulated in the Gateway determination.

FINANCIAL CONSIDERATIONS

There are no financial considerations associated with this report.

LEGISLATIVE AND POLICY CONSIDERATIONS

The Planning Proposal is able to progress to finalisation under the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulation 2021*.

ITEM 8.2 PLANNING PROPOSAL (REVISED) - PARRAMATTA ROAD CORRIDOR URBAN TRANSFORMATION STRATEGY (PRCUTS) - STAGE 2**Reporting Manager** Manager Strategic Planning

- Attachments:**
1. Planning Proposal_PRCUTS(Stage 2) - Revised (*Provided in Attachment Booklet*) [⇒](#)
 2. Proposed LEP Maps (*Provided in Attachment Booklet*) [⇒](#)
 3. Kings Bay Master Plan - Stage 2 (2026) (*Provided in Attachment Booklet*) [⇒](#)
 4. Kings Bay DCP (2026) (*Provided in Attachment Booklet*) [⇒](#)
 5. Public Domain Plan (2026) (*Provided in Attachment Booklet*) [⇒](#)
 6. Infrastructure Strategy - Addendum to Stage (2026) (*Provided in Attachment Booklet*) [⇒](#)
 7. Flood Risk Assessment (2026) (*Provided in Attachment Booklet*) [⇒](#)
 8. Feasibility Assessment (2026) (*Provided in Attachment Booklet*) [⇒](#)
 9. Heritage Assessment (2024) (*Provided in Attachment Booklet*) [⇒](#)
 10. Preliminary Site Investigation_Contamination (2025) (*Provided in Attachment Booklet*) [⇒](#)
 11. Traffic and Transport Study - Stage 1 (2022) (*Provided in Attachment Booklet*) [⇒](#)
 12. Traffic Study - Addendum for Stage 2 (2023) (*Provided in Attachment Booklet*) [⇒](#)
 13. Urban Canopy Assessment (2023) (*Provided in Attachment Booklet*) [⇒](#)
 14. Local Housing Strategy_Minister endorsed (2021) (*Provided in Attachment Booklet*) [⇒](#)
 15. Local Strategic Planning Statement (LSPS)_Govt endorsed (2020) (*Provided in Attachment Booklet*) [⇒](#)
 16. Gateway Determination_28.01.2025 (*Provided in Attachment Booklet*) [⇒](#)
 17. Alteration of Gateway Determination_15.09.2025 (*Provided in Attachment Booklet*) [⇒](#)
 18. TfNSW submission_01.05.2025 (*Provided in Attachment Booklet*) [⇒](#)
 19. TfNSW maps - Parramatta Road widening (*Provided in Attachment Booklet*) [⇒](#)

RECOMMENDATION OF DIRECTOR ENVIRONMENT AND PLANNING

That:

1. The revised Planning Proposal for Stage 2 of the Parramatta Road Corridor Urban Transformation Strategy, provided as Attachment 1 to the report, be endorsed for submission to the Department of Planning, Housing and Infrastructure for an updated Gateway Determination.
 2. The General Manager be authorised to make minor variations to the Planning Proposal to correct any drafting errors or to ensure that it is consistent with the Gateway Determination.
 3. A draft amendment to the *Canada Bay Affordable Housing Contribution Scheme* be prepared prior to submission of the Planning Proposal to the Department of Planning,
-

Housing and Infrastructure to apply 2% contribution rate to Key Sites with a floor space ratio of 1.6:1 or more.

4. The Planning Proposal, draft Development Control Plan and draft Affordable Housing Contribution Scheme be endorsed for public exhibition in accordance with relevant conditions imposed under any revised Gateway Determination.
-

PURPOSE

To seek Council endorsement for submission of the updated *Parramatta Road Corridor Urban Transformation Strategy* (PRCUTS) Stage 2 Planning Proposal to the Department of Planning, Housing and Infrastructure, to obtain a revised Gateway Determination.

EXECUTIVE SUMMARY

In January 2025, the PRCUTS Stage 2 Planning Proposal received a Gateway Determination that required Council to review the proposed building heights and Floor Space Ratios to deliver more homes near the future Burwood North and Five Dock Metro stations.

Council undertook this work and submitted a revised concept Masterplan to the Department of Planning, Housing and Infrastructure (DPHI) for review. However, DPHI then announced the State-led Burwood North Metro Rezoning and issued an Alteration of Gateway determination to Council that required the Proposal to be updated to remove reference to the Burwood-Concord precinct.

Due to the extent of the changes that have occurred since Council considered the original planning proposal, including the increased densities and removal of the Burwood-Concord precinct, it is recommended that the revised planning proposal be endorsed for submission to the Department for a (further) alteration of the Gateway determination.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 3: Vibrant Urban Living

Goal VUL 1: Creative vibrant local village centres and community hubs

BACKGROUND/DISCUSSION

In December 2022, Council's planning proposal for Stage 1 of the *Parramatta Road Corridor Urban Transformation Strategy* (PRCUTS) was gazetted.

On 18 June 2024, Council endorsed the PRCUTS Stage 2 Planning Proposal for submission to the Department of Planning, Housing and Infrastructure (DPHI) to obtain a Gateway determination. On 18 January 2025, the Department issued a Gateway determination that included a series of Conditions (Attachment 16. Gateway Determination_28.01.2025). These included that, prior to public exhibition, Council was to review the proposed densities in consultation with the Department to deliver more homes near the future Burwood North and Five Dock Metro stations.

On 18 February 2025, Council resolved to undertake the review and on 9 May 2025 a revised concept Masterplan was submitted to the Department for review. However, subsequent to submission, the Department announced the State-led Burwood North Metro Rezoning. On 15 September 2025, the Department issued an alteration of the Gateway determination that included revised Conditions (Attachment 17. Alteration of Gateway Determination_15.09.2025). The revised Conditions included that, prior to exhibition, the Proposal was to be updated to remove reference to the Burwood-Concord precinct and to ensure that the Kings Bay precinct was consistent with the revised concept Masterplan.

Primary changes made to this planning proposal

Land area

With the removal of the Burwood-Concord precinct (stage 1 and 2), the area subject to the Proposal has been reduced. Refer to the two images below.

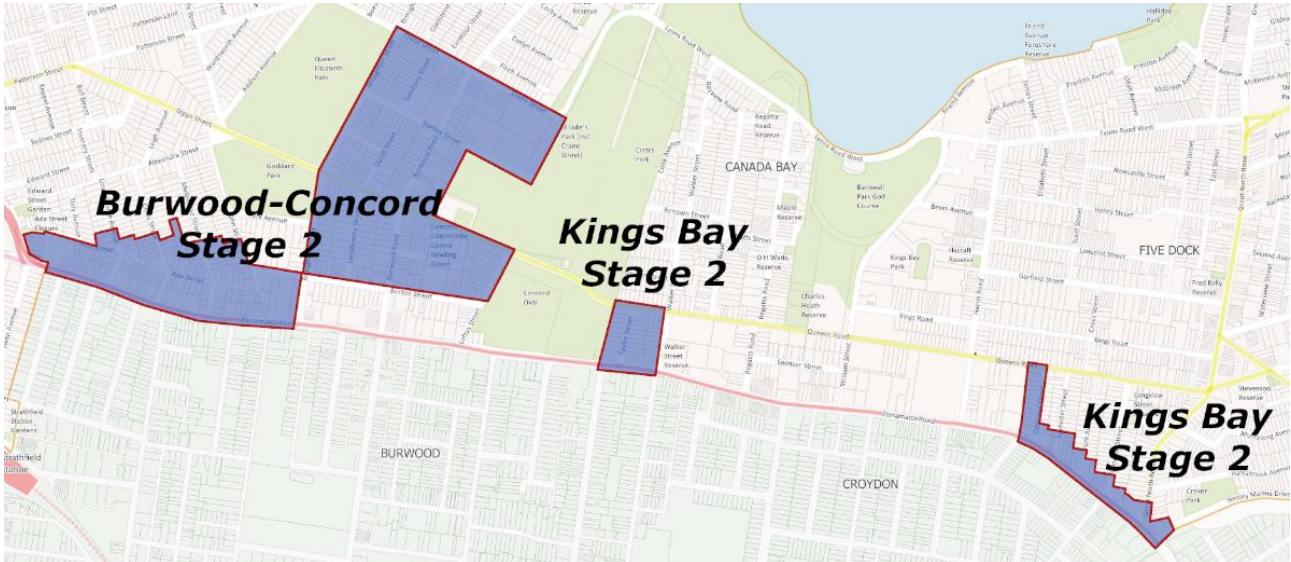


Figure 1: Land subject to the original planning proposal endorsed by Council on 18 June 2024 and the revised concept Masterplan



Figure 2: Land subject to the revised planning proposal

Land Use Zoning

The original planning proposal sought to change the zoning of land in the precinct that is currently zoned E3 Productivity Support to R3 Medium Density Residential with an Active Street Frontage. Whilst this was inconsistent with PRCUTS, it reflected Council’s vision for a focus on shop top housing. However, since submission of the original planning proposal to the Department, in addition to the announcement of the State-led Burwood North Metro rezoning, the Department published the Low and Mid-Rise Housing Policy (LMR). The LMR permits development of up to 6-storeys within a residential zone, if it is at least 800m of a nominated town centre or transport hub.

The LMR provisions do not apply within E3 Productivity Support zone. As a result, rezoning the land from E3 Productivity Support to R3 Medium Density Residential, as initially intended, would make development eligible under the LMR where it is currently prohibited. This would undermine Council’s

ability to incentivise the provision of local infrastructure in the sections of the precinct where the proposed height and floor space ratio are similar to those under the LMR (Kings Bay east), as development would be more likely to proceed under the LMR rather than Council's incentive framework. This is because, under the LMR, development would have access to the same height and floor space ratio and with no requirement to deliver infrastructure.

It is therefore proposed that Kings Bay west be zoned R4 High Density Residential and that the current E3 Productivity Support zone be retained in Kings Bay east. It is not necessary to retain the E3 Productivity Support zone in Kings Bay west as, whilst development under LMR pathway would become possible in the area currently zoned E3, it would be unlikely. This is because the heights and floor space ratios available under Council's incentive mechanism in Kings Bay west are significantly more than under the LMR (up to 12-storeys versus the 6-storeys) and sufficient to offset the cost to deliver the specified infrastructure.

Key Sites and new public domain

Council's mechanism to incentivise the delivery of specified local infrastructure (footpaths, cycleways, street trees, landscaping, pedestrian links) makes additional building height and floor space ratio available to development that provides the required infrastructure and that amalgamates according to a specific arrangement of Lots (Key Sites). This mechanism is currently delivering local infrastructure in Stage 1 of the Kings Bay precinct.

The infrastructure to be incentivised in the Kings Bay Stage 2 precinct includes:

- Key Sites 68-73, 74 and 76 – 6m widening of Parramatta Road to deliver the 6m Green Edge, as required by PRCUTS, to deliver wider public domain, shared path, landscaping and street trees. An additional variable road widening has also been required by TfNSW to accommodate a future rapid bus lane.
- Key Sites 70-72 - Widening of York Avenue, Lavender Street and Courland Street to transition the existing public footpaths, which are currently located within private land, to Council ownership.
- Key Sites 66, 74 and 75 – Widening of Queens Road to deliver wider public domain, dedicated cycleway, landscaping and street trees.
- Key Sites 66 and 74 – 6m wide pedestrian links to increase pedestrian safety and the walkability of the precinct.

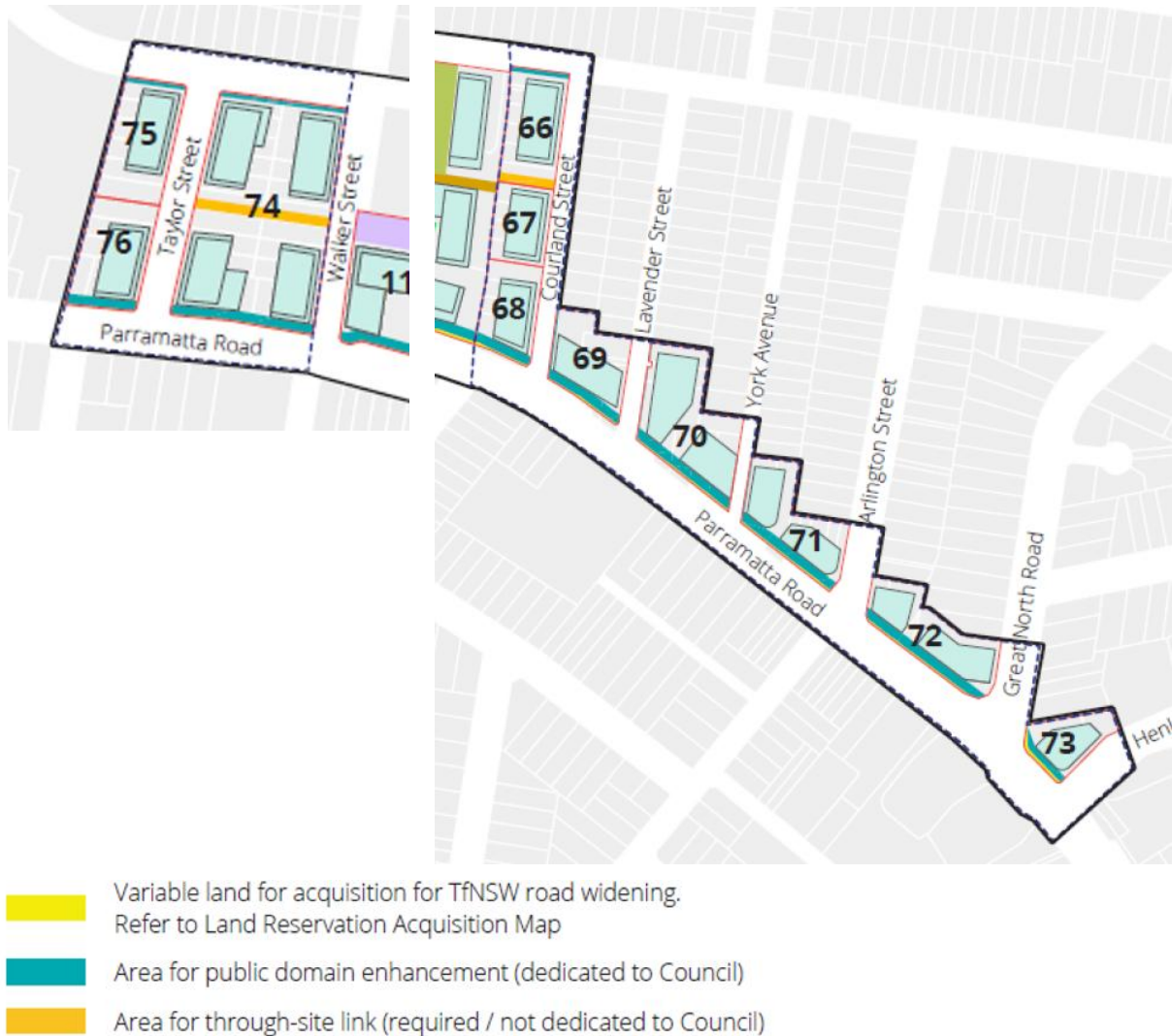


Figure 3: Public Infrastructure to be required under Clauses 8.4-8.7 (Infrastructure Strategy)

Building heights and densities

The original planning proposal sought building height and floor space ratio controls that were generally consistent with PRCUTS. However, the Gateway determination of 18 January 2025 required the heights and densities to be reviewed to increase the amount of housing that would be facilitated.

The Masterplan and supporting studies were reviewed, guided by best urban design principles. A concept Masterplan was then produced, which increased the heights and densities in both the Kings Bay and Burwood-Concord precincts. The original planning proposal would have facilitated approximately 4,291 dwellings (671 in Kings Bay) and the revised concept masterplan would have facilitated approximately 9,335 dwellings (757 in Kings Bay).

The Masterplan, supporting studies and planning proposal were then further amended to respond to the 15 September 2025 Gateway determination that required the removal of the Burwood-Concord precinct (and consistency with the concept Masterplan). The current planning proposal will facilitate approximately 779 dwellings.

The primary principles that guided the proposed building heights and built form is that there should be no additional overshadowing of the southern side of Parramatta Road and to ensure an appropriate interface with the built form to the immediate north.



Figure 4: Built form of original planning proposal endorsed by Council on 18 June 2024

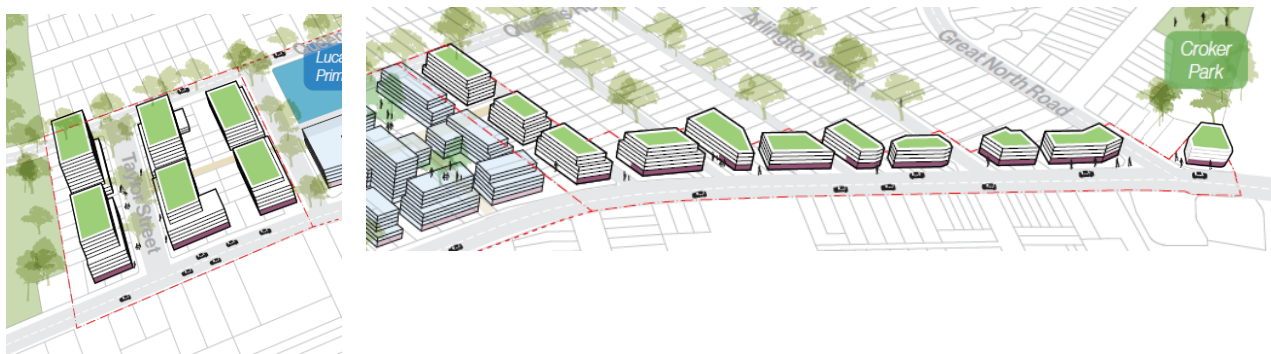


Figure 5: Built form of the current planning proposal

1C Henley Marine Drive, Five Dock

PRCUTS recommends that the land at 1C Henley Marine Drive, Five Dock be zoned RE1 Public Recreation. However, zoning the land to RE1 would require either the landowners, Transport for NSW, to develop the land as public open space, or place an obligation on Council to purchase the land to deliver the intent of a State Government strategy.

In seeking an alternative pathway to achieve the public open space outcomes envisaged by PRCUTS, while avoiding the need for Council acquisition, the original planning proposal proposed rezoning the land to R3 Medium Density Residential with a reduced maximum building height of 2.5 metres. This mechanism was designed to confirm the land's function as de facto open space, with engagement with the landowner to occur during the public exhibition period.

The Gateway of 18 January 2025 required Council to consult with the landowner, Transport for NSW regarding the Agency's intentions for the land. On 1 May 2025, the Agency advised that the land "has been assessed by the DPHI-led Government Property Audit for Housing as "suitable for housing" and is to be disposed of to the market." (Refer to Attachment 17_TfNSW submission)

TfNSW requested that the following amendments be made prior to public exhibition:

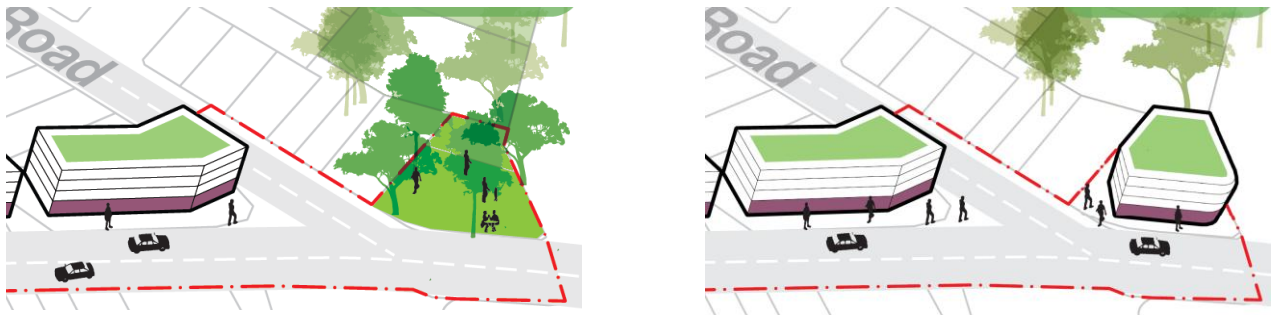
- 1) Retain the existing SP2 Infrastructure (Classified Road) zone for 1 Parramatta Road, Five Dock (Lot 32 DP 1298605), and
- 2a) Retain the proposed R3 High Density Residential zone and amend the proposed Height of Building from 2.5m to a minimum of 12m for 1C Henley Marine Drive, Five Dock (Lot 31 DP 1298605, Lot 2 DP 394847), which would be consistent with the proposed planning controls for the adjoining lands having frontage to Parramatta Road, or
- 2b) Propose the RE1 Public Recreation zone for 1C Henley Marine Drive, Five Dock (Lot 31 DP 1298605, Lot 2 DP 394847) and identify the relevant acquisition authority. In accordance with NSW Treasurer's Directions, the sale or transfer of government assets must occur at market value. The acquiring authority should also confirm that it has the intent and means to acquire the land from TfNSW within a reasonable timeframe.

It is recommended that the land not be identified future for public open space as:

- the size of the lot and its frontage to Parramatta Road will limit its functionality and amenity for public open space;
- the alternative use of the site for residential development proposed by TfNSW; and
- the cost associated with acquiring the land.

The Flood Risk Assessment determined that the land may be suitable for residential development, subject to certain constraints, including that during a high hazard event, emergency vehicles would need to access the site from Parramatta Road. Transport for NSW does not permit additional accessways from Parramatta Road. However, this access would be limited to emergency vehicles only, with day-to-day vehicular access located on Henley Marine Drive.

It is therefore recommended that the land be given the same land use zone and height and floor space ratio controls as the adjacent land within the precinct. This will facilitate residential uses of 4-storeys and commercial uses fronting Parramatta Road. The State Emergency Service will be consulted during the public exhibition.



1C Henley Marine Drive, Five Dock as proposed in the original planning proposal endorsed by Council on 18 June 2024 and the revised concept Masterplan (LHS) and as proposed in the current planning proposal (RHS)

TIMING AND RISK CONSIDERATIONS

The PRCUTS Stage 2 Planning Proposal (revised) is required to be submitted to the Department of Planning, Housing and Infrastructure before 12 March 2026. In view of the extent of the changes required by the Gateway of 18 January 2025 and the Alteration of Gateway determination of 15 September 2025, which necessitated the revision of the supporting studies, this deadline cannot be met. It is therefore recommended that a further Alteration of Gateway determination be requested from the Department, concurrently with the submission of the planning proposal, seeking an extension of time of 6 months, to 12 September 2026. An Alteration of Gateway determination is also necessary in view of the change of proposed land use zoning and in order to resolve some inconsistencies in the requirements under the two previous Gateway determinations.

Should the Proposal proceed to Gateway determination, the Planning Proposal is required to be placed on public exhibition for a period of 30 working days in accordance with the *Gateway determination* of 18 January 2025.

FINANCIAL CONSIDERATIONS

It is likely that further amendments to the Masterplan and supporting studies will need to be made after public exhibition to respond to issues raised in submissions, including from landowners and developers. The current project budget has allowed for an expenditure of \$70,000 to cover these costs.

LEGISLATIVE AND POLICY CONSIDERATIONS

The Planning Proposal has been reviewed against relevant legislation, including the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulation 2021*.

ITEM 8.3 BURWOOD NORTH STATE-LED REZONING PROPOSAL - CCCB DRAFT SUBMISSION**Reporting Manager** Manager Strategic Planning

- Attachments:**
1. **Attachment 1 - Submission - Burwood North Rezoning Proposal (Provided in Attachment Booklet)** [⇨](#)
 2. **Attachment 2 - Urban Design Peer Review - Group GSA (Provided in Attachment Booklet)** [⇨](#)
 3. **Attachment 3 - Heritage Peer Review - Sui Consulting (Provided in Attachment Booklet)** [⇨](#)
 4. **Attachment 4 - Traffic and Transport Peer Review - Bitzios Consulting (Provided in Attachment Booklet)** [⇨](#)
-

RECOMMENDATION OF DIRECTOR ENVIRONMENT AND PLANNING

That:

1. The submission on Burwood North Metro Rezoning package at Attachment 1 of the report be endorsed as the formal submission to the Department of Planning, Housing and Infrastructure (DPHI).
 2. Council urges DPHI reserve land for one or more feasible school sites within (or immediately adjacent to) the Burwood North precinct prior to finalisation of the rezoning.
 3. Council urges DPHI ensure that road widenings along Parramatta Road provide capacity for on-road public transport and that the NSW Government provide a commitment to deliver this outcome.
 4. DPHI work with Council to address the recommendations included in the submission.
-

PURPOSE

The purpose of this report is to brief Council on the NSW Government's exhibition of the Burwood North Metro Rezoning proposal. It tables a draft submission from the City of Canada Bay on the proposed changes and seeks endorsement of the submission at Attachment 1 as Council's formal submission to the Department of Planning, Housing and Industry (DPHI).

EXECUTIVE SUMMARY

On 10 March 2026, the NSW Department of Planning, Housing and Industry (DPHI) placed the Burwood North Metro Rezoning Proposal on public exhibition. In order to meet the exhibition timeframe, a draft submission was forwarded to DPHI on 10 April 2026.

The Burwood North Metro Precinct spans land within both the City of Canada Bay and Burwood Council local government areas. The rezoning proposal seeks to facilitate up to 18,300 new dwellings across the precinct, including approximately 7,000 dwellings within the City of Canada Bay, with an affordable housing target of between 5 and 10 per cent. The proposal also includes mechanisms for the delivery of additional open space, community facilities, local road upgrades and improved active transport connections. Proposed building heights range from 8 to 42 storeys, with the tallest buildings concentrated in proximity to the new Sydney Metro station.

Council officers undertook a detailed assessment of the exhibited documentation, supported by independent peer reviews from Group GSA (Urban Design), SUI Consulting (Heritage), and Bitzios Consulting (Traffic and Transport). This assessment identified a range of matters requiring improvement to ensure the final planning framework better responds to local context and delivers a high-quality urban environment with appropriate levels of amenity.

The attached submission (Attachment 1) recommends alternative building height controls, including improved height transitions, increased setbacks, minimum separation distances, strengthened solar access requirements and enhanced active frontage provisions. It also proposes a revised urban design approach to provide greater protection of existing heritage values. In addition, the submission requests further work be undertaken prior to finalisation of the plan, including updated transport modelling, flood mitigation measures, additional environmental assessments, and the development of appropriate infrastructure funding and delivery frameworks.

It is recommended that Council endorse the attached submission as its formal response to the Department of Planning, Housing and Infrastructure. It is also recommended that Council seek provision for future school sites within or near to the precinct and a firm commitment to the delivery of rapid public transport services along Parramatta Road.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 5: Civic Leadership

Goal CL 4: The City of Canada Bay community is well informed and eager to engage in issues and decisions that impact them

Goal CL 3: Council works with partners to actively shape the City's future

BACKGROUND/DISCUSSION

Background

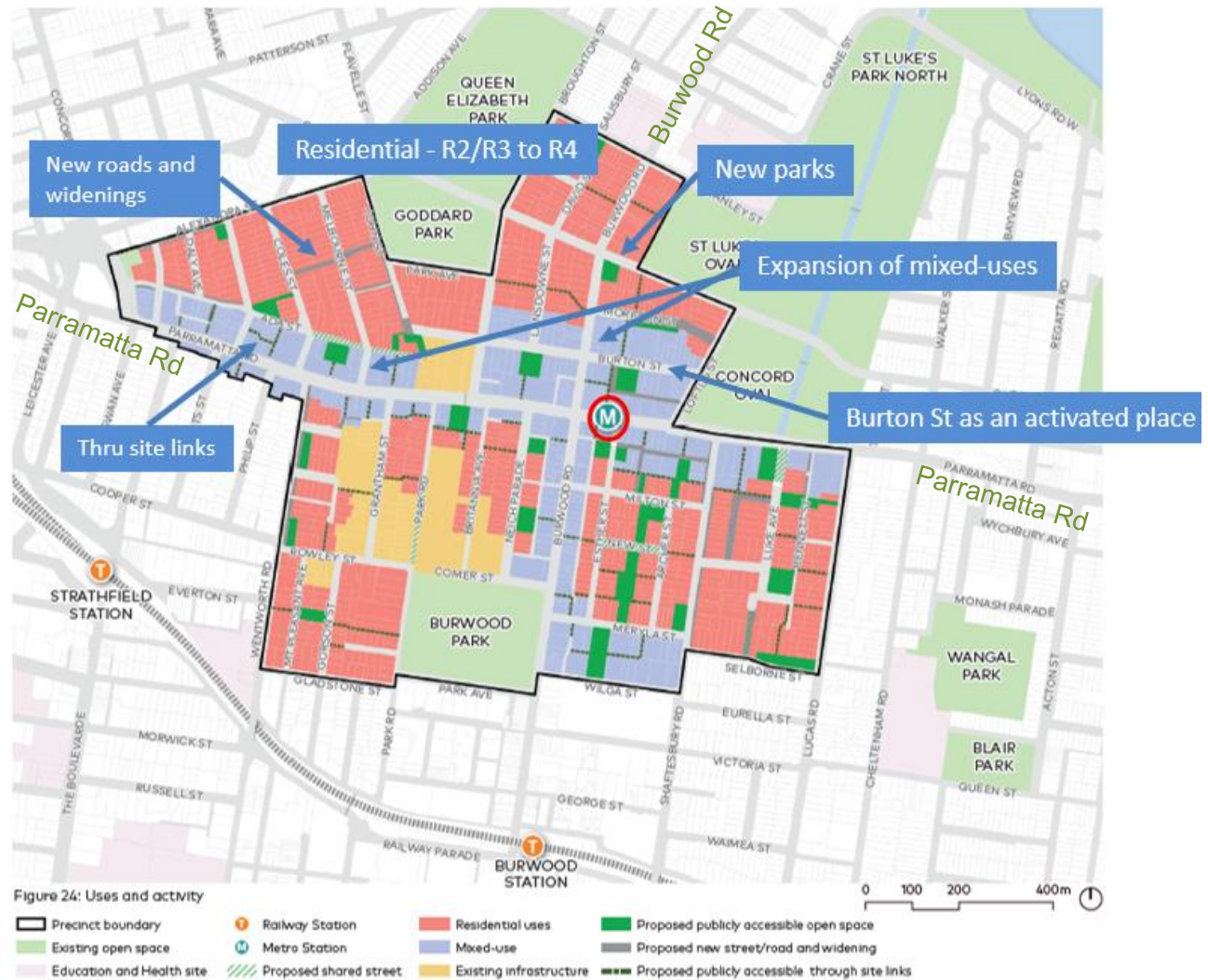
On the 10 March 2026, the Department of Planning, Housing and Industry (DPHI) placed the Burwood North Metro Rezoning Proposal (the proposal) on exhibition, with submissions due on 10 April 2026.

The Proposal will amend the *Canada Bay Local Environmental Plan 2013* and intends to create a well-planned, connected and inclusive community, offering diverse and affordable homes within walking distance of open space, essential services, and the future Burwood North Metro Station.

Key features of the rezoning proposal include:

- Establishment of a mixed-use core centred around the Sydney Metro station to create a new local centre, with high-density residential development generally located outside the core and a mixed-use corridor along Parramatta Road to expand opportunities for non-residential uses.
- Capacity to deliver approximately 18,300 new dwellings across the precinct, including around 7,000 dwellings within the City of Canada Bay local government area, with 5–10 per cent allocated to affordable housing.
- Use of identified key sites to facilitate the delivery of improved public open space, upgraded local road infrastructure and enhanced active transport networks, including new pedestrian and cycle connections.
- Proposed building heights ranging from approximately 8 to 42 storeys (28 to 140 metres), with the tallest buildings concentrated in the area closest to the metro station to support transit-oriented development outcomes.

The boundaries of the Burwood North Metro precinct and an overview of the proposal is shown over page.



The proposal has been exhibited with the following supporting studies:

- Urban Design Framework
- Aboriginal Engagement Report
- Biodiversity Vegetation Assessment Report
- Flood Impact Assessment Report
- Heritage Impact Assessment Report
- Infrastructure Delivery and Implementation Plan
- Transport Management and Accessibility Plan

Summary of CCB submission

Key issues and recommendations of the submission are outlined below.

Peer Review

Council engaged Group GSA (Urban Design), SUI Consulting (Heritage) and Bitzios Consulting (Traffic and Transport) to peer review reports and outcomes for the Burwood North precinct. The findings and recommendations of these reviews are incorporated into this submission. Attachments 2, 3 and 4 provide copies of the reviews.

Gaps (p2 of submission)

Council's submission requests the following omissions be addressed in the final package.

- *Design Guide* - A detailed Design Guide has not been provided, making it difficult to determine how high-level aspirations will be translated into implementable controls. The submission provides a set of recommended inclusions for the Design Guide and requests that Council be engaged in its preparation.
- *State and Regional Infrastructure* - The package fails to provide a comprehensive assessment of State and regional infrastructure requirements, and does not include clear funding and delivery pathways, meaning any required projects will not be eligible for funding from Housing and Productivity Contributions, through the NSW Government's Urban Development Program.
- *Local Infrastructure Contributions* - A local contributions plan has not been prepared prior to the finalisation of the rezoning.
- *Affordable Housing* – Affordable Housing (AH) is proposed using the mechanism currently used by Council through its Affordable Housing Contributions Scheme. Confirmation has been requested on whether AH would be dedicated to Council.

Planning Controls (p 4-13 of submission)

- *Removal of LMR provisions* – The submission provides strong support for the removal of LMR provisions given the rezoning for higher densities and increased housing numbers.
- *Zoning* - The proposed land use zones provide a clear urban structure for the precinct, however, some amendments are recommended. A MU1 – Mixed Use Zone is supported for the Metro core, however it is recommended that an E3 – Productivity Support zone apply along Parramatta Road, west of Broughton Street, to provide opportunity for the breadth of land uses the plan intends (i.e. urban services).
- *Housing diversity and choice* – The submission recommends mandating minimum apartment mix and a minimum supply of townhouses/Maisonettes to provide greater housing choice for families and downsizers. This would also support the creation of a distinct centre with its own character and function.
- *Park Avenue Conservation Area* – Remove the proposed R4 - High Density Residential zone and replace with an R2 – Low Density Residential zone to provide an appropriate built form and setting for this heritage area.
- *Solar access protection* – Protection of solar access to Concord Oval and other key open space areas is discussed in the package. The submission requests that statutory standards be included in the package to reinforce this requirement, i.e. LEP clauses and mapping.
- *Active frontages* –The submission proposes refinements to deliver Active Street Frontages in suitable locations.

Heritage (p13-32 of submission)

- *Failure to adequately consider and protect heritage assets* – Recommendations are made to ensure that the proposed development standards appropriately respond to the retention of listed heritage items and the Park Avenue Conservation Area.
- *Amended Standards/Controls* - There is a need to reconsider the scale of proposed development, setbacks and view lines around heritage assets to ensure new development does not undermine the significance, visual prominence or setting of the remaining heritage of the area. The Urban Design discussion and recommendations in the submission provide recommended controls to better protect heritage assets.
- *Review of heritage value on specific sites*- A review of the heritage values, integrity and intactness of a number of items is suggested to establish heritage value.

- Within the western portion of the Burwood North precinct - House at 6 Franklyn Street (item no. I205), House, “Wangi” at 21 Franklyn Street (item no. I206), House at 8 Daly Avenue (item no. I165), House at 24 Lloyd George Avenue (item no. I307), House at 34 Melbourne Street (item no. I346)
- Park Avenue Heritage Conservation Area – A review of the boundary of the Conservation Area is recommended to determine if all properties retain heritage value.

Urban Design (p 31-47 of the submission)

The urban design framework requires refinement to better respond to the local context and deliver a high-quality urban environment.

- *Character areas* – The distinction between Parkland Living and Residential areas lacks sufficient clarity. Refinement of the boundaries for Parkland living area is recommended, with the Design Guide to provide further refinement of character classifications and supporting controls.
- *Height of Buildings* - The maximum building heights are not supported in a range of locations across the precinct as they significantly impact the public domain experience, local character and existing heritage fabric of the area. Additionally, do not adequately respond to Apartment Design Guide, the strategic intent of the Urban Design Framework and result in significant overshadowing of facades and the public domain.

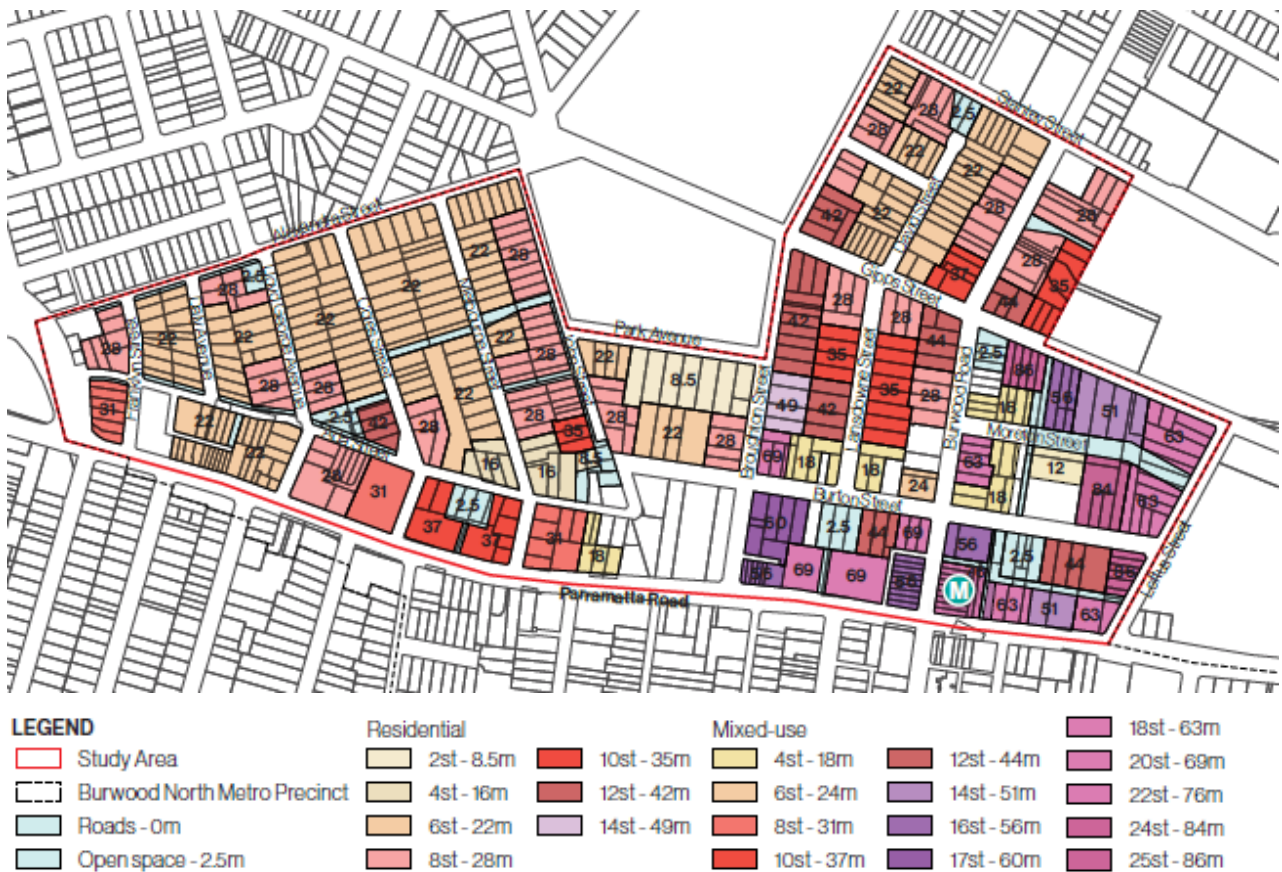
Exhibited and recommended heights are shown below, with proposed heights designed to respond appropriately to the public domain experience, ensure a gradual transition in scale, minimise overshadowing and provide an appropriate interface/relation with existing heritage fabric of the area.

- *Setbacks* - The proposed setback framework is generally supported and aligns with Apartment Design Guide. Some refinements to improve setbacks in key locations are recommended, including to through site links, St Lukes church, Sydney Metro land at the corner of Burwood Road and Burton Street.
- *Orientation* - A stronger emphasis on optimal building alignment is recommended to ensure that residential apartments achieve adequate daylight and cross-ventilation in accordance with best practice standards.

Exhibited height scheme



CCB Recommended Height Scheme



Infrastructure and key sites (p 50-60 of submission)

- *Key site provisions* - The proposal intends that the majority of road and open space infrastructure be provided through Key Site provisions, similar to the mechanism Council has applied within the Parramatta Road corridor. A number of key sites require amendment to include the full set of improvements identified to support the plan. These are detailed in the submission.
- *Infrastructure Delivery Implementation Plan (IDIP)*, The proposal also includes an IDIP, focused on community and social infrastructure. This does not include civil infrastructure related to roads and parks. The submission requests that the final IDIP include a full schedule of works to inform the preparation of a draft Local Infrastructure Contributions Plan.
- The *Infrastructure Delivery Implementation Plan* does not explicitly require the embellishment of dedicated infrastructure, including open space, roads and through-site links. Without mandated embellishment, infrastructure delivery is likely to lag behind development due to funding delays. The submission requests this approach be amended to require developers to deliver embellishments.

Traffic Transport and Access (p 47-50 of submission)

A review of the proposals Transport Management and Accessibility Plan (TMAP) was undertaken and the following comments and recommendations are included the submission.

- The TMAP does not assess the traffic impacts of the current rezoning proposal. Instead, it relies on earlier traffic modelling undertaken for a smaller-scale proposal with a materially different development yield, spatial distribution, and set of traffic assumptions. The reliance on outdated modelling, based on different assumptions regarding street capacity, mode share and constraints at critical locations such as the Parramatta Road/ Road intersection, means that the traffic impacts of the proposal remain untested and uncertain. The submission recommends additional modelling be undertaken to validate its vision, ensure assumptions and findings are consistent with the proposed density and distribution of growth.
- *Parramatta Road widening* – Proposed road widenings along Parramatta Road must accommodate both public domain improvements and future on-road rapid bus services/light rail. Local access that provides easy, fast and reliable connections to local services and between neighbourhoods will be important to complement metro's rapid mass transit role. The Burwood submission requests that the proposal provide recommendations for these services and ensure that the additional variable road widening along Parramatta Road can accommodate a future dedicated public transport lane.

Public Domain and Public Open Space (pp 61-63 of submission)

While the proposal includes small areas of additional open space, in its current form the framework does not adequately plan for open space and recreational infrastructure as essential social infrastructure.

- *Reliance on existing capacity* – The proposal relies heavily on the presence of existing open space and sports fields within proximity of the precinct to meet the demand for sports fields created by the new populations. However, the capacity of this infrastructure has not been adequately assessed and the forecasted demand of 1.9 additional sports fields within Canada Bay Council area has not been meaningfully addressed. The submission recommends the demand gap be recalculated and upgrades to existing facilities be quantified and prioritised. This should include providing for higher-throughput recreational infrastructure.
- *Adequacy and best practice* - The Urban Design Framework (UDF) identifies a network of new public open spaces (POS) and through-site links intended to support the proposed high-density precinct. However, it does not assess adequacy of the network in terms of size, configuration, functionality, accessibility and safety, nor meet NSW Government best-practice guidance for

high-density urban renewal. Without revision, the proposal risks delivering a long-term open space and recreation deficit.

Drainage and Flooding (pp 63-66 of submission)

- *Hydraulic Modelling* - The hydraulic modelling does not reflect proposed changes to public infrastructure or the future development form, e.g. Moreton Street extension and proposed new roads/through site links. By not modelling the exact footprint of the new road surfaces and the future building footprints, the study may understate flood velocities and misrepresent hazard outcomes, reducing confidence in the hydraulic assessment used to inform the rezoning.
- *Emergency Management Strategy* - The Rezoning Proposal contemplates high-density residential development in areas where neither shelter in place nor safe off-site evacuation has been demonstrated to be achievable. This conflict should be resolved at the strategic planning stage, rather than deferred to individual development applications.
- *Basement Protection* - Council requires basement floors in flood-affected development to be protected to the Probable Maximum Flood level, imposing substantial structural and hydraulic design constraints on the proposed high-density residential buildings. These constraints have not been addressed. Deferral of these issues to the Design Guide, and subsequently to Development Applications, creates a material risk that future building forms cannot satisfy Council's flood protection requirements.
- *Infrastructure Funding: Infill Augmentation Challenges* - Council's pit and pipe network capacity is already exceeded during major rain events, resulting in significant overland flow within the precinct. A critical limitation of the stormwater management strategy is that it does not assess trunk network capacity in the context of the full contributing catchment. The rezoning proposal therefore does not identify how Council's stormwater drainage network will be upgraded to accommodate increased runoff, nor how those upgrades will be funded.

Social and Community Infrastructure (pp 66-69 of submission)

- *Schools* – the proposal acknowledges that a new school will be required to service the population growth enabled by the proposed rezoning. Both the EIE and the Infrastructure Strategy defer the timing and location of a school to a future decision by the NSW Department of Education (School Infrastructure). It is neither effective nor fiscally responsible to defer site identification to later project stages, as acquiring suitable sites in established urban areas after controls are in place is typically cost prohibitive and may be practically unachievable.

The submission requests that DPHI/NSW Government work with Council to identify and secure one or more feasible school sites within (or immediately adjacent) the Burwood North precinct prior to finalisation of the rezoning.

- *Community Facilities* - new development will generate a need for approximately 1,538m² of community centre/venue space, 871m² library floor space and 0.6 of an arts and culture facility, providing opportunity for a multipurpose community centre that co-locates the three facilities. The submission proposes that this additional capacity be co-located at the existing Concord Community Centre (CCC) on Gipps Street.
- *Indoor Recreation Facilities* – the proposal identifies a low priority for new indoor recreation facilities in the City of Canada Bay. However, given the precinct's immediate proximity to Concord Oval Recreation Centre, the submission proposes that additional capacity within the Concord Oval Recreation Centre (via a new mezzanine level) be included, with developer contributions directed for this purpose.
- *Public Art - The Urban Design Framework - Active Heart* references public art as a defining element of the public domain, however there is limited information detailing existing and proposed public art or how new public art will be delivered. Council's submission requests that the Design Guide include relevant controls to ensure provision of public art, supported by an adopted Public Art Strategy.

- *Precinct Activation* - The Urban Design Framework shows an array of potential public spaces, plazas, pocket parks and laneways. These spaces lend themselves to a variety of activities – play equipment, places to dwell, outdoor fitness, activations and events, public art, etc. Council's submission requests that the Design Guide include relevant controls to facilitate these activations, including delivery of enabling elements such as power, water, internet, driveways and loading areas for event spaces.

Environment and Sustainability (pp69-71 of submission)

- *Blue Green Grid* – The proposal includes WSUD mechanisms, retention of areas with biodiversity constraints, increasing tree canopy, provision of deep soil zones. However, details on implementation of these aspirations through suitable controls have not been provided. The Design Guide will be required to establish these controls.
- *Waste Management* - The exhibited information does not address waste collection. Without clear controls, waste infrastructure will compromise streetscape quality, pedestrian amenity, and collection efficiency. The draft Design Guide must provide clear and binding requirements for compliance with City of Canada Bay waste controls and Council Heavy Rigid Vehicle access requirements.

Findings and recommendations

The assessment of the NSW Government's Burwood North Metro Rezoning Proposal identifies a set of amendments required to better respond to the local context, protect local heritage and character, deliver a high-quality urban environment, ensure the full suite of required infrastructure is funded and delivered and effectively manage environmental constraints. A submission outlining these amendments is provided in Attachment 1. It is recommended that:

- The submission on Burwood North Metro Rezoning package at Attachment 1 be endorsed as the formal submission to the Department of Planning, Housing and Infrastructure (DPHI).
- DPHI/NSW Government identify and secure one or more feasible school sites within (or immediately adjacent to) the Burwood North precinct prior to finalisation of the rezoning.
- The final planning package ensure that road widenings along Parramatta Road provide capacity for on-road public transport and that the NSW Government provide a commitment to deliver this outcome.
- DPHI work with Council to address the recommendations included in the submission.

TIMING AND CONSULTATION CONSIDERATIONS

Exhibition of the proposal ran from 10th March 2026 – 10th April 2026. On 10th April 2026, the draft submission was provided to DPHI at Attachment 1 to meet exhibition timeframes. Any amendments to the submission will be included in a final submission and forwarded to DPHI staff following Council endorsement.

Comments and recommendations included in the submission are a result of consultation across all relevant Council directorates.

FINANCIAL CONSIDERATIONS

There are no financial considerations.

LEGISLATIVE AND POLICY CONSIDERATIONS

The exhibited planning package proposes changes that will require amendments to the Canada Bay Local Environmental Plan 2013.

The draft submission requests the preparation of a Design Guide and a Local Infrastructure Contribution Plan to provide greater design certainty, manage development impacts, and ensure infrastructure delivery is appropriately sequenced with development.

ITEM 8.4 HOUSING GROWTH AND INFRASTRUCTURE - RESPONSE TO COUNCIL RESOLUTION**Reporting Manager Manager Strategic Planning****Attachments: Nil**

RECOMMENDATION OF DIRECTOR ENVIRONMENT AND PLANNING

That:

1. The Canada Bay Social Infrastructure Strategies for Community Facilities and Open Space and Recreation be reviewed and updated in recognition of increasing population forecasts.
 2. A draft Local Government Area wide Section 7.12 Local Infrastructure Contribution Plan be prepared and reported to Council for consideration.
-

PURPOSE

The purpose of this report is to respond to a Council resolution following a Notice of Motion regarding expected housing growth, the adequacy of current infrastructure funding and an update on the implementation of Council's Social Infrastructure Strategies.

EXECUTIVE SUMMARY

At its meeting on 17 February 2026, Council resolved to seek a report on projected dwelling growth, the adequacy of existing infrastructure funding arrangements, and progress in planning for social infrastructure.

Dwelling numbers in the City of Canada Bay were previously forecast to increase from approximately 36,600 dwellings in 2021 to a total of approximately 50,200 dwellings by 2041. Since these forecasts were prepared, significant additional development capacity has been created around proposed metro stations (North Strathfield, Concord Oval/Burwood North and Five Dock) and State Significant rezonings, largely via State government-led initiatives. As a result, growth pressures are now expected to exceed earlier projections, placing increased demand on open space, community facilities, active transport networks, and public domain improvements across the local government area (LGA).

Council's Social Infrastructure Strategies for Community Facilities and for Open Space and Recreation were adopted in 2019 to assess the need for new and upgraded facilities based on projected population growth at the time. While these strategies were intended to guide long-term planning and investment, the pace and scale of recent and anticipated change within the City of Canada Bay now indicate that an update is now warranted.

Council's *Local Infrastructure Contributions Plan* identifies a substantial program of infrastructure required to support forecast growth. However, under current contribution settings, projected income over the next 15 years is expected to fall short of the funding required to deliver this infrastructure. There is scope for Council to progress an LGA 7.12 Contributions Plan that would yield additional income over the long term to help reduce this project shortfall, noting that local infrastructure contributions can never completely cover the full cost of future infrastructure required.

Accordingly, it is recommended that the City of Canada Bay Social Infrastructure Strategies be updated to respond to the needs of the growing population and an LGA-wide Section 7.12 Contributions Plan be prepared, to improve the funding capacity for essential local infrastructure.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

- Direction 4: Infrastructure and Transport
- Goal IT 1: Manage local assets to ensure they continue to meet community needs and address climate adaptation
- Direction 1: Connected Community
- Goal CC 5: Provide open space, facilities, and programs that promote active lifestyles

BACKGROUND/DISCUSSION

Background

At the meeting of 17 February 2026, Council resolved (in part) to receive a report on the following:

- a. *current and projected dwelling growth within the City of Canada Bay over the next 5-10 years;*
- b. *a report on funding gaps in Council's Contributions plans and risks to timing and delivery of local infrastructure; and*
- c. *an update on Council's local social infrastructure strategy.*

Current Supply and Forecast of Dwellings

The City of Canada Bay contained 36,661 dwellings in 2021.

The theoretical capacity for new housing in Canada Bay was 55,200 in 2021. This refers to the maximum number of homes that could be built on a site or across an area if all planning controls were fully realised across the LGA.

Analysis undertaken to inform updates to the *Canada Bay Local Infrastructure Contributions Plan* in 2023/24 assessed the likely take-up of developable land. Land take-up refers to the portion of theoretical capacity that is realistically expected to be developed over a given period. The analysis estimated that the City of Canada Bay was forecast to have 40,850 dwellings by 2029 and 50,200 dwellings by 2041.

Since this analysis was undertaken, further new development capacity has been created in Burwood North, Five Dock, and through the NSW State Government's planning reforms. It is therefore timely to update Council's analysis in relation to dwelling capacity and take-up. This work is planned as part of the update to the Canada Bay Local Housing Strategy in 2026/27.

Update on Canada Bay Social Infrastructure Strategy

Community Facilities

The Canada Bay Social Infrastructure (Community) Strategy was adopted on 15 October 2019 as part of the Local Strategic Planning Statement. The Strategy looks at projected development and population growth to 2026 and 2036 in order to estimate the demand for community facilities.

The Strategy adopted in 2019 consists of five principles for community facilities:

1. Diverse and activated
2. Inclusive and equitable
3. Connected and co-located
4. collaborative and shared
5. Multipurpose and future-proofed

The Strategy also includes three strategies with 26 actions:

- *Strategy 1: Enhance and share our existing community facilities to improve their capacity to host community and cultural activities for all in our community.* There were 7 actions listed under this strategy, with 5 completed (with four ongoing), 1 in progress and 1 not progressing (due to heritage constraints).
- *Strategy 2: Facilitate delivery of new community facilities that are inclusive and adaptable for our current and future community's diverse needs.* There were 10 actions listed under this strategy, with 2 completed, (with 1 of these 2 ongoing), 1 in progress (included in contributions plans) and 7 not yet commenced.
- *Strategy 3: Support the delivery of programs and services that are responsive to a range of local interests and create more cohesive and resilient communities.* There were 9 actions listed under this strategy, with 6 completed (with one ongoing), and 3 in progress.

Overall 50% of actions are completed or ongoing, 19% are in progress, and 27% have not yet commenced. One action will not be able to be progressed due to heritage constraints, making up the other 4%.

The 27% or 7 actions that have not yet commenced are all from Strategy 2, delivery of new community facilities. The Strategy indicates that 5 of these actions were to be delivered by 2026, with 2 to be delivered by 2036. These actions all relate to the delivery of new infrastructure through developer contributions, a process which occurs over long time periods. This method of delivery relies on development taking place and offering the planned infrastructure in the ideal location, size and type.

This approach makes it challenging to realise key principles of the Social Infrastructure (Community) Strategy, especially the delivery of co-located and multipurpose facilities. Delivering facilities on a precinct-by-precinct or site-by-site basis also reduces Council's ability to plan and coordinate community infrastructure at an LGA-wide level.

Given the significant change in population growth and density now anticipated for the City of Canada Bay arising from a series of recent State government-led initiatives, it is recommended that the Social Infrastructure (community) Strategy be reviewed.

Open Space and Recreation

The Canada Bay Social Infrastructure (Open Space and Recreation) Strategy was also adopted on 15 October 2019 as part of Council's *Local Strategic Planning Statement*. The Strategy looks at projected development and population growth to 2026 and 2036 in order to estimate the demand for open space and recreation facilities.

The Strategy adopted in 2019 consists of six principles for open space and recreation facilities:

1. Optimise capacity
2. Diversity
3. Accessibility and connectivity
4. Partnerships and collaboration
5. Well-designed
6. Sustainability

The Strategy also includes three strategies with 56 actions:

- *Strategy 1: Existing: Improve existing open space quality and capacity to support a diversity of recreational opportunities.* There were 12 actions listed under this strategy, with 2 completed, with 5 ongoing/in progress and 5 not yet commenced.

- **Strategy 2: New:** New and connected open spaces, recreation facilities and programs to meet the needs of a growing and changing population. There were 33 actions listed under this strategy, with 6 completed, with 22 ongoing/in progress and 5 not yet commenced.
- **Strategy 3: Activate:** Activate open space and recreation facilities and programs to help connect and build an inclusive community. There were 11 actions listed under this strategy, with 2 completed, with 7 ongoing/in progress and 2 not yet commenced.

Overall 79% of actions are completed or ongoing and 21% have not yet commenced.

The delivery of the two major recreation infrastructure projects in Concord Oval Recreation Centre and Rhodes Recreation Centre has contributed to a significant expansion of recreation opportunities for residents and visitors to Canada Bay.

The current project at Timbrell Park will result in two additional sports fields which realises the 2026 benchmark across the LGA proposed in the 2019 Strategy.

Council has also expanded informal recreation opportunities, notably through foreshore facilities such as at Mcllwaine Park River Activation Project and a new swim-site in the Parramatta River at Bayview Park.

New and improved play facilities have been developed since 2019 across a range of facilities from regional facilities like Majors Bay Reserve, to smaller parks providing opportunities in a densely populated areas such as WA McInnes Reserve in Concord West.

Given the significant change in population growth and density now anticipated for the City of Canada Bay arising from a series of recent State government-led initiatives, it is recommended that the Social Infrastructure (Open Space and Recreation) Strategy be reviewed.

Local Infrastructure Contribution Framework

The two types of Local Infrastructure contributions collected under the *Canada Bay Local Infrastructure Contributions Plan* (LICP) include:

- **Section 7.11 contributions** are site-specific development contributions that fund local infrastructure that is required as a direct consequence of development, such as local roads, open space, and community facilities. These contributions must demonstrate a clear nexus between the development and the infrastructure being funded, and are typically calculated on a per-dwelling basis. Section 7.11 plans are generally subject to a State-imposed cap unless an uncapped plan is approved, and if referred to IPART, funding is limited to a defined list of “essential works”.
- **Section 7.12 contributions** are percentage-based levies applied to the cost of development and may be used to fund a broad range of local infrastructure. Unlike Section 7.11, Section 7.12 contributions are not capped and automatically increase as construction costs rise, providing a more flexible and scalable funding source. Section 7.12 plans rely on a broader nexus between development across an area and the infrastructure required to support growth.

The LICP identifies approximately \$526 million in infrastructure across open space, recreation, community facilities, public domain, active transport, and place-specific upgrades.

Under business-as-usual settings, total residential contributions over 15 years are projected at \$150 million, well short of identified LICP infrastructure costs, even before additional infrastructure demand from new development is considered. This gap arises for a number of reasons:

- **Section 7.11 Contribution Caps** - The s7.11 Plan is at the \$20,000 per dwelling cap, meaning further growth in demand does not translate into increased contribution revenue. In particular, rising land values and material costs necessitate higher infrastructure budgets, yet capped s7.11 contributions cannot respond to this escalation.
- **IPART Essential Works Limitations** - If the LICP were referred to IPART to remove the cap, \$58 million in community facilities and beyond-base-level open space embellishments would

become ineligible for s7.11 funding. This includes the repayment of the Concord Oval Recreation Centre (CORC) loan. This would significantly deepen the funding gap.

- *Contribution Income vs. Expenditure* - Council maintained an opening contributions balance between \$25–30 million from 2019–2023 but has spent approximately what it collects each year. This limits the pace of infrastructure delivery relative to the scale and timing of forecast development.

The primary limitation of the current s7.11 framework is the \$20,000 per-dwelling cap. As s7.11 contributions cannot increase beyond this threshold, Council's revenue from s7.11 will plateau despite substantial ongoing growth and rising infrastructure needs.

In contrast, a s7.12 levy is not capped and increases proportionally with construction costs, offering a more flexible and sustainable long-term funding source. A higher-rate s7.12 levy (at least 3%) is also well-aligned with the LGA's context. Canada Bay is an established council with major growth corridors centred on transport infrastructure, including the metro precincts at Homebush/North Strathfield, Burwood North and Five Dock and the renewal precincts along the Parramatta Road corridor and Rhodes. Because these transport corridors and precincts serve the entire LGA, a broad nexus exists between LGA-wide development and the infrastructure required to support it - meeting the Department's criteria for higher-rate s7.12 approval.

Modelling shows that an LGA-wide s7.12 levy would outperform business-as-usual s7.11 settings. Over a 15-year period, it is projected to raise around \$181 million, compared with approximately \$150 million under current arrangements. This level of revenue would better support the LGA's significant infrastructure program without being constrained by IPART's restricted "essential works" list, which would prevent Council from using s7.11 contributions to fund at least \$58 million of necessary community and recreation projects.

For these reasons, Council has a strong and evidence-based justification to progress a higher-rate LGA-wide s7.12 Plan.

TIMING, CONSULTATION AND RISK CONSIDERATIONS

There are no immediate timing constraints associated with the recommendations of this report.

The review and update of Council's Social Infrastructure Strategies can be undertaken as part of Council's broader work program. Preparation of a draft LGA-wide Section 7.12 Contributions Plan would be progressed in 2026/27 and reported to Council prior to any statutory public exhibition.

Any future Contributions Plan would be subject to public exhibition in accordance with the *Environmental Planning and Assessment Act 1979*, with consultation undertaken with the community, development industry and relevant State agencies.

The key risk of not progressing the proposed actions is a growing mismatch between development and infrastructure provision, increasing reliance on general revenue, borrowings, grants, or the deferral of infrastructure projects. There is also a risk that a higher-rate Section 7.12 Plan may not receive approval if insufficient justification is provided; this risk can be mitigated through robust evidence, alignment with strategic growth areas, and early engagement with the Department of Planning, Housing and Infrastructure.

FINANCIAL CONSIDERATIONS

There are no immediate budget implications arising directly from this report.

A budget allocation has been made for the review and update of Council's Social Infrastructure Strategies and the preparation of an LGA-wide Section 7.12 Contributions Plan. Therefore, these costs can be accommodated within existing operational budgets.

Over the medium to long term, the financial implications of *not* updating Council's social infrastructure planning and contribution framework are significant. Under current Section 7.11 contribution settings, projected contribution income is insufficient to fund the infrastructure required to support forecast development, increasing reliance on general revenue, borrowings, grants, or the

deferral or downsizing of infrastructure projects. This creates financial risk and may impact Council's capacity to deliver timely and adequate infrastructure to meet community needs.

A revised, higher-rate Section 7.12 Contributions Plan would improve Council's long-term financial capacity to deliver essential local infrastructure, provide a more flexible funding source that responds to construction cost escalation, and reduce pressure on Council's general fund and borrowing capacity. Any future financial impacts associated with the adoption of a Contributions Plan would be considered through the statutory exhibition process and reported to Council prior to adoption.

LEGISLATIVE AND POLICY CONSIDERATIONS

This report is prepared in accordance with the *Environmental Planning and Assessment Act 1979* (NSW) and relevant Department of Planning, Housing and Infrastructure guidelines. Sections 7.11 and 7.12 of the Act provide the statutory basis for local infrastructure contributions, enabling councils to levy contributions to fund infrastructure required to support development.

Council's Social Infrastructure Strategies for Community Facilities and for Open Space and Recreation were adopted in 2019 as part of Council's *Local Strategic Planning Statement* and form part of the local strategic planning framework required under the Act. Reviewing and updating these strategies is consistent with Council's obligation to ensure its strategic plans remain responsive to changing growth patterns, infrastructure demand and State planning priorities.

The preparation of an LGA-wide Section 7.12 Local Infrastructure Contributions Plan is permitted under the Act, subject to compliance with Departmental requirements, including demonstrating a broad nexus between development and the infrastructure to be funded. Any future Contributions Plan would be subject to statutory public exhibition, consideration of submissions, and approval in accordance with legislative requirements.

ITEM 8.5 CITY OF CANADA BAY - ENVIRONMENT ADVISORY COMMITTEE MINUTES - 26 MARCH 2026**Reporting Manager** Manager Sustainability and Waste**Attachments:** 1. [Minutes - Environment Advisory Committee - 26 March 2026](#) 

RECOMMENDATION OF DIRECTOR ENVIRONMENT AND PLANNING

That the Minutes of the Environment Advisory Committee held on 26 March 2026, attached to the report, be noted.

PURPOSE

The purpose of the report is to present the minutes of the City of Canada Bay Environment Advisory Committee meeting held on 26 March 2026.

REPORT

This report provides Council with the minutes of the City of Canada Bay Environment Advisory Committee from the meeting held on 26 March 2026 (refer to Attachment 1).

The Committee's role is to advise and make recommendations on sustainability and waste issues as they relate to Council's operations, with a focus on the implementation of and achievement of targets in Council's Community Strategic Plan, Our Future 2036.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 2: Sustainable and Thriving Environment

Goal STE 1: Reduce greenhouse gas emissions

Goal STE 2: Increase urban tree canopy

Goal STE 3: Reduce waste to landfill through avoidance and increased recycling and reuse

Direction 5: Civic Leadership

Goal CL 3: Council works with partners to actively shape the City's future

Goal CL 4: The City of Canada Bay community is well informed and eager to engage in issues and decisions that impact them

TIMING / CONSULTATION AND / OR RISK CONSIDERATIONS

There are no timing/consultation and/or risk considerations associated with this report.

FINANCIAL CONSIDERATIONS

There are no financial considerations associated with this report.

LEGISLATIVE AND POLICY CONSIDERATIONS

Council has adopted an *Environmental Strategy and Resource Recovery and Waste Strategy*.



Environment Advisory Committee Minutes

Thursday 26 March 2026 6.30pm – 8.30pm

Drummoyne Civic Centre - Halliday Room

Dinner Provided (from 6:15pm)

Committee List: Councillor David Mansford (ClrM), Belinda Snape (BS), Emma Pryor (EP), Mavis Clements (MC), Rolf Muller (RM), Thomas Lawson (TL), Tony Manning (TM), Deanne Smith (DS)

APOLOGIES: Councillor Charles Jago (ClrJ), Sally Ash (SA), Edward O'Brien (EO), Jansen Li (JL), Alessio Maiese (AM), Chanelle-Marie Nader (CN)

COUNCIL COMMITTEE STAFF: Monica Cologna (MoC), Belinda Koytz (BK), Gabriella Love (GL)

GUEST SPEAKER: Alexi Gilchrist (AG)

CHAIR: Councillor David Mansford (ClrM)

ITEMS:

Acknowledgement of Country

Clr Mansford

ClrM opened the meeting with Acknowledgement of Country

Announcements/Introductions

Clr Mansford

The committee undertook introductions and sustainability updates.

Too good to go app was highlighted as a food waste reduction initiative.

Presentation – Paramatta River Catchment Group

Alexi Gilchrist

AG presented on the Parramatta River Catchment Group including the Our Living River initiative and the PRCG Masterplan.

The following comments were made by the committee:

- BS enquired about the Party Without Plastic initiative. GL to send link with information to committee
- ClrM asked about the potential for swim activation at McIlwaine Park, like the facility at Callan Park. AG noted that water quality considerations would need to be taken on notice before determining whether such an activation would be feasible. BK indicated the presence of dioxin in the sediment, stemming from historical industrial activity. AG added that prevents any activation that would disturb the sediment, but other low impact activities, such as kayaking, remain possible and highlighted the City of Canada Bay's success with initiatives like tidal pools, living seawalls and salt marsh restoration.
- BK informed the committee that Council's Open Space Manager is actively involved in PRCG. AG confirmed that Petrina Nelson is a member of the PRCG senior leadership panel.
- The committee discussed water sensitive urban design, including the use of stormwater quality improvement devices and the ongoing challenges created by unclear responsibilities of ongoing maintenance. PRCG is developing guidelines for developers, strata managers and committees to explain the purpose of these devices and why they are important. BK noted that WSUD can be as simple as providing permeable spaces such as grassed areas. AG added that PRCG is a member of Stormwater NSW, where a dedicated committee is currently developing standards for GPT devices.



- MC referred to a development in Drummoyne that she had concerns about regarding stormwater run-off. MoC confirmed she would investigate.
- RM asked whether the state government had effectively abdicated its responsibility in stormwater device area. AG responded that the industry and market for these devices are evolving rapidly, and regulation has not kept pace with the changes. AG noted that the PRCG is focusing on improving internal council processes, including through the Stormwater Quality Improvement Device Taskforce.
- AG noted litter prevention is significantly more cost effective than litter management. BK added that litter is fundamentally a behavioural issue, noting that some countries have no public bins because it is expected that people take their rubbish with them. The committee discussed issues such as cigarette-butt litter and littering from cars. There was discussion about the previous “The drain is just for rain” campaign and the potential to revive it.
- ClrM asked about the Blacktown Council audit, and AG advised that the results from that audit are being incorporated into the workshops, with outcomes to be reported back to Councils.
- MC asked about the future of sea walls and whether rising tide levels were being factored into current planning. AG confirmed that a state government coastal management program is in place, which assesses key risks within the coastal zone and maps out future scenarios. BK also informed the committee about the SEED portal as a resource for accessing relevant environmental data.
- DS asked whether PRCG is involved in conducting an audit of boats moored in the river. PRCG is not directly involved in the audit but is interested in the outcomes once available.
- BS asked when the Callan Park swim site is expected to open. AG advised that the estimated timeframe for opening is Summer 2026/27.

Council Update

Belinda Koytz

- MC informed the committee about the upcoming Smart Energy Expo being organised by Climate Action Canada Bay Burwood.
- GL informed the committee about the upcoming Planting Day on Wangal Country.

General Business

ALL

- The committee noted the need to propose a new date for the August meeting, as ClrJ has another committee commitment on the currently scheduled date.
- ClrM provided an update from the recent Council meeting where the EAC minutes were formally noted. He spoke about the revised community target discussed at the February EAC meeting and noted that at the March Council meeting ClrJ had submitted a Notice of Motion regarding a science-based target. Council staff are currently working on this. ClrM emphasised to the committee that this is an example of how their work is valued and has meaningful impact.

Next meeting topic

Belinda Koytz

- The committee discussed the broad topic of waste, noting that there is a wide range of issues that could be explored further. BS expressed interest in focusing on recycling, particularly around clarifying which plastics are recyclable. RM highlighted the importance of community education in improving waste outcomes. BK suggested looking into recycling programs and audit data for MUDs, as well as providing clearer information on what happens to recycling after collection, with an emphasis on myth busting.

Next Meeting – Thursday 30 April 2026

9 CITY ASSETS DIRECTORATE REPORTS

ITEM 9.1 CITY OF CANADA BAY LOCAL TRANSPORT FORUM MINUTES - 12 MARCH 2026

Reporting Manager Manager Roads and Traffic

Attachments: 1. Local Transport Forum Minutes - 12 March 2026 [↓](#)

RECOMMENDATION OF DIRECTOR CITY ASSETS

That the minutes and recommendations of the City of Canada Bay Local Transport Forum Meeting held 12 March 2026 attached to the report be adopted.

PURPOSE

To report the City of Canada Bay Local Transport Forum minutes of 12 March 2026 to Council.

REPORT

The report contains the minutes for the City of Canada Bay Local Transport Forum held on 12 March 2026 for Council's adoption.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 4: Infrastructure and Transport

Goal IT 2: Manage traffic and parking to minimise congestion and increase road safety

FINANCIAL CONSIDERATIONS

There are no financial considerations associated with the report.

LEGISLATIVE AND POLICY CONSIDERATIONS

The City of Canada Bay Local Transport Forum meetings are held in line with Transport for NSW guidelines.

CITY OF CANADA BAY LOCAL TRANSPORT FORUM MEETING

MINUTES

The meeting was held electronically via email.

Thursday, 12 March 2026



Minutes of a City of Canada Bay Local Transport Forum Meeting Held on Thursday 12 March 2026

Voting Members Present:

Councillor Hugo Robinson - Chairperson
Sergeant Tohme - NSW Police
Nazil Tzannes - Transport for NSW
Stephanie Di Pasqua - Local Member of Parliament

Non-voting Members Present:

Julius Villanueva – Transit Systems
David Martin - BayBUG - Canada Bay Bicycle Users Group

Officers in attendance:

M Dizon - CCBC Council
C Grassi - CCBC Council
L Huang - CCBC Council
H Huynh - CCBC Council
R Ristevski - CCBC Council
M Saini - CCBC Council
S Tran - CCBC Council
F Guerrisi – CCB Council
C Johnson – CCB Council
T Gamble – CCB Council
Y Fu – CCB Council

NOTES

The meeting was held electronically via email.

Refer to the City of Canada Bay Local Transport Forum Meeting Agenda papers in the attached booklet.



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1 WELCOME/ACKNOWLEDGEMENT 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.

The City's Council pays respect to Elders past and present and extends this respect to all Aboriginal people living in or visiting the City of Canada Bay.

2 APOLOGIES**APOLOGIES**

Kathryn Hawkins – Transport for NSW

LEAVE OF ABSENCE

H Huynh – CCB Council

Y Fu – CCB Council

3 DISCLOSURES OF PECUNIARY AND NON-PECUNIARY INTEREST**4 CONFIRMATION OF MINUTES****4.1 Minutes of City of Canada Bay Local Transport Forum Meeting held 12 February 2026**

STAFF RECOMMENDATION

That the minutes of the City of Canada Bay Local Transport Forum Meeting of 12 February 2026 copies of which were previously circulated, are hereby confirmed as a true and correct record of the proceedings of that meeting.

5 REPORTS**6 GENERAL BUSINESS****ITEM 6.1 BLACKWALL POINT ROAD, CHISWICK - ADDITIONAL BUS ZONE**

No comments received.

ITEM 6.2 ITEMS APPROVED UNDER DELEGATION

The following items were approved under Delegation granted to Council from TfNSW.

1. Bent Street, Concord – Proposed Mobility Parking Space

Recommendation

THAT a 6m Mobility Parking Space (MPS) be installed on Bent Street, Concord outside no. 9-11 Wellbank Street.

2. King Street, Concord West – Proposed Timed ‘No Parking’ Restrictions

Recommendation

THAT 10m ‘No Parking 7:00am to 6:00pm, Monday to Friday’ restriction be installed on King Street, Concord West.

3. River Lane, Drummoyne – Proposed ‘No Parking’ Restrictions

Recommendation

THAT 10m regulatory ‘No Stopping’ and ‘No Parking’ restrictions be installed on River Lane, Drummoyne.

CHAIRPERSON

10 COMMUNITY CULTURE AND LEISURE DIRECTORATE REPORTS

ITEM 10.1 COMMUNITY GRANTS 2026-2027

Reporting Manager Manager Library and Community Services

- Attachments:**
1. **Attachment 1 - 2026-2027 Community Grants – Funding Recommendations (Provided in Attachment Booklet)** [⇒](#)
 2. **Attachment 2 - 2026-2027 Community Grants Fee Waiver Recommendations (Provided in Attachment Booklet)** [⇒](#)
 3. **Attachment 3 - City of Canada Bay Council Community Grant Guidelines 2026 (Provided in Attachment Booklet)** [⇒](#)
-

RECOMMENDATION OF DIRECTOR COMMUNITY CULTURE AND LEISURE

That:

1. Council approves the recommendations for funding under the 2026-2027 Community Project Grants Program to a total amount of **\$48,928.32**, as specified in the 2026-2027 Community Grants – Funding Recommendations (Community Projects) (Attachment 1)
 2. Council approves the recommendations for funding under the 2026-2027 Environmental Grants Program to a total amount of **\$16,218.97**, as specified in the 2026-2027 Community Grants – Funding Recommendations (Environmental) (Attachment 1)
 3. Council approves the recommendations for funding under the 2026-2027 Event Grants Program to a total amount of **\$101,309.33**, as specified in the 2026-2027 Community Grants – Funding Recommendations (Event Grants) (Attachment 1)
 4. Council approves the fee waivers to the total value of **\$24,271.75**, as specified in the 2026-2027 Community Grants Fee Waiver Recommendations (Attachment 2)
 5. Funding recipients be invited to attend the City of Canada Bay Community Awards Ceremony on Thursday 18 June 2026.
 6. Council writes to unsuccessful organisations advising of the outcome of their applications including the provision of feedback.
-

PURPOSE

To provide Council with information regarding the 2026-2027 Community Grant applications and to recommend approval for funding applications.

EXECUTIVE SUMMARY

This report advises Council of the applications received under the 2026-2027 Community Grants Program and makes recommendations for funding allocations.

The Community Grants Program provides for three streams of funding:

- **Community Project Grants:** Social Connection Grants up to \$2,000; and Community Development Grants up to \$7,500.
- **Environmental Grants:** Support Grants up to \$1,000; and Development Grants up to \$3,000.
- **Event Grants:** Small Event Grants up to \$2,500; Medium Event Grants up to \$7,500; and Major Event Grants funding up to \$15,000 (with a matched contribution from the applicant)

Council received:

- **27 Community Project Grant** applications seeking a total of **\$98,372.00**. A funding allocation of **\$48,928.32** to 22 organisations (covering **23** projects) is recommended.
- **10 Environmental Grant** applications seeking a total of **\$20,618.97**. A funding allocation of **\$16,218.97** to 9 organisations (covering **10** projects) is recommended.
- **18 Event Grant** applications seeking a total of **\$102,662.33**. A funding allocation of **\$101,309.33** to 16 organisations (covering **17** events) is recommended for grant funding or special consideration (recommended for support using unallocated funds).
- The report includes a recommendation that part of the unallocated budget **\$22,857.68** from the Community Project Grants Program and **\$13,781.03** from the Environmental Grant Program, be reallocated to provide more funding opportunities for Event Grant applications. The projects recommended to receive funding are shown in Attachment 1.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 1: Connected Community

Goal CC 1: Foster an inclusive community where diversity is welcomed and celebrated

Goal CC 2: Celebrate, recognise, and honour Aboriginal and Torres Strait Islander Cultures

Goal CC 3: Provide the community with equitable access to a range of programs, services, and facilities

Goal CC 4: Promote a community where residents feel safe and enjoy good health

Goal CC 5: Provide open space, facilities, and programs that promote active lifestyles

Direction 2: Sustainable and Thriving Environment

Goal STE 1: Reduce greenhouse gas emissions

Goal STE 2: Increase urban tree canopy

Goal STE 3: Reduce waste to landfill through avoidance and increased recycling and reuse

Goal STE 4: Enhance and protect native flora and fauna to support local biodiversity

Goal STE 5: Improve access to, and enhance the quality of, the City's foreshore and waterways

Direction 3: Vibrant Urban Living

Goal VUL 2: Improve access to local art, culture and creative activities

BACKGROUND/DISCUSSION

The City of Canada Bay Community Grants Program aims to provide financial assistance to not-for-profit organisations, community groups and schools to undertake projects which benefit the City of Canada Bay community.

The 2026-2027 Program was open from 5 December to 26 February 2026. An information session was held by Council staff on 10 February 2026 for any applicant requiring support to submit an application.

The Community Grants Program provides three streams of funding:

- **Community Project Grants:**

- Social Connection Grants up to \$2,000 to increase participation in community activities; improve connections and social networks; and increase the social and physical wellbeing of residents; or
- Community Development Grants up to \$7,500 to address issues that cause disadvantage and inequities; strengthen networks and partnerships between community organisations and groups; and improve access to community services and resources.

- **Environmental Grants:**

- Support Grants up to \$1,000 to expand on exiting environmental projects; or
- Development Grants up to \$3,000 for implementation of new environmental projects

- **Event Grants:**

- Small Event Grant up to \$2,500
- Medium Event Grant up to \$7,500
- Major Event Grant up to \$15,000 (requires a matched contribution).

Council received:

- **27 Community Project Grant** applications seeking a total of **\$98,372.00**. A funding allocation of **\$48,928.32** to 22 organisations (covering **23** projects) is recommended.
- **10 Environmental Grant** applications seeking a total of **\$20,618.97**. A funding allocation of **\$16,218.97** to 9 organisations (covering **10** projects) is recommended.
- **18 Event Grant** applications seeking a total of **\$102,662.33**. A funding allocation of **\$101,309.33** to 16 organisations (covering **17** events) is recommended for grant funding or special consideration (recommended for support using unallocated funds).

Assessment of Community Grant Applications

Applications for funding came from a wide range of community groups reflecting the broad appeal of this program and the diversity of initiatives underway that support and grow the community. Applications broadly covered all outcome areas in *Our Future 2036*.

All applications were assessed in line with the *City of Canada Bay Community Grants Policy* and the assessment criteria as set out in the *City of Canada Bay Community Grant Guidelines 2026* (Attachment 3). The eligibility criteria include:

- All applicants must be not-for-profit organisations or a not-for-profit group which has an incorporated not-for-profit organisation acting as an auspice. In addition, schools are eligible for the Environmental Grant;
- Funding will be provided where projects align with the outcomes or issues identified in Council's strategies including: *Our Future 2036*, *Disability Inclusion Action Plan*, and *Social Issues Paper 2021 and 2025 update*, *Our Creative City*, *Our City after 5*, *Environmental Strategy*, *Resource Recovery and Waste Strategy*, and *Biodiversity Action Plan*.
- Projects must be based within the City of Canada Bay area or provide services and activities that primarily service residents of the City of Canada Bay;
- Applicants must have acquitted previous funding; and
- Events must be free or have a significant portion of the event that is free to the general public.

Recommendations have been made based on the findings of assessments from the Place & Events, Sustainability and Waste, and the Library and Community Services teams.

Funding Recommendations

The recommended funding amount and requested fee waivers for use of a Council venues or event related administration fees are detailed in Attachment 2. It is recommended a total of **\$166,456.62** be awarded for the Community Grants Program in 2026-2027 from the 2025-2026 operating budget across the following streams:

- Community Project Grants: **\$48,928.32**
- Environmental Grants: **\$16,218.97**
- Event Grants: **\$101,309.33**

In total, it is recommended that **50** applications receive funding (including recommendations for support using unallocated funds for 3 requests).

A total of 5 applications were not awarded funding under the Community Grants Program - 4 Community Project applications and 1 Event Grant application, for reasons outlined in Attachment 1.

Venue and Other Fee Waivers

In addition to the monetary funding, 26 fee waivers for venue, open space and other event related administration fees totalling **\$24,271.75** are recommended to support 18 projects/events as outlined in 2026-2027 Community Grants – Fee Waiver Recommendations (Attachment 2).

This is subject to Council resolving to approve the recommendations for funding under Section 610E of the Local Government Act and Council's Revenue Policy.

Presentation Ceremony

Funding recipients will be invited to attend the City of Canada Bay Community Awards on 18 June 2026.

FINANCIAL CONSIDERATIONS

The total amount of funding recommended for the 2026-2027 Community Grant Program is **\$166,456.62**. This amount has been allowed for in the 2025-2026 budget.

The total amount of fee waivers for venue and open space hire, event booking and traffic management administration is **\$24,271.75**.

LEGISLATIVE AND POLICY CONSIDERATIONS

Section 356 of the Local Government Act 1993 provides that a council may, in accordance with a resolution of the council, contribute money or otherwise grant financial assistance to persons for the purpose of exercising its functions.

Under section 610E of the Local Government Act 1993, Council may waive or reduce a fee in a particular case if Council is satisfied that the case falls within a category of hardship or any other category in respect of which Council has determined payment should be so waived or reduced. Council's adopted revenue policy includes a category for Community Recognition and Community Fundraising initiatives that permits the waiving of fees in that category (excluding those fees or charges prescribed by legislation).

ITEM 10.2 DRAFT DISABILITY INCLUSION ACTION PLAN 2026-2030 - PUBLIC EXHIBITION**Reporting Manager Manager Library and Community Services****Attachments:**

- 1. Attachment 1 - Draft Disability Inclusion Action Plan 2026-2030 (Provided in Attachment Booklet) [⇨](#)**
- 2. Attachment 2 - Disability Inclusion Action Plan Engagement Report (Provided in Attachment Booklet) [⇨](#)**

RECOMMENDATION OF DIRECTOR COMMUNITY CULTURE AND LEISURE

That:

1. Council endorses the draft Disability Inclusion Action Plan 2026-2030 attached to the report for public exhibition for a period of 28 days.
 2. The period of public exhibition be from 24 April 2026 through to 24 May 2026.
 3. A further report be prepared and submitted to the June 2026 meeting of Council following the public exhibition period referred to in 2 above.
-

PURPOSE

To seek Council endorsement for public exhibition of the draft Disability Inclusion Action Plan 2026-2030 (Attachment 1).

EXECUTIVE SUMMARY

All councils are required under the *NSW Disability Inclusion Act 2014*, to prepare a Disability Inclusion Action Plan (DIAP) and undertake inclusion action planning for people living with disability, every four years. The City of Canada Bay's current DIAP will expire in June 2026.

A draft DIAP has been prepared for the next four years following engagement with the community. The draft DIAP 2026-2030 builds on the previous plan and is guided by the *NSW Disability Inclusion Action Planning Guidelines* released in December 2020 and updated in November 2022.

The draft DIAP recognises a whole of Council approach and is designed to improve and embed access and inclusion into Council's work. It outlines Council's commitment across four focus areas in line with the *NSW Disability Inclusion Plan 2026-2029*. These include upholding the rights of people with disability, creating liveable and safer communities, supporting access to meaningful employment and independence and improving access to mainstream services through better systems and processes.

This report recommends that the draft DIAP be publicly exhibited for a minimum of 28 days.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 1: Connected Community

Goal CC 1: Foster an inclusive community where diversity is welcomed and celebrated

Goal CC 3: Provide the community with equitable access to a range of programs, services, and facilities

Goal CC 4: Promote a community where residents feel safe and enjoy good health

Goal CC 5: Provide open space, facilities, and programs that promote active lifestyles

Direction 4: Infrastructure and Transport

- Goal IT 1: Manage local assets to ensure they continue to meet community needs and address climate adaptation
- Goal IT 3: Encourage active and accessible transport opportunities
- Goal IT 2: Manage traffic and parking to minimise congestion and increase road safety
- Direction 5: Civic Leadership
- Goal CL 4: The City of Canada Bay community is well informed and eager to engage in issues and decisions that impact them

BACKGROUND/DISCUSSION

The NSW Disability Inclusion Act 2014 requires Council to have a Disability Inclusion Action Plan and review the Plan every four years.

On 28 September 2021, Council adopted the Disability Inclusion Action Plan 2021-2025. At its meeting in May 2025, Council resolved to formally extend the Plan until June 2026 to allow for the preparation of a new DIAP. This extension also allowed Council to align its Plan with the NSW Disability Inclusion Plan that was released in December 2025.

The NSW Disability Inclusion Plan 2026-2029 has four focus areas that aim to create long term change. The focus areas:

1. Developing positive attitudes and behaviours and upholding the rights of people with disability
2. Creating liveable and safer communities
3. Supporting access to meaningful employment and independence
4. Improving access to mainstream services through better systems and processes

The aims of the NSW Disability Inclusion Plan require consistent effort from government and the wider community and Council's DIAP has been reviewed to ensure it remains up to date and its actions continue to reflect current needs within our community.

Council's Achievements 2021 to 2025

All actions contained in the DIAP 2021-2025 have either been completed fully or are ongoing actions that are included in the draft DIAP 2026-2030.

Some of the achievements by Council and local organisations include:

- Sensory spaces for neurodivergent community members at flagship events such as Ferragosto and Halloween on Majors Bay Road and a Chill-Out Zone for the Pride Basketball event
- All abilities sports days and programs hosted at Concord and Five Dock Leisure Centres, including an inclusive rugby match; an inclusion sports day for adults; Wheelchair Blues Rugby game; and All Abilities Netball
- Updated listing of accessibility features on Council venues' factsheets and guides
- New Social Enterprise Café at Concord Library providing work experience for people living with disability
- Completed audit of the accessibility features of Council's website (WCAG 2.1).

Other examples of achievements are listed in the Draft DIAP 2026-2030 (See Attachment 1).

Disability Inclusion Action Plan 2026-2030 Community and Stakeholder Engagement

Between October 2025 and December 2025, a number of engagement activities were undertaken to gather information to inform the Draft Disability Inclusion Action Plan 2026-2030. This included:

- Promotion of consultation

- An online survey
- Drop in sessions
- Two service provider focus groups
- Workshop with the City of Canada Bay Access and Inclusion Committee
- Confidential staff interviews
- Consultation with Council's internal DIAP working group

Over 100 people participated in the engagement process, with the majority of the people providing feedback through Council's online surveys and focus group sessions.

A summary of the issues identified for people living with disabilities and their carers is at Attachment 2, and key issues are highlighted in the section below.

Summary of Feedback and Issues

Feedback from the community included positive comments as well as identifying ideas for improvement, particularly in relation to employment and access to information. The key feedback is summarised below.

Attitudes and behaviours

75% of survey respondents rated attitudes and behaviour towards people living with disability as "good" or "excellent".

Liveability and accessibility

58% of survey respondents rated liveability and accessibility as "good" or "excellent".

Employment

57% of survey respondents rated employment as "poor" or "very poor". Key issues raised for consideration included the support needed for school leaver transitions and a lack of flexible work options.

Access to information

59% of survey respondents rated ease of access to information and sharing ideas and opinions with Council as "hard" or "very hard". Key issues raised included the need for accessible information, such as easy-read options and providing multiple support formats and channels.

Further details on the feedback and issues raised during the consultation may be found in Attachment 2 - Consultation Report.

Draft Disability Inclusion Action Plan 2026-2030

The draft DIAP follows the *NSW Disability Inclusion Action Planning Guidelines* published by the NSW Department of Community and Justice.

The Plan continues the four guiding principles of the 2021-2025 Plan as outlined in section one. These are:

- Be inclusive
- Treat people with dignity and respect
- Create accessible spaces and services; and
- Be accountable.

The Plan uses a social model of disability and a human rights model as outlined in section three of the Plan.

The draft Plan contains a total of 42 actions developed through the review of the previous Plan, community feedback and stakeholder engagement.

The actions are listed in section five of the DIAP under each of the four focus areas of the NSW Disability Inclusion Plan as outlined above.

The actions set out in the Plan include:

- Creating positive attitudes and behaviours to uphold the rights of people with a disability by providing disability training and awareness raising for Council staff and the broader community
- Creating a liveable and safe community by increasing the number of community facilities and community activities / events that have accessibility features. These features will then be broadly promoted to the community
- Increasing access to employment options for people with a disability by building awareness of support for employers (including Council) of people with a disability and linking those employers to job seekers with a disability
- Improving access to Council information for people with a disability by updating communication channels such as Council's website and promoting the availability of information via multiple formats.

TIMING / CONSULTATION AND / OR RISK CONSIDERATIONS

It is proposed to publicly exhibit the draft Disability Inclusion Action Plan 2026-2030 (Attachment 1) for a minimum 28-day period.

A Collaborate Canada Bay website with submission form will be used to exhibit the draft Plan for the period 24 April through to 24 May 2026. Hard copies will also be available at each of Council's libraries and at the Civic Centre in Drummoyne. An easy read version will be exhibited concurrently.

A report to Council's June meeting will provide the submissions received for Council's consideration with a view to adoption of the final Plan.

The Plan will be reviewed every four years, and the progress and actions will be reported annually as part of the Integrated Planning and Reporting framework.

FINANCIAL CONSIDERATIONS

Actions within the draft DIAP will be funded through the operating budget and approved by Council annually. Grant funding will also be used to support projects where available. The actions within the Plan generally relate to improving existing processes to embed access and inclusion within Council's existing service delivery.

LEGISLATIVE AND POLICY CONSIDERATIONS

All councils must review their Disability Inclusion Action Plan every four years under the NSW Disability Inclusion Act 2014.

ITEM 10.3 CITY OF CANADA BAY ARTS & CULTURE COMMITTEE MEETING UPDATE**Reporting Manager** Manager Place Management**Attachments:** Nil

RECOMMENDATION OF DIRECTOR COMMUNITY CULTURE AND LEISUREThat the update report regarding the Arts & Culture Committee be noted.

PURPOSE

This report provides an update on the Arts & Culture Committee.

EXECUTIVE SUMMARY

A meeting of the Arts & Culture Committee was scheduled for 5 March 2026; however, a quorum was not reached, and no formal meeting was held. The remaining members of the Committee who were present were given a tour of the Rhodes Recreation Centre to review the new artworks and discuss progress on the art strategy for the building, received an information update on the Walker Street Public Domain/Rhodes Art Trail, Regional Cycleway Public Artwork and the commissioning of Indigenous Street Banners.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 5: Civic Leadership

Goal CL 4: The City of Canada Bay community is well informed and eager to engage in issues and decisions that impact them

BACKGROUND/DISCUSSION

A meeting of the Arts & Culture Committee was scheduled for 5 March 2026. At the commencement of the meeting at 6:18pm, the quorum was not reached. Five out of ten committee members were in attendance. No formal meeting was held; however, the members of the Committee who were present were given a tour of the Rhodes Recreation Centre to review the new artworks and discuss progress on the art strategy for the building, received an information update on the Walker Street Public Domain/Rhodes Art Trail, Regional Cycleway Public Artwork and the commissioning of Indigenous Street Banners.

RISK CONSIDERATIONS

There are no risk considerations associated with this report.

FINANCIAL CONSIDERATIONS

There are no financial considerations associated with this report.

LEGISLATIVE AND POLICY CONSIDERATIONS

The City of Canada Bay Arts and Culture Committee Charter was endorsed by Council at the ordinary meeting held on 21 May 2024. Other related documents include: *Our Creative City – Cultural Plan 2033*; *Public Art Strategy*; *Art Collection Policy*, *Community Event Strategy & Policy*, and *Creative Hoarding Policy*.

11 CORPORATE SERVICES AND STRATEGY DIRECTORATE REPORTS

ITEM 11.1 LICENCE - DRAGON SPORTS ASSOCIATION INCORPORATED INC9884721 - PART OF SALTON RESERVE, 2R ST GEORGES CRESCENT, DRUMMOYNE

Reporting Manager Manager, Property Strategy and Leasing

Attachments: Nil

RECOMMENDATION OF DIRECTOR CORPORATE SERVICES AND STRATEGY

That:

1. Pursuant to Section 47A of the Local Government Act 1993, Council enter a licence agreement with Dragon Sports Association Incorporated Inc 9884721 for a period of 5 years, under the terms and conditions contained within the body of the report and subject to compliance with the public notice provisions Section 47 of the Local Government Act 1993.
 2. In the event that no submissions are received in response to the public notice process referred to in (1) above, the General Manager be authorised to finalise any matters contained within the body of the report and execute the licence on behalf of Council.
 3. In the event of submissions being received in response to the public notice process referred to in (1) above, a further report, including details of such submissions, be prepared and submitted to a future meeting of Council.
-

PURPOSE

For Council to consider approval to issue a licence over a portion of Crown Land within Salton Reserve (the Reserve), located at 2R St Georges Crescent, Drummoyne to the Dragon Sports Association Incorporated Inc 9884721 (DSA) for a period of five (5) years.

EXECUTIVE SUMMARY

DSA has been occupying a portion of land within the Reserve, being described as Lot 7085 in DP 94104 and Lot 7060 in DP 94105, for the storage of their outrigger canoes and accessing the Parramatta River, on an interim informal basis.

Previously, DSA was storing canoes along the foreshore in Drummoyne, adjacent to the Drummoyne Rowing Club at 131P Henley Marine Drive. Due to Council upgrade works to the sea wall, DSA was asked to relocate its operations to the Reserve.

After operating from the Reserve for several months, DSA has noticed an improvement in its operations and has approached Council to discuss the potential of permanently relocating to the site.

Both DSA and Council Officers have determined that the Reserve is a more appropriate and accessible location for DSA operations.

To formalise occupation a Licence is required. As such, a Heads of Agreement (HoA) has been negotiated with DSA and approval is now required from Council to enter a 5-year licence agreement, following compliance with the public notice provisions of Section 47 of the Local Government Act 1993.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 1: Connected Community

- Goal CC 5: Provide open space, facilities, and programs that promote active lifestyles
- Goal CC 3: Provide the community with equitable access to a range of programs, services, and facilities
- Direction 5: Civic Leadership
- Goal CL 1: Council is accountable, efficient, and ready to meet future challenges

BACKGROUND/DISCUSSION

Council is appointed under the Crown Land Management Act 2016 as the Crown Land Manager for the Reserve, notified in the Government Gazette for the purpose of public recreation on 21 November, 1903, and described as Lot 7085 in DP 94104 and Lot 7060 in DP 94105.

DSA has been utilising a small portion of the eastern end of the Reserve, located along the Parramatta River foreshore for storage of four (4) outrigger canoes and access to the Parramatta River. Although this has been occurring for several months, there is currently no formal tenure in place.

Previously, DSA was storing the canoes and operating along the foreshore adjacent to the Drummoyne Rowing Club located at 131P Henley Marine Drive, Drummoyne. At this location, the only access DSA had to the Parramatta River was via an old concrete boat ramp. Access via the ramp presented risks to DSA, due to its slippery, uneven surface and the sharp, abrasive marine growth that covers it.

The outrigger canoes used by DSA can weigh up to 200kg and with the accessibility issues the boat ramp presented, it requires 10-12 club members to carry them safely down the ramp. These conditions restrict the ability to efficiently run multiple training sessions and expand programs.

In 2025, due to upgrade works to the sea wall along Henley Marine Drive, Drummoyne DSA was asked to relocate from the existing site for the duration of the works. Council Officers investigated alternate sites for them to occupy and identified space they could utilise within the Reserve. DSA was happy to assist and transferred equipment and moved training to the new location.

Since making the temporary move, DSA has seen an improvement in its operations, with the Reserve providing easier access to Parramatta River via a small beach. The improved accessibility allows for a much quicker and safer launching of canoes which can be launched with only 6 club members in a fraction of the time it used to take them. Furthermore, it has allowed DSA to offer additional training on weekday mornings and evenings as such has provided the opportunity to expand operations. This, along with improved amenities that the Reserve provides, including easier parking for club members and open sightlines from the shore allowing for better supervision, has led DSA to seek permanent relocation to the Reserve.

In September 2025, representatives of DSA approached Council Officers to discuss the possibility of a permanent move to the Reserve. Council Officers investigated the proposal and determined it would be appropriate.

The proposed area for DSA's continued occupation is 14m x 5m in the eastern corner of the Reserve.

Accordingly, it is proposed that Council enter into a new agreement with DSA based on the below key terms.

Key Licence Terms

Premises	A portion of Salton Reserve, 2R St Georges Crescent, Drummoyne described as Lot 7085 in DP 94104 and Lot 7060 in DP 94105, measuring 14m x 5m as shown in the attached licence plan.
Commencement Date	1 May 2026
Expiry date	30 April 2031
Market Rent	\$622.00 plus GST per annum (Crown Land Minimum)
Term	5 years
Option	Nil
Rent Reviews	Annual CPI reviews
Permitted use	Storage of outrigger boats
Public Liability Insurance	The Licensee is required to hold public liability insurance for not less than \$20 million with the interests of the City of Canada Bay Council noted.
Repairs and maintenance	The Licensee is responsible for any damaged to Councils or others property caused by representatives of the Licensor, whether caused by accident or negligence



Licence Plan – Area in yellow to be included in the licence

A HoA for a new licence, subject to final approval by Council, has been prepared. DSA has reviewed and signed the proposed HoA and are prepared to move forward with the new licence, should it be approved by Council.

TIMING / CONSULTATION AND / OR RISK CONSIDERATIONS

Prior to entering into any agreement, Council is required to publicly notify for a period of 28 days of the intention to enter a licence for Crown Land under Section 47A of the Local Government Act 1993.

FINANCIAL CONSIDERATIONS

The proposed Licence fee is \$622.00 (excl.GST) being the Crown Lands minimum. The fee is subject to annual CPI reviews.

LEGISLATIVE AND POLICY CONSIDERATIONS

Local Government Act 1993.

ITEM 11.2 PROPOSED TENDER AND LEASE OF COMMUNITY LAND - PUBLIC NOTICE**Reporting Manager Manager, Property Strategy and Leasing****Attachments: Nil**

RECOMMENDATION OF DIRECTOR CORPORATE SERVICES AND STRATEGY

That:

1. Council authorises the General Manager to issue a Public Notice under section 47 of the Local Government Act 1993 (NSW) for a minimum period of 28 days for the proposed tender for leasing of land and installation of mobile telecommunications infrastructure at Churchill Tucker Park, Rhodes.
 2. In the event that no submissions are received in response to the Public Notice process referred to in (1) above, the General Manager be authorised to proceed to tender for the leasing of land and installation of mobile telecommunications infrastructure at Churchill Tucker Park, Rhodes.
 3. In the event of submissions being received in response to the Public Notice process referred to in (1) above, a further report, including details of such submissions, be prepared and submitted to a future meeting of Council.
-

PURPOSE

To seek approval to issue a Public Notice inviting community feedback for the proposed tender for leasing of land and installation of mobile telecommunications infrastructure at Churchill Tucker Park, Rhodes comprising of lots 62/DP1099780, 63/DP1099780, 1/DP1103358, 2/DP1103358 and 63/DP792101.

EXECUTIVE SUMMARY

This report seeks Council approval to issue a Public Notice under the Local Government Act 1993 (the Act) inviting community feedback on the proposed tender for leasing of land and installation of mobile telecommunications infrastructure at Churchill Tucker Park, Rhodes (the Park) via public tender.

A new location for telecommunications infrastructure is proposed to facilitate relocation of existing infrastructure currently residing on a development site zoned for high density residential development.

The Concord Road corridor and Rhodes Station precinct areas within Rhodes are experiencing significant residential growth, increased commuter activity, and rising digital service demand.

The Public Notice process is required prior to Council negotiating or granting any lease, licence or other estate over Community Land.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 5: Civic Leadership

Goal CL 1: Council is accountable, efficient, and ready to meet future challenges

Goal CL 3: Council works with partners to actively shape the City's future

Direction 1: Connected Community

Goal CC 3: Provide the community with equitable access to a range of programs, services, and facilities

BACKGROUND/DISCUSSION

Council has received a request seeking access to a portion of the Park to install a mobile telecommunications monopole and associated equipment. Equipment servicing the area is currently located on a property at 9 Blaxland Road, Rhodes. This property is a future residential development site owned by a Billbergia Group related entity and cannot be developed whilst existing lease arrangements for telecommunications are in place.

Council has been advised that the lease commenced on 7 December 2012 and expires on 6 December 2042. The proposal in addition to facilitating residential development responds to:

- high commuter demand within the Rhodes Station precinct;
- increased reliance on mobile connectivity for emergency, transport and commercial services;
- anticipated population and employment growth within the precinct;
- representations of network congestion along Concord Road.

The proposed infrastructure will form part of the broader telecommunications network designed to maintain consistent coverage and support future data demand, if approved to proceed.

A review of site options has considered other nearby properties in private ownership and co-location on other nearby existing infrastructure near 9 Blaxland Road, Rhodes. One option explored has been the temporary location of infrastructure and locating the infrastructure on the new tower at 9 Blaxland Road, Rhodes when completed. This approach would be likely to result in poor visual impact outcomes however remains an option.

A review of other potential options has been undertaken including nearby McIlwaine Park, Rhodes and Brays Reserve, Rhodes. It was considered that the adverse impact on amenity in these locations would not be acceptable due to their high level of visitation and visual impact.

The Park is classified as Community Land comprising of Lots 62/DP1099780, 63/DP1099780, 1/DP1103358, 2/DP1103358 and 63/DP792101.

When dealing with Community Land Council is required to:

- publicly notify any proposed lease or licence over community land
- exhibit the proposal for at least 28 days
- consider submissions received before granting the licence

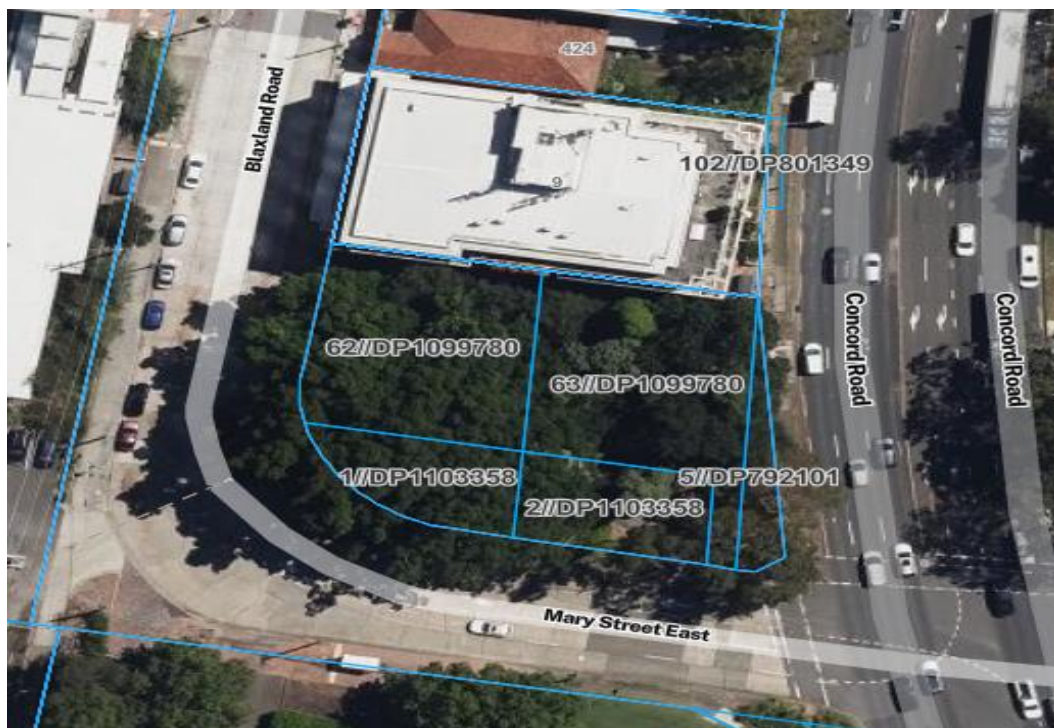
The proposed lease term is up to 20 years.

Location

Diagram 1 - Churchill Tucker Park



Diagram 2 - Land Sub-division Plan Lot and DP



Monopole and Related Infrastructure

Based on previous equipment specifications, it is expected that the proposed monopole will be in the order of 25 metres in height with a separate enclosure for infrastructure of approximately 15-20m² required. A development application would need to be lodged should Council approve to proceed to offer a lease on the site following public exhibition and tender.

Prior to undertaking a tender process as required under the Act, it is proposed that a Public Notice is issued before any lease negotiations take place to ensure Council considers community submissions on the use of this land before a tender and subsequent negotiations take place.

TIMING / CONSULTATION AND / OR RISK CONSIDERATIONS**Potential Adverse Impacts**

- loss of open space
- impact on visual amenity
- damage to tree roots impacting growth

Community feedback will be formally sought during the public notice period before any tender or lease negotiations commence.

Potential Benefits

- Residential Development brought forward (currently 9 Blaxland Road, Rhodes is constrained due to existing telecommunication lease requirements)
- Preservation of mobile network coverage
- Future lease income to Council

Consultation

Subject to Council approval, the proposal will be publicly exhibited for 28 days and submissions invited.

In the event of submissions being received in response to the Public Notice process, a further report, including details of such submissions, will be prepared and submitted to a future meeting of Council.

FINANCIAL CONSIDERATIONS

Council will receive an annual rent if it resolves to enter a future lease. The telecommunications carrier or its agent would fund installation, maintenance and removal costs. No capital expenditure would be required from Council.

LEGISLATIVE AND POLICY CONSIDERATIONS

Local Government Act 1993

**ITEM 11.3 ADVOCACY FOR IMPROVED OVERSIGHT OF PRIVATE
CERTIFICATION AND BUILDING COMPLIANCE - RECTIFICATION OF
OMMISSION FROM MARCH 2026 NOTICE OF MOTION**

Reporting Manager Director Corporate Services and Strategy

Attachments: Nil

RECOMMENDATION OF DIRECTOR CORPORATE SERVICES AND STRATEGY

That:

1. Council notes the NSW private certification framework includes legislative provisions requiring certifiers to issue written directions for non-compliance, refer unresolved matters to councils, and operate within a regulated disciplinary regime.
 2. Council acknowledges that under the current NSW planning framework applicants may appoint private certifiers as Principal Certifiers, limiting Council's role in day-to-day construction oversight.
 3. Council notes that while legislative mechanisms exist, councils across NSW continue to experience community concern regarding:
 - a. The timing of notification of significant departures from approved plans;
 - b. Escalation processes for major non-compliance; and
 - c. Public confidence in post-approval compliance oversight
 4. Council calls on the NSW Government to consider targeted reforms to strengthen the private certification and compliance framework, including but not limited to:
 - a. Reviewing the effectiveness and timeliness of current notification and escalation processes between private certifiers and councils;
 - b. Strengthening audit and reporting mechanisms relating to certifier compliance performance.
 - c. Reviewing penalty notice amounts to further deter non-compliances;
 - d. Considering additional resourcing mechanisms, including potential compliance levy models, to support councils in undertaking complex building compliance investigations;
 - e. Reviewing whether additional safeguards are warranted in circumstances involving substantial variations from approved development consent; and
 - f. Requiring Council certifiers to audit all privately certified development prior to the issue of a final occupation certificate to ensure compliance with the approval.
 5. The Mayor write to the NSW Minister for Planning and Public Open Spaces, the Minister for Building, the Shadow Minister for Planning, and Local Government NSW, forwarding the adopted resolution, seeking their consideration of these targeted reforms.
 6. Council notes that an incorrect version of Councillor Alafaci's Notice of Motion regarding Advocacy for Improved Oversight of Private Certification and Building Compliance was submitted to and considered at the March 2026 Council meeting due to an administrative error as outlined in the body of the report.
-

PURPOSE

To notify Council of the incorrect version of a Notice of Motion titled "Advocacy for Improved Oversight of Private Certification and Building Compliance" in the name of Councillor Alafaci submitted to and considered by Council at the March 2026 Ordinary Council Meeting, and to submit the correct version of the Motion for Council's consideration.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 5: Civic Leadership

Goal CL 1: Council is accountable, efficient, and ready to meet future challenges

Goal CL 4: The City of Canada Bay community is well informed and eager to engage in issues and decisions that impact them

BACKGROUND/DISCUSSION

At its meeting on 17 March 2026 Council considered a Notice of Motion in the name of Councillor Alafaci and adopted the Notice of Motion, unamended, as follows:

That:

1. Council notes ongoing concerns across NSW local government regarding gaps in oversight, transparency and accountability within the private certification system, particularly in relation to major variations to approved developments and post-approval compliance.
2. Council acknowledges that under the current NSW planning framework, applicants may appoint private certifiers as Principal Certifiers, limiting Council's role in day-to-day construction oversight.
3. Council calls on the NSW Government to consider targeted reforms to strengthen the private certification and compliance framework, including but not limited to:
 - a) Mandatory notification to councils by private certifiers of significant variations from approved development plans;
 - b) Automatic council audit triggers for major non-compliances, including exceedances in building height, floor area, excavation or loss of approved deep soil zones;
 - c) Stronger regulatory oversight, auditing and public reporting of certifier compliance outcomes; and
 - d) Review of the scope and application of Building Information Certificates in cases involving serious or systemic non-compliance.
4. The Mayor write to the NSW Minister for Planning, the Shadow Minister for Planning, and Local Government NSW, forwarding this resolution and seeking their consideration of these targeted reforms.

After the meeting it was identified that the version of the Notice of Motion contained in the business paper, and considered and adopted by Council, differed from the version officially submitted by Councillor Alafaci. Investigations reveal that this error resulted from an administrative oversight.

In response to this oversight, this report is being submitted to Council to present the correct version of Councillor Alafaci's Notice of Motion, as follows, for Council's consideration.

That:

1. Council notes the NSW private certification framework includes legislative provisions requiring certifiers to issue written directions for non-compliance, refer unresolved matters to councils, and operate within a regulated disciplinary regime.
2. Council acknowledges that under the current NSW planning framework applicants may appoint private certifiers as Principal Certifiers, limiting Council's role in day-to-day construction oversight.
3. Council notes that while legislative mechanisms exist, councils across NSW continue to experience community concern regarding:
 - a. The timing of notification of significant departures from approved plans;
 - b. Escalation processes for major non-compliance; and
 - c. Public confidence in post-approval compliance oversight
4. Council calls on the NSW Government to consider targeted reforms to strengthen the private certification and compliance framework, including but not limited to:
 - a. Reviewing the effectiveness and timeliness of current notification and escalation processes between private certifiers and councils;
 - b. Strengthening audit and reporting mechanisms relating to certifier compliance performance.
 - c. Reviewing penalty notice amounts to further deter non-compliances;
 - d. Considering additional resourcing mechanisms, including potential compliance levy models, to support councils in undertaking complex building compliance investigations;
 - e. Reviewing whether additional safeguards are warranted in circumstances involving substantial variations from approved development consent; and
 - f. Requiring Council certifiers to audit all privately certified development prior to the issue of a final occupation certificate to ensure compliance with the approval.
5. The Mayor write to the NSW Minister for Planning and Public Open Spaces, the Minister for Building, the Shadow Minister for Planning, and Local Government NSW, forwarding the adopted resolution, seeking their consideration of these targeted reforms.

In summary, the version of the Motion submitted for Council's consideration through this report varies from the Council resolution from the March 2026 meetings as follows:

- Recommendation 3 is new/additional to Council's resolution
- Recommendation 4 (existing resolution 3) expands upon the suggestions for the State Government's consideration to strengthen the private certification and compliance framework.
- Recommendation 5 (existing resolution 4) adds the Minister for Building for the Mayor to write to, seeking consideration of the targeted reforms.

It is important to note that in view of the administrative error and resulting consideration of the incorrect version of the Notice of Motion, and subsequent resolution at the March 2026 meeting, a Council resolution in accordance with the recommendation of the report would supersede the existing resolution of Council.

TIMING / CONSULTATION AND / OR RISK CONSIDERATIONS

In view of the administrative error and resulting consideration of the incorrect version of the Notice of Motion, and subsequent resolution at the March 2026 meeting, the resolution has not been enacted.

FINANCIAL CONSIDERATIONS

There are no financial considerations associated with this report.

LEGISLATIVE AND POLICY CONSIDERATIONS

There are no financial considerations associated with this report.

ITEM 11.4 PUBLIC EXHIBITION DELIVERY PROGRAM 2025-2029 AND OPERATIONAL PLAN 2026-2027 (INCLUDING BUDGET AND SCHEDULE OF FEES AND CHARGES)

Reporting Manager Chief Financial Officer

- Attachments:**
1. **Draft Delivery Program 2025-2029 and Operational Plan 2026-2027 (Provided in Attachment Booklet)** [⇒](#)
 2. **Draft Fees and Charges 2026-2027 (Provided in Attachment Booklet)** [⇒](#)

RECOMMENDATION OF DIRECTOR CORPORATE SERVICES AND STRATEGY

That:

1. Council endorses the draft Delivery Program 2025-2029 and Operational Plan 2026-2027 (including the Budget and Schedule of Fees and Charges) for public exhibition for a period of 28 days.
2. The period of public exhibition be from 24 April 2026 through to 24 May 2026.
3. A further report be prepared and submitted to the June 2026 meeting of Council following the public exhibition period referred to in 2 above.

PURPOSE

To seek Council endorsement for public exhibition of the draft Delivery Program 2025-2029 and Operational Plan (DPOP) 2026-2027 (including the Budget and Schedule of Fees and Charges) for a period of 28 days in accordance with the Local Government Act 1993 (section 405 and 406).

REPORT

The draft Delivery Program 2025-2029 and Operational Plan 2026-2027 (including the Budget and Schedule of Fees and Charges) is attached to this report for endorsement to public exhibition. The information is provided in two volumes: Attachment 1 Draft Delivery Program 2025-2029 and Operational Plan 2026-2027 and Attachment 2 Draft Fees and Charges 2026-2027.

The Statement of Revenue Policy for the 2026-2027 draft budget is as follows:

Statement of Revenue Policy – draft Budget 2026-2027	2026-27 \$
OPERATIONAL BUDGET	
Operating income	
Rates and Annual Charges	80,164,555
User Fees and Charges	24,917,872
Other Revenue	7,827,262
Other Income	6,042,356
Grants and Contributions – Operational	11,585,208
Interest	8,583,750
Total Operating Income	139,121,003
Operating Expenses	
Employee Costs	59,022,554
Borrowings	515,968
Materials & Services	49,558,137
Depreciation	22,399,200
Other Expenses	7,405,181

Statement of Revenue Policy – draft Budget 2026-2027	2026-27
	\$
Total operating expenditure	138,901,041
OPERATIONAL RESULT – SURPLUS/(DEFICIT)	219,962
CAPITAL BUDGET	\$
Capital Income	
Grants and Contributions – Capital	64,696,425
Proceeds from the Disposal of Assets	703,000
Total Capital Income	65,399,425
Capital Expenses	
Capital Works	39,069,861
Capital expenditure – Principal loan	862,913
Capital expenditure – Other	1,220,485
Total Capital Expenses	41,153,258
CAPITAL RESULT – SURPLUS/(DEFICIT)	24,246,167
FUNDING MOVEMENTS	
Add Back Depreciation and Amortisation – Non Cash Item	22,399,200
+ Transfer from Reserve	21,397,541
- Transfer to Reserve	68,262,869
TOTAL FUNDING MOVEMENTS	(24,466,129)
NET WORKING CAPITAL RESULT – SURPLUS/(DEFICIT)	0
Operating Ratio	0.16%

The Operational Budget of \$139m represents an increase from the current year of 1.5% and funds changes in employee costs, materials and services and depreciation expense. A small operational budget surplus of \$219k indicates expenditure changes have been managed within available income. The Operating Budget continues to fund services at current levels whilst also ensuring community infrastructure and assets are maintained at required levels.

Funding for services includes:

Service Area	Total
Sustainability and Waste Management	\$21.1m
Roads and Traffic	\$11.6m
Open Space	\$10.8m
Library and Community Services	\$9.8m
Building Services and Fleet	\$7.1m

Capital Expenditure

The draft Capital Works program for 2026-2027 invests in over \$41.2 million on projects across the following asset classes:

Asset Category	Total \$
Bridges, Roads, Footpaths	18,246,000
Buildings	7,565,000
Open Space	2,505,000
Plant and Equipment	2,068,000
Drainage	1,954,000
Library Collection	564,000

A detailed schedule of the proposed expenditure is included in the full Statement of Revenue Policy contained within the Delivery Program and Operational Plan document attached to this report.

Individual projects planned for delivery in 2026-2027 include:

Project	Budget Allocation \$
Community Sports Facility - Five Dock Park	2,742,000
Road Resurfacing Program	2,383,000
Town Centre Renewal - Majors Bay Road Shade and Outdoor Structures	2,100,000
Traffic Calming Integration Works - Drummoyne	1,746,000
Embankment stabilisation – The Terrace	1,500,000
Timbrell Park – Traffic Study Initiatives	1,300,000
Local Area Traffic Management Upgrades – Mortlake	500,000
Rhodes Foreshore Park – Playground Upgrade	500,000
Stormwater and Drainage – Exile Bay Flood Study Initiatives	370,000
Wellbank and Victoria Ave Childcare Centres – Building Upgrades	198,000

The upgrade and replacement of the shade and outdoor structures along Majors Bay Road in Concord, will be completed with funding of \$1.75 million being allocated from developer contributions, and \$350K from internal reserves. Planning for this project has been occurring over a few years to keep the strip a vibrant public space for residents and visitors alike.

Revisions to the program to reflect projects being carried forward from the current financial year will be included post-exhibition.

Submissions received pertaining to the Operational Program, Statement of Revenue and/or Fees and Charges will be reported to the June 2026 Council meeting.

Draft Fees and Charges booklet for 2026-2027

The draft Fees and Charges for 2026-2027 form part of the budget and are drafted for exhibition and easy use as a separate booklet, which forms an attachment to this report.

The proposed Fees and Charges have been reviewed and increased by the CPI or by an amount which has regard to market conditions and the appropriate cost recovery level. For 2026-2027, most fees and charges have been increased by the rate peg, which was determined at 4.2%. In relation to the Residential Waste Standard Service, an increase of \$42 was applied, to cover the additional costs of providing the service.

Rising fuel costs will further impact the cost of services and put budgets for waste collection, roadworks and street sweeping under additional pressure. The Fees and Charges proposed for 2026-2027 have not made allowance for the abnormal market conditions currently being experienced. The cost of Diesel is a significant component of the cost of the Domestic Waste Management Service. Should the middle east conflict result in diesel prices remaining high for an extended period the proposed Waste Management Charge of \$520.00 would not result in the recovery of the full cost of the service.

It is proposed that Council also includes an alternate fee structure for the Domestic Waste Service incorporating the pricing in of the current cost of diesel fuel. The adjustment to the “pre-war” Residential Waste Standard Service Charge of \$520.00 will add a further \$40.00 resulting in an annual fee of \$560.00.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 5: Civic Leadership

Goal CL 1: Council is accountable, efficient, and ready to meet future challenges

Goal CL 4: The City of Canada Bay community is well informed and eager to engage in issues and decisions that impact them

TIMING / CONSULTATION AND / OR RISK CONSIDERATIONS

The Local Government Act 1993, section 406, requires that Council exhibit its annual Operational Plan, including the Budget and Schedule of Fees and Charges, for a minimum 28-day period. All submissions received must be considered by Council prior to adoption of the documents in June.

A Collaborate Canada Bay website with submission form will be used to exhibit the documents for the period 24 April through to 24 May 2026 (inclusive). Hard copies will also be available at each of Council’s libraries and at the Civic Centre in Drummoyne.

A report to Council’s June meeting will provide the submissions received for Council’s consideration.

FINANCIAL CONSIDERATIONS

The draft Budget for 2026-2027 was prepared in consideration of the income and expenditure forecasts allowed for in Council’s Long-Term Financial Plan, as well as consideration of the other components of the Resourcing Strategy. It reflects an operating surplus of \$219,962. This equates to an Operating Ratio of 0.16% and achieves this ratio’s target benchmark of 0.00%.

The proposed total Capital Expenditure program of \$41.2 million is funded from grants, developer contributions and cash reserves. Proposed expenditure on the renewal of existing infrastructure accounts for \$21.3 million of the total program. This level of expenditure on renewing Buildings and Infrastructure assets meets the Office of Local Government’s performance indicator of “greater than 100%” of the cost of Infrastructure Depreciation forecast at \$19.9 million. The renewals ratio forecast being 107%

LEGISLATIVE AND POLICY CONSIDERATIONS

Exhibition of these documents complies with the requirements of the Local Government Act 1993, specifically sections 405 and 406.

ITEM 11.5 CASH AND INVESTMENTS REPORT - MARCH 2026
Reporting Manager Chief Financial Officer
Attachments: 1. **Investment Report March 2026 (Provided in Attachment Booklet)**
[⇒](#)
RECOMMENDATION OF DIRECTOR CORPORATE SERVICES AND STRATEGY

That the March 2026 Cash and Investments Report as attached to the report be received and noted.

PURPOSE

The purpose of this report is to present Council's Investment portfolio performance for March 2026.

EXECUTIVE SUMMARY

Council's investments are reported monthly to Council in accordance with the Local Government Act 1993, the Local Government (General) Regulation 2021 and Council's Investment Policy.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 5: Civic Leadership

Goal CL 1: Council is accountable, efficient, and ready to meet future challenges

BACKGROUND/DISCUSSION

This report incorporates the March 2026 Cash and Investments Reports, for Council's consideration.

Certification - Responsible Accounting Officer

Jourdan Di Leo as the Responsible Accounting Officer have certified that the investments listed in the attached report have been made in accordance with Section 625 of the Local Government Act 1993, clause 212 of the Local Government General Regulation 2021 and Council's Investment Policy.

TIMING / CONSULTATION AND / OR RISK CONSIDERATIONS
Summary position as of 31 March 2026

The Cash at Bank and Cash Investments are summarised below:

Month	Cash At Bank	Cash Investments	Total Cash
31 March 2026	\$3,023,766.50	\$186,400,905.41	\$189,424,671.91

The detailed Schedule of Investments held as at 31 March 2026 is provided over the next page.

STATEMENT OF CASH INVESTMENTS							
Maturity Date	Bank/Issuer	Long Term Rating	Fair Value	Term	Interest	Issue Date	Investment Type
01/04/26	National Australia Bank (NAB)	AA-	\$2,000,000.00	243	4.15%	01/08/25	Term Deposits
01/04/26	National Australia Bank (NAB)	AA-	\$2,500,000.00	209	4.13%	04/09/25	Term Deposits
08/04/26	National Australia Bank (NAB)	AA-	\$2,000,000.00	243	4.20%	08/08/25	Term Deposits
15/04/26	Suncorp Bank	AA-	\$2,500,000.00	216	4.19%	11/09/25	Term Deposits
22/04/26	National Australia Bank (NAB)	AA-	\$2,000,000.00	268	4.20%	28/07/25	Term Deposits
30/04/26	Suncorp Bank	AA-	\$2,500,000.00	307	4.20%	27/06/25	Term Deposits
07/05/26	ING	A	\$4,000,000.00	371	4.18%	01/05/25	Term Deposits
20/05/26	Suncorp Bank	AA-	\$2,000,000.00	251	4.19%	11/09/25	Term Deposits
27/05/26	National Australia Bank (NAB)	AA-	\$2,000,000.00	252	4.15%	17/09/25	Term Deposits
03/06/26	Bank of Queensland	A-	\$2,500,000.00	196	4.33%	19/11/25	Term Deposits
10/06/26	MyState Bank	BBB	\$3,000,000.00	152	4.50%	09/01/26	Term Deposits
17/06/26	MyState Bank	BBB	\$2,000,000.00	146	4.40%	22/01/26	Term Deposits
24/06/26	Bank of Queensland	A-	\$3,000,000.00	208	4.39%	28/11/25	Term Deposits
25/06/26	National Australia Bank (NAB)	AA-	\$3,000,000.00	365	4.15%	25/06/25	Term Deposits
01/07/26	Heartland Bank Australia	BBB	\$2,000,000.00	258	4.30%	16/10/25	Term Deposits
01/07/26	Bank of Queensland	A-	\$3,000,000.00	210	4.39%	03/12/25	Term Deposits
08/07/26	Australian Military Bank	BBB+	\$2,000,000.00	182	4.61%	07/01/26	Term Deposits
15/07/26	Bank of Queensland	A-	\$2,000,000.00	161	4.56%	04/02/26	Term Deposits
22/07/26	Bank of Queensland	A-	\$2,000,000.00	166	4.63%	06/02/26	Term Deposits
29/07/26	Bank of Queensland	A-	\$2,500,000.00	168	4.72%	11/02/26	Term Deposits
31/08/26	ING	A	\$2,000,000.00	367	4.58%	29/08/24	Term Deposits
10/09/26	ING	A	\$2,000,000.00	374	4.63%	30/08/24	Term Deposits
17/09/26	National Australia Bank (NAB)	AA-	\$2,000,000.00	365	4.16%	17/09/25	Term Deposits
23/09/26	Heritage Bank	BBB+	\$2,500,000.00	222	4.81%	13/02/26	Term Deposits
07/10/26	Heartland Bank Australia	BBB	\$2,500,000.00	229	4.85%	20/02/26	Term Deposits
21/10/26	Heartland Bank Australia	BBB	\$2,000,000.00	232	4.95%	03/03/26	Term Deposits
28/10/26	ING	A	\$2,000,000.00	372	4.74%	21/10/24	Term Deposits
05/11/26	ING	A	\$16,500,000.00	372	4.94%	29/10/24	Term Deposits
16/12/26	National Australia Bank (NAB)	AA-	\$2,000,000.00	328	4.55%	22/01/26	Term Deposits
13/01/27	ING	A	\$2,000,000.00	334	4.84%	13/02/26	Term Deposits
20/01/27	ING	A	\$2,000,000.00	348	4.79%	06/02/26	Term Deposits
27/01/27	ING	A	\$3,000,000.00	362	4.78%	30/01/26	Term Deposits
04/02/27	ING	A	\$4,000,000.00	644	4.10%	01/05/25	Term Deposits
17/02/27	Heartland Bank Australia	BBB	\$2,000,000.00	365	5.00%	17/02/26	Term Deposits
03/03/27	Heartland Bank Australia	BBB	\$2,500,000.00	369	5.00%	27/02/26	Term Deposits
18/03/27	National Australia Bank (NAB)	AA-	\$2,000,000.00	678	4.09%	09/05/25	Term Deposits
01/04/27	ING	A	\$4,000,000.00	700	4.08%	01/05/25	Term Deposits
14/04/27	Heartland Bank Australia	BBB	\$2,500,000.00	411	5.05%	27/02/26	Term Deposits
21/04/27	Heartland Bank Australia	BBB	\$2,000,000.00	414	5.10%	03/03/26	Term Deposits
06/05/27	ING	A	\$2,500,000.00	728	4.03%	08/05/25	Term Deposits
12/05/27	Rabobank Aus Limited	A	\$2,000,000.00	730	4.22%	12/05/25	Term Deposits
20/05/27	National Australia Bank (NAB)	AA-	\$2,000,000.00	741	4.07%	09/05/25	Term Deposits
26/05/27	Beyond Bank	BBB+	\$2,500,000.00	447	5.10%	05/03/26	Term Deposits
09/06/27	Queensland Police Credit Union	BBB	\$2,000,000.00	454	5.30%	12/03/26	Term Deposits
23/06/27	Judo Bank	BBB	\$2,000,000.00	462	5.37%	18/03/26	Term Deposits
30/06/27	Beyond Bank	BBB+	\$2,500,000.00	482	5.10%	05/03/26	Term Deposits
07/07/27	Judo Bank	BBB	\$2,000,000.00	476	5.37%	18/03/26	Term Deposits
14/07/27	Judo Bank	BBB	\$2,000,000.00	476	5.55%	25/03/26	Term Deposits
29/10/27	ING	A	\$2,000,000.00	729	4.25%	30/10/25	Term Deposits
08/03/28	Judo Bank	BBB	\$2,000,000.00	721	5.40%	18/03/26	Term Deposits
11/05/28	Rabobank Aus Limited	A	\$2,000,000.00	1095	4.37%	12/05/25	Term Deposits
30/10/28	ING	A	\$2,000,000.00	1096	4.33%	30/10/25	Term Deposits
30/10/26	Westpac	AA-	\$2,000,000.00	365	4.30%	30/10/25	Tailored Deposit
15/05/26	Bendigo Adelaide Bank	A-	\$1,000,000.00	88	5.21%	15/05/23	Floating Rate Notes
15/06/26	Teachers Mutual Bank	BBB+	\$850,000.00	91	4.85%	16/06/21	Floating Rate Notes
19/08/26	ING Bank Covered	AAA	\$500,000.00	181	4.37%	19/08/21	Floating Rate Notes
14/09/26	Macquarie Bank	A+	\$1,600,000.00	182	5.02%	14/09/23	Floating Rate Notes
23/12/26	Commonwealth Bank	AA-	\$2,000,000.00	275	4.72%	23/09/21	Floating Rate Notes
22/03/27	ING	A	\$1,000,000.00	364	5.26%	22/03/24	Floating Rate Notes
14/05/27	Bendigo Adelaide Bank	A-	\$800,000.00	452	4.96%	14/05/24	Floating Rate Notes
18/08/27	Commonwealth Bank	AA-	\$1,100,000.00	546	4.99%	18/08/22	Floating Rate Notes
13/09/27	AMP	BBB+	\$1,300,000.00	549	5.45%	13/09/24	Floating Rate Notes
01/11/27	Great Southern Bank	BBB+	\$1,150,000.00	637	4.88%	01/11/24	Floating Rate Notes
13/01/28	Commonwealth Bank	AA-	\$1,500,000.00	730	4.89%	13/01/23	Floating Rate Notes
19/01/28	Rabobank Aus Branch	A+	\$1,000,000.00	730	4.91%	19/01/23	Floating Rate Notes
16/02/28	Westpac	AA-	\$1,000,000.00	729	4.94%	16/02/23	Floating Rate Notes
09/05/28	Bank of Queensland Covered	AAA	\$1,250,000.00	820	5.14%	09/05/23	Floating Rate Notes
17/08/28	Commonwealth Bank	AA-	\$1,250,000.00	912	4.91%	17/08/23	Floating Rate Notes
03/10/28	Teachers Mutual Bank	BBB+	\$2,000,000.00	1002	4.69%	03/10/25	Floating Rate Notes
20/11/28	Bank of Queensland	A-	\$1,500,000.00	1004	4.76%	20/11/25	Floating Rate Notes
20/08/29	ING	A	\$1,800,000.00	1277	5.01%	20/08/24	Floating Rate Notes
27/09/29	Suncorp Bank	AA-	\$2,100,000.00	1280	5.22%	27/09/24	Floating Rate Notes
18/03/30	National Australia Bank (NAB)	AA-	\$1,600,000.00	1461	5.09%	18/03/25	Floating Rate Notes
21/05/30	Suncorp Bank	AA-	\$700,000.00	1548	4.92%	21/05/25	Floating Rate Notes
19/06/30	Westpac	AA-	\$1,200,000.00	1553	5.10%	19/06/25	Floating Rate Notes
10/07/30	Rabobank Aus Branch	A+	\$1,000,000.00	1640	4.60%	10/07/25	Floating Rate Notes
17/07/30	Macquarie Bank	A+	\$1,100,000.00	1640	4.55%	17/07/25	Floating Rate Notes
15/08/30	ING	A	\$500,000.00	1641	4.74%	15/08/25	Floating Rate Notes
15/01/31	Commonwealth Bank	AA-	\$1,500,000.00	1826	4.47%	15/01/26	Floating Rate Notes
24/08/26	Suncorp Covered	AAA	\$2,000,000.00	181	3.25%	20/04/22	Fixed Rate Bond
21/01/30	Westpac	AA-	\$1,800,000.00	1461	4.95%	21/01/25	Fixed Rate Bond
21/05/30	Suncorp Bank	AA-	\$500,000.00	1642	4.60%	21/05/25	Fixed Rate Bond
17/07/30	Macquarie Bank	A+	\$1,000,000.00	1640	4.37%	17/07/25	Fixed Rate Bond
15/08/30	ING	A	\$500,000.00	1641	4.28%	15/08/25	Fixed Rate Bond
15/01/31	Commonwealth Bank	AA-	\$800,000.00	1826	5.03%	15/01/26	Fixed Rate Bond
	AMP	BBB+	\$6,000,000.00		4.75%		AMP
	AMP	BBB+	\$500.00		2.25%		AMP
	Macquarie Bank	A+	\$405.41		4.15%		Macquarie Bank
	Commonwealth Bank	AA-	\$4,000,000.00		4.10%		CBA BOS
	31/03/26		\$186,400,905.41		4.6310%		
	TOTAL INVESTMENTS at 28/02/2026		\$190,600,903.81		4.4538%		
	Net Increase/(Decrease) in Investments		(\$4,199,998.40)		0.1772%		

FINANCIAL CONSIDERATIONS

Council's adopted budget for 2025-26 forecasts interest earnings of \$7.225M. The Budget was revised up by \$400,000 to \$7.625M in the September Quarter Review. In addition, a further \$300,000 was recommended in the December Quarter Review, increasing the forecast interest earnings to \$7.925M. Investment income earned for March 2026 amounted to \$750,671.01 which is better than the monthly phased budget. The March Quarter Review will be presented to the May 2026 Council Meeting and will include a final upward revision of forecast earnings for the year.

LEGISLATIVE AND POLICY CONSIDERATIONS

Council's investments are made in accordance with the Local Government Act (1993), the Local Government (General) Regulation 2021 and Council's Investment Policy. Section 212 of the Local Government (General) Regulation 2021 states:

- (1) The responsible accounting officer of a council:
 - (a) must provide the council with a written report (setting out details of all money that the council has invested under section 625 of the Act) to be presented;
 - (i) if only one ordinary meeting of the council is held in a month, at that meeting, or
 - (ii) if more than one such meeting is held in a month, at whichever of those meetings the council by resolution determines, and
 - (b) must include in the report a certificate as to whether the investment has been made in accordance with the Act, the regulations and the council's investment policies.
- (2) The report must be made up to the last day of the month immediately preceding the meeting.

ITEM 11.6 NATIONAL GENERAL ASSEMBLY OF LOCAL GOVERNMENT - CONFERENCE 2026**Reporting Manager Acting Manager Governance & Risk****Attachments: Nil**

RECOMMENDATION OF DIRECTOR CORPORATE SERVICES AND STRATEGY

That:

1. Councillor Megna (Mayor) and one other Councillor be nominated as Council's delegate and alternate delegate respectively, to attend the National General Assembly of Local Government with the General Manager and the Director, Corporate Services and Strategy, in Canberra from 23 to 25 June 2026.
 2. Council's delegate(s) to the National General Assembly of Local Government referred to in 1 above be authorised to vote in support of the Stormwater Quality Improvement Device (SQID) Governance, Integration and National Reform Needs Motion contained in the body of the report in the event that it is considered at the Assembly.
-

PURPOSE

The purpose of this report is for Council to determine the delegates to attend the National General Assembly of Local Government (the Assembly) in Canberra on 23 to 25 June 2026 with the General Manager and Director Corporate Services and Strategy.

In addition, the report proposes Council support a Motion relating to Stormwater Quality Improvement Device (SQID) Governance, Integration and National Reform Needs in the event that it is considered at the Assembly.

REPORTConference Attendance

Council has received an invitation to the National General Assembly of Local Government, to be held in the National Convention Centre in Canberra from 23 to 25 June 2026.

The Assembly is the peak annual event for Local Government, from a national perspective, with more than 800 Mayors and Councillors attending each year. The theme of the 2026 conference is "Stronger Together: Resilient. Productive. United". This theme encourages debate on how councils across Australia can become more resilient, contribute to the nation's productivity agenda, and present a united voice to the federal government on key issues in the national sphere.

Registrations are now open for both onsite and virtual attendees. Costings per person are as follows:

Registration (early bird – pay before 30 April 2026):	\$ 999 per person
Accommodation approx. per night:	\$ 360 per person/ per night

It has been the practice in previous years for the Council to nominate the Mayor as delegate and one alternate delegate to attend the Assembly with the General Manager and the Director Corporate Services and Strategy.

Consideration of Support for Proposed Motion

Council has received a request from the Parramatta River Catchment Group for Council to consider supporting a Motion in the event it is tabled at the Assembly.

It is understood that Inner West Council intends to submit and move the Motion, which reads as follows:

This National General Assembly calls on State and Federal Government to work in partnership with the SQID Taskforce and Stormwater Australia to implement relevant recommendations from the SQID Industry Review 2025, including strengthening and nationally aligning the SQIDEP performance evaluation protocol, to improve SQID governance, approval pathways, lifecycle management, and ultimately protect waterways and ocean health.

It is also understood that the following Background/Rationale is to be submitted in conjunction with and support of the Motion

Stormwater Quality Improvement Devices (SQIDs) are essential assets that reduce litter, sediment and gross pollutants entering waterways and oceans. However, local governments across Australia face increasing technical, financial and operational challenges in managing SQIDs effectively over their lifecycle.

In 2025, a national SQID Taskforce—formed through collaboration between the national and state Stormwater Industry Associations, the not-for-profit Stormwater 2030 and participating councils and water authorities—undertook an extensive review of the SQID industry. This review produced 130 recommendations aimed at improving consistency, performance, oversight and long-term management of SQIDs.

While some recommendations relate to specific state-based processes, the majority are relevant nationally and would significantly assist councils in improving environmental outcomes associated with their stormwater networks. Priority areas requiring Government partnership and support include:

- 1. Partner with Stormwater Australia and the SQID Taskforce to assess and prioritise key recommendations from the SQID Industry Review 2025.*
- 2. Strengthen SQIDEP's governance, scientific rigor and consistency through federal support for a coordinated national framework.*
- 3. Provide financial assistance for local governments to audit, maintain and upgrade SQIDs and implement SQIDEP-aligned standards.*
- 4. Support nationally consistent technical guidance, approval pathways and lifecycle management practices.*
- 5. Promote national alignment across states and territories to reduce fragmentation and ensure consistent environmental outcomes.*

Adopting these recommendations would help councils protect waterways, improve environmental outcomes and reduce long term asset risks across Australia.

Should Council be of a mind to support such Motion, recommendation 2 of the report proposes that Council's delegate(s) to the Assembly be authorised to vote in favour of the Motion in the event it is considered at the Assembly.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 5: Civic Leadership

Goal CL 1: Council is accountable, efficient, and ready to meet future challenges

FINANCIAL CONSIDERATIONS

Registration, accommodation, and transport costs for Councillor attendance at the National General Assembly can be funded from the councillor conferences budget.

LEGISLATIVE AND POLICY CONSIDERATIONS

There are no legislative or policy considerations associated with this report.

12 NOTICES OF MOTION

ITEM 12.1 NOTICE OF MOTION - CR ALAFACI - PUBLIC SCHOOL CAPACITY AND POPULATION GROWTH

Submitted by: Councillor Sylvia Alafaci

MOTION

That Council:

1. Notes increasing concern regarding the limited availability of places in local public schools and the potential for further pressure on school capacity as significant population growth continues across the City of Canada Bay and surrounding areas.
 2. Recognises that access to public education is a critical component of social infrastructure and that school provision must be planned and delivered in step with population growth to support liveable and sustainable communities.
 3. Writes to the NSW Government, including the NSW Department of Education, School Infrastructure NSW, and the NSW Department of Planning, Housing and Infrastructure, seeking:
 - a. Updated modelling of current and projected public-school capacity within the City of Canada Bay and surrounding areas;
 - b. Advice on planned expansions or new public-school facilities to accommodate projected population growth;
 - c. Confirmation that education infrastructure planning is being coordinated with major precinct planning and rezonings, including the Burwood North Metro Precinct and other growth areas along the Parramatta Road corridor; and
 - d. Consideration of opportunities to deliver additional public-school capacity within or near high-growth precincts, including innovative models such as vertical schools.
 4. Requests a briefing from the NSW Government, including the Departments listed in (3) above on the outcomes of this advocacy.
-

BACKGROUND FROM COUNCILLOR SYLVIA ALAFACI

The City of Canada Bay has experienced significant population growth in recent years, with further growth anticipated as strategic precinct planning and urban renewal initiatives progress across the inner west.

Major planning proposals associated with transport infrastructure and corridor renewal, including the proposed rezoning of the Burwood North Metro Precinct, are expected to support additional housing supply and population growth within and around the City of Canada Bay.

While housing growth is an important component of metropolitan planning, it also places increased demand on essential social infrastructure, including public education facilities.

Recent State planning processes have not fully addressed the availability of public-school places serving the City of Canada Bay, raising questions about whether current and future school capacity will adequately support projected population growth.

Public schools are delivered and managed by School Infrastructure NSW and the NSW Department of Education, while major precinct planning and rezonings are led by the NSW Department of Planning, Housing and Infrastructure. Given the scale of development proposed across the corridor,

coordination between these agencies is critical to ensure that education infrastructure planning aligns with population growth.

For these reasons, it is appropriate for Council to seek updated information regarding school capacity and to advocate for education infrastructure planning to be integrated with major precinct planning processes affecting the City of Canada Bay.

ITEM 12.2 NOTICE OF MOTION - CR MANSFORD - GAMBLING HARM AND LOCAL GOVERNMENT

Attachments:

1. **Stop Gambling** [↓](#)
2. **Leadership Council Program** [↓](#)

Submitted by: Councillor David Mansford

MOTION

That Council:

1. Supports in principle, the Purpose, Vision, and Objectives of the Alliance for Gambling Reform (AGF)
 2. Gives Alliance for Gambling Reform permission to publish the City of Canada Bay name in the Alliance for Gambling Reform advertising, listing Council as a supporter.
 3. Officers investigate and submit a report to Council on estimated financial and staff resource commitments related to participation in the Alliance for Gambling Reform Leadership Council program to support gambling harm minimisation, community wellbeing, and public health outcomes within the City of Canada Bay Local Government Area.
-

BACKGROUND FROM COUNCILLOR DAVID MANSFORD

Australia experiences the highest gambling losses per capita in the world, with gambling-related harm recognised as a public health issue with widespread community impacts. These impacts extend well beyond financial loss to include mental health challenges, family violence, housing insecurity, and reduced community wellbeing.

Local governments are often the first to encounter the community-level consequences of gambling harm through increased demand for social support services, community safety initiatives, and wellbeing responses. As governments closest to their communities, councils have a recognised role in prevention, harm minimisation, community education, and responsible local decision-making, as well as, at times, advocacy on behalf of their communities. This role complements, rather than replaces, the regulatory and enforcement responsibilities of state and federal governments.

The Alliance for Gambling Reform is a national, non-partisan, registered health promotion charity that operates independently of the gambling industry and is informed by evidence and lived-experience perspectives. It is the only national organisation focused solely on gambling reform, working towards reforms federally and in all states and territories.

The Alliance works collaboratively with decision-makers across all levels of government to support informed approaches to gambling harm prevention and legislative reform, while respecting the distinct roles and responsibilities of each level of government. We have strong relationships across government departments, ministers and MPs – regardless of party or position - that deliver both insight and influence over gambling related issues across the country.

Through its Leadership Council model, the Alliance supports participating councils to build internal capability to address local needs through accessing expert advice and resources, learning from peer experience. Participation is deliberately non-prescriptive across a broad range of optional benefits, allowing councils to determine how, when, and whether information or advice is applied, in response to their own local context, resourcing and priorities. The program does not require councils to regulate gambling, enforce laws, or undertake campaigning or lobbying activities.

More than twenty councils in Victoria, including the City of Melbourne currently participate in the Leadership Council program, providing them access to learning opportunities, policy support, lived-

experience perspectives, and peer collaboration to assist councils in responding to locally observed community impacts.

The Alliance is broadening its local government program to other states based on feedback from local communities and a demonstrated interest from many councils and councillors in being part of the program that delivers local resources while providing council an opportunity to support work on an issue that is frequently referred to as a national blind spot, where the vast majority of Australian's support reforms that limit advertising, decouple strong links between gambling and sport, protect kids from gambling harm and marketing and provide individuals with greater consumer protections. Councils in New South Wales, Tasmania, and Queensland, including capital cities, suburbs, and regional cities have expressed strong interest in joining the program ahead of the coming financial year.

Participation referred to in (2b) would position the City of Canada Bay as the first New South Wales local government to join the national Leadership Council network.

PRIME MINISTER STOP THE GAMBLING ADS



Dear Prime Minister

Last year, the government made history with a world-first social media ban for under-18s, showing it is willing to hold corporate giants accountable to protect children. Yet children continue to see gambling ads on those same screens.

One thousand days since the Murphy Report parliamentary inquiry into online gambling, the need for equally bold action on gambling has never been clearer.

New research reveals that 600,000 young people under 18 are already gambling, spending \$18 million annually. If gambling were a sport, it would be among the most popular sports of Australia's youth.

Early exposure to gambling advertising primes children for a lifetime of harm, driven by companies whose profits depend on addiction. As a nation, we lose more to gambling than any other country on earth - \$32 billion every year. Behind that number lie financial ruin, family violence, and lives lost to suicide.

We ask the government to again show leadership, to build on the social media ban and to take decisive action to protect our kids against a gambling industry that is targeting them.

We urgently call on the government to implement all 31 of the Murphy Report recommendations, including:



Banning all gambling ads on all broadcast and online platforms so children are no longer exposed to gambling on their screens.



Banning gambling inducements and inducement advertising, stopping companies from offering free bets and promotions that trap people, young and old, trying to walk away.



Establishing a national regulator with a mandate to reduce harm

Australia's children deserve to grow up in a country that puts their wellbeing before corporate profit.



Unions NSW

Australian Council of Social Service (ACOSS)
Dr Cassandra Goldie AO, CEO

NSW Council of Social Service (NCOSS)
Ms Cara Varian, CEO

NSW Council of Churches
Rev Dr Ross Clifford AM, Executive Director

Alcohol and Drug Foundation
Mr Aaron Batchelor, Project Lead - Special Projects

Gambling Impact Society NSW
Dr Kate Roberts, Executive Officer

Multicultural Communities Council NSW
Mr Mark Franklin, President

Wesley Mission
Rev Stu Cameron, CEO and Superintendent Minister

Mission Australia
Mrs Sharon Callister, CEO

Menzies School of Health Research
Prof Bart Currie, Physician

SIX
Mr Adam Verwey, CEO

The Australian Psychological Society Limited
Dr Zena Burgess, CEO

Ghlee (Gambling Harm Lived Experience Experts)
Ms Carolyn Crawford, Secretary

Moveover
Dr Zac Saidler, Global Director Men's Health Research

Labor for Gambling Reform

Public Health Association of Australia
Adj/Prof Terry Slevin, CEO

St Vincent de Paul Society National Council
Mr Mark Gaetani, National President

Uniting Church in Australia, Synod of Victoria and Tasmania
Dr Mark Zirnsak, Senior Social Justice Advocate

Uniting Church in Australia Queensland Synod
Rev Bruce Moore, Moderator

Network of Alcohol and other Drugs Agencies (NADA)
Ms Chris Keyes, Acting CEO

Our Community
Ms Kathryn Richardson, Executive Director

The Salvation Army Australia Territory
Gregory Morgan (Lieut.-Colonel), Secretary for Mission

Gambling Education Australia
Mr Haydn Flanagan, Director

University of Melbourne
Dr Jenn Lacy-Nichols, Senior Research Fellow

Common Grace
Mr Gershon Nimbalkar, National Director

GetUp!
Dr Lachlan McKimmie, Co-CEO

Royal Australian and New Zealand College of Psychiatrists
Dr Astha Tomar, President

National Assembly of the Uniting Church in Australia
Reverend Charissa Sui, President

Arab Council Australia
Mr Hassan Moussa, CEO

Australian Christian Lobby
Mrs Michelle Pearce, CEO

Victorian Alcohol and Drug Association
Mr Chris Christoforou, Chief Executive Officer

Social Responsibilities Committee, Anglican Church SQ
The Very Rev'd Dr Peter Catt, Chair

Tasmanian Council of Social Service
Ms Adrienne Picone, CEO

Victorian Trades Hall Council
Mr Luke Hilakari, Secretary

Settlement Services International
Ms Violet Roumeliotis, CEO

Mayor, City of Casey
Cr Stefan Koomen JP

Mayor, City of Monash
Cr Stuart James

Mayor, City of Hobsons Bay
Cr Diana Grima

It's time to protect our kids





Leadership Council Program

March 2026

Introduction

This document provides information to support Council's consideration of participation in the Alliance for Gambling Reform (AGR) Leadership Council program including:

- the relevance of gambling harm to local government
- the Alliance for Gambling Reform and its operating model
- explaining the Leadership Council partnership program
- clarifying the scope, governance, and evaluation of participation

Gambling Harm and Local Government

Australia experiences the highest gambling losses per capita in the world, with gambling-related harm widely recognised as a significant public health issue with widespread community impacts. These impacts extend well beyond financial loss to include mental health challenges, family violence, housing insecurity, and reduced community wellbeing.

Local governments are often the first to encounter the community-level consequences of gambling harm through increased demand for social support services, community safety initiatives, and wellbeing responses.

As governments closest to their communities, councils have a recognised role in **prevention, harm minimisation, community education, and responsible local decision-making**, and, at times, **advocacy on behalf of their communities** where local impacts are evident. This role complements, rather than replaces, the regulatory and enforcement responsibilities of state and federal governments.

About the Alliance for Gambling Reform

The **Alliance for Gambling Reform** is a national, non-partisan, registered health promotion charity dedicated to preventing and reducing gambling harm in Australia.

The Alliance for Gambling Reform model is:

- independent from the gambling industry
- not affiliated with any political party
- grounded in a public health and evidence-based approach
- informed by lived-experience perspectives
- supported by Australian organisations and individuals, researchers, and local government

The Alliance is the only national organisation focused solely on gambling reform, working towards policy and legislative reforms federally and across all states and territories.

The Alliance works collaboratively with decision-makers across **local, state, and federal levels** to support informed approaches to gambling harm prevention and legislative reform, while respecting the distinct roles and responsibilities of each level of government. It maintains strong relationships across government departments, ministers, and MPs — regardless of party or position — providing insight into gambling-related issues and contributing to informed policy discussion.

The Leadership Council Program

The Leadership Council program is a **voluntary program** between the Alliance for Gambling Reform and participating local governments.

Leadership Councils are councils that choose to participate in a national network focused on:

- strengthening understanding of gambling harm as a public health issue
- building internal capability to respond to local community impacts
- accessing expert advice and evidence relevant to local government roles
- learning from the experience of peer councils
- demonstrating leadership in community wellbeing and harm minimisation

More than twenty councils in Victoria, including the **City of Melbourne**, currently participate in the Leadership Council program.

Participation is **deliberately non-prescriptive**, allowing councils to determine how, when, and whether information or advice is applied in response to their own local context, priorities, and resourcing.

The program is designed to **support informed local decision-making**, not direct or mandate specific actions. Councils retain full autonomy over decisions, priorities, and resourcing.

Participation

Leadership Council participation can include access to:

- briefings or presentations for councillors and officers
- regular officer meetings
- learning and development opportunities related to gambling harm and local government
- advice on policy development or review
- support responding to gambling-related planning, licensing, or leasing matters
- assistance with community engagement and education initiatives
- access to lived-experience speakers for community discussions
- peer learning and collaboration with other councils
- regular updates on research, data, and policy developments

Participation in the Leadership Council program does not require Council to:

- regulate or enforce gambling laws
- take positions on specific venues or developments
- undertake campaigning or lobbying activities
- participate in advocacy beyond Council's own decisions
- commit to actions outside the local government remit

Examples of Council Actions

Participation does not require councils to adopt specific initiatives. However, councils participating nationally have chosen to pursue actions such as:

- developing or strengthening local policies related to gambling harm minimisation
- reviewing planning, licensing, or leasing processes to better consider community harm impacts
- reviewing gambling advertising and promotion on council-owned land or facilities
- supporting local sporting clubs to reduce reliance on gambling-related sponsorship
- delivering community education initiatives through neighbourhood centres, or public venues
- incorporating gambling harm considerations into broader wellbeing, homelessness, family violence or community safety strategies

These examples are indicative only. Each council determines which actions, if any, are appropriate for its community.

Inclusion of Lived Experience

The Alliance for Gambling Reform includes lived-experience perspectives through its **Voices of Lived Experience** program.

People with lived experience of gambling harm contribute by:

- informing policy advice and program development
- participating in councillor or officer briefings where appropriate
- supporting community education and engagement activities
- contributing to submissions and consultations to ensure responses reflect impacts
- providing comments for media

Participation is voluntary and undertaken in a supported and trauma-informed manner.

Evaluation: Measuring Success

Success of the Leadership Council program is measured through **practical and proportionate indicators**, consistent with its purpose as a capacity-building and harm-prevention initiative rather than a regulatory program.

Measures of success may include:

- improved councillor and officer understanding of gambling harm and the local government role
- participation in briefings, learning opportunities, and officer check-ins
- use of evidence and advice to inform Council decision-making
- increased confidence in responding to gambling-related planning, licensing, or community matters
- integration of gambling harm considerations into relevant Council policies or strategies, where appropriate
- feedback from councillors and officers on the value and relevance of the partnership

Evaluation remains flexible and non-burdensome, recognising that broader gambling harm outcomes are influenced by factors beyond local government control.

Governance and Financial Considerations

Participation in the Leadership Council program is subject to agreed terms, including an annual participation fee.

Any financial or in-kind contribution would be negotiated following Council endorsement and would be subject to Council's normal budget, governance, and approval processes. Endorsement of participation does not, in itself, commit Council to specific expenditure beyond what is subsequently approved.

Alliance for Gambling Reform

The Alliance is the only national peak body working to reduce gambling harm. We have over 60 supporting organisations in our network and 23 leadership local councils in Victoria who have an interest in reducing the exponential level of gambling harm in Australia.



**ALLIANCE FOR
GAMBLING REFORM**

We are a registered health promotion charity and are 100% funded by donations from individuals, foundations, trusts, local government and other sources that do not have ties to the gambling industry. We are not affiliated with any political party.

The Alliance for Gambling Reform has long advocated for public health reforms that are evidence-based and community-backed with the sole purpose of reducing and preventing gambling harm in Australia. Online gambling is increasingly becoming one of the biggest health issues we are facing as a country.



**ALLIANCE FOR
GAMBLING REFORM**

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ITEM 12.3 NOTICE OF MOTION - CR MANSFORD - PROPOSED PARKRUN FROM CABARITA TO BREAKFAST POINT

Submitted by: Councillor David Mansford

MOTION

That Council notes the comments and concerns of residents of Breakfast Point and Kendall Inlet regarding the proposed trial parkrun from Cabarita to Breakfast Point and considers these as part of ongoing approval.

BACKGROUND FROM COUNCILLOR DAVID MANSFORD

In February, Council issued a notification letter to residents adjacent to the proposed Cabarita parkrun course. The proposed 5km course will commence and finish in the western side of Cabarita Park and include the foreshore path extending into Breakfast Point. Participants complete the course loop twice. The events are a weekly 5km walk, jog, or run, held on Saturday mornings at 8.00am and are supported by volunteers.

Council subsequently received feedback via email from residents of Breakfast Point, Kendall Inlet, and neighbouring areas.

A further notification letter was distributed on April 13 to the residents who received the initial notification, providing an update on the parkrun initiative. Council issued this update to approximately 450 residents.

Some local residents have raised objections and concerns including:

- Constrained bridge access near Kendall Inlet
- Lack of essential amenities such as drinking water, toilets
- Loss of a purposely created restful oasis environment
- Litter and garbage management
- Restricted local access during the event
- Cost burden
- Commercial and promotional concerns: branding, fundraising, or sponsorship activities may conflict with existing “no soliciting” regulations.
- Inadequate parking, possibly causing overflow into residential streets

The Cabarita parkrun event booking has been approved for an initial six-month trial period. Parkrun is to commence within six months, subject to community fundraising being completed for the purchase of a defibrillator and other event start-up equipment. Throughout the trial, Council will monitor the operation of the event and continue to gather any feedback from participants and the broader community. Council will also work collaboratively with key stakeholders to address any matters that may arise during the trial period, with the aim of ensuring the event operates smoothly and positively for all users.

Further background on parkrun.

Parkrun is a free, weekly, 5k and 2k community event in open spaces around the world. Parkrun operates 547 weekly events in Australia. The events are free for participants and are organised by volunteers.

ITEM 12.4 NOTICE OF MOTION - CR FERGUSON - FORESHORE ACCESS AND CONNECTIVITYSubmitted by: Councillor Andrew Ferguson

MOTION

That Council:

1. Notes that the extension, accessibility, and connectivity of the foreshore is a long-standing and central objective of Council, delivering significant environmental, recreational, and community benefits.
 2. Notes that in 2018, [City of Canada Bay Council](#) unanimously adopted its Foreshore Access Strategy, which set out a clear vision to improve public access, enhance connectivity between foreshore segments, and progressively complete a continuous waterfront pathway.
 3. Notes that accessible foreshore areas:
 - Provide vital open space for recreation, walking, and active lifestyles, particularly important in high-density urban environments;
 - Promote physical and mental wellbeing for residents of all ages;
 - Enhance environmental appreciation and stewardship of the Parramatta River and surrounding ecosystems;
 - Increase social cohesion by creating shared public spaces;
 - Support local economic activity through increased visitation and amenity.
 4. Notes with concern that, since the adoption of the Foreshore Access Strategy, there has been limited visible progress in achieving continuous access, improved connectivity, or meaningful extension of publicly accessible foreshore areas in several key locations.
 5. Notes the imminent completion of a substantial residential development at Palace Lane, Mortlake, including the provision of a foreshore pathway that, at present, does not appear to have public access connectivity.
 6. Expresses disappointment that, given the long lead time of the development referred to in 5 above, and its strategic waterfront location, opportunities to secure public access and integrate this pathway into the broader foreshore network were not fully realised prior to completion.
 7. Officers prepare and submit a report to a future meeting of Council detailing:
 - i. Progress made since 2018 in implementing the Foreshore Access Strategy;
 - ii. Specific improvements in access, connectivity, and foreshore extension achieved to date;
 - iii. Barriers (legal, planning, or financial) that have limited delivery;
 - iv. Opportunities to accelerate delivery of continuous foreshore access, particularly in priority gap locations.
 - v. Immediate and medium-term actions to:
 - Secure public access to the Palace Lane foreshore pathway;
 - Improve connectivity between the Palace Lane foreshore pathway and the established Breakfast Point foreshore walk;
-

- Prioritise completion of missing links to achieve a continuous and publicly accessible foreshore network.
8. Continues to prioritise foreshore connectivity whereby current and future developments contribute to a fully accessible, continuous waterfront for the community.
-

ITEM 12.5 NOTICE OF MOTION - CR MANSFORD - LOCAL MASTERPLANSSubmitted by: Councillor David Mansford

MOTION

That:

1. Council Officers investigate and submit a report to Council outlining development masterplans for Drummoyne, North Strathfield/Concord West and the Burwood North metro precinct
 2. Council notes the State Government requirement that any locally prepared masterplan must achieve density outcomes equivalent to or greater than the Low Mid-Rise policy.
 3. Council notes that Mosman Council has endorsed a Mosman Masterplan, which is currently in development.
 4. Council further notes that Inner West and Ku-ring-gai councils have proposed locally tailored plans as alternatives to the NSW government's sweeping planning framework.
-

BACKGROUND FROM COUNCILLOR DAVID MANSFORD

The NSW government's aggressive housing density policies endanger some of Canada Bay's "villages".

What we have seen so far is developers zeroing in on high-value properties - for example, ones with harbour views. The outcome will not so much be meeting housing targets as meeting profit targets.

Our planning should be done by expert planners, not by developers and not by politicians with a calculator or spreadsheet.

**ITEM 12.6 NOTICE OF MOTION - CR ROBINSON - 100 YEARS OF HAIRDRESSING
- 67 MAJORS BAY ROAD, CONCORD**Submitted by: Councillor Hugo Robinson

MOTION

That:

1. Council acknowledges 100 years of hairdressing at 67 Majors Bay Road, Concord, now known as 'Mr Cuts' and formerly known as 'Bill's Hairdressing'.
 2. Recognise the long-term owner and local legend Letterio (Bill) Alessi.
 3. Council Officers investigate options such as the installation of a plaque commemorating the site's long-term and continuous role as a hairdresser.
-

BACKGROUND FROM COUNCILLOR HUGO ROBINSON

A review of Council's records indicates that by May 1920 the property at 67 Majors Bay Road, Concord was being used as a hairdresser, with a Nicholas Brown and his wife Kathleen leasing the shop.

The Brown's purchased the property in 1930, and it remained in the family's ownership and continued its use as a hairdresser, including when Letterio (Bill) Alessi leased the property in April 1974. Mr Alessi subsequently purchased the property with his wife Maria in July 1983.

Bill has been committed to the hairdresser on Majors Bay Road for fifty years now and is a true migrant success story, having come to Australia from Messina, Italy with his parents as a young boy. If you're a true Concord local, it's safe to say you probably had your first haircut from Bill.

ITEM 12.7 NOTICE OF MOTION - CR JAGO - HOMEBUSH TOD PRECINCT ACTIVE TRANSPORTSubmitted by: Councillor Charles Jago

MOTION

That Council Officers prepare and submit a report to a future Council meeting recommending upgrades to active transport within the Homebush TOD precinct, especially in the central area including Pomeroy Street, the train and metro stations.

BACKGROUND FROM COUNCILLOR CHARLES JAGO***Benefits***

Improving active transport links within the precinct will offer time savings to residents and reduce vehicle congestion by removing cars from local roads. It has the potential to encourage active transport from Homebush, Concord West and beyond, contributing to an improvement of active transport links across Sydney. Greater active transport also has substantial health benefits.

Active transport improvements in this area support key parts of the Canada Bay Community Strategic Plan and makes the area a more attractive place to live.

Geographical transport context

With the coming metro station, improving active transport access to the train and metro stations will become more important.

Pomeroy Street also represents a key east-west route for pedestrians and cyclists. Cyclists travelling west across the rail bridge have the benefit of a downhill slope down to Powells Creek where they can join the north-south route along the creek with further links to Sydney Olympic Park. They can also continue past Underwood Road and use the pedestrian/ cycle bridge across the M4 to Park Road Homebush.

Pomeroy Street connects pedestrians and cyclists heading east from Powells Creek to North Strathfield and Concord or even further. However, they do so along a busy road with a narrow footpath on a rising slope.

The Homebush TOD Rezoning Precinct Transport Statement (1) names Parramatta Road and the T9 Northern railway line as obstacles to active transport (p29 & 30), with language like "disjointed", "barriers" and "severance". The document specifically notes the sub-standard facility of the Pomeroy rail bridge (p32).

The severance effect is exacerbated by limited crossing opportunities, with crossing of Parramatta Road restricted to several signalised intersections and crossing of the M4 and T1 Main Western rail corridor at overpass and underpass locations only. (p29)

Note that a significant part of active transport infrastructure has already been completed on the Strathfield side of Powells Creek in recent years, implementing substantial parts of the strategic design by Sustainable Transport Consultants for the RTA in 2003 (2).

Scope

Given the volume of pedestrian and cycle traffic, a significant boost to active transport capacity is required. This is expected to require design, community consultation, and liaison with both Strathfield Council and Sydney Trains and Transport for NSW. It will also require funding, which may take some time.

Active transport constraints

The Homebush TOD Rezoning Precinct Transport Statement states, “The **Pomeroy Street / George Street intersection** in particular sits at one of the few east-west vehicle crossings of the T9 Main Northern rail corridor and serves as the only vehicle access point to all land-uses along George Street north of Pomeroy Street” (p32). That’s why this intersection is such a disaster, with traffic queues normally around 600 m north along George Street several times a day. It is important that this intersection is not optimised only for cars at the expense of pedestrians and cyclists. (1)

Cycle traffic proceeding up the hill **from George Street to the rail bridge** travels slowly and is vulnerable to faster moving cars overtaking them. However, there appears to be limited width on the existing footpath for the volume of cycle and pedestrian traffic. The report could consider a separated cycleway in this section.

The **gradient on Pomeroy Street between George St and the railway bridge** is about 6.2% which exceeds guideline recommendation of 5% maximum for those who are mobility impaired. The effect is to inhibit its use by those with restricted mobility e.g. Mobility impaired, parents with prams, wheelchairs, mobility scooters. Given this constraint, the report could consider options beyond Pomeroy Street.

As previously mentioned, the ARUP report pointed out that **the Pomeroy rail bridge is sub-standard** for active transport. Given the limited footpath space across the bridge, the report could consider an additional cycle bridge alongside the main bridge to allow cycle traffic to be separated from pedestrian traffic.

References/ Links

1. Homebush TOD Rezoning Precinct Transport Statement, ARUP Nov 2024
https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/NSW+Planning+Portal+Documents/IRF24+1420+-+Att+H+-+Precinct+Transport+Statement.PDF
2. Powells Creek Corridor Bicycle and Pedestrian Access Feasibility Study 2003
<https://canadabaygreens.org/wp-content/uploads/2026/04/Powells-Creek-Corridor-Bicycle-pedestrian-access-feasibility-study-report-for-RTA-2003B.pdf>

ITEM 12.8 NOTICE OF MOTION - CR JAGO - ARNOTTS BRIDGE FOR ACTIVE TRANSPORT

Submitted by: Councillor Charles Jago

MOTION

That Council Officers investigate the use of Arnott's Bridge for improved active transport connectivity and prepare a report with recommendations, liaising as necessary with Transport for NSW.

BACKGROUND FROM COUNCILLOR CHARLES JAGO

The purpose of this motion is to initiate the process of opening the Arnott's Bridge to active transport, connecting North Strathfield with the Strathfield Triangle and beyond.

Benefits

The Arnott's Bridge offers clear time savings to residents and the potential to encourage active transport from North Strathfield into Strathfield, contributing to an improvement of active transport links across Sydney. Greater active transport obviously has health benefits and will remove cars from local roads.

An active transport link using the bridge supports key parts of the Canada Bay Strategic Plan and makes the area a more attractive place to live.

Geographical transport context



The Arnott's Bridge across Parramatta Road is a heritage bridge controlled by Transport for NSW. Dating from 1914, the bridge has four separate arches, only two of which are in use. Two of them

could be used for separate pathways for pedestrians and cycles, accessed from Queen Street on the northern side of Parramatta Road, and Clarence Street on the southern side.

Queen Street is a key north-south route for cyclists, some coming from Ryde or further. Others may join Queen Street from Pomeroy Street. However, pedestrians and cyclists heading toward Strathfield station who reach Parramatta Road must currently divert to the signalised pedestrian crossing across 5 lanes of Parramatta Road at Concord Road and then follow Leicester Avenue, a busy road with a narrow footpath.

On the southern side, the transport link from the Arnott's Bridge will connect through the Strathfield Triangle, which would also need further development of pedestrian and cycle paths.

The Homebush TOD Rezoning Precinct Transport Statement names Parramatta Road and the T9 Northern railway line as obstacles to active transport (p29 & 30), with language like "disjointed", "barriers" and "severance". The document specifically notes the sub-standard facility of the Pomeroy rail bridge (p32).

The severance effect is exacerbated by limited crossing opportunities, with crossing of Parramatta Road restricted to several signalised intersections and crossing of the M4 and T1 Main Western rail corridor at overpass and underpass locations only. (p29)

Cyclists in Sydney refer to the North Strathfield - Strathfield missing link in cycleways connecting Parramatta and Ryde to the Cooks River cycleway. The Arnott's Bridge could contribute to resolving that missing link.

Note that a significant part of active transport infrastructure has already been completed on the Strathfield side of Powells Creek in recent years, implementing substantial parts of the strategic design by Sustainable Transport Consultants for the RTA in 2003 (2). Strathfield Council is also developing the Homebush Active Transport Network project from Strathfield Station to Airey Park Homebush.

The John Whitton Bridge connecting Rhodes to Meadowbank and the Como bridge connecting Oatley to Como are examples of where unused rail infrastructure has been successfully repurposed for active transport use.

Scope

The Arnott's Bridge would attract a substantial volume of pedestrian and cycle traffic. This is expected to require design, community consultation, liaison with Transport for NSW, and funding.

References

1. Homebush TOD Rezoning Precinct Transport Statement, ARUP Nov 2024
https://shared-drupal-s3fs.s3.ap-southeast-2.amazonaws.com/master-test/fapub_pdf/NSW+Planning+Portal+Documents/IRF24+1420+-+Att+H+-+Precinct+Transport+Statement.PDF
2. Powells Creek Corridor Bicycle and Pedestrian Access Feasibility Study, RTA 2003
<https://canadabaygreens.org/wp-content/uploads/2026/04/Powells-Creek-Corridor-Bicycle-pedestrian-access-feasibility-study-report-for-RTA-2003B.pdf>

ITEM 12.9 NOTICE OF MOTION - CR JAGO - PUBLIC TOILETSSubmitted by: Councillor Charles Jago

MOTION

That Council:

1. Notes the tabling of NSW Legislative Council Portfolio Committee No. 8 Report No. 4: Public Toilets, which recognises that access to safe, clean, and inclusive public toilets is essential to public health, sanitation, human rights, and participation in community life.
 2. Acknowledges that Council operates public toilets that provide vital services to residents, visitors and local businesses, and that the standards of these facilities play an important role in community health, accessibility, and local economic activity.
 3. Notes the impact of inadequate toilet facilities on a wide range of people, including those with disability or chronic medical conditions, parents and carers, people experiencing homelessness, and people who are transgender or gender diverse, and that improved facilities would benefit everybody.
 4. Officers, with consideration to the recommendations of the Public Toilet Inquiry noted in item 1 above:
 - a. conduct an audit of all existing public toilet facilities in Canada Bay, and
 - b. prepare a local public toilet strategy with community input.
 5. Writes to the Member for Drummoyne, the Minister for Health, and the Minister for Planning and Public Spaces, urging the NSW Government to accept and implement the recommendations of the Inquiry in full.
 6. Submits a motion to the next Local Government NSW Annual Conference endorsing the Inquiry report and recommendations and calling for the NSW Government to commit long-term funding to support councils to deliver safe, accessible and inclusive public toilets.
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BACKGROUND FROM COUNCILLOR CHARLES JAGO

The NSW Legislative Council Portfolio Committee No. 8 tabled Report No. 4: Public Toilets in October 2025, following extensive consultation with local government, health experts, disability advocates, and community organisations. The Inquiry, chaired by Dr Amanda Cohn MLC, delivered 22 recommendations for a comprehensive overhaul of how public toilets are planned, designed, funded and maintained across NSW.

The Inquiry's report reflected tripartisan recommendations supported by all members of the Inquiry across different political parties, responding to the range of needs and circumstances presented by people presenting to the Inquiry.

The report found that access to safe, clean and inclusive public toilets is a fundamental issue of public health, sanitation, human rights and community participation, particularly affecting people with disabilities, chronic health conditions, parents and carers, people who menstruate, transgender and gender-diverse people, and those experiencing homelessness.

The Inquiry emphasised that inadequate toilet access limits community participation, restricts mobility, and increases social isolation for vulnerable groups.

Key issues for consideration by Canada Bay include:

1. Changes to toilet design with consideration of all-gender single-use (i.e. one or two occupants) cubicles,
2. 24 hour opening hours for most toilets where appropriate,
3. The provision of soap, toilet paper, hand dryers and menstrual products.

Councils are key providers of public toilet infrastructure, but the Inquiry found they often lack dedicated funding and consistent design standards.

Recommendations call for the NSW Government to mandate design and operational standards within the Public Health Act 2010. Councils supporting the Inquiry's recommendations would ensure greater consistency, safety, and accessibility of public toilets statewide, backed by clear regulatory guidance and funding.

It was unfortunate and disappointing that the NSW Government only accepted 2 of the 22 recommendations put forward with tripartisan support of the whole committee.

References

1. **The Public Toilets Report:**
<https://www.parliament.nsw.gov.au/lcdocs/inquiries/3071/Report%20No.%204%20-%20Portfolio%20Committee%20No.%208%20-%20Customer%20Service%20-%20Public%20toilets.pdf>
2. **NSW Government Response - Inquiry into Public Toilets**
<https://www.parliament.nsw.gov.au/lcdocs/inquiries/3071/Government%20response%20-%20Report%20No.%204%20-%20Portfolio%20Committee%20No.%208%20-%20Customer%20Service%20-%20Public%20toilets.pdf>

13 NOTICES OF MOTION OF RESCISSION

14 MATTERS OF URGENCY

15 QUESTIONS WITH NOTICE

16 CONFIDENTIAL MATTERS

RECOMMENDATION

That

1. Council moves into closed session to deal with the matters listed below, which are classified as confidential under section 10A(2) of the *Local Government Act, 1993* for the reasons specified:

ITEM 16.1 REAL ESTATE SERVICES PANEL TENDER

This matter is considered to be confidential under Section 10A(2) - (c) of the Local Government Act, as it deals with information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business.

Further it is considered that discussions of this matter in open Council would, on balance, be contrary to the public interest as it would prejudice Council's ability to secure the optimum outcome for the community.

2. Pursuant to section 10A(1), 10(2) and 10A(3) of the Local Government Act, the media and public be excluded from the meeting on the basis that the business to be considered is classified as confidential under section 10A(2) of the Local Government Act.
3. The correspondence and reports relevant to the subject business be withheld from the media and public as provided by section 11(2) of the Local Government Act.
4. The resolutions made by the Council in Closed Session be made public after the conclusion of the closed session and such resolutions be recorded in the minutes of the Council meeting.

BACKGROUND/DISCUSSION

In accordance with section 10A(2) of the Act, Council may close part of its meeting to deal with business of the following kind:

- (a) Personnel matters concerning particular individuals (other than councillors).
 - (b) Personal hardship of any resident or ratepayer.
 - (c) Information that would, if disclosed, confer a commercial advantage on a person with whom Council is conducting (or proposes to conduct) business.
 - (d) Commercial information of a confidential nature that would, if disclosed:
 - (i) Prejudice the commercial position of a person who supplied it; or
 - (ii) Confer a commercial advantage on a competitor of Council;
 - (iii) Reveal a trade secret.
 - (e) Information that would, if disclosed, prejudice the maintenance of law.
 - (f) Matters affecting the security of Council, Councillors, Council staff and Council property.
 - (g) Advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the grounds of legal professional privilege.
 - (h) Information concerning the nature and location of a place or an item of Aboriginal significance on community land.
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- (i) Alleged contraventions of any Code of Conduct requirements applicable under section 440.

It is considered that the business listed in the recommendation is of a kind referred to in section 10A(2) of the Local Government Act 1993 and, under the provisions of the Act and the Local Government (General) Regulation 2021, should be dealt with in a part of the meeting that is closed to members of the public and the media.

Pursuant to section 10A(4) of the Act and clauses 14.9–14.10 of the City of Canada Bay Code of Meeting Practice, members of the public may make representations to the meeting immediately after the motion to close part of the meeting is moved and seconded, as to whether that part of the meeting should be closed.

17 CONFIDENTIAL RESOLUTIONS

In accordance with Part 14 of the Code of Meeting Practice, resolutions passed during a meeting, or a part of a meeting that is closed to the public must be made public by the chairperson as soon as practicable. The resolution must be recorded in the publicly available minutes of the meeting.
