

ORDINARY COUNCIL MEETING

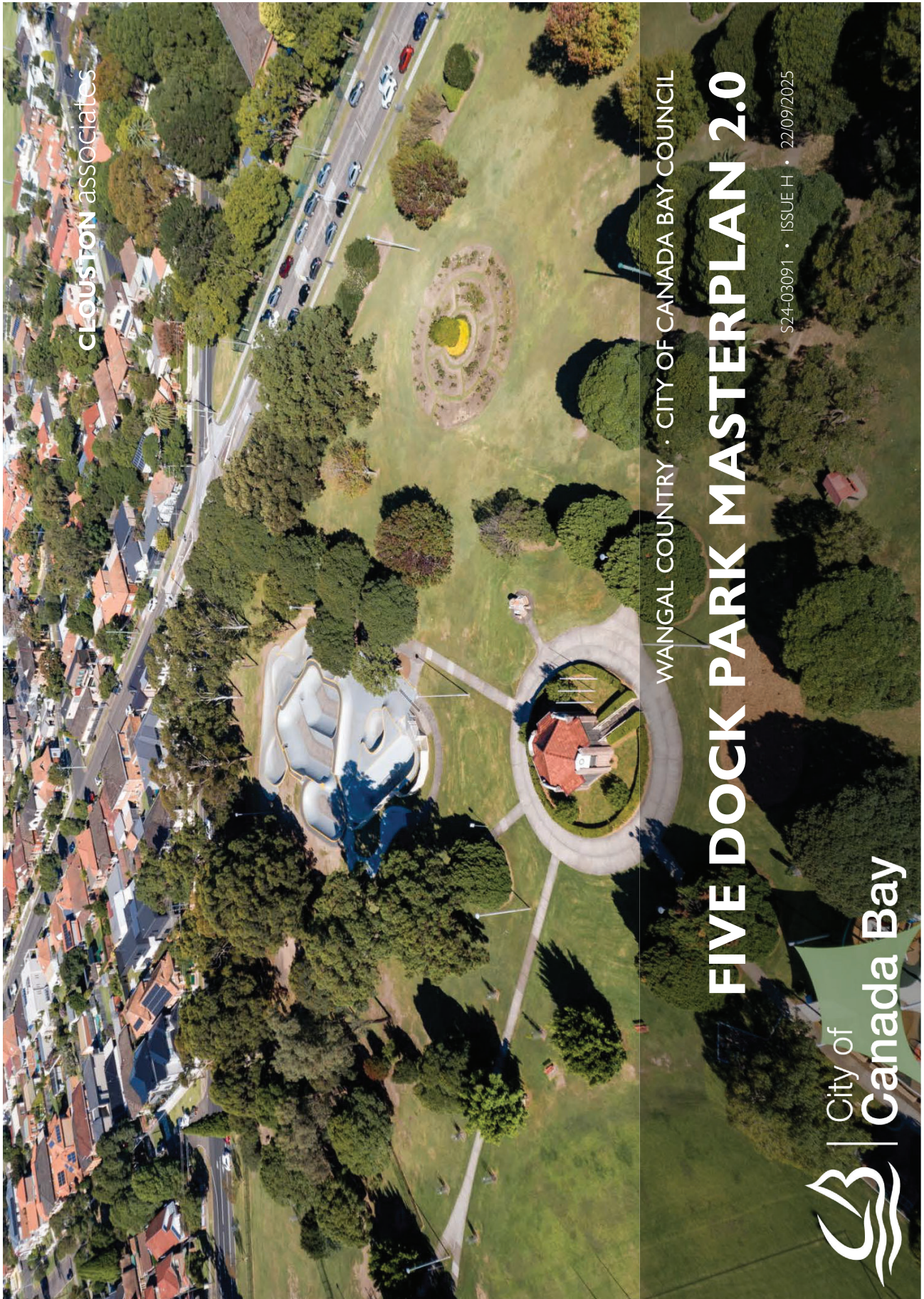
ATTACHMENTS BOOKLET

Under Separate Cover

Tuesday, 21 October 2025

Table of Contents

10.3	Five Dock Park Masterplan	
	Attachment 1 Masterplan for Five Dock Park.....	4
	Attachment 2 Public Ex Feedback Schedule Five Dock MP	81
12.4	Cash and Investments Report - September 2025	
	Attachment 1 Investment Report - September 2025	89
12.5	Pensioner Concession Policy - Rates and Domestic Waste Charges	
	Attachment 1 Existing Pension Policy-Rates and Domestic Waste Charges	101
	Attachment 2 Pensioner Concession Policy – Rates and Domestic Waste Charges	104





Five Dock Park Masterplan 2.0

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3



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S24-03091 - FIVE DOCK PARK MASTERPLAN 2.0 - ISSUE H - 22/09/2025

Table of Contents

• Starting with Country.....	5
01 INTRODUCTION	6
• Background Document Review	7
• Project Background	9
• Open Space and Recreation Principles.....	10
• Vision.....	11
• Project Context.....	12
02 SITE ANALYSIS	13
• Population Demographics and Population Forecast.....	14
• Site Background	15
• Context Analysis	16
• Site Photos.....	17
• Current Proposed Upgrades.....	18
• Issues & Constraints.....	19
• Opportunities.....	20
• Community Consultation Summary.....	21
03 DESIGN APPROACH	22
• Design Framework.....	23
• Design Approach	24
04 MASTERPLAN 2.0.....	25
• Area Plan.....	26
• Masterplan 2.0	27
• Masterplan 2.0 - Council Goals and Priorities.....	28
• Masterplan 2.0 - Circulation Network.....	29
• Masterplan 2.0 - Public Art Strategy.....	30
• Masterplan 2.0 - Wayfinding.....	31
• Masterplan 2.0 - Interpretive Signage.....	32
• Masterplan 2.0 - Lighting Strategy.....	33
• Masterplan 2.0 - Planting Plan.....	34
• Amenities Building (Indicative Concept Design).....	35
• Precedents Images.....	36
• Site Section.....	38
• Render 1 - Youth Area	39
• Render 2 - Activated Memorial Area.....	40
• Render 3 - Proposed Amenities Building (Indicative).....	41
• Render 4 - Passive Recreation Area.....	42
• Planting Palette	43
• Furniture & Materials Palette.....	44
05 OPINION OF PROBABLE COSTS.....	45
• Indicative Cost by Area Summary.....	46
06 APPENDICES	48
• Community Consultation Report	49
• Internal Stakeholder Findings	50

Starting with Country

The Wangal clan of the Dharug people are the traditional owners of the Canada Bay area, which includes Five Dock Park (AMBS Ecology and Heritage, 2024).

Prior to developing Masterplan 2.0, AMBS Ecology and Heritage completed an Aboriginal Due Diligence Assessment (ADD) to help shape the future of Five Dock Park. The ADD report thoroughly reviewed the statutory framework, environmental context, Aboriginal Heritage Context, along with a visual assessment of the park. It concluded that the presence of Aboriginal heritage sites, objects, places, or remaining natural landscape features is unlikely (Refer to the appendix for the detailed ADD report).

However, if any Aboriginal objects are uncovered during any future works, all activities in the area must cease immediately until written consent is obtained from Heritage NSW. For more details, please refer to the full report.

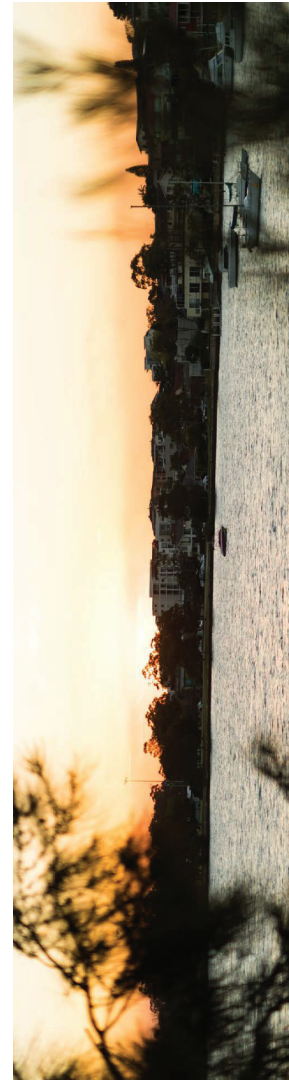
While no direct evidence of Aboriginal heritage has been identified within Five Dock Park, the Masterplan 2.0 will follow the State Government's "Connecting with Country" and "Designing with Country" guidelines. As part of the design philosophy, Clouston Associates will ensure the acknowledgement of the Traditional Owners and adopt a Country-centred approach that supports the ongoing care and health of Country.



Figure 1: NSW State Government Connecting with Country Guiding Documents

"Through our projects, we commit to helping support the health and wellbeing of Country by valuing, respecting, and being guided by Aboriginal people, who know that if we care for Country – it will care for us."

- GANSW, 2021



Canada Bay Image Source: City of Canada Bay Council Facebook Page

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Under the NSW Connecting With Country frameworks, there are two crucial strategies to consider during the project and post-project phases, which are Cultural Awareness and Project Life Cycle. The Cultural Awareness phase must come first.

Strategy 1 – Pathways for Connecting

- Learning from first languages and place names
- Developing mutually beneficial relationships with Country
- Reawakening memories of cultural landscapes

Strategy 2 – Considering project life cycles with an Aboriginal perspective

- Sensing – Start with Country (project formation)
- Imagining – Listen to Country (project design and conceptualisation)
- Shaping – Design with Country (project delivery)
- Caring for Country - Project Maintenance

The underpinning philosophy of Connecting with Country places humans as part of nature and not at its peak or more important than other non-human kin (see Figure 2).

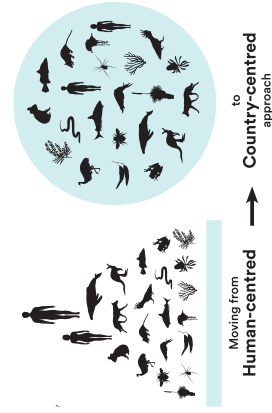
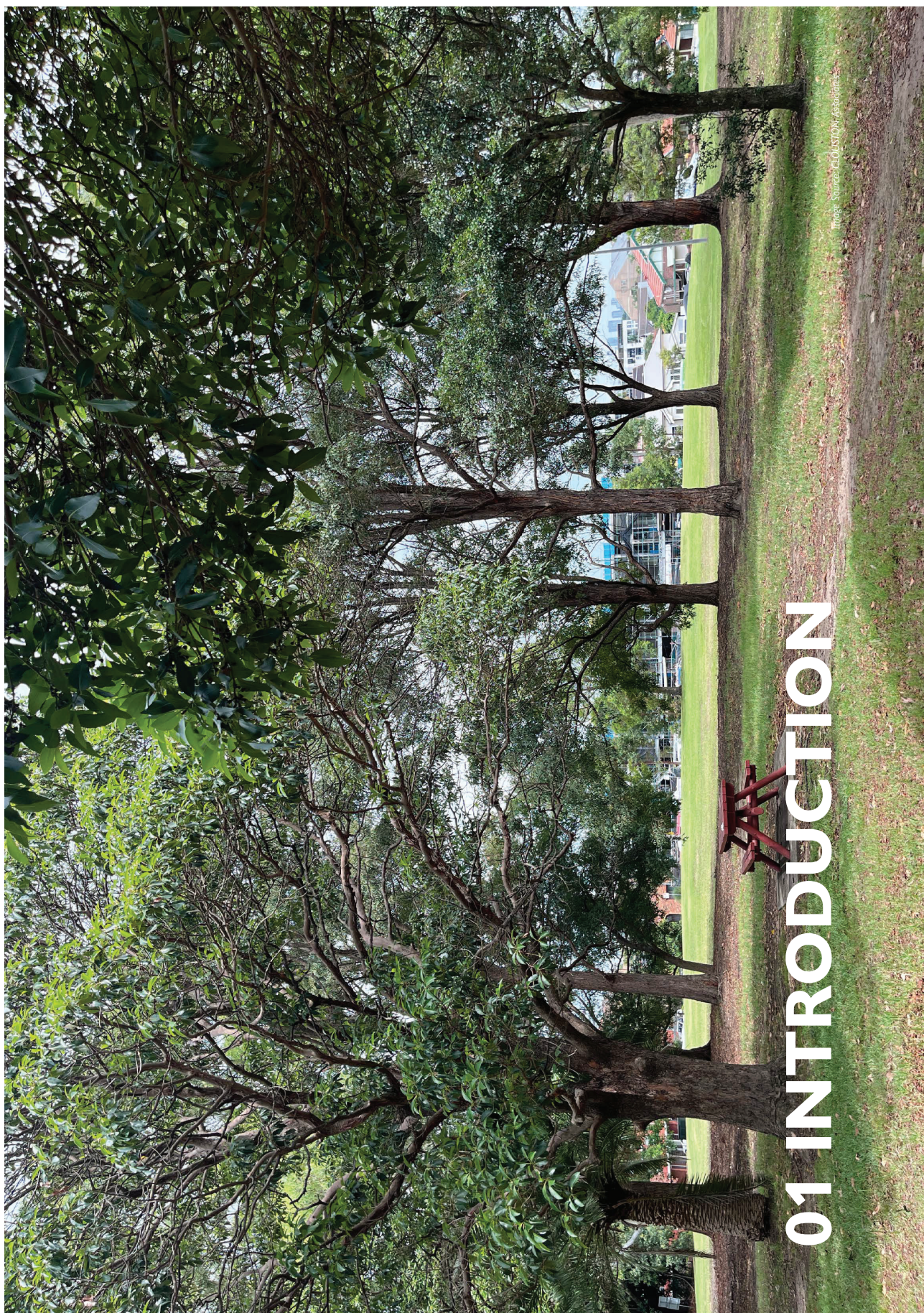
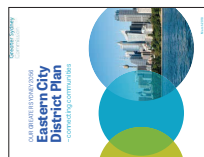
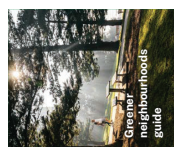


Figure 2. Human-centred vs. Country-centred thinking (GANSW 2023)



Background Document Review

This section outlines the New South Wales and City of Canada Bay legislative and policy framework that applies to Five Dock Park.



This compilation of planning documents delineates frameworks and design guidelines with the objective of enriching the planning process for public open spaces, green infrastructure, and urban and suburban areas. Key points:

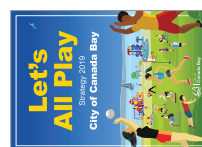
- System - establish an urban network that seeks to combine hydrological, ecological and urban resilience through a network of green infrastructure.
- Integration - combine an urban green infrastructure with urban development and grey infrastructure.
- Connectivity - create an interconnected network of open spaces.
- Multifunctional - deliver a vast array of ecosystem services
- Participation - involve stakeholders in development and implementation.

These frameworks establish the strategies and priorities for achieving good design for better places. Good designs should aim for:

- Support infrastructure, liveability, productivity, sustainability, which are crucial for future city planning.
- Better fit and performance, Better working, Better value, Better look and feel and Better for community and people

This compilation of strategies establishes the guidelines for achieving safer, environmentally-friendly and better connected transportation systems. Key points:

- Enable 15-minute neighbourhoods.
- Deliver continuous and connected cycling networks.
- Provide safer and better precincts and main streets.
- Promote walking and cycling
- Support our partners and accelerate change.



Social Infrastructure and Open Space Assessment Report - Five Dock Masterplan

- Within 400m distance of the Precinct boundaries, the only outdoor fitness station, youth recreation space and multi-purpose court are all delivered at Five Dock Park.
- A gender-inclusive approach is encouraged for planning for outdoor sports and recreation facilities.
- It is suggested to expand the number of multi-purpose courts planned for Five Dock Park.

Reflect Reconciliation Action Plan

- To establish and strengthen mutually beneficial relationships with Indigenous stakeholders.
- To increase understanding of indigenous cultures, histories, knowledge and rights through cultural learning.

Our Creative City Cultural Plan & Public Art Strategy

- Five Dock Park consists of three public art works - 2 monuments and 1 mural.
- Five Dock suburb features a wide range of public art themes.

Let's All Play Strategy

- To establish sustainable playgrounds through good design, appropriate funding and partnerships.
- To promote community connections and interactions.

Local Movement Strategy

- To improve walking and cycling connections to various destinations.
- To complete missing links to provide a connected accessible network.

Urban Tree Canopy Strategy

- To protect, value, renew and grow urban tree planting.
- To manage and resource to support urban forest growth and management.

Canada Bay Biodiversity Framework and Action Plan

- To protect, manage and restore native vegetation and biodiversity for current and future generations
- To restore the river foreshore environment, waterways and their surrounds

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Background Document Review

This section outlines reports and assessments specific to Five Dock Park.



Five Dock Park Community Consultation Report (Dec 2024)

Key points:

- Concerns such as the new multi-purpose court location, bikes using the footpath, the loss of open space due to additional parking spaces were raised.
- Improvements of active transport links and pedestrian link to the park were mentioned.



Five Dock Park Heritage Advice (Nov 2024)

Key points:

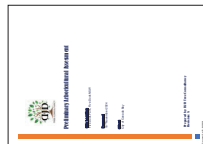
- Inclusion of public art and/or interpretative media into the new amenities block should be considered.
- Relocation of Rats of Tobruk Memorial would require a Heritage Impact Assessment.
- The proposed loop path should consider its impact on the heritage-value radial path.



Five Dock Oval and Park Assessment of Significance (Oct 2024)

Key points:

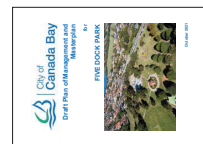
- Five Dock Oval and Park has local significance for its formal, planned nature, which illustrates Federation/late Victorian recreational and planting styles.
- Any new works must seek to balance heritage values against current park conditions and community needs, etc.
- The timeline of the park development is outlined.



Preliminary Arboricultural Assessment (Nov 2024)

Key points:

- The report assesses existing trees near the new multi-purpose court, amenities block and the carpark, retaining wall and shared pathway at Barnstaple Rd and Ingham Ave.
- Current health and condition of trees assessed are detailed with Tree Significance and Retention Appraisal ratings provided.



Five Dock Park Draft PoM and Masterplan (Oct 2021)

Key points:

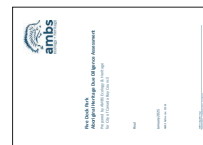
- The report outlines the vision and objectives for Five Dock Park, which the Masterplan 20 should align with.
- Chapter 7 outlines actions related to aspects such as park access, layout, permitted uses, movement within and around the park, park developments, facilities and furniture, and the park landscape. Priorities for these actions are specified.



Five Dock Park PoM & Masterplan Review & Heritage Conservation Policies (Oct 2024)

Key points:

- The review suggests the PoM to adopt a precinct-based approach for the actions listed.
- The review recommends to include a Landscape Masterplan with detailed planting schedule, create a heritage interpretation strategy, and identify Aboriginal cultural heritage values and engage with local Aboriginal Community.
- Conservation policies and action statements to be considered.



Five Dock Park Aboriginal Heritage Due Diligence Assessment (Jan 2025)

Key points:

- Five Dock Oval and Park is listed on the Canada Bay LEP as a heritage item for its local significance, but the listing does not include any Aboriginal heritage values.
- In the AHIMS database, no Aboriginal heritage sites have been recorded within the park.
- The visual inspection concludes that it is unlikely that any subsurface Aboriginal heritage objects, places or landscape features, are present within the park.

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Project Background

Introduction

Five Dock Park is a popular destination offering residents a range of active and passive recreational opportunities, including sports, dog walking, skateboarding, jogging, picnicking, children's play, and community events like the ANZAC Day Service.

After completing the draft Plan of Management & Masterplan (2021) for Five Dock Park, the City of Canada Bay Council engaged Clouston Associates to develop a more detailed Masterplan, Masterplan 2.0. This updated plan will guide future development and upgrades over the next 10 years, while also supporting applications for external funding opportunities.

With the future Five Dock Metro Station nearby, anticipated population growth, and increasing demand for public open spaces, Masterplan 2.0 will focus on enhancing connectivity while balancing cultural, social and environmental values.

Purpose of the Report

The purpose of this report will be to inform and guide the upgrades of the Park over the next 10 years. The Vision and Objectives proposed serve as an overarching framework to guide the principles and design moves in shaping future developments. The Master Plan also utilises an area-based approach, to assist Council with the delivery of the proposed works and facilitate applications for external funding opportunities.

The works proposed as part of the Masterplan 2.0 are based on the review of a number of recent Council documents including: the draft Plan of Management & Masterplan (2021), Assessment of Heritage Significance and Community Engagement report. The goal of this review is to examine and collate the relevant recommendations to ensure they are addressed in the proposed Master Plan. It will also analyse the existing park within the broader context, including the expected population growth driven by the new Five Dock Metro Station.

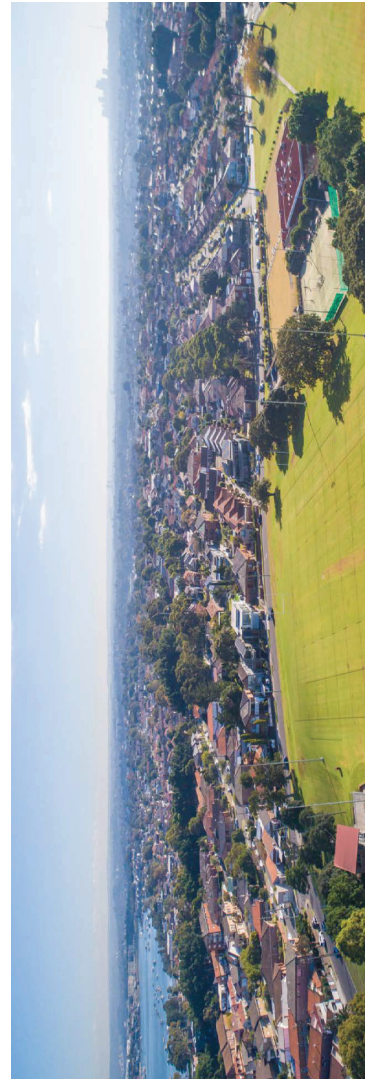
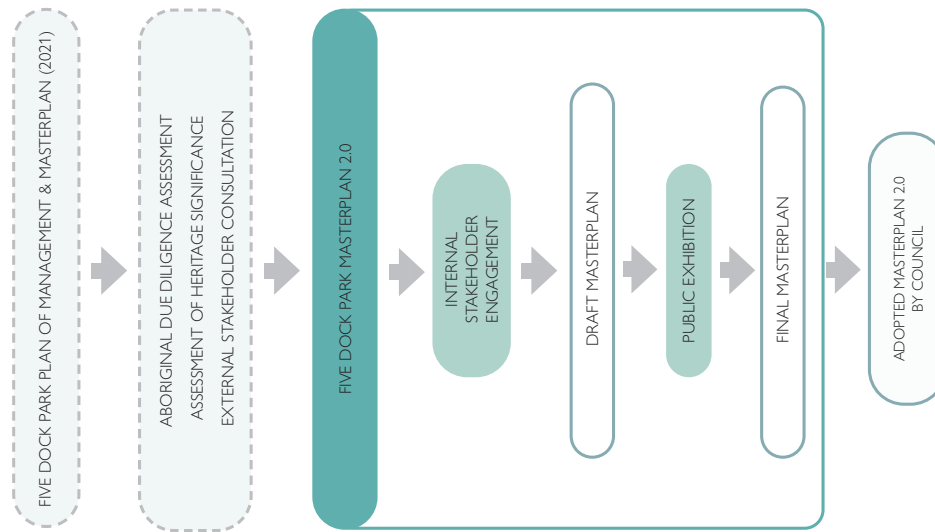


Image Source: Ben Williams Photography, Collaborate Canada Bay.

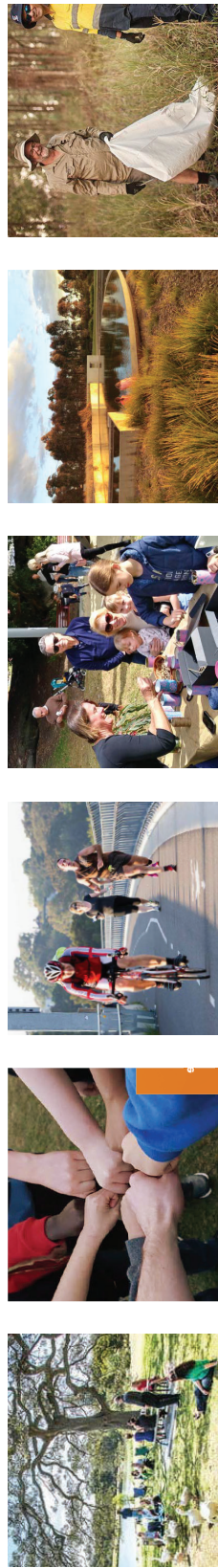
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Open Space and Recreation Principles

The following six City of Canada Bay Council Open space and Recreation Principles drive the design, delivery and management of Five Dock Park. The below principles are adopted from those outlined on page 7 of the 'Social Infrastructure (Open Space and Recreation) Strategy and Action Plan', prepared by the City of Canada Bay Council and issued on 29 September 2019.



Optimise capacity	Diversity	Accessibility & connectivity	Partnerships & collaboration	Well-designed	Sustainability
Address current and future gaps by realising the capacity of existing open space and recreation facilities.	Deliver open space and recreation facilities, services and programs to cater for the informal and formal recreation needs of the diversity of age groups, cultures and genders.	Improve accessibility and connectivity to open space and recreation facilities, services and programs through green streets, active transport links, affordable access, universal design, and equitable distribution.	Work in partnership and plan collaboratively with the private sector, government agencies, peak bodies and local sporting clubs to share space and deliver new open space and recreation facilities	Be adaptable and future-proof open space for growth through co-located, multi-purpose, shared use, diverse and flexible spaces. Optimise recurrent asset management and maintenance costs.	Be environmentally and financially sustainable through the provision of recreation facilities and programs; • That enhance connections to nature, biodiversity, ecology and mitigate the impacts of climate change; • That remain fit for purpose through quality maintenance and asset management.

Vision

An accessible, well-maintained park that serves as a focal point for the growing community of Five Dock, promoting active and passive recreation whilst celebrating its legacy by weaving unique historical layers into the landscape.



Image Source: CLOUSTON Associates

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11

Map of Sydney, Australia, showing the five local government areas (LGAs) that comprise the Sydney Olympic Park site. The map includes labels for Parramatta, Ryde, Lane Cove, Mosman, North Sydney, Sydney CBD, Inner West, Burwood, Strathfield, and Hunter's Hill. The Sydney Olympic Park site is highlighted in red, and the Sydney Harbour Bridge is visible. A legend indicates that the red outline represents the 'CITY OF CANADA BAY' and the red dot represents the 'FIVE DOCK PARK'.

Five Dock Park, located within the suburb of Five Dock, is approximately 10 kilometres from Sydney's Central Business District (CBD) and is in the City of Canada Bay Local Government Area (LGA).

Neighbouring LGAs are Hunter's Hill, Ryde, and Lane Cove to the north, Inner West to the east, City of Parramatta to the west and Strathfield and Burwood to the south.

NOTE: LGA's not adjacent to the City of Canada Bay are not shown for clarity.

The map shows the Five Dock Suburb, with the Five Dock Station area highlighted in red. The station is located near the intersection of the M1 and M2 highways. The map also shows the surrounding areas of Mortlake, Cabarita, Abbot's Ford, Drummoyne, Concord, Burwood, and Leichhardt. The Five Dock Station area is bounded by a red dashed line, and the Five Dock Suburb is bounded by a red solid line. The map includes a north arrow and a scale bar.

The City of Canada Bay is home to over 150 parks, with 15 located within the suburb of Five Dock.

Five Dock, along with its neighbouring suburbs primarily consists of low to medium-density residential areas, with mixed-use development at retail and commercial centres.

Five Dock Park, located on the northeastern side of the suburb, is the oldest gazetted park in the area.

Map of the Five Dock area showing the proposed Five Dock Station and its surroundings. The station is marked with a green circle and the number 2. The map includes labels for Larkins Reserve, Roberts Reserve, Storey Park, Halliday Park, Timbrell Park, Donnelly Catholic College, and the proposed station area. A red dashed line indicates the station boundary. A legend at the bottom right shows a circle with a dot and the text 'NTS' and a red dashed line with the text 'FIVE DOCK PARK'.

The Five Dock retail and commercial centre along Great North Road is about a 5-minute walk west of Five Dock Park. The future Five Dock Metro Station entrance will be located within the centre, at Fred Kelly Place, off Great North Road.



Population Demographics and Population Forecast

An analysis of current and projected population demographics is a key consideration when developing a masterplan for public open space.

Analysis of Current Population Demographics

According to the 2021 Census conducted by the Australian Bureau of Statistics (ABS), the residential population of Five Dock was 11,131.

This number increased to 11,281 in 2024, based on the Estimated Resident Population data from the ABS.*

The *Social Infrastructure and Open Space Assessment Report*, prepared by Cred Consulting, includes an analysis of the current population for the suburb of Five Dock, which highlights several key demographic data as follows:

- High median age: Median age of 41
- Higher population density: 4,109 people per km², slightly lower than the wider City of Canada Bay LGA.
- Large proportion of parents and homebuilders: 24.0% of the population is aged 35–49.
- Ageing population: 22.30% of residents are over the age of 60.
- Growing young workforce: 12.50% of the population is aged 24–34.
- Culturally diverse community:
 - 33.20% of residents are born overseas.
 - 32.40% speak a language other than English at home.
- Health considerations:
 - Over 25% of the population lives with one or more long-term health conditions (eg. arthritis, asthma, dementia).
 - 12.1% live with a disability.

* The Estimated Resident Population (ERP) is the Australian Bureau of Statistics' official 2024 population figure for all Local Government Areas (LGAs) - but is subject to review after the next Census release.

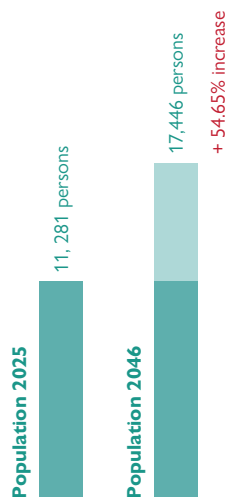
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Population Forecast

Looking ahead, the population of Five Dock is forecast to reach 17,446 by 2046.**

This results in a 54.65% population increase between 2025 and 2046. The below bar chart highlights this.



Five Dock Metro Transport Oriented Development

Five Dock is undergoing significant Transport Oriented Development (TOD), driven by the construction of the new Sydney Metro West station. The development seeks to integrate the new metro station with the existing Five Dock town center, establishing a vibrant hub for living, working, and recreation.

The population and household forecasts provided by the National Forecasting Program (middle column on this page) take into account an estimate for the potential uplift associated with the TOD. However, the forecasted population growth estimate is subject to change based on potential revisions to housing density requirements under the TOD scheme.

Building on these high-level projections, the Master Plan 2.0 incorporates assumptions of additional population growth and aims to accommodate this anticipated increase through strategic planning. The proposal envisions the future Five Dock Park as a key recreational destination for local residents to explore, gather and enjoy.

**Source: Population and household forecasts, 2021 to 2046, National Forecasting Program, .id (informed decisions), December 2024.

Site Background

This page provides an overview of the site's background, referencing the *Five Dock Park Assessment of Significance* prepared by AMBS Ecology & Heritage, dated 20/11/2024 and provided by Canada Bay Council.

First Nations Heritage

Five Dock Park sits on the unceded traditional lands of the Wangal Clan of the Dharug Nation. First Nations peoples have maintained a deep connection to this land for over 65,000 years. While no specific Aboriginal artefacts have been identified within the park, its location near Parramatta Road and the waterfront suggests a high likelihood of past occupation and use.

As outlined on page 5, we acknowledge the ongoing cultural connection to Country, if any Aboriginal objects are uncovered during future works, all activity will cease immediately until written consent is obtained from Heritage NSW.

Historical Context: Five Dock area

The Five Dock area, originally part of the District of Concord, was first surveyed in 1788 and granted as farmland in 1794. In 1806, Surgeon John Harris named the area "Five Dock" after five coves along the shoreline. The land was later sold to ex-convict Samuel Lyons, who subdivided it in 1837. Arthur Sutton, Five Dock's first mayor, donated part of his estate in 1881 to create what is now Five Dock Park. The area saw growing residential development with trams and buses, and from the early 1900s, became home to many European immigrants.

Establishing Five Dock Park

During the late 1800s, growing demand for public recreation led to legislation supporting the creation of public parks. In 1881, Arthur William Sutton donated part of his Waterview Estate to remain as open space, now known as Five Dock Park, which was gazetted in 1885. Unlike most parks developed on unsuitable land, this park originated from privately owned property. Influenced by Botanic Gardens directors Charles Moore and Joseph Maiden, native figs and palms were planted. By the early 1900s, fencing was removed to reinforce public access, and since, the approximately 8 hectare park has played a vital recreational role in the Five Dock local area.

War Memorials

Five Dock Park was historically used to commemorate military services. Several monuments have been erected in the Park over time, including:

- War Memorial Bandstand c.1923 (below)
- Whitford Memorial c.1941



War Memorial Bandstand at the centre of the Park.
Image Source: CLOUSTON Associates

Development of Recreational Facilities

Since the early 1930s, the Five Dock Bowling Club have held long leases with Canada Bay Council. There are two bowling lawns, fronting Barnstaple Road. In 1986, a portion of the leased area was developed by Council for two tennis courts.

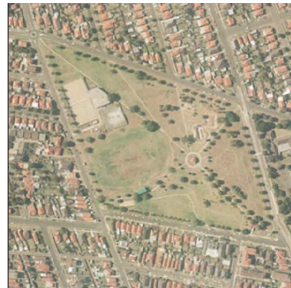
By 1943, the park featured a grandstand, a Federation-style club building, and two bowling greens (opened in 1933 as the Five Dock Bowling Club). The park retained its radiating paths, large grassed areas with the playing field area with a central cricket pitch taking a more formal oval shape, and notable vegetation: palm boundary plantings, brushbox and figs along pathways, and scattered evergreen trees. In the site's south, along Park Road, a distinctive zigzag anti-aircraft slit trench (see red arrow in 1943 Aerial Photography) from World War II was also present, built by the National Emergency Services and local government, lined with sandbags and corrugated iron for protection.

In 1978, the skate park in the southern portion of the site was constructed. Along with the installation of new planting across the site such as the rose garden south of the War Memorial, circular garden beds in the south west and additional planting east of the skate park.

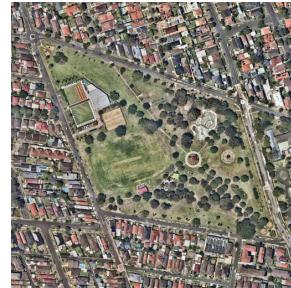
By 2024, a new playground has been constructed, the skatepark has been expanded and a fenced dog off-leash area installed. Planting reach maturity across the site, with extensive canopy cover in the southern portion of the site.



1943 Aerial
Photography:
Image Source:
AMBS Ecology
& Heritage



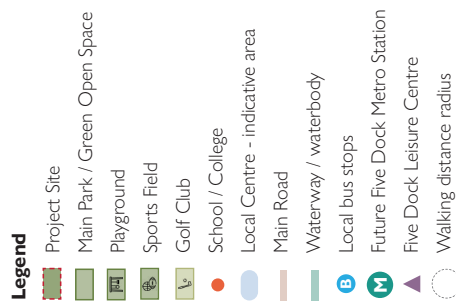
1978 Aerial
Photography:
Image Source:
AMBS Ecology
& Heritage



2024 Aerial
Photography:
Image Source:
NearMaps
Aerial
Photography

Five Dock Park plays a crucial role as a significant public open space in the Five Dock suburb and its surrounding areas. Situated within a residential neighbourhood, the park is easily accessible by public transport, including buses and, in the near future, the metro. As the second-largest park in the suburb, it is the closest public open space to the town centre, along the Great Northern Road. Additionally, the park plays a key role in facilitating movement and circulation in the suburb.

The park is part of a larger public open space network that includes several pocket parks, reserves, and larger parks with sports fields, all within a 10-minute walk. To enhance the travel experience and connectivity within the open space network, opportunities such as green streets should be explored.



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Site Photos



Entrance at Park Rd and First Ave with signage.



Entrance at First Ave and Ingham Ave.



Enbankment along First Ave.

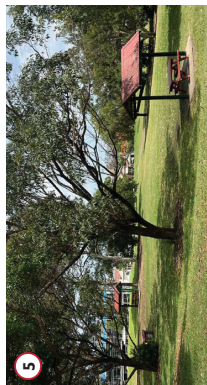


War Memorial at the centre of the Park.

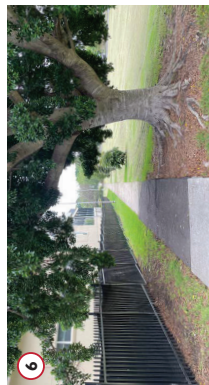
Image Source: CLOUSTON Associates, dated 14/01/2025

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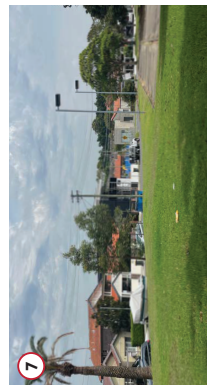
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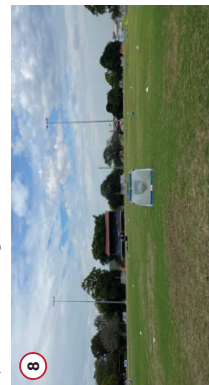
Passive recreational area with shelters and picnic settings.



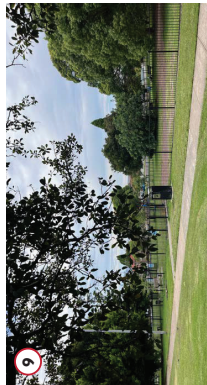
Footpath behind the club building.



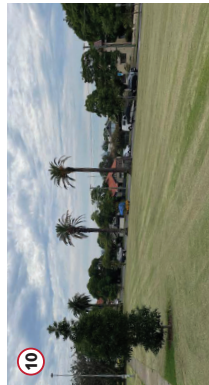
Open lawn area along Park Rd with former Bocce court.



Sporting field and the grandstand.



Dog park and fence to the southern side.



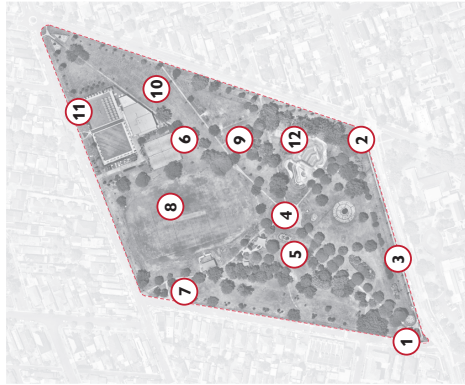
Open lawn area along northern side of Ingham Ave.



Car park along Barnstable Rd.



Skatepark.



① NTS

Current Proposed Upgrades

Following the completion of the draft Plan of Management & Masterplan (2021) for Five Dock Park, the City of Canada Bay Council (CCBC) is currently in the concept development stage for a number of park upgrades. These include an upgraded amenities building, new multi-purpose court facilities, potential additional parking and paths on Barnstaple Road and the extension of the Regional Bicycle Path along Barnstaple Road and Ingham Avenue. These upgrades form part of a precinct-wide planning approach that supports the broader vision for future local communities.

The adjacent plan outlines the scope of the current City of Canada Bay projects within Five Dock Park. The external stakeholder engagement consultation process has been completed by Council, providing invaluable feedback from the community. The proposed Masterplan design integrates the current active Council projects and aim to ensure they fit seamlessly into the long term development of the Park.

Active Project Descriptions

-  Multi-purpose court - The court will feature basketball and additional court sports.
-  Shared Path* - part of the Concord to the Bay Run project, linking bike riders of all abilities between Concord and Henley Marine Drive.
-  Footpath* - to support the active transport network along Barnstaple Road, connecting to the shared path and continuing down Ingham Avenue.
-  Proposed Median Refuge Island Crossing - to improve safety for pedestrians and bike riders crossing.
-  Existing street crossing
-  Parking - to expand parking opportunities at the existing carpark (19 additional parking space).
-  Amenities - over the next two years, Council plans to replace the grandstand with a new amenities building. In the meantime, temporary accessible facilities will be provided.

*The locations of the shared path and footpath are at concept level and may be necessarily revised at detailed design stage.



Issues & Constraints

Despite its rich heritage, close proximity to the town centre and decent size and shape, the park is fragmented. The park has a limited program diversity, unclear path hierarchy, circulation gaps, underutilised spaces and inadequate accessibility. Additionally, the park lacks heritage interpretation opportunities for connecting with Country. The current planting design reflects a European style, which may not be well-suited for the local climate, resulting in high maintenance requirements.

Accessibility & Connectivity

- 1 Missing footpath connection along the boundary.
- 2 Footpath - current width (approx. 1.7m) is too narrow to cater for future population uplift.
- 3 Park furniture (indicative location) – consider adding more seating and shelters.
- 4 Lease area for restaurant and tennis courts - the existing club building is visually dominant in the park, impacts on the visual amenity of the park.
- 5 Maintenance access for the amenities building.

Heritage

- 1 Memorials - ensure the heritage listed items are preserved.
- 2 Formal gardens - existing hedging requires frequent maintenance.

Environment

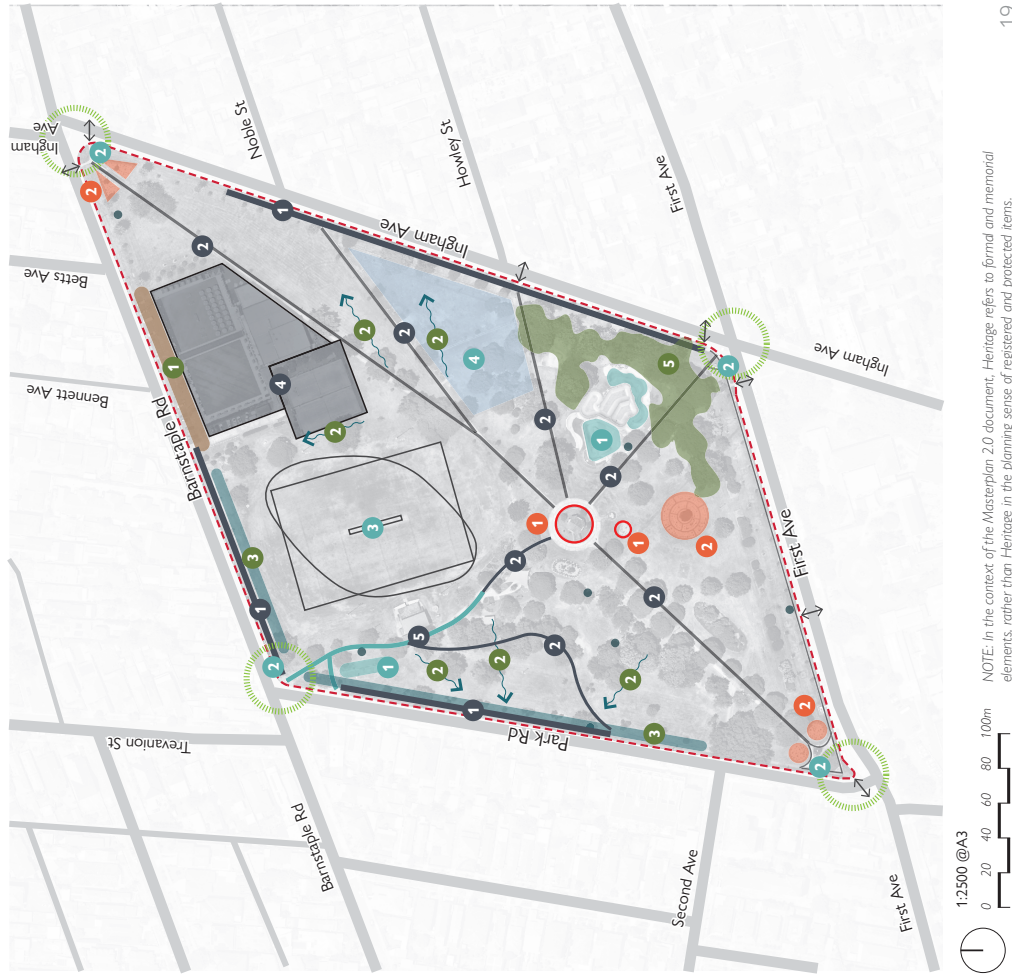
- 1 Soil - areas affected by fungus infections may impact future plant selection (This can be reviewed during detailed design stage).
- 2 Stormwater runoff.
- 3 Steep embankment - may affect the visual connection with the surrounding.
- 4 Remnant Turpentine Ironbark Forest to be protected.

Program

- 1 Aged and underused facility - bocce rink & deep skateboarding bowl.
- 2 Main park entry points - lack of wayfinding signage or interpretative art e.g. the existing map showing the dog park is outdated and does not provide clear orientation.
- 3 Sports Field - goal posts location are facing playground.
- 4 The fenced dog park could potentially be reconfigured to better utilise the space.

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SH/0301 • 17/11/2024 PARK MASTERPLAN 102 • ISSUE 11 • 22/09/2025



NOTE: In the context of the Masterplan 2.0 document, Heritage refers to formal and memorial elements, rather than Heritage in the planning sense of registered and protected items.

Opportunities

The park's undesignated spaces present great opportunities with current sport programs and play areas offering potential for expansion into a more diverse range of activities. The existing heritage items provide a strong foundation for a heritage interpretation strategy. The park can serve as a space for the growing population, especially with the new metro station nearby, whilst improved connectivity to the wider urban landscape can be achieved through an expanded tree canopy and a continuous pathway network.

Accessibility & Connectivity

- 1 Pathway continuity improvement
- 2 Maintenance access improvement - Park Rd to the amenities building and the playground.
- 3 Potential connection to Five Dock CBD
- 4 City views/vistas - to be preserved for as a vantage point for NYE fireworks
- 5 Connection to the local destinations.

Heritage

- 1 Heritage Integration Strategy - conserving existing heritage values, including public art opportunities, the potential to make the War Memorial publicly accessible and consider the location of additional memorials at the site.
- 2 Formal gardens - Opportunities to be upgraded with interpretive signage to be more engaging.
- 3 Zig-zag slit trench location - potential to be incorporated as part of the Heritage Interpretation Strategy.

Environment

- 1 Tree canopy coverage to enhance green corridor connection and maintain formal tree line around perimeter and pathways from heritage perspective.
- 2 Turpentine Ironbark Forest - opportunity to retain, protect, and expand, pending future development constraints.
- 3 Investigate options to manage the impacts of stormwater runoff.

Program

- 1 Potential location for a multi-purpose court, alongside the existing skate park, to create a youth hub with expanded active programs.
- 2 Sports field - potential opportunity to complement Ferragosto event.
- 3 Unprogrammed open space - opportunity for passive recreation.
- 4 Existing playground - potential to expand to cater to a wider age group.
- 5 Additional carpark opportunities.*
- 6 Future potential carpark opportunities.*

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S:\410391 - FIVE DOCK PARK MASTERPLAN.DWG - ISSUE 4 - 22/09/2025

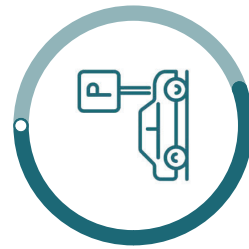
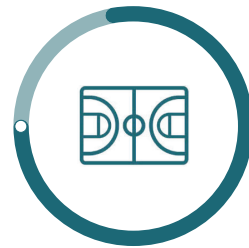


NOTE: In the context of the Masterplan 2.0 document, Heritage refers to formal and memorial elements, rather than Heritage in the planning sense of registered and protected items.
*Options will be investigated during the detailed design to mitigate potential issues with pedestrians and property near to the sportsfield.

Community Consultation Summary

This page provides key takeaways from the Five Dock Park Precinct Community Consultation Report December 2024. The main projects the community provided feedback on was the Amenities Building, Multi-purpose Court, Shared path and Parking Changes. The engagement period ran from 4 November to 8 December 2024 with a drop-in session held on 16 November. Other consultation methods included online survey, email/phone and stakeholder meetings with key users of Five Dock park such as the tennis centre and restaurant. Refer to the above mentioned, Consultation Report, included as an appendix for the full report.

OVERVIEW AMENITIES BUILDING MULTI-PURPOSE COURT SHARED PATH PARKING CHANGES



Stakeholder Feedback

Five Dock Park Tennis Centre supports additional parking and prefers for no pickleball on the multi-purpose court as it is offered at the tennis centre.

Home Grounds restaurant is supportive overall, but prefers dedicated bike lanes; voiced concerns about visibility, construction impacts on local business; and request to extend eastern footpath.

Canada Bay Bicycle User Group raises safety concerns about indirect bike paths and inadequate infrastructure on Barnstaple Rd. They propose alternate routes and suggest reverting to the original bike path with modifications.

22%

of the 18 respondents prioritised a canteen or kiosk to be considered as part of the amenities building.

Top priorities for Council to consider include:

- Accessibility
- Facilities such as a kiosk, female/male change rooms and baby change rooms
- Visual amenity

77%

of the 26 respondents support a multi-purpose court to cater for both team and individual play.

58%
of the 31
respondents
prefer basketball.

52%
of the 31
respondents
prefer pickleball.

83%

of the 36 respondents support a median refuge island on Barnstaple Rd and Ingham Ave.

83%

of the 35 respondents support a footpath along Barnstaple Rd.

Some respondents noted a preference for pedestrian crossings rather than pedestrian refuge islands to further improve safety.

64%

of the 24 respondents support the construction of 19 additional car spaces.

Feedback includes:

- Speed cushions may not be needed
- Additional parking spaces indicates the need to improve active transport links and the provision of a pedestrian link to the park

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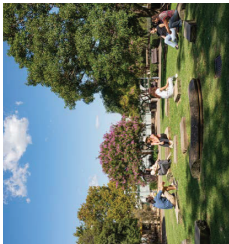
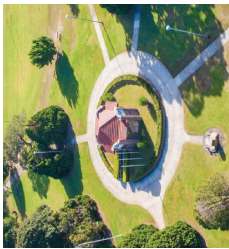
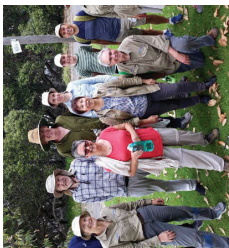
5/21/2025 - FIVE DOCK PARK PRECINCT CONSULTATION REPORT - ISSUE 11 - 22/09/2025



Design Framework

Design Objectives

Below are the 6 design objectives for Masterplan 2.0. They are specific to Five Dock Park and will complement and add to the high-level Open Space and Recreation Principles established by Council on page 10.

					
Support the Growing Community with Organised Space	Create a Memorable Experience Enriched by Heritage	Provide an Environment for All	Facilitate Better Connectivity and Accessibility	Enhance Collaboration and Partnerships	Ensure Easy Maintenance
Organise the space with an area-based approach for the ease of future development and management. Consolidate the existing programs provided in the park. Offer additional programs to meet the future demand driven by population growth from the new Metro Station. Upgrade existing infrastructure to cater to future needs.	Provide cultural and educational opportunities to foster an understanding of the park's history. Ensure a cohesive and engaging narrative for the park. Highlight the park's important role as a gathering place for both cultural communities and the broader multicultural community. Create moments for people to interact with their environment, fostering a sense of place. <i>Image Source: Ben Williams Photography, Collaborate Canada Bay</i>	Enhance biodiversity and environmental values of the park. Adopt a climate-positive design approach by using passive irrigation, energy-efficient processes, and machinery while reducing carbon emissions through efficient, low-carbon, and low-GWP solutions. Increase tree canopy coverage for urban heat mitigation and biodiversity enhancement. Provide inclusive spaces and activities toward all aging groups and communities.	Strengthen connections to the wider urban landscape, including Five Dock town centre and the future Metro Station. Create a clear sense of arrival and easy navigation. Offer flexibility with multiple access route options. Potential for minimising pedestrian and cyclist conflicts. Improve access to the park and its facilities for people of all ages, including the elderly and those with mobility impairments or disabilities.	Accommodate sports by working with local sporting clubs, supporting school activities, community events, special occasions, and commercial and other approved uses or developments under lease or licence. Provide venue for occasional community or special events and accommodate social/cultural, educational, or commercial uses with appropriate permits.	Adopt an area-based approach to assist council in managing future works. Provide a robust and easy to maintain landscape that balances biodiversity needs with recreation and maintenance needs. Manage the park efficiently and sustainably by maximising recycling, and applying sustainability principles wherever practical and cost-effective.

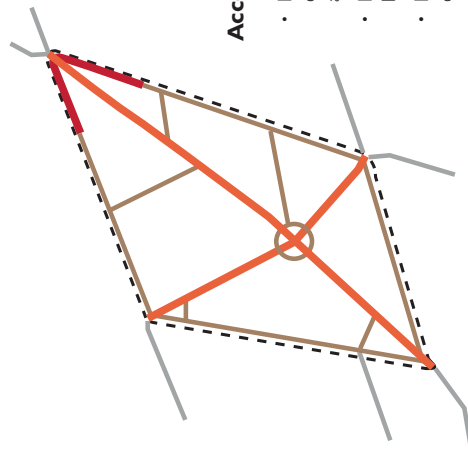
NOTE: The design objectives above are adapted from those outlined in the draft Plan of Management & Masterplan (2021) which align with City of Canada Bay Council Open Space and Recreation Principles and are site specific to Five Dock Park.

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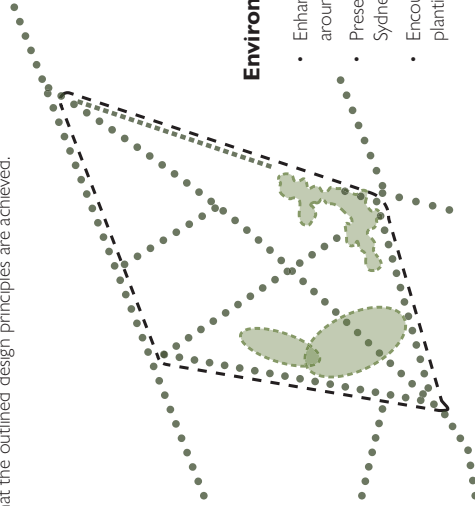
Design Approach

The four key design moves proposed for the Master Plan concept design are illustrated below to ensure that the outlined design principles are achieved.



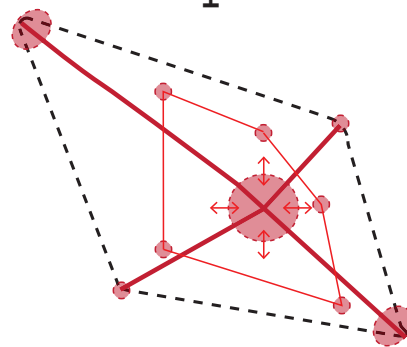
Accessibility & Connectivity

- Maintaining radiating paths as a key element, with additional secondary accessible walkways.
- Introducing a shared path along the boundary.
- Encouraging active transport connections to the broader context.



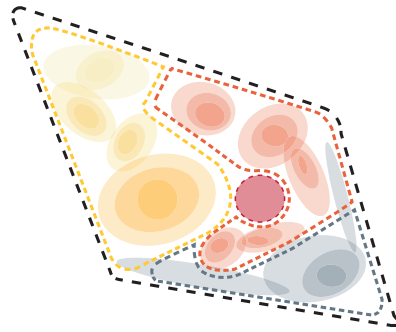
Environment

- Enhancing canopy connectivity in and around the park for natural shade.
- Preserving and regenerating the Sydney Turpentine Ironbark Forest.
- Encouraging native understorey planting for habitat restoration.



Heritage

- Strengthening the connection of the War Memorial to the public.
- Developing a heritage interpretation network.
- Encouraging multi-cultural awareness, acknowledgment and confidence.



Program

- Promoting an area-based approach to organise spatial functionality.
- Diversifying and balancing activities for different age groups.
- Offering a range of programs to meet future demands.



Area Plan

An area-based approach to organising the space with programs and purposes anchored in the existing characters of the site, providing the park with structure and catering to future population growth and diverse demands.



Learn and Play Area

Provides visitors of all ages and abilities with an exciting space to express themselves through formal and adventure play, while also learning about nature and the environment through a variety of sensory and educational experiences.



Sports and Clubs Area

Offers community sporting clubs and local sport enthusiasts opportunities for organised sporting activities, games and training, while also providing open turf areas for informal play and kickabouts.



Passive Recreation Area

Focuses on spaces where visitors can walk in natural shade, relax and enjoy picnics and sheltered BBQs, while making use of open lawn areas for large gatherings and events.

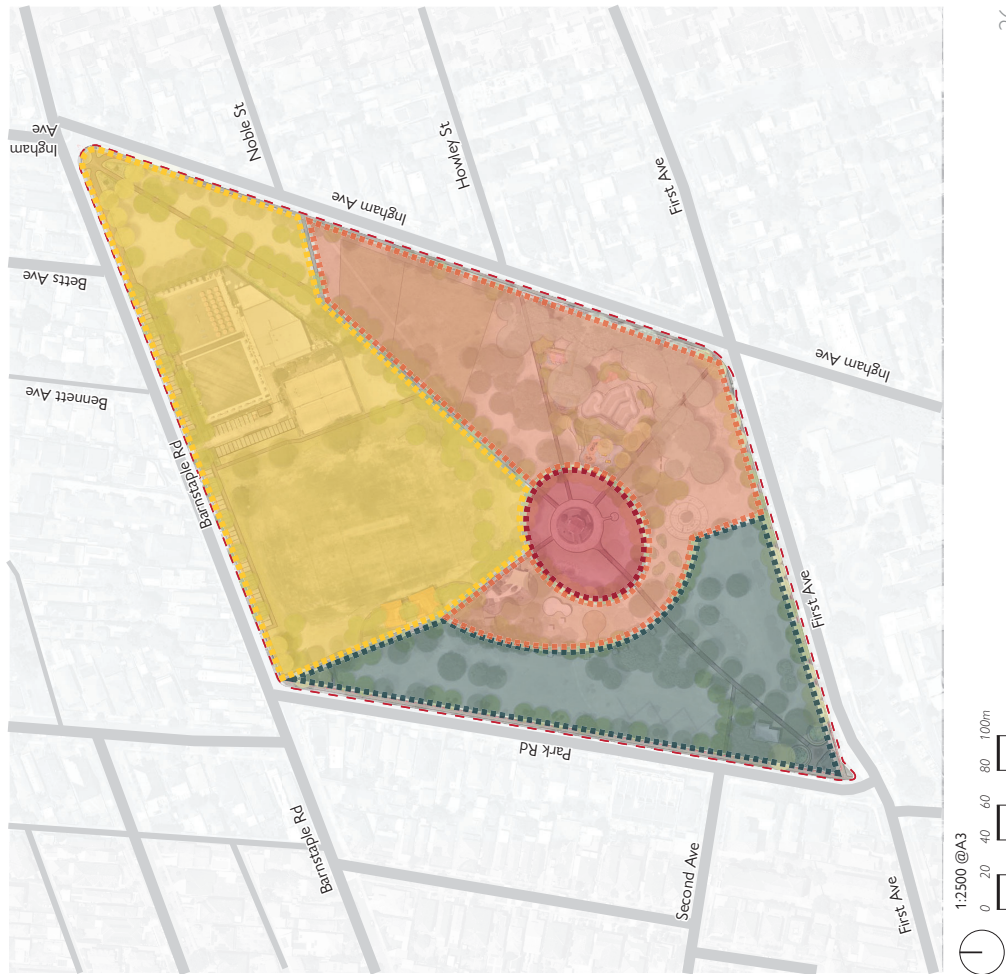


Memorial Area

Conserves the existing War Memorial and offers an inviting space for people to commemorate the history, while leaving open lawn areas for ANZAC Day events.

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Masterplan 2.0

- Learn and Play Area:**
- 1 Existing playground and proposed intergenerational fitness space with BBQ in the centre
 - 2 Skatepark and Youth Hub (e.g. parkour facilities, ping pong tables, bouldering and seating).
 - 3 Sensory garden / Native garden with nodes for dwelling
 - 4 Existing Sydney Turpentine Ironback Forest protection / Educational signage for learning
 - 5 Enlarged existing dog park
 - 6 Upgrade existing basketball halfcourt into multi-purpose court
- Sports and Clubs Area:**
- 1 Sports field with upgraded amenities building
 - 2 Kickabout space with seating
 - 3 Existing leased tennis courts
 - 4 Proposed car park and shared path along Barnstaple Rd
 - 5 Existing leased restaurant
- Passive Recreation Area:**
- 1 Picnic setting, seating, trees and understorey planting
- Memorial Area:**
- 1 Memorials with open lawn areas catering to ANZAC events
- General**
- Existing canopy coverage
 - STIF canopy coverage
 - Proposed canopy coverage
 - Proposed feature trees
 - 'Cascading berms' to detain and slow water for flood mitigation* (final design subject to council review)

*Cascading berms function both as flood mitigation for the downstream overland flow paths through Noble Street to the East and Park Road to the West, and as landscaping features to complement the amenity of the park. The berms will function by detaining water and slowing the flow of water into these downstream flow paths in an effort to reduce the significance of flowing in these areas.

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Masterplan 2.0 - Council Goals and Priorities

Short-term Goals (1-2 years)

- 1 Upgrade existing basketball halfcourt to enhance recreational use.
- 2 Upgrade benches, picnic tables and shelters, ensuring facilities are accessible.
- 3 Explore reducing the hedge height around rose garden and main park entry to improve visibility.
- 4 Remove the redundant Bocce courts and repurpose the space.
- 5 Enhance connections between accessible parking and key park areas.
- 6 Construction of new amenities
- 7 Delivery of regional cycle path and parking adjacent to leased facilities.
- 8 Formalise service paths for Council maintenance vehicles.
- Look for opportunities to increase tree canopy coverage in line with Councils 25% target across the LGA.
- Repair or upgrade paths impacted by tree root damage and / or as required.
- Consider a better location for bike parking as it is currently located outside the playground.
- Conduct a lighting audit/study to inform the Lighting Strategy and improve safety throughout the park.
- Undertake a comprehensive signage audit that will allow for a cohesive signage strategy which considers wayfinding, and required statutory and information signage, etc.
- Investigate options to manage the impacts of stormwater runoff.
- Undertake a Study for the streets adjacent to the park to inform the need for future pedestrian safety, parking and traffic management.

Medium-term Goals (3-5 years)

- 1 Expand and reutilise the Skatepark as part of a broader Youth Area. This will include engaging with young people on replacing / replicating the deep bowl and snake run in the skatepark with new infrastructure as these assets near end of life.
- 2 Preserve and enhance the existing memorial to maintain its existing historical and cultural significance.
- 3 Construct a perimeter path to increase accessibility and circulation.
- 4 Relocate existing BBQs to more user-friendly locations within the park.
- Implement Signage Strategy (as developed in Short-term Goals).
- Integrate public art within the park to enhance the parks heritage identity.
- Strengthen active transport connections to and through the park, offering links to the future Five Dock Metro Station and local centres.
- Action appropriate outcomes identified in the lighting audit / study.
- Introduce native and sensory planting in under utilised areas to reduce trip hazards and enhance.
- Formalise gardens with edging to improve aesthetics and reduce maintenance.
- Action appropriate outcomes identified in the Study to improve future pedestrian safety, parking and traffic management

Long-term Goals (5-10 years)

- 1 Deliver an inclusive playground with engaging play elements.
- 2 Deliver an intergenerational outdoor fitness area to support active lifestyles for all ages.
- 3 Consider opportunities to enlarge the dog off leash area subject to demand.
- 4 Regenerate STIF planting in the available space subject to changes to the dog off leash area.
- 5 Reconfigure sports field layout to ensure the goals are orientated away from the playground.
- 6 Install cascading berms or other infrastructure for flood mitigation measures.
- 7 Consider the expansion of parking along Barnstaple Rd subject to need / demand
- Explore opportunities for community events (such as Movie Nights), and assess the need of a 3 phase power near sportsfield (if not already included).
- Enhance entry signage for greater visibility and alignment with the park's character, and introduce cohesive, branded wayfinding to clearly guide visitors from key access points to amenities and transport connections throughout the park.

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NOTE: Goals and Priorities based on Council supplied feedback on concept Master Plan

Masterplan 2.0 - Circulation Network

In response to the City of Canada Bay Council's Local Movement Strategy and Concord to Bay Run Strategy, the proposed circulation network aims to achieve the following goals:

- Strengthen the radial path network heritage
- Cater to future population growth
- Support the regional cycle route
- Provide maintenance access
- Offer a perimeter loop path
- Tie into existing access points

Legend

- Regional Cycleway: typically a 3.5m shared path within the park*
- Primary Path: typically a 2.5m path
- Secondary Path: typically a 2m wide path
- 3m-wide Path Serving as Maintenance Path
- Educational Signage
- ↔ Potential Road Crossings*
- ↔ Existing Road Crossings
- Existing On-Road East-West Regional Cycleway
- Pedestrian Connection along the Local Road
- Main Entry Points

*Refer to 'Current Proposed Upgrades' on page 18 for more details on what has been proposed by Council.

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29

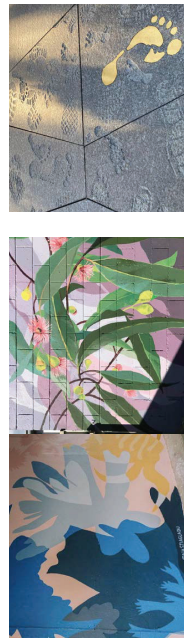
Masterplan 2.0 - Public Art Strategy

The City of Canada Bay Council has prepared a Public Art Strategy to assist in the integration of art in the public realm. Public art comes in many forms including elements such as sculpture or the integration of artwork into architectural design or lighting through to more subtle elements such as decorative pavements and signage. The proposed high-level public art strategy outlines indicative locations and forms of public art in Five Dock Park with the aim to:

- Strengthen the park's identity
- Provide opportunities for learning about the park
- Form a stronger link between the various areas
- Celebrate the park's heritage and natural environment

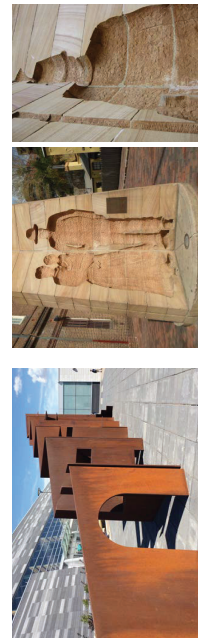
Legend

- Mural
- Interpretive Paving Surface
- Public Art at the Historical Anti-aircraft Slit Trenches
- Sculptural Public Art



Mural

Interpretive paving surface



Potential public art form at the existing trench location

Sculptural public art

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5/4/2021 • FIVE DOCK PARK MASTERPLAN 2.0 • ISSUE 11 • 22/09/2025



Masterplan 2.0 - Wayfinding

Wayfinding plays a crucial role in helping people navigate the park with ease. It enhances spatial awareness, supports clear circulation through the landscape and strengthens the connection between the park and the surrounding neighbourhood.

In Five Dock Park, the location and design of wayfinding are to be carefully considered in relation to public art, ensuring all elements are read as a whole.

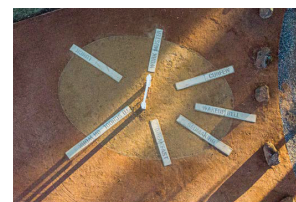
(The Master Plan recommends that a comprehensive signage audit is undertaken to allow for a cohesive signage strategy which considers interpretive signage opportunities.)

Legend

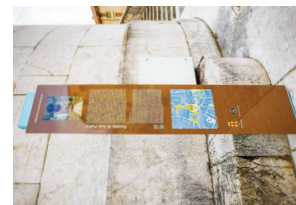
- ◆ The Bay Run Circuit Wayfinding
- ◆ Proposed Primary Wayfinding
- ◆ Proposed Secondary Wayfinding



Wayfinding signage, refer to City of Canada Bay Council's design interpretive signage standards



Wayfinding integrated with public art elements



NOTE:
Locations shown are indicative only.
Refer to Public Art Strategy prepared by City of Canada Bay Council for more information.



1:2500 @A3

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Masterplan 2.0 - Interpretive Signage

Interpretive signage within Five Dock Park is to be designed to offer contextual information and engaging storytelling that deepens visitors' understanding of the park's history, heritage and environment.

These interpretative opportunities will complement and enhance other public art elements and may include:

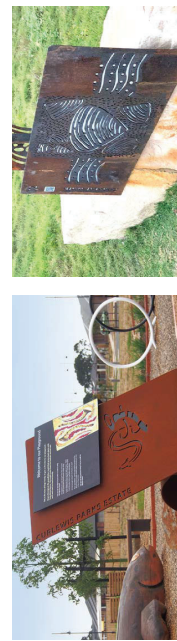
- Interpretive signage highlighting the formal tree line around perimeter and pathways from heritage perspective.
- Interpretive signage around the historical rose gardens.
- Educational signage around STIF area to be combined with interpretive art and heritage of the park.
- Educational signage around the historical anti-aircraft slit trenches.

(The Master Plan recommends that a comprehensive signage audit is undertaken to allow for a cohesive signage strategy which considers interpretive signage opportunities.)

Legend

▲ Proposed Educational Interpretive Signage for Heritage

▲ Proposed Educational Interpretive Signage for Environment



Interpretive signage with embedded public art

Interpretive signage with embedded QR code to access additional information



Educational signage that enhances accessibility with braille and tactile models

Educational signage integrated with paving surface

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S:\410391 - Five Dock Park Masterplan 2.0 - 05.06.24 - 22/09/2025



NOTE:
Locations shown are indicative only.
Refer to Public Art Strategy prepared by City of Canada Bay Council for more information.



Masterplan 2.0 - Lighting Strategy

The proposed high-level lighting strategy serves as a framework for lighting the park in the future. It may involve using environmental sensitive lighting with a mix of white and amber light to minimise the impacts on fauna. It could move towards LED energy efficient bulbs. The specific lighting design should follow the Council's specifications and be further developed by specialists. The strategy aims to achieve the following:

- Improve safety at night
- Balance park usage between summer and winter
- Preserve dark sky where possible for stargazing opportunities
- Avoid lighting in the Sydney Turpentine Ironbark Forest
- Respond to path network hierarchy

All lighting assets in the park other than the sports lighting are currently owned by Ausgrid. The intent is for Council to replace the Ausgrid assets with fit-for-purpose lighting installed and owned by Council

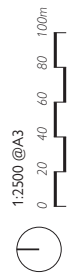
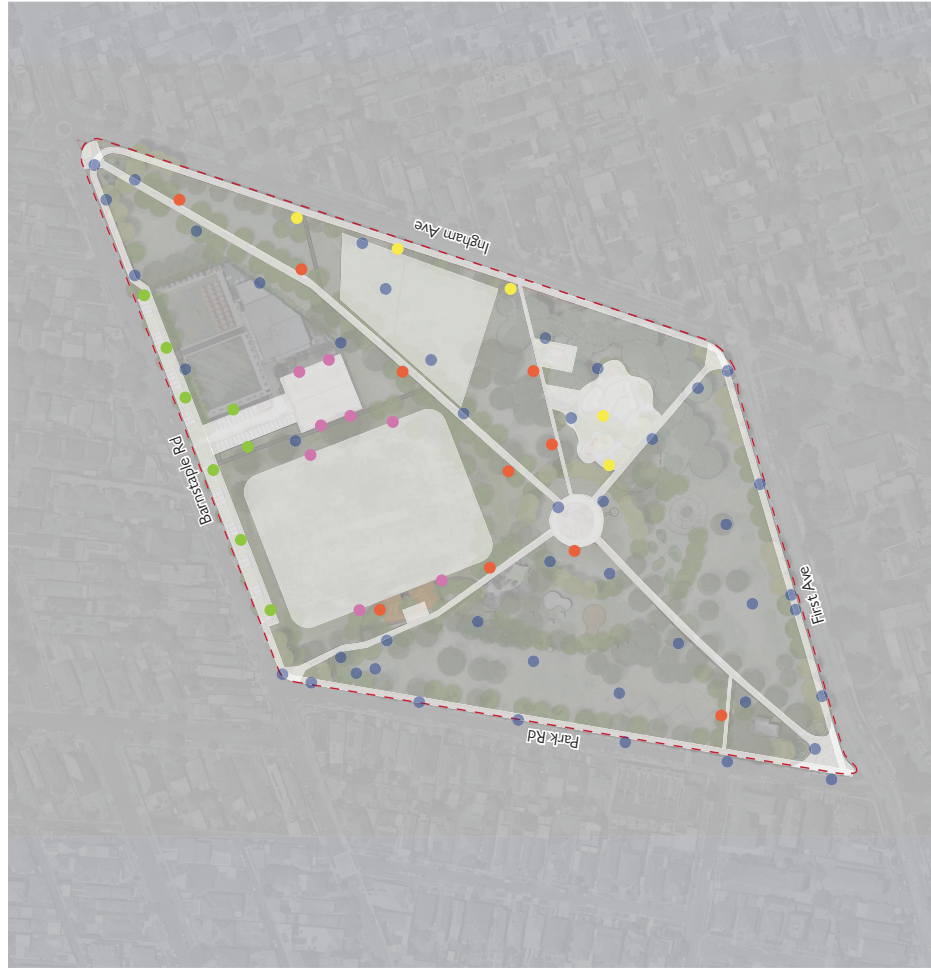
Legend

- Pathway Lights along the Main Radial Footpath
- Lighting for Skate Park, Multi-purpose Court and DOLA to Ensure Consistency with Summer Daylight Hours
- Car Park Lighting
- Existing Sports Lighting
- Existing Lighting

NOTE:
Assume perimeter path will be lit by street lighting.

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Masterplan 2.0 - Planting Plan

The Five Dock Park plays an important role in increasing canopy coverage across Five Dock suburb and the City of Canada Bay LGA. The connected canopies together with the middle-storey and understorey planting strategy will assist to achieve the following:

- Act as a critical ecological green corridor and wildlife habitat stepping stones for native birds, animals and insects
- Increase overall canopy coverage
- Maintain sightlines
- Enhance natural shade opportunities
- Form loose definitions of spaces with soft buffers
- Where possible, replace flora with similar species currently present in the park retain heritage value

Legend

- Existing Trees
- Proposed Canopy Trees
- Proposed Feature Trees
- Sydney Turpentine Ironbark Forest
- Existing Planting to be Retained

Retain and protect existing rose gardens and hedging.

Feature Planting

Select plants with bold structure and soft groundcovers with seasonal interests.

Sensory Garden Planting

Select plants that engage senses such as touch, sight, and scent.

Native Planting*

Select native plant species that are visually appealing yet hardy.

*Strategic introduction of native small shrubs and grasses beneath the existing mature trees or in currently barren or weedy areas, particularly where safety concerns such as tripping hazards exist.

TYPE	EXISTING	RETAINED AND PROPOSED COVER
Total Site Area	86,400 m ²	86,400 m ²
Canopy Cover Area within Site Boundary	20,350 m ²	33,446 m ²
Canopy Cover Percentage within Site Boundary	25.55%	38.71%

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SP410391 - FIVE DOCK PARK MASTERPLAN 2.0 - ISSUE 4 - 22/09/2025



Amenities Building (Indicative Concept Design)

The existing amenities and grandstand at Five Dock Park have reached end of life condition. Multiple sporting groups, AFL, Rugby League and Cricket League regularly utilise the park and these amenities.

Council prepared a Plan of Management and Masterplan (2021) to provide direction for this heritage listed Five Dock Park. The document identifies that the existing grandstand and amenities are in poor condition, providing outdated and standard facilities for sporting and park users, and lack accessibility for some. The outcome in relation to the Amenities block is to provide a new or substantially refurbished, to a similar footprint, style consistent with Park's heritage values, retain mature trees and include public toilets, change facilities for female and male players as well as officials.

Council also undertook community consultation, specifically seeking feedback on the proposed amenities building upgrade. The idea of a new amenities building received broad support, and the community further emphasised the following priorities:

- Accessibility – ensuring the design is suitable for people of all ages and abilities.
- Facilities – inclusion of a canteen or kiosk. A few respondents noted a preference for the inclusion of both male and female facilities, and others mentioned baby change facilities are needed.
- Visual amenity – ensuring the design fits in with the park.

Following the Plan of Management and Masterplan, and community feedback, a concept plan was developed for a new amenities building that includes spectator seating, a club room, storage, a kitchen kiosk, change rooms, and public amenities. (Please refer to the plan on the right and the architectural drawings for further details).

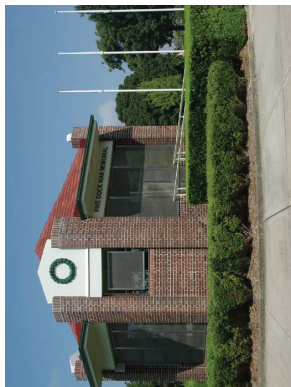
Ensuring the new building connects into the wider path network to ensure easy and straightforward public access is a key feature to address as the building concept is further refined.



NOTE: Plan above prepared by Adriano Pupilli Architects

Precedents Images

Memorial Area



Existing War Memorial structure conservation



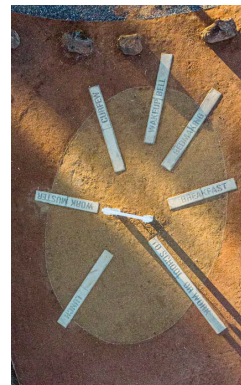
Existing War Memorial structure conservation



Gathering space



Interpretative paving surfaces



Interpretative public art and sculpture

Learn and Play Area



Formal rose garden beds



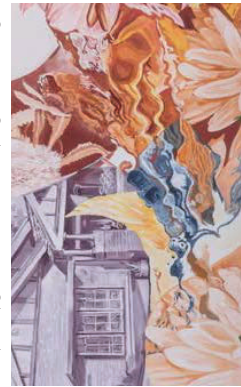
Sensory garden with native planting



Intergenerational fitness equipment



Skatepark upgraded to offer diverse programs and integrated with native planting



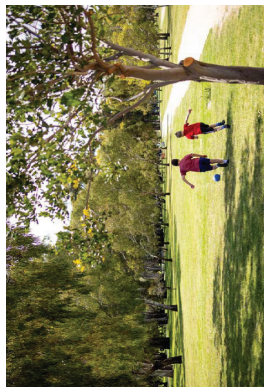
Public art



Educational trail with signages for learning.

Precedents Images

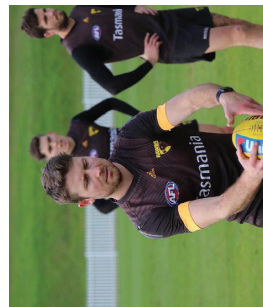
Sports and Clubs Area



Kickabout space with canopy cover along the periphery



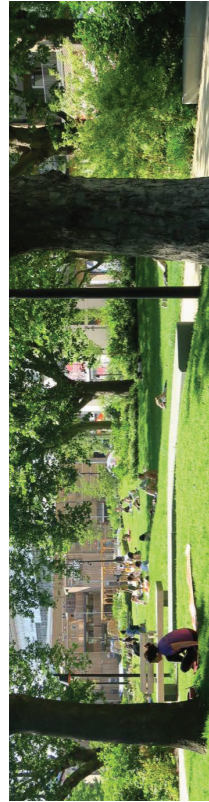
Sports field for organised sports and informal sporting groups outside of scheduled hours



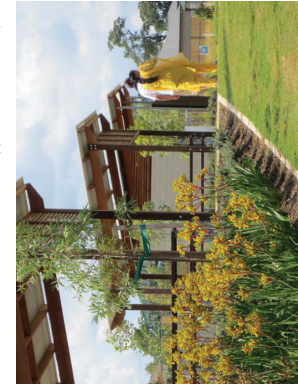
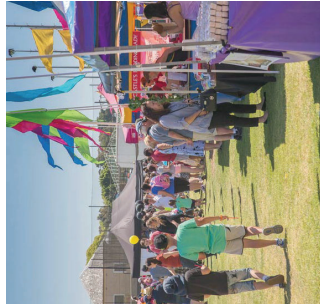
Passive Recreation Area



Passive lawn area for events and gathering



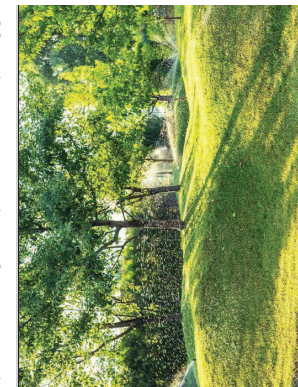
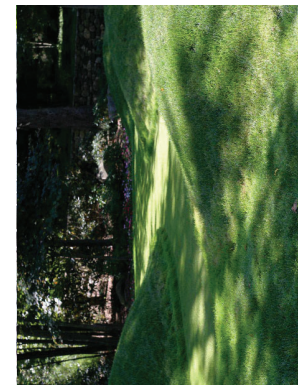
Connected soil networks and canopy for visual amenity, shade and habitat for wildlife



Picnic shelters amongst native planting



Park benches placed along footpath and nestled in native planting

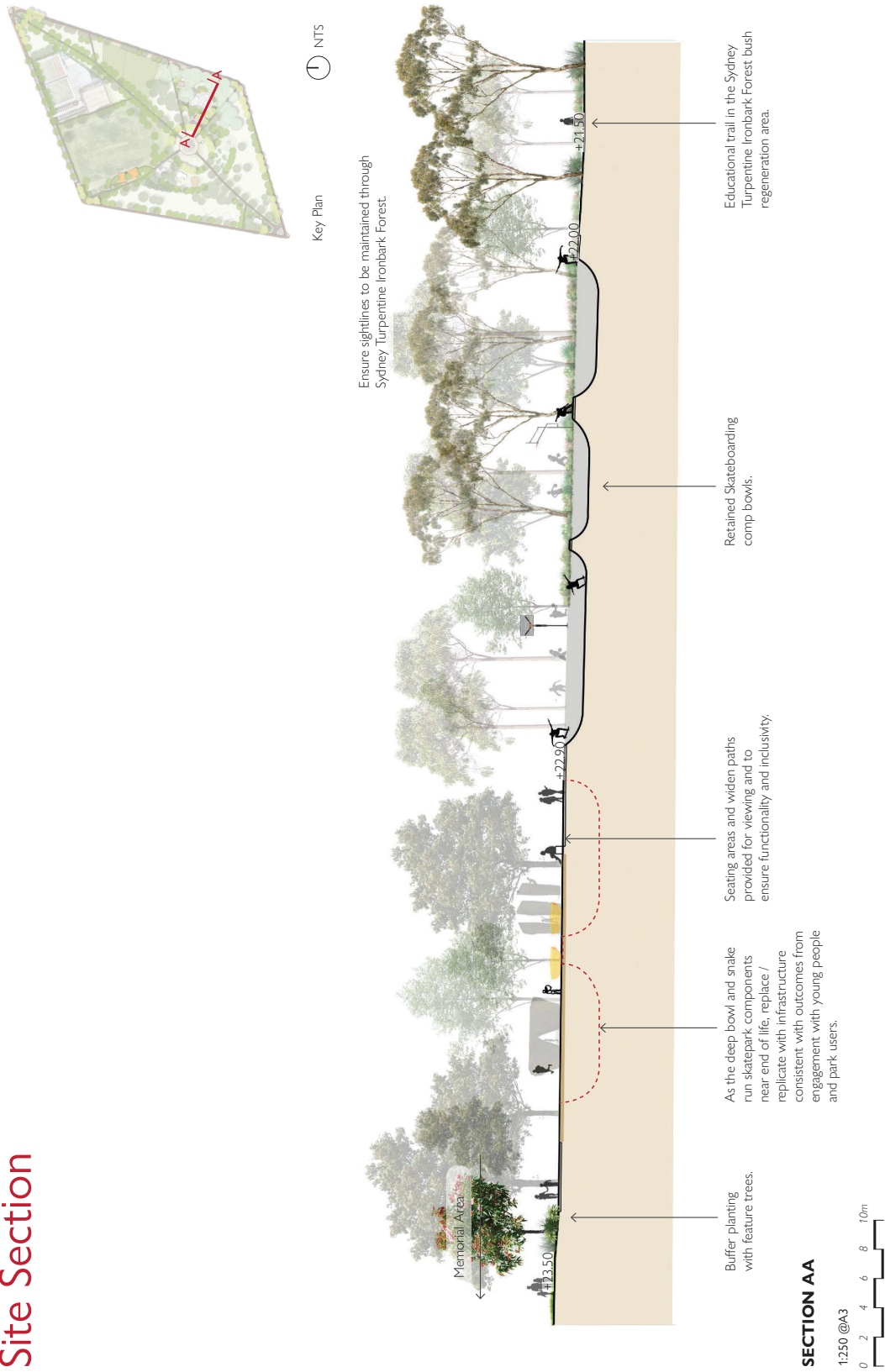


Cascading berms for flood mitigation measures

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Site Section



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Render 1 - Youth Area



NTS



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39

Render 2 - Activated Memorial Area



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40

Render 3 - Proposed Amenities Building (Indicative)



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Render 4 - Passive Recreation Area



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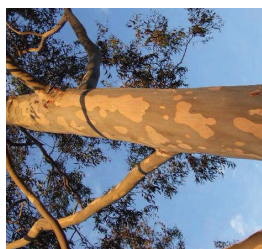


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42

Planting Palette

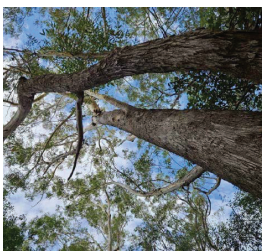
Feature Planting Key Species



Spotted Gum
Corymbia maculata



Water Gum
Tristanopsis laurina



Blackbutt
Eucalyptus pillularis



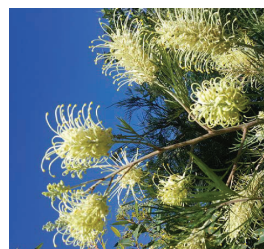
Large Mock-olive
Natalaea longifolia



Prickly Heath
Leucopogon juniperinus



Spotted Gum
Corymbia maculata



Moonlight Grevillea
Grevillea 'Moonlight'



Gynea Lily
Doranthus excelsa



Native Cherry
Exocarpos cupressiformis



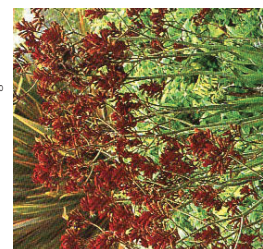
Sandfly Zieria
Zieria smithii



Hair Pin Banksia
Banksia spinulosa



Thyme Honey-myrtle
Maleuca thymifolia



Kangaroo Paw
Anigozanthos flavidus hybrids



Spiny-headed Mat-rush
Lomatium longifolia



Lemon Dogwood
Pomaderris intermedia



Plume Grass
Dichelachne cinnata



Knobby Club Rush
Ficinia nodosa



Pastel Flower
Pseuderanthemum variabile

Sensory Garden Planting Key Species

Native Planting Key Species

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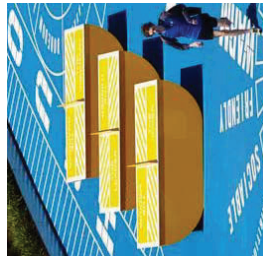
Furniture & Materials Palette



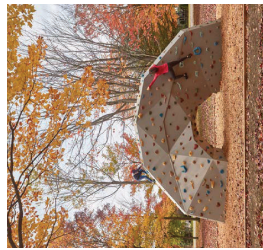
Shared path



Footpath



Ping pong tables



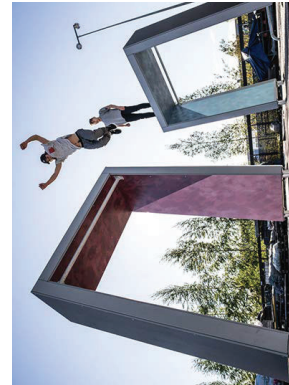
Bouldering



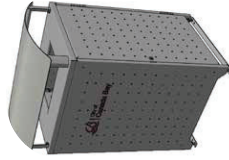
Multi-purpose court



Intergenerational fitness station



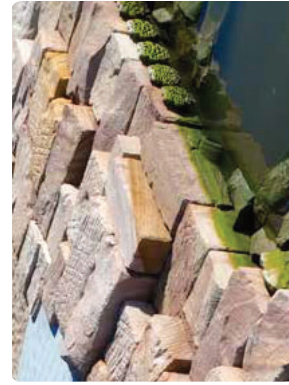
Parkour facilities



Bin



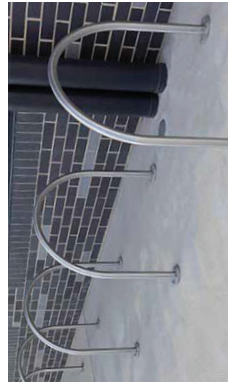
Bollard



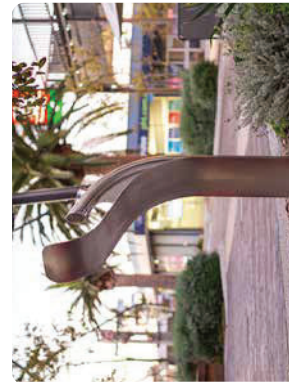
Sandstone blocks



Seating along garden bed



Bike rack



Drinking fountain



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Community Consultation Report

Five Dock Park Precinct

Amenities building, multi-court, shared path, and parking changes



Community Consultation Report

December 2024

Contents	
Background	2
Consultation methods	2
Notification methods	2
Collaborate reach	2
Digital promotions reach	3
Results	3
Feedback summary	3
Community survey results – 54 submissions	4
Amenities building	5
Multi-court	6
Shared path	9
Traffic and parking changes	10
Email/phone feedback – 6 submissions	12
Stakeholder feedback – 3 submissions	13
Appendices	15
A. Survey questions	15
B. Notification methods	19
C. Communications report	22
D. Collaborate traffic report	24

Background

Council is taking a precinct-wide approach to planning future upgrades in Five Dock Park to ensure projects are cost effective, efficient, and less disruptive for park users.

This consultation sought community feedback on four projects planned for Five Dock Park: a brand-new amenities building, multi-court, shared path for pedestrians and bikes, and traffic and parking changes.

Feedback was open from 4 November – 8 December 2024 and is summarised in this report.

Engagement summary

Consultation methods

- Online survey
- Email/phone
- Drop-in session held at Five Dock Park on Saturday 16 November 2024
- Meetings with Tennis Club, Five Dock Bowling Club and Five Dock Early Childhood Health Centre

Notification methods

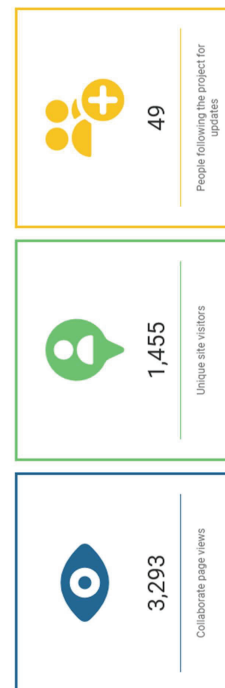
The following methods were used to notify the community of this consultation:

- Collaborate page: <https://collaborate.canadabay.nsw.gov.au/five-dock-park-precinct>
- Notification letter and flyer delivered to 1,500 nearby residents
- 4 x posters installed in the park
- Poster and flyers in Five Dock Library
- Email to Five Dock Bowling Club, Five Dock Tennis Centre, local sporting groups, Five Dock Chamber of Commerce, Donnelly Catholic College, Canada Bay Bicycle User Group and businesses bordering the park
- CCB print newsletter
- CCB newsletter
- Social media



Notification letter distribution map

Collaborate reach



Digital promotions reach



See appendix C for more details.

Results

In total 64 submissions were received:

- 54 surveys (including 2 hard copy surveys submitted at the drop-in session)
- 7 emails/phone calls
- 3 stakeholder submissions

3 duplicate submissions were received, which have been removed from the above figures.

Feedback summary

Amenities building

Feedback showed general support for the new amenities building. Top priorities for Council to consider when developing the design include:

- Accessibility – ensuring the design is suitable for people of all ages and abilities
- Facilities – inclusion of a canteen or kiosk. A few respondents noted a preference for the inclusion of both male and female facilities, and others mentioned baby change facilities are needed.
- Visual amenity – ensuring the design fits in with the park. A few respondents would like the footprint to remain the same.

Temporary toilets

Feedback on the installation of temporary toilets was minimal. Some respondents would like toilet opening hours to be extended.

Multi-court

Location

Feedback on the proposed location of the multi-court was mixed, with some respondents concerned about the loss of open space, noting the proposed location is currently used for passive recreation, BBQs, and picnics. Alternate locations for the multi-court were suggested, with the most supported option being towards First Avenue.

Types of sport

Feedback revealed a preference for the multi-court to cater for both individual and team play, with basketball and pickleball being the most preferred sports.

Design considerations

- Shade
- Seating
- Safety – lighting and fencing
- Path connections
- Existing court – retain or refurbish

A few respondents noted more than one multi-court is needed to meet demand.

Shared path

Most respondents showed support for the proposal, with some concerns raised around safety, footpath connections, and route connectivity for bikes.

Some respondents noted a preference for pedestrian crossings rather than pedestrian refuge islands to further improve safety, and a few respondents raised concerns about bikes using the footpath.

Alternate suggestions for footpaths and shared path connections in and around the park were also put forward, to improve connections through the park and improve safety for bike riders. A few respondents suggested the construction of a footpath or shared path from Barnstaple Road past the tennis courts and into the centre of the park.

Parking changes

In general feedback revealed support for the proposed parking changes. Some respondents noted concerns with the following:

- Speed cushions – not needed or may cause damage to vehicles
- Additional parking spaces
 - Parking will be used by Bowling Club patrons
 - Loss of open space
 - Need to improve active transport links
 - Need to provide a pedestrian link to the park
- Safety – no stopping signs needed on Barnstaple Rd to improve sightlines
- Parking availability – restrictions needed for boats and trailers

Community survey results – 54 submissions

54 survey submissions were received. Some respondents completed the survey more than once to provide feedback on different projects within the precinct and these submissions have been pulled into one for ease of reporting.

Respondent demographics

- 24% (13) live in a street bordering Five Dock Park
- 39% (21) live in Five Dock (not including those who live in the border of the park)

- 39% (21) don't live in Five Dock but live in the City of Canada Bay
- 4% (2) work in Five Dock
- 2% (1) owns a business in Five Dock

Projects

Respondents were asked to indicate which projects they would like to provide feedback on, with the shared path and multi-court receiving the highest number of submissions.

- Amenities building – 41%
- Multi-court – 57%
- Shared path – 68%
- Parking changes – 48%

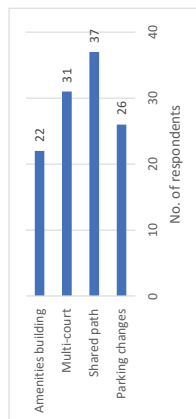


Figure 1 Feedback on projects within the Precinct

Amenities building

Priorities for design

Respondents were asked what Council should prioritise when designing the new amenities building. 18 responses were provided, and feedback is summarised below by theme.

Feedback (grouped by theme)	No. of mentions	% of respondents (18)
Accessibility		
Ramps	2	11
Suitable for all abilities	2	11
Footpath connection to playground	1	6
Facilities		
Canteen or kiosk	4	22
Male and female facilities	2	11
Baby change facilities	1	6
More female facilities	1	6
Child size toilet	1	6
Modern toilets	1	6
Maintenance		
Easy to clean	1	6
Access for maintenance vehicles	1	6
Other considerations		
Visual amenity – design should fit in with the park	3	17

Don't increase footprint, minimise impact on the park	2	11
Increase toilet opening hours	2	11
Seating	1	6
Shade	1	6
Sustainable design	1	6
Planting	1	6
Restore existing grandstand	1	6

Other feedback/comments

Respondents were asked what other things should be considered as part of the design and the following ideas were put forward:

- Kiosk/canteen (2)
- Safety
 - Lighting (2)
 - Visibility of building
 - Pathway access
 - Privacy
- Cleanliness
- Sports storage
- Adequate parking for users
- Refurbish and add to grandstand rather than demolishing it
- Baby change facilities
- Sustainable design

Temporary toilets

10 comments were received, 4 of which were in support of the installation of temporary facilities.

Comments/feedback:

- Extend opening hours (2)
- Install CCTV (1)
- Prioritise new amenities building
- Regular cleaning/maintenance

Multi-court

Preferred types of sport

31 respondents indicated which sports they would like the multi-court to cater for, with basketball and pickleball being the top two preferences.

- Basketball – 18 (58%)
- Pickleball – 16 (52%)
- Handball – 13 (42%)
- Badminton – 10 (32%)

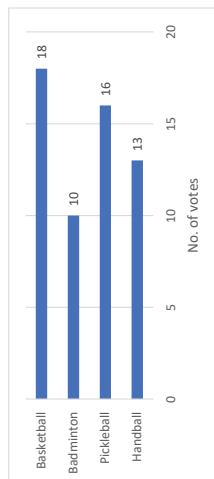


Figure 2: Preferred types of sport

Other sports suggested:

- Soccer (2, 6%)
- Futsal
- Wall to kick a ball against or play solo tennis
- Netball
- Euro handball
- Volleyball
- Tennis

Individual vs team sport

26 respondents indicated their preferred types of play, and most respondents noted a preference for the multi-court to cater for both team and individual play.

- Both – 20 (77%)
- Team – 2 (8%)
- Individual – 4 (15%)

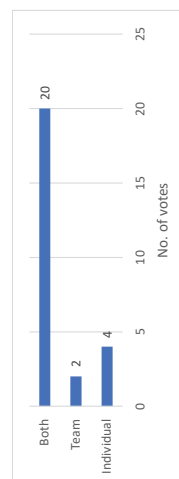


Figure 3: Preferred types of play

Design considerations

Respondents were asked what other things should be considered as part of the design. 23 comments were provided, and feedback is summarised below by theme.

Of the 10 submissions that mentioned the proposed location of the multi-court, 20% were supportive, and 80% were not.

Feedback (grouped by theme)	No. of mentions	% of respondents (23)
Proposed location		
Support	2	9
Do not support	8	35
• Loss of green space used for picnics and BBQs	4	17
• Relocate near First Ave/Domremy	3	13
• Parking impacts	1	4
Seating		
Include seating	3	13
Avoid metal seats	1	4
Provide shaded seating	1	4
Safety		
Lighting, including one suggestion for sensor lights	2	9
Fencing	2	9
Trim planting to ensure paths are visible	1	4
Existing half court		
Convert to multi-court	2	9
Retain/refurbish	2	9
Remove	1	4
Access		
Consider path connections	2	9
Remediate driveway near health centre	1	4
Other considerations		
Shade, including one suggestion for rain cover	4	17
Need more than one court to meet demand	3	13
Avoid tree impacts	1	4
Storage for sport equipment	1	4
Drainage	1	4

Other comments:

- Improve dog park
- Convert health centre into a café
- Reinstate ironbark forest nearby

Shared path

Footpath

35 respondents noted their level of support for the footpath on Barnstaple Road, of which:

- 29 support
- 3 do not
- 3 not sure

Of respondents who do not support or are not sure, the reasons given include:

- Not safe as bikes will use the footpath (3)
- Poor route connectivity for bikes (3)
- Build bike park around perimeter of park

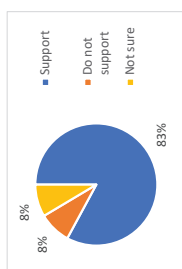


Figure 4: Level of support for footpath

Barnstaple Road median refuge island

36 respondents noted their level of support for the median refuge island on Barnstaple Road, of which:

- 30 support
- 6 not sure

Of respondents who are not sure, the reasons given include:

- Pedestrian crossing would be better than a refuge island
- Design needs to minimise parking loss
- Speed cushions are not needed

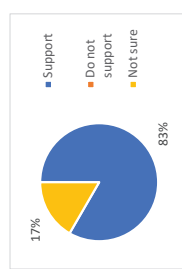


Figure 5: Level of support for Barnstaple Road median refuge island

Ingham Avenue median refuge island

36 respondents noted their level of support for the median refuge island on Ingham Avenue, of which:

- 30 support
- 1 does not support
- 5 not sure

Of respondents who do not support or are not sure, the reasons given include:

- Pedestrian crossing would be better than a refuge island (2)
- Speed cushions are not needed

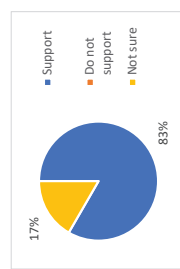


Figure 6: Level of support for Ingham Avenue median refuge island

Other feedback on shared path proposal

Respondents were asked to provide any other feedback on the shared path proposal. 30 responses were provided, and feedback is summarised below by theme.

Feedback (grouped by theme)	No. of mentions	% of respondents (30)
Safety		
Plans will improve safety	5	17
Pedestrian crossing on Ingham Ave	4	13
Pedestrian crossing on Barnstaple Rd	2	7
High vehicle speeds in the area	2	7
Improve safety at roundabout at Barnstaple Rd and Ingham Ave intersection	1	3
Refuge islands are not safe for bikes	1	3
Speeds cushions at Trevanion St should be moved further east	1	3
Line markings at intersection of Barnstaple Rd and Bennett Ave	1	3
Refuges are not safe for bikes	1	3
Separated bike path	1	3
Path connections and accessibility		
Continuous path around perimeter of park	3	10
Consider access to bus stop on Ingham Ave	2	7
Continue footpath along Barnstaple Rd	2	7
Extend shared path along northern side of the park	2	7
Build footpath connecting to the centre of the park	2	7
Extend footpath down Ingham Ave	1	3
Improve pram ramp at Park Rd and Barnstaple Rd	1	3
Bike connectivity		
Poor route connectivity	4	13
Other considerations		
Shared path doesn't link to bike loops	1	3
Picnic settings need seats with backrests	1	3
Avoid tree impacts	1	3
Limit speed cushions	1	3

Traffic and parking changes

Speed cushions

26 respondents noted their level of support for the installation of speed cushions on Barnstaple Road, of which:

- 14 support (54%)
- 10 do not support (38%)
- 2 not sure (8%)

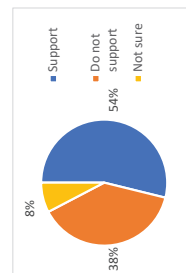


Figure 7: Level of support for speed cushions

Of respondents who do not support or are not sure, the reasons given include:

- Not needed as speeding is not an issue (3)
- Cause damage to cars (2)
- Won't prevent high revving vehicles

- Noise
- Annoying
- Only one or two are needed
- Will not improve safety
- Will not address lack of active transport links

Construction of 19 additional car spaces

24 respondents noted their level of support for the construction of 19 additional car spaces, of which:

- 16 support (64%)
- 4 do not support (16%)
- 5 not sure (20%)

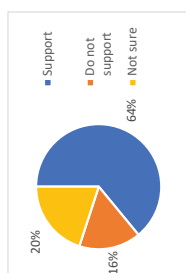


Figure 8: Level of support for additional car spaces

Of respondents who do not support or are not sure, the main reasons given were:

- Parking will be used by Bowling Club patrons (3)
- Loss of open space (2)
- Need to improve active transport links (2)
- Tree impacts
- Not needed
- Will cause traffic to build up on Barnstaple Road
- Parking needs to be set back from Barnstaple Road to allow footpath to continue across car park entrance

Other comments:

- Consider bus parking
- Need footpath connections to/from parking into park
- Minimise impact on the park

Reconstruction of parking bays on Barnstaple Road, including converting one space into a disabled parking spot

25 respondents noted their level of support for the reconstruction of parking bays on Barnstaple Road, of which:

- 21 support (84%)
- 3 do not support (12%)
- 1 is not sure (4%)

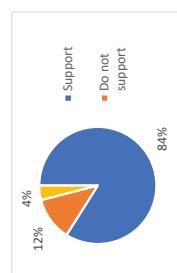


Figure 9: Level of support for reconstruction of parking bays

Of respondents who do not support or are not sure, the reasons given include:

- Will be used by Bowling Club patrons
- Need footpath connections to/from parking into park

Other feedback on parking changes

Respondents were asked to provide any other feedback or comments on the proposed parking changes. 13 responses were provided, and feedback is summarised below by theme.

Feedback (grouped by theme)	No. of mentions	% of respondents (13)
Safety		
Install no parking signs on Barnstaple Road to improve vehicle sightlines	4	31
Parking restrictions		
Introduce restrictions for boat and trailer parking	3	23
Install barriers to prevent cars parking on parkland	1	8
Timed parking	1	8
More disabled parking spaces	1	8
Parking lines on Bennett Avenue to prevent parking across driveway	1	8
Access		
Establish footpath connection from reconstructed bays into park	1	8

Email/phone feedback – 7 submissions

7 email and phone submissions were received, with 2 submissions noting support for all proposed upgrades.

Amenities

3 submissions expressed support for the new amenities building.

Other feedback:

- Safety – install CCTV
- Design needs to mitigate vandalism
- Adequate storage for sporting groups
- Regular cleaning
- Ensure its suitable for parents with young children
- Improve septic system
- Retain grandstand and if not, ensure footprint is similar and style is consistent with the park's heritage values

Multi-court

- Location - proposed location is a current picnic/BQ area/loss of open space (2)
 - Relocate to First Ave/Dormery side of park (2)
 - Move closer to Park Rd on either side of the path or on either side of the skatepark as ground is flat and it would be closer to other recreation zones
 - Consider extending existing half court
 - Bocce court is a more appropriate location
 - Location will increase parking pressure on Park Rd and Barnstaple Rd
- Concerns about antisocial behaviour, noise and surveillance
- Pickleball

Parking changes

1 submission expressed support for the proposed speed cushions on Barnstaple Road.

Other feedback:

- Need a pedestrian crossing at Barnstaple Rd and Park Rd (2)
- New parking spaces have no pedestrian link to the park, need to create a footpath next to the tennis courts
- Loss of green space
- Additional parking will be used by the club

Shared path

- Does not improve pedestrian access to the middle of the park and through the park to shops and transport. Conflicts with pedestrians and cars near parking.
- Park is currently inaccessible for all abilities and pram users
- Create shared path from Barnstaple Rd to centre of the park, past new parking and tennis courts, which could link to Howley St or Noble St for bikes
- Barnstaple refuge too close to Betts Ave/roundabout
- Move Barnstaple refuge west to 45-47 Barnstaple Rd

Other ideas

- Widen Barnstaple Road without impacting parking
- Improve park drainage
- Upgrade picnic facilities, consider a picnic area near the dog park
- More seating
- Improve access - add a path around the stairs at Trevanion St
- Improve park lighting for safety and to increase park use

Stakeholder feedback – 3 submissions

Feedback from key stakeholders is summarised below. Sporting groups that use Five Dock Park were consulted separately to ensure the design of the amenities building meets their needs.

Five Dock Park Tennis Centre

- Multi-court
 - Preference for no pickleball on the multi-court as pickleball is offered at the tennis centre
- Parking changes
 - Support for additional parking

Five Dock Bowling Club

- Parking changes
 - Speed cushions on Barnstaple Road may not be needed as speeding is not generally an issue, there are only a few key offenders
 - When exiting the driveway vehicle sightlines are impacted by cars parked on the street, consider installing a mirror to assist vehicles exiting the driveway
- Shared path
 - Supportive of the proposed plans however noted that for bike riders it is better to have dedicated bike lanes rather than shared paths
 - Concerns around disruption during construction and potential loss of business

- Extend footpath on the eastern side of the park to connect to the bus stop on Ingham Ave opposite Noble St

Canada Bay Bicycle User Group (BayBUG)

- Shared path is not direct and doesn't link to a safe bike network on Barnstaple Rd, Ingham Ave or Noble St
- Not safe for riders travelling on Barnstaple Rd to move onto refuge island
- Refuges and speed cushions on Barnstaple Rd and Ingham Ave are insufficient and not safe – need wombats and bi-dis
- Improve safety and accessibility for bike riders along Barnstaple Rd to Arthur St to connect to Henley Marine Dr
- Alternate route options proposed:
 - Cycle route could cross Great North Rd on the proposed bi-di from Henry St and continue south on the east side of the road to Second Ave. Traffic calming on Second Ave, lower speed, shared route through to Park Rd to join existing footpath behind health clinic to war memorial and down Howley St. This would support active transport access to the metro.
 - Revert to the original bike path proposal and to facilitate this, either:
 - Relocate workout centre near the proposed multi-court, fence the playground and reorient entrance to the west or southwest
 - Relocate playground and workout centre near the proposed multi-court and run the bike path as per the original plan, from Barnstaple Rd/Park Rd to war memorial then east to Ingham Ave or Howley St

Appendices
A. Survey questions

01. What would you like to provide feedback on? *Required*

Select all that apply
☐ Amenities
☐ Multi-court
☐ Parking changes
☐ Shared path

Amenities

We're proposing to construct a new amenities block and temporary toilet block in the park. Please ensure you have read all of the information [here](#) before providing your feedback.

02. Do you have any feedback on the installation of 2 x temporary toilet facilities in the park?

--

03. What should Council prioritise when developing the design for the new amenities building?

--

04. Is there anything else you'd like us to consider when designing the new amenities building?

--

Multi-court

We're proposing to construct a multi-court on the western side of the park. Please ensure you have read all of the information [here](#) before providing your feedback.

05. What sports would you like the multi-court to cater for?

Select all that apply
☐ Basketball
☐ Badminton
☐ Pickleball
☐ Handball
☐ Other

06. Would you prefer the multi-court cater for individual play, team play, or both?

Select one answer only
☐ Individual
☐ Team
☐ Both

07. We're also considering adding seating and landscaping as part of this project. Is there anything else you would like us to consider when designing the multi-court?

--

Parking changes

We're exploring opportunities to increase parking. Please ensure you have read all of the information [here](#) before providing your feedback.

08. Do you support the addition of 3 speed cushions on Barnstaple Road?

Select one answer only
☐ Yes
☐ No
☐ Not sure

09. Why not?

--

10. Do you support the construction of 19 additional car spaces?

Select one answer only
☐ Yes
☐ No
☐ Not sure

11. Why not?

--

12. Do you support the reconstruction of parking bays on Barnstaple Road, including converting one space into a disabled parking spot?

Select one answer only
☐ Yes

☐ No
☐ Not sure

13. Why not?

--

14. If you have any other feedback or comments on the proposed parking changes, let us know here:

--

Shared path

We're proposing to construct a 3.6m shared pedestrian and bike path round part of the park. Please ensure you have read all of the information [here](#) before providing your feedback.

15. Do you support the proposal to construct a 1.5m wide footpath along Barnstaple Road, in front of Five Dock Bowling Club?

Select one answer only
☐ Yes
☐ No
☐ Not sure

16. Why not?

--

17. Do you support the proposal to construct a median refuge island on Barnstaple Road?

Select one answer only
☐ Yes
☐ No
☐ Not sure

18. Why not?

--

19. Do you support the proposal to construct a median refuge island on Ingham Avenue?

Select one answer only
☐ Yes

☐ No
☐ Not sure

20. Why not?

--

21. Do you have any other feedback on the proposal or anything you would like us to consider?

--

About you

22. Which of the following applies to you?

Select all that apply
☐ I live on a street bordering Five Dock Park
☐ I live in Five Dock
☐ I live in the City of Canada Bay
☐ I work in Five Dock
☐ I own a business in Five Dock
☐ Other

23. How did you hear about this project?

Select all that apply
☐ Letter in my mailbox
☐ Poster in the park
☐ Poster or brochure in Five Dock Library
☐ Council newsletter
☐ Email
☐ Social media
☐ Spoke to Council officers in the park
☐ Word of mouth
☐ Other

B. Notification methods
Notification letter

Office of Mayor
Michael Megna

City of
Canada Bay

4 November 2024
The Resident
FIVE DOCK NSW 2046

Dear Resident,

Five Dock Park Precinct

We're taking a precinct-wide approach to planning future upgrades at Five Dock Park to ensure they're more cost-effective, efficient and less disruptive for park users. We're asking for feedback on four projects planned for Five Dock Park — a new amenities block, a new multi-court, opportunities to increase parking, and a new shared path for pedestrians and bikes.

Amenities block

The existing toilet block has reached its end of life and no longer meets community needs. As a temporary solution, it will soon be replaced by 2x prefabricated toilet blocks. We plan to replace the grandstand with a new amenities building over the next two years.

Multi-court

We propose constructing a multi-court on the western side of Five Dock Park near the playground. The court will feature basketball line markings and hoops, as well as potential options for handball, pickleball or badminton.

Parking and traffic changes

We are looking at opportunities to increase parking around Five Dock Park.

Shared path

We propose creating a shared pedestrian and bike path, as part of the Concord to the Bay Run cycleway.

For more information on these proposals and to share your feedback, please visit bit.ly/fivedockparkprecinct or scan the QR code. We invite your ideas and input until Sunday, 8 December 2024 in the following ways:



- Online: bit.ly/fivedockparkprecinct (or scan the QR code)
- Email: council@canadabay.nsw.gov.au (subject: Five Dock Park Precinct)
- In-person: Council officers will be at Five Dock Park on Saturday, 16 November 2024 from 10am–12pm to discuss the project and collect feedback
- Mail: Locked Bag 1470, Drummoyne NSW 1470 (Attn: Peter Montague).

If you have any questions, please contact Council's Planning & Precinct Coordinator, Peter Montague on 9911 6443.

Kind regards,

Michael Megna
Mayor Michael Megna

City of Canada Bay

T 02 9911 6555 E council@canadabay.nsw.gov.au www.canadabay.nsw.gov.au
Canada Bay Civic Centre 1A Marlborough Street, Drummoyne 2047
Locked Bag 1470, Drummoyne 1470 ABN 79 130 029 350



Poster



Five Dock Park Precinct

We're taking a precinct-wide approach to planning future upgrades at Five Dock Park to ensure they're cost effective, efficient, and minimise disruption to park users. **We are asking for your feedback on the projects planned for Five Dock Park.**

How to provide feedback:

Online:
scan the QR code or visit
bit.ly/fivedockparkprecinct

In-person: Saturday 16 November,
10am – 12pm at Five Dock Park

Email: council@canadabaynsw.gov.au
with the subject 'Five Dock Park Precinct'

Proposed upgrades

- Temporary toilets and new amenities building
- Multi-court
- Parking changes
- Shared path

City of Canada Bay

C. Communications report

Channel	Reach	Engagements
CCB print newsletter	37,000	N/A
CCB newsletter	4,529	74
Instagram – 3 posts	8,800	90
Facebook – 3 posts	11,100	1,500
Total	61,429	1,164

CCB print newsletter – November 2024

Five Dock Park Project

With a new approach to planning future upgrades at the park, the City of Canada Bay is looking for cost-effective, efficient, and resilient options for future park upgrades. Proposed upgrades include a new playground, a new sports court, a new amenity building, a new parking lot, a new path, and a new park. To learn more about the project, visit [Five Dock Park Project](#).

The City of Canada Bay is looking for cost-effective, efficient, and resilient options for future park upgrades. Proposed upgrades include a new playground, a new sports court, a new amenity building, a new parking lot, a new path, and a new park. To learn more about the project, visit [Five Dock Park Project](#).

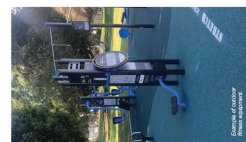


Image courtesy of the City of Canada Bay

Brett Park outdoor gym

The City of Canada Bay is looking for cost-effective, efficient, and resilient options for future park upgrades. Proposed upgrades include a new playground, a new sports court, a new amenity building, a new parking lot, a new path, and a new park. To learn more about the project, visit [Five Dock Park Project](#).

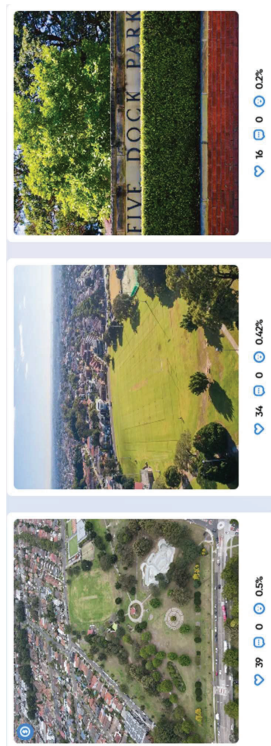
CCB newsletter – November 2024



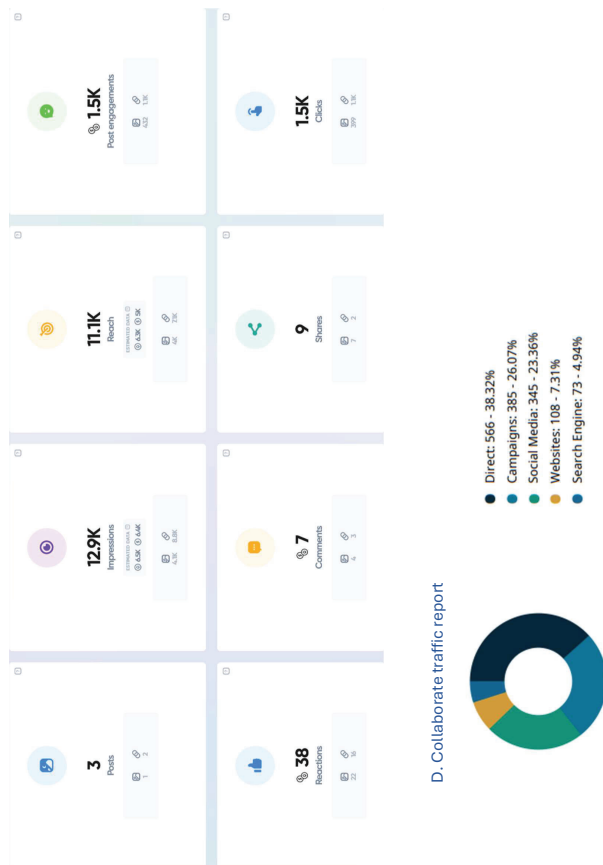
Five Dock Park Project Upgrades
The City of Canada Bay is looking for cost-effective, efficient, and resilient options for future park upgrades. Proposed upgrades include a new playground, a new sports court, a new amenity building, a new parking lot, a new path, and a new park. To learn more about the project, visit [Five Dock Park Project](#).

Image courtesy of the City of Canada Bay

Instagram



Facebook[illegible]



Internal Stakeholder Findings

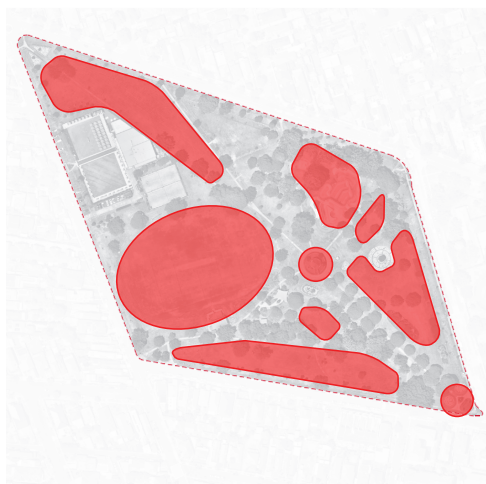
As part of the Masterplan 2.0 process, a number of meetings were undertaken with internal Council Stakeholders to better understand key issues and potential opportunities of the park. Interestingly this engagement process raised a number of common threads between the various Stakeholders. Specific items relating to the expertise of the each Stakeholder were also raised.

The following pages capture and summarise the key discussion points raised during the internal Stakeholder engagement sessions. These points have been grouped by common theme rather than by Stakeholder:

The Council Stakeholders met include:

- Outdoor Operations / Maintenance
- Open Space Planning
- Urban Ecology
- Open Space Booking
- Roads and Traffic
- Building Services
- Stormwater and Flood
- Lighting
- Place Team
- Strategic Planning Team
- Heritage
- Community Development and Environment (Council Only)
- Sustainability (Council Only)

A full summary of all the elements raised in the internal Stakeholder Engagement is located in the Appendix.



Activities

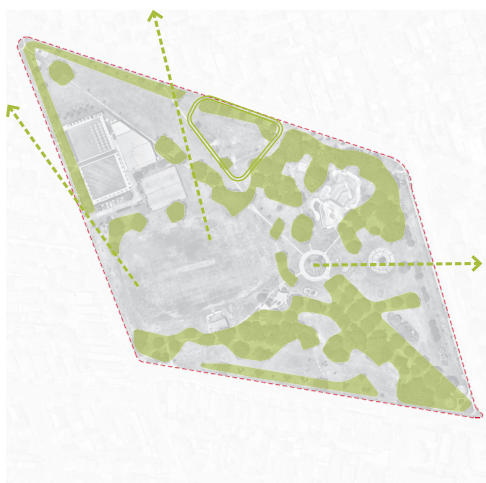
- Review the existing basketball court and consider introducing a new multi-purpose court in the park to accommodate future population growth and the increasing demand for a wider range of sports activities
- Consider upgrades to the existing basketball half-court and Skatepark.
- Retain a balance between formal and informal activities & active and passive recreation.
- Ensure the existing Memorials are retained and consider the merits of the relocation of an additional memorial at the site.
- Consider existing sports users and the proposed amenities building upgrade works.
- Provide sufficient rest areas with features such as shelters and seating.



Links

- Review the interaction between regional commuter bike routes, the park, and the surrounding streets.
- Understand future walking connections from the new Metro Station via the park to the Bay Run and water.
- Investigate opportunities for park events to be linked to larger events like Ferragosto.
- Consider future impacts from the uplift in population density from the new Metro Station and potential changes in park use.

Internal Stakeholder Findings



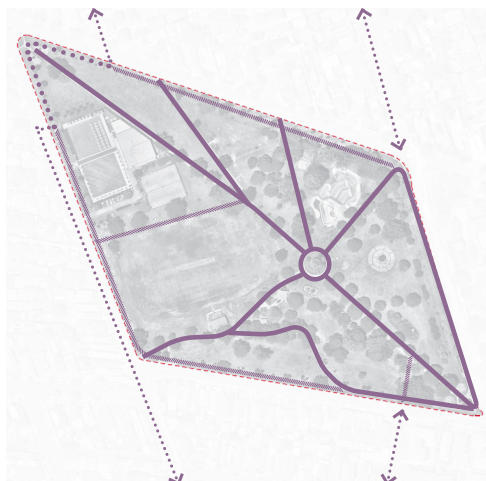
Canopy

- Meet or exceed Council's canopy target of 25% coverage. Current canopy coverage for the City of Canada Bay LGA is 17.1%, while the Five Dock suburb has a coverage of 13.8%.
- Consider retaining or replacing the palms with alternative planting that are consistent with the park's heritage aesthetics.
- Undertake crown lifting tree canopies where appropriate to maintain views and ensure user safety.
- Provide understorey planting around trees where shade prevents turf establishment.
- Explore opportunities to expand the remnant Sydney Turpentine Ironbark Forest.
- Retain view corridors within the park, particularly towards the bay to allow for NYE firework viewing.
- Consider natural shading especially along pathways



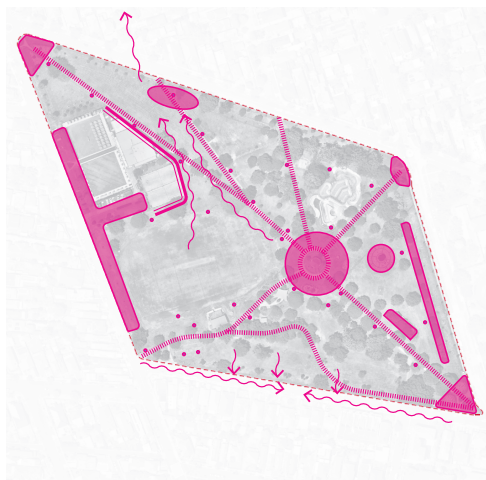
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S:\103091 - FIVE DOCK PARK MASTERPLAN.DWG - ISSUE 1 - 22/09/2025



Access

- Increase the width of existing paths to improve the movement of people, bikes and maintenance vehicles.
- Review maintenance vehicle access and routes.
- Provide an additional spoke path along the desire line.
- Provide a perimeter loop path.
- Explore potential accessible paths to future amenities building and improve the entry at Park and Barnstaple Roads.
- Improve access between the park and street in areas with edge batters.
- Strengthen connectivity to the parklands and waterfront within the broader context.
- Consider the path network hierarchy, which will inform future upgrades, including path width and lighting upgrades.



Upgrades

- Review and explore the potential for additional parking along Barnstaple Road.
- Upgrade the existing heritage planting areas and memorial elements.
- Upgrade the amenities to cater for community growth with equal access.
- Review existing lights and upgrade to council fixtures.
- Explore potential options to mitigate existing drainage (sodden turf) and localised flooding (Park Road and Noble Street) issues on site.
- Collaborate with lessees to better integrate leased facilities with the rest of the park.
- Ensure pavements minimise impacts on tree roots while being low maintenance and long-lasting.



Internal Stakeholder Engagement Meeting - 25 Feb 2025

Gardens and Maintenance

Attendees:

Coordinator: Garden Services & Landscaping
Team Leader: Garden Services
Project Manager

Notes:

- Team suggested to incorporate more visually appealing gardens and spaces rather than vast open spaces that don't get utilised.
- War Memorial can be utilised more than it currently is.
- It was recommended to look at the Cyprus trees around the pathways that are low bearing which is causing visibility / CPTED issues. Consider change to trees that will improve site lines.
- The rose gardens attract a lot of people however the hedge around the garden in the NE corner limits the ability to see the roses.
- The dog park currently gets a lot of use but can get muddy due to the rain. There are less shady areas for the big dogs and the gates need regular attention.
- Would prefer no more hedges are planted.
- Suggestion that the multi-purpose court be in between the skatepark and the top of the rose garden (southern sector).
- The long triangle space next to the dog park has been noted as a popular location for recreational (such as picnics, kickabout) use outside the formal provisions.
- The palm trees are not favored by the maintenance team as it doesn't match the aesthetics of the rest of the park and it is difficult to trim the bark. The fungal disease in the soil is affecting the palms.
- Recommended access provided from the Barnstable Rd x Park Rd intersection to the amenities block. Currently the access is poor making the maintenance team travel along the turf which causes damage, especially during wet weather.
- Recommended to reduce the planting around the paths along Parks Rd.
- The area around the War Memorial is too crowded with low-branching trees, resulting in poor sightlines.
- Nothing particular regarding Sydney Turpentine Ironbark Forest has been discussed with the Maintenance team.
- The park is used as a good vantage point for the NYE fireworks and therefore it was recommended to avoid planting trees around the bayside that may impede the views.
- Suggestion the ground surface around the rose garden to gravel / deco-granite, instead of turf.
- Suggestion to look at increasing the drainage around the corner of Ingham Ave and Barnstable Rd and the long triangle grass area as a lot of run off is currently directed to this area often gets excessively wet and takes a long time to dry out.
- There are potential plans to change from petrol to electric maintenance equipment in the efforts to meet net zero by 2030. Could be a consideration for future power supply.
- The existing half basketball court is still in use, despite its old condition. Consider upgrading it if funding becomes available in the future.

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5/4/2025 • 1/11/2025 PARK MASTERPLAN 2025 - ISSUE 11 • 22/09/2025

Open Space

Attendees:

Coordinator: Urban Forest and Ecology
Landscape Architect
Open Space Bookings Officer

Notes:

- The focus of the Urban Forest and Ecology team is to maintain the environment/ ecological constraints while using the space effectively and meeting the needs of existing and future residents.
- Susan to provide the current percentage of canopy;
 - across the LGA and
 - five-dock park.
- Suggested to potentially change the garden beds to larger trees with more height to improve sight lines and assist with crown lifting.
- Assessment will need to be considered if looking at replacing the palm trees.
- If we're looking to widen the pathways it will need to be above grade design and further liaison with UE team.
- Open Space team suggested development of the skatepark to make it into a youth hub.
- Consider the circulation of pedestrian and bike traffic to and from the town center and the park as this will be one of the main points of access for residents post the future development and increase in density.
- Suggestion that Clouston investigates the proposed location of multi-purpose court, and that the existing half court has limited space to be upgraded to a multi-purpose court.
- Recommended to provide more shelters and BBQ areas.
- There has been some pushback from the Tennis Club re inclusion of pickleball as they are worried this would have an impact on their bookings
- It is recommended to consider the colour scheme of the court, so it aligns with the heritage character of the park.
- Current users include AEL, NRL and Cricket. Dario to provide a seasonal usage report. Council does not currently book out picnic shelters which operate on a first come first serve basis
- It is recommended to provide some shaded trees round the parameters of the park and include pathways to improve the connection between the park and the community.
- The Draft Masterplan is to go anticipated to be reported to council by May 2025.

Internal Stakeholder Engagement Meeting - 25 Feb 2025

Roads and Traffic

Attendees:
Traffic Engineer

Notes:

- The current pedestrian / cycling access is not ideal. Looking for an alternative that will improve connectivity and direct cyclist traffic, providing safe passage for recreational cyclists and pedestrians.
- Ideally R&T prefer a 3.6m wide pathway on regional paths. A 1.5m would be satisfactory for internal pedestrian / recreational paths. Needs careful design to avoid impacting trees on Barnstable Rd and Parks Rd.
- Need for improvements to access for maintenance staff and vehicles to the amenities blocks.
- R&T do not support any permeable pavement as it is difficult to maintain however a broad walk would be okay.
- Recognise the need for a pedestrian link from the new proposed parking adjacent to the Restaurant and Tennis premises connecting to the centre of the park. Consideration should also be given to a link from First avenue north towards Howley St.
- Additional parking might be something to consider in the 10-year plan as there was some pushback from the community regarding the April 2022 plan which involved the potential loss of existing parking and removal of a tree. Here is a link of the plans that was proposed to the community with further information on the Community Consultation Report: <https://collaborate.canadabay.nsw.gov.au/evcycleyway/five-dock-park-works>. See if there are any viable options to the incorporation or consideration of them in the Master plans.
- Current view is to have commuter cyclists on the other parameter of the park and have pedestrians and recreational cyclists going through the park.
- Consider the connection links from Metro Station to Second Ave then along the Five Ave for cycling access.
- Consider the links to the broader context (eg, other parks, green spaces, water front).

SASI

Attendees:
Coordinator, Building Services - Capital Works
Drainage, Marine and Floodplain Engineer
Development Engineer, Coordinator
Strategic Assets Engineer

Notes:

- Liz noted the need for better vehicular access in the corner of Barnstable Rd and Park Rd. Advised that there was previously a bit of work done to the amenities block last year and they had issues getting a forklift in and out of the premises which lead to grass damage.
- It was recommended to consider improved access for construction purposes that might also then improve disability access to the amenities block for the long term.
- The park is at the top of the catchment and unlikely to be subject to flooding.
- Water does drain towards Noble St (the long triangle) which can cause issues. It was suggested to incorporate a flood mitigation feature that slows down the release of water and would be beneficial for the downstream community.
- There is a 'sag point' in the middle of Park Rd. Consider a preventative landscaping feature to improve drainage / run off here.
- Lighting - a path hierarchy should be developed for the site with appropriate lighting. This hierarchy should consider the current and future pedestrian traffic from Five Dock town centre and where is necessary to be lit.
- Recommended that the multi-purpose court is lit so that there is an alignment between the summertime and wintertime sports - i.e. no late-night use but to mid-evening.
- SASI advised that the skatepark doesn't have sufficient drainage and gets blocked easily and the council often sends out plumber to fix it.
- SASI recommended to consider where the overland flow of drainage will go when building a new car park.
- Advised that with the proposed multi-purpose court (i.e. introduction of a hard surface) a balance of drainage / flood mitigation is preferred to ensure no net impact on the site and surrounding residents.
- Any future lighting should follow Council standards.

Internal Stakeholder Engagement Meeting - 25 Feb 2025

Place and Events

Attendees:

Manager, Place & Events
Place Management Coordinator

Notes:

- The Place and Events team hold Ferragosto in August, which is a major outdoor Italian festival based in Five Dock town centre. Consideration has been given in the past to extending the festival to include Five Dock Park.
- They have also hosted doggie day out events in the past at the park.
- The current skatepark holds high-profile Skateboarding event.
- The team believes the space across Park Road and park as a whole could be a good place to run events so it would be useful to have access to power and water built into future infrastructure.
- Place and Events collaborate with Five Dock RSL to organize an Anzac Day service the weekend before Anzac Day. They advised that it is preferable to have sufficient space near the memorial for this purpose.
- There is a history of vandalism and theft in the memorial which has caused it to be gated but has been noted that this is limiting community access. Place are happy to talk to the RSL and look into the potential redesign of the memorial in conjunction with the relocation of the Rats of Tobruk Memorial.
- Places and Events team suggested including public artworks in the MP which will tie into the expansions that are taking place in Five Dock and align with the Public Art Strategy and Culture plan. Examples are a street mural in the skatepark that could potentially attract more events into the area and act as a focal point.
- Stressed the need to consider the increasing population and the need for open space in lieu of a private backyard.

Strategic Planning Team

Attendees:

Senior Strategic Planner
Coordinator Heritage

Notes:

- The latest anticipated increase in residents in Five Dock is **xxxxx** – please treat confidentially at this time.
- There is currently a bit of uncertainty with the numbers as the NSW Government has dictated that the maximum height of high-rise building will be 3-6 stories along Great North Rd, which is lower than the previous 6-9 stories - please treat confidentially at this time.
- Kate advised that the heritage value of the park needs to be retained/conserved. Her view is that the current leased buildings act as a screen from the rest of the park and are visually intrusive.

Internal Stakeholder Engagement Meeting - 24 March 2025

Community and Development Team

Attendees:

Community Development Manager
Community Development Support Officer
Community Development Support Officer
Community Development Support Officer
Community Development Support Officer
Senior Social Planner Community Services

Notes:

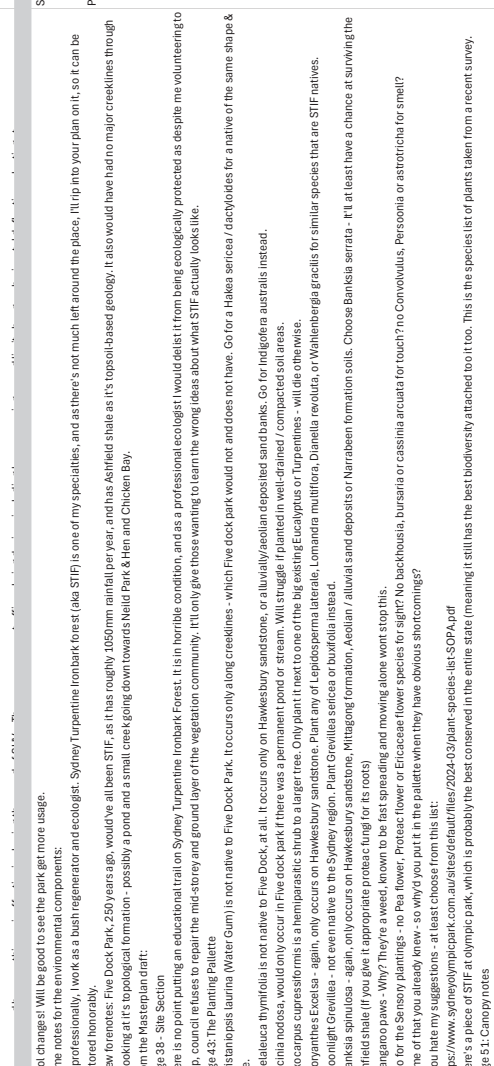
- Currently the Skateboarding precinct is being used for Skateboarding workshops and Skateboarding comp.
- We have received complaints about the Skateboarding bowl only catering to advance Skateboarding. Potentially look to extend it to provide a more entry level space. Half bowl is not greatly used.
- Suggested to combine the multi-purpose court with the youth precinct area and breaking it via things like sheltered BBQ areas etc.
- It is unfortunate that there are 5 pathways leading to something that is closed (ie the memorial).
- What are the operational hours of the public toilets. Advised that we should consider this as the public toilets would potentially be a facility used by homeless people that would need them.
- Advised that accessible pathways would be necessary including things like natural shading.
- Link the different precincts to each other but also have an outer circuit for recreational use.
- How will the park operate at night? It is likely that the park might be used as a thoroughfare with the metro coming over so what will the lighting look like in that case. One program that was mentioned to consider is Safer Cities: Her Way
- The informal precinct suggested to be corner of First Ave near the bus stop which will be where the train station is expected to be.
- Mini amphitheater similar to the one in Rhodes was suggested. This could act as a rest area for people during the bay run but could also be a viewing area for things like Skateboarding comps etc.
- A rest area similar to the Gazebo in Ashfield was also suggested.
- Suggested an adult parks with things like parkour Table tennis, bouldering, intergenerational activities etc.
- Burwood Park was referenced
- Water sources – somewhere to be able to fill your bottle

CLOUSTON associates

5/4/2025 • 1411 LOCAL PARTICIPATION 107 • ISSUE 14 • 22/09/2025

COLLABORATE SUBMISSIONS - FIVE DOCK PARK Feedback (verbatim)			Theme	Council Response	Amendment to draft MP
The kiosk sounds like it's only a sports thing. What is required is a cafe near the playground- somewhere that at least does coffees, banana bread, basic hot food, that is open every day. When you have a baby or toddler, there is nowhere close enough at the moment to support this while you're at the playground. Also parents groups meet at the family centre on the corner, then often need somewhere to go to socialise and engage afterwards. Great opportunity to have a local business there.			Cafe	The operation of the kiosk is governed by the Five Dock Park Plan of Management (PoM) and is allowable as it is ancillary to the use of the sportsground. A commercial cafe would require changes to the PoM which are not proposed as part of the Masterplan project. There is potential for an existing licensee to offer such a service.	None proposed
The cycleway as shown is a waste of money. It's referred to as a regional cycle route but as shown it does close to nothing to improve amenity or safety for cyclists who want to ride through the region. It can be argued that in both respects it does the opposite due to its shortness, obtuse angle corners and proximity to parking spaces. Surely the path can through the middle of park safely clearing play areas and avoiding having to cut down trees. The only tangible outcome of the proposed shared path as shown is to soak up taxpayer regional E-W route funding. Canada Bay council has already become the bugging stick across Sydney due to the Heath street debacle and this proposal will do nothing to redeem the council's reputation. Surrounding councils are making steady improvements on active transport, yet this council seems determined to stay steadfastly on the road to regression.			Cycling	The East to West regional cycle route is an ongoing project of which, this is one small section. The route is envisaged to be used by riders of all skill levels, requiring a wider path. The intent is to transition safely through the area, and avoid conflict with internal park users, particularly around the War Memorial.	None proposed
1. "Precinct" This can be taken two ways - as precincts within the park, and as the park within its precinct. (a) Areas within the park The masterplan has this uses and all calls them "programs" (p24) or - usually - areas (e.g. p26-27). This construct is an effective way to group these spaces and build their critical mass. It is positive to see the identification of a memorial area. The arrangement of these areas is important - I would be concerned that having the "learn and play" area wrapped around the "memorial" area so that memorials are surrounded by "learn and play" and "sport and clubs" limits "memorial". I recommend that "learn and play" should connect to the playground by wrapping around the north side of "memorial" instead, so that this important element which connects to the heritage of the park is not surrounded by active areas. (b) The park within its precinct Collaborate Canada Bay and the Mayor present this as a draft masterplan for "Five Dock Park Precinct". This invites big thinking with the park as the centrepiece of a precinct, and it is entirely appropriate for reasons referred to in the masterplan. With the park's many uses (4 areas) and many objectives (6) and its ongoing allocation of its space (second court area, increasing dog park area, parking area) it is about bursting at the seams to fit all of this in! There are some good master plan elements that take this approach - e.g. Masterplan 2.0 focus on enhancing connectivity (p9). I would suggest that these be further strengthened, and that the precinct includes at least the perimeter streets (dorm zone? Traffic calming? Landscaping?) 2. Council goals and priorities The extensive list of 30 goals and priorities (20 being numbered and 10 bulleted) is extremely ambitious. Everything here seems truly worthwhile, and congratulations to the masterplan team for thinking about how it might be programmed. But seeing it laid out like this, a big question is whether it can realistically be achieved? A masterplan should not be limited to the pragmatism of a workplan, nor be timid in its ambitions, but a masterplan that is beyond reality is not helpful either. If some of these things will be done as parts of other programs, e.g. repairing not damage to paths, or increasing tree canopy, then suggest move them out of the masterplan or at least marking them as being delivered elsewhere. The bulleted goals are listed after the numbered ones. Are they lower priority? What will happen to them if they are not achieved in years 1-27? One expects that the medium-term numbered items would then take priority instead. This is the common way of things - and it means that many of the bulleted items just will not happen, if the bulleted short-term goals are essential (and not in another plan), perhaps they could instead be moved into the medium-term list and replace some numbered goals there. 3. Circulation network / Facilitate Better Connectivity and Accessibility (a) The masterplan would seem to change the circulation network from a radial network to a spine hierarchy. I am not clear what the practical benefits of this are, and there are some issues: • The masterplan increases focus on the entry points at the four corners - the corners are high visibility, but they are not the "main" entry points (as per p29). The kite shape of the park means that some of the corners are further from the activity areas than if the park were square. The effective entries are more like: opposite Noble St for the skate park; opposite Noble St for the dog areas; along Barnstable Rd for the tennis courts, bowling club and playing fields; and Park Rd opposite Second Ave for picnic areas. • Furthermore, the four corners SHOULD NOT be the main entry points - three of them are the riskiest points for pedestrian access to the park (i.e. the two busy roundabouts of Ilgham Ave and the tricky offset). The park need bicycle parking, some simple stands near entrances would do. Would be good to see a lounge and fitness station.			Layout / Design Inclusion of local streets Entry Points Stormwater Pathways Maintenance Access Lighting	1a. The planning approach to the areas considers and makes the best use of existing infrastructure. Unfortunately it is not considered feasible to resource the relocation of this infrastructure required to amend the proposed areas. 1b. The final draft MP considers local streets and connections adjacent areas as well as proposing investigative pedestrian safety, traffic and parking studies to inform relevant projects within the 10 year timeframe of the MP. 2. As a 10 year strategic plan it is inevitable there are elements which may not be fully realised in that timeframe. Nonetheless, a more comprehensive approach facilitates greater opportunities to source external funding (grants) and internal inclusion in capital and operational budgets. Council is actively working to develop implementation plans to translate outcomes from Masterplans into active projects. The numbered items listed are referenced in the accompanying map - the bulleted items are actions without a specified location and hence not referenced in the map. 3a. The radial network is identified as a heritage element of the park and it is not proposed to change. The park's open layout and permeable boundaries provide multiple access points to all areas. The main entries are landscape elements that contribute to the park's heritage value. 3b. The proposed loop path will provide an accessible link around the radial path network. Investigations into stormwater runoff are proposed. Identified mitigation measures are cascading berms and removal of a small portion of existing pathway to enlarge the DOLA. 4. The lighting strategy actions have been amended to include actions to deliver on the outcomes of the lighting audit / study. 5. Operational items noted. Potential conflicts with pathway design and tree locations are addressed during detailed design stage. Proposed investigative pedestrian safety and traffic studies will inform future projects which will improve pedestrian access.	Amend p28 to include an action to "Undertake a traffic study for the streets adjacent to the park to inform the need for future pedestrian safety, parking and traffic management" in the next 2 years. Amend p28 to include in Short-term Goal to "Investigate options to manage the impacts of stormwater runoff" Amend p28 to include additional medium term goal to "Action appropriate to the outcomes identified in the lighting audit / study."
The park need bicycle parking, some simple stands near entrances would do. Would be good to see a lounge and fitness station.			Cycling	The final draft MP includes an action to "Consider a better location for bike parking as it is currently located outside the playground"	None proposed

The Draft plan for Five Dock Park precinct is comprehensive, with regard to the layout of the 'zones' of the park. The work associated with these zones will take time to complete and will enhance the utility value of the park. This means that the park, which already experiences regular use by a variety of people and organisations, will attract a significant increase in users from near and far. This leads to an issue where Canada Bay Council has demonstrated a manifestly inadequate response to resolve. The situation gets more serious as weeks pass, and its piecemeal attempts at making any progress have failed. Parking in the area around the Park is in need of significant and long-lasting solutions. 1. As it stands, right now, streets in the immediate area (in about a 200 metre radius of the park's boundaries) are dogged on many weekends. This is due to the use of the so-called Bowling club, as well as the use of the oval for sports. Barnstable Rd in particular is not wide enough to handle the full parking on both sides of the road that currently occurs on many Saturdays and Sundays. 2. The number of towed vehicles which park on the roads around the Park, in particular Ingham Ave and Park Rd, for periods of times of over two months, is a serious problem. These vehicles include boats, caravans, an assortment of trailers (all of household/business goods, and advertising trailers. They are privately owned vehicles which occupy parking spots that should be for the use of Park users. They shouldn't be there. They should be on, or adjacent to, the property of the owners. Solutions? 1. Parking on Barnstable Rd should be restricted in a couple of ways. It is difficult to turn left out of Betts Ave towards the intersection of Barnstable and Ingham whilst getting a clear view of any traffic coming up Barnstable. This is because of vehicles parked from the corner up to Betts Ave itself. The road narrows sufficiently for turning cars to swerve into incoming traffic, where many near misses have already occurred. So, vehicles should be banned from parking in Barnstable Rd, from the Ingham Ave roundabout to Bennett Ave on the Park side. (Cyclists in particular are taking their lives in their hands by riding down Barnstable when large numbers of parked vehicles are in evidence.) More perpendicular parking is a solution, despite the unfortunate loss of some grassed Park area as a consequence. These are long-term responses to the problem. 2. The initiation of these towed vehicles has become a major problem over the past couple of years. Council apparently completed a parking trial around Campbell Park in the last year or two, where these vehicles were monitored/moved/observed etc regarding the number of vehicles and the lengths of time that they were parked. I've seen no findings of this trial. Around Five Dock Park, the famed 'Orange' stickers appeared for a while but this process has all but been ignored. So, the owners of these vehicles, particularly boat trailers and other 'works' trailers, can park there as long as it suits them. They have moved their vehicles to the other side of the park on many occasions with total impunity. In the same way that the Campbell Park vehicles were moved to Five Dock Park during the trial. And what about the weak argument about the Council being unable to stop this happening because anybody is entitled to park where they want in the Park area? When I lived in the Hunters Hill municipality some years ago, I was a member of the Public Transport and Traffic Advisory Committee. We resolved a similar situation there by enforcing a time limit for vehicles in a number of sites in the council area. I'm happy to talk to anyone about this if needed. So, with regards to Five Dock Park we need cars to be able to park on the periphery while people use the park. If the multitude of long-term parkers is not addressed, the visitors' cars move into small streets like Betts and Bennett which makes driving down the road impossible for car travelling in opposite directions. We are inconvenienced regularly because of this. Parking time limits should be introduced around the park. (Residents in the immediate area should have access to a sticker for their car to exempt them from the restriction. Such a sticker would not be valid on a towed vehicle.) All other vehicles (ie visitors) have a set time limit. This could be (for example) three, four or five hour time limits.	Parking / Pedestrian / Road Safety	Council recognises the current parking and traffic issues and parking and traffic projects are planned in upcoming months to improve this. Parking restrictions require careful consideration to avoid shifting the parking demand elsewhere where it can be more of an issue. Where parking restrictions are introduced, Council is obligated to meet legal requirements for the widths for trafficable lanes which can result in further restrictions and parking loss along narrower streets. The final draft MP considers local streets and connections adjacent areas as well as proposing investigative traffic and parking studies to inform future projects within the 10 year timeframe of the MP. As part of the Regional Cycleway, Council will deliver a new shared path around the northeast perimeter of Five Dock Park, creating a vital link between Five Dock and the Bay Run. To enhance safety, the project will introduce speed humps along Barnstable Road to calm traffic, as well as pedestrian refuge islands at key locations to provide safe crossing points and improve accessibility into the park. Council will also undertake a parking occupancy survey around Five Dock Park, with a focus on boat and trailer parking. Based on the findings, appropriate parking restriction adjustments will be implemented to help address identified issues and improve overall parking management in the area.	Amend p28 to include an action to 'Undertake a traffic study for the streets adjacent to the park to inform the need for future pedestrian safety, parking and traffic management' in the next 2 years.
Increasing the risk of accidents on the blind crest of the hills.	Parking / Pedestrian / Road Safety	The currently proposed speed humps along Barnstable Road will work to reduce the overall level of speed, thereby increasing the safety of vehicles utilising the existing 90 degree bays. This feedback will be used to inform the Traffic Study with a focus on improving accessibility and safety in the area for all users.	Amend p28 to include an action to 'Undertake a traffic study for the streets adjacent to the park to inform the need for future pedestrian safety, parking and traffic management' in the next 2 years.
Indication of level of support of but no comment supplied	n/a	None proposed	None proposed
I note that Council is looking to upgrade the Five Dock Park precinct and that one of its goals is to improve active transport links to Five Dock Park. This could be done by improving Five Dock Park's links to Storey Park, Halliday Park, and Hen and Chicken Bay and its foreshore walk. Storey Park is very neglected and under-used and is in serious need of redevelopment. The existing building in the park is dilapidated, and the pathways in the park are not well used by the public. It is more an eye-sore than a much-loved park. Yet the park has many positives. It has plenty of vegetation including perhaps some natural vegetation, and it has room for better public facilities. Also, it is strategically placed midway between Five Dock Park and Halliday Park. So a redevelopment with well located pathways across the park could also significantly improve the active links between Five Dock Park and Hen and Chicken Bay. As part of this, there may be opportunities to improve the footpaths on Kerin Ave and McKinnon Ave between Storey Park and Halliday Park, and on Lyons Rd and Trevanion St between Storey Park and Five Dock Park.	Improvements to Storey Park	Comments noted and passed onto Council's Open Space, Roads & Traffic and Building Services & Fleet Teams in relation to Storey Park for consideration.	None proposed
The Tobruk Memorial needs to be moved to the Five Dock park Memorial area. It's present site on corner of Great North Rd and Lyons Rd is no longer safe for ceremonies.	Support for relocation of Rats Of Tobruk Memorial	Support noted	None proposed
Having walked through the park in the evening I am struck by how poor the lighting is. Can feel very unsafe. While I see a lighting plan I don't get sense it will provide enough lighting to increase safety once sun has set. The Park might become a means to walk between suburbs Road point and Russell Lea in a five dock CBD in future a say passage is essential. Also any opportunity to find additional parking in Park street would be a good outcome.	Lighting Parking / Pedestrian / Road Safety	The lighting strategy actions have been amended to include actions to deliver on the outcomes of the lighting audit / study.	Amend p28 to include additional medium term goal to 'Action appropriate outcomes identified in the lighting audit / study.'
Indication of level of support of but no comment supplied	n/a	n/a	None proposed

Objective to refuge island on Barnstable. It requires a cycle bypass as on Great North Rd in Warren's. Otherwise it will create a pinch point and road safety issue for cyclists using the existing regional cycle route to the CBD via Drummoyle. The existing zebra on Barnstable has created a road safety issue for cyclists as vehicles squeeze past cyclists on the crossing and overtake ignoring the double solid barrier lines.	Cycling	This feedback will be used to inform the Traffic Study with a focus on improving accessibility and safety in the area for all users.	Amend p28 to include an action to "Undertake a traffic study for the streets adjacent to the park to inform the need for future pedestrian safety, parking and traffic management" in the next 2 years.
Need no stopping restrictions are required immediately on the corners of Betts and Bennett with Barnstable. Currently vehicles illegally park every weekend during the opening hours of the business in the park. Creating road safety issues for pedestrians.	Parking / Pedestrian & Road Safety	Operational items noted re the DOLA and have been passed onto the Open Space team for consideration.	
Need more and clear signage that park is a on-lead area for dogs. Visitors do not follow signs with dogs constantly using the sports field. There is in sufficient dog poop bins as walking in the park is like a minefield. Alternative is to provide low fence around sports field, much preferred to deter dog owners using sports field as off-lead area and allowing dogs to shit there without clearing it up	DOLA		
Need parking restrictions on Bennett Ave and Betts as the car park proposed will not accommodate the growing demand for the business operating in the park. Parking overflow significantly extended along both streets. Suggest an extension to the resident parking is considered.	Parking	There is a proposed connection and associated upgrade to the existing Bus Stop on Ingham Avenue opposite Noble Street as part of upcoming works. Feedback regarding parking restrictions will be used to inform the Traffic Study with a focus on improving accessibility and safety in the area for all users. The alternative traffic calming measures strike a balance between improving safety and the retention of on-street parking for the local community.	Amend p28 to include an action to "Undertake a traffic study for the streets adjacent to the park to inform the need for future pedestrian safety, parking and traffic management" in the next 2 years.
Create a direct cycle path connection between Barnstable and Noble along the edge of the former bowling club. Why direct cyclists towards roundabout where is pedestrian activity and likely to create safety issues?	Cycling		
Create a separate cycle path along the edge of the park along Barnstable. And continue along Barnstable to the Bay Run. There is sufficient opportunity.	Parking / Pedestrian & Road Safety		
The bus stops on Ingham have not been considered. Bus stop on park side requires passenger boarding pad with connections to the footpath network.			
			
Cool changes will be good to see the park get more usage. Some notes for the environmental components: So professionally I work as a bush regenerator and ecologist. Sydney Turpentine Ironbark forest (aka STIF) is one of my specialties, and as there's not much left around the place, I'll rip into your plan on it, so it can be restored long-term. A few to note: Five Dock Park, 250 years ago, would've all been STIF, as it has roughly 1050mm rainfall per year, and has Ashfield shale as it's topsoil-based geology. It also would have had no major creeklines through it, looking at it's topological formation - possibly a pond and a small creek going down towards Nield Park & Hen and Chicken Bay. From the Masterplan draft: Page 38 - Site Section There is no point putting an educational trail on Sydney Turpentine Ironbark Forest. It is in horrible condition, and as a professional ecologist I would delete it from being ecologically protected as despite me volunteering to help, council refuses to repair the mid-storey and ground layer of the vegetation community. It'll only give those wanting to learn the wrong ideas about what STIF actually looks like. Page 43: The Planting Palette - Tristanopsis laurina (Water Gum) is not native to Five Dock Park. It occurs only along creeklines - which Five Dock park would not and does not have. Go for a Halea sericea / dactyloides for a native of the same shape & size. - Melaleuca thymifolia is not native to Five Dock, at all. It occurs only on Hawkesbury sandstone, or alluvial/aeolian deposited sand banks. Go for Indigofera australis instead. - Floridia nuda, would only occur in Five Dock park if there was a permanent pond or stream. Will struggle to plant in well-drained / compacted soil areas. - Eucalyptus cupressiformis is a hemiparasitic shrub to a larger tree. Only plant it next to one of the big existing Eucalyptus or Turpentine - will die otherwise. - Doryanites Eucalyptus - again, only occurs on Hawkesbury sandstone. Plant any of Lepidosperma laterale, Lomandra multiflora, Dianella revoluta, or Walterbergia gracilis for similar species that are STIF natives. - Moonlight Grevillea - not even native to the Sydney region. Plant Grevillea sericea or buxifolia instead. - Banksia spinulosa - again, only occurs on Hawkesbury sandstone. Mitigating formation, Aeolian / alluvial sand deposits or Narrabeen formation soils. Choose Banksia serrata - it'll at least have a chance at surviving the Ashfield shale (if you give it appropriate protea for its roots) - Kangaroo paws - Why? They're a weed, known to be fast spreading and mowing alone won't stop this. Also for the Senecio plantings - no Pea flower, Protea flower or Ericaceae flower species for sight? No backhousia, bursaria or cassinia arcuata for touch? no Convolvulus, Persoonia or astrotrochla for smell? Some of that you already knew - so why'd you put it in the palette when they have obvious shortcomings? If you hate my suggestions - at least choose from this list: https://www.sydneymyopicpark.com.au/sites/default/files/2024-03/plant-species-list-SOPA.pdf There's a piece of STIF at Olympic park, which is probably the best conserved in the entire state (meaning it still has the best biodiversity attached too it too. This is the species list of plants taken from a recent survey. Page 51: Canopy notes	STIF	Comments and detailed feedback all noted. The technical information on STIF and planning palette passed onto Council's Urban Ecology Team for consideration and inclusion at detailed design stage.	None proposed
Several years ago there was a draft proposal to install cricket nets at Five Dock Park. The current nets at Timber are generally unusable because of overhanging trees and dangerous debris. Several other parks in the inner west have cricket nets adjacent to their ovals and I would encourage the council to support youth cricket by improving access to facilities in our area.	Cricket Nets	Council previously investigated the development of cricket nets at Five Dock Park, however a suitable location could not be found without compromising other uses. The nearby Timbrell Park MHP includes an action to upgrade the nets facility and develop a multipurpose practice facility for cricket and baseball.	None proposed
Love some of the upgrades, including updating the basketball court and can see it being more youth focused (I don't know of another full size court in the area).	Support	Support noted. The current skatepark and proposed Youth Zone both facilitate use for a range of ages and abilities.	None proposed
As a local parent to young children (under 5), there is nothing noteworthy drawing my attention to five dock park now, or in the master plan. It's not immediately clear if there will be amenities focused on younger children as they can't use the same size skate park as older kids. I have never seen the current one used. Can this be reconsidered? Also skateboarding is not as common as scooter and bike use. Could it be multipurpose/multituse?	Skatepark		
I have concerns about the dog park being enlarged. I live a few houses down from the dog park on Ingham Ave, towards Barnstable Rd, and I walk past the dog park almost daily. It is a lovely community hub where local dog owners can socialise and give their dogs a chance to run around freely, and I love the atmosphere there! The dog park is very popular and well frequented, but it seems to be adequate at its current size... Is it because of the forecast population growth that it's being enlarged? It would be a shame to reduce the size of that open grassed area near the club along Ingham Ave. People play ball games there when the oval is full or booked out, as it's out of the way of picnics and playgrounds and is a lovely big open space. Also, that large clear patch of grass earmarked for the dog park expansion is a popular spot for viewing the fireworks on NYE. My main concern is that the grass will get trampled and the ground will become all muddy with dogs running over it - that part of the park is already very damp, with the run-off from heavy rainfall pooling there for days at a time... Anyway, apart from these concerns, the park upgrades look wonderful and I'm excited to see how it all pans out. I'm particularly excited about the additions to the skatepark area, with the multipurpose courts and	DOLA	The proposed enlargement of the existing DOLA is intended to cater for the increased demand resulting from the population increase anticipated in Five Dock in years 5 - 10 of the Masterplan. The relocated / enlarged area also facilitates an opportunity for regeneration of the STIF forest while still providing sufficient unpreserved open space for informal recreation.	Include relocated / enlarged DOLA in Long-term Goals (5-10 years)

I would like to see: More lighting in the park, particularly on the pathways. Where the pathways are broken, could they please be repaired or made new? A crossing or road divider at the corner of Park Rd and Second Ave, as it is used frequently walking through the park to Five Dock shops. Thanks you!	Lighting Pathways Parking / Pedestrian & Road Safety	The lighting strategy actions have been amended to include actions to deliver on the outcomes of the lighting audit / study. Operational maintenance of pathways have been passed onto the relevant internal team to follow up. This feedback will be used to inform the Traffic Study with a focus on improving accessibility and safety in the area for all users. Amend p28 to include an action to "Under take a traffic study for the streets adjacent to the park to inform the need for future pedestrian safety, parking and traffic management" in the next 2 years.	Amend p28 to include additional medium term goal to "Action appropriate outcomes identified in the lighting audit / study." Amend p28 to include an action to "Under take a traffic study for the streets adjacent to the park to inform the need for future pedestrian safety, parking and traffic management" in the next 2 years.
Presently, there is a track for vehicles and walking from the park to Park Rd, directly opposite Second Ave. This needs to be made as a proper pathway, so that it is safe to walk without tripping. This route will be used constantly when the Metro opens, as it's a direct route to the Metro station, when walking through the park from Rodd Point to the station. Thank you.	Pathways	A purpose built maintenance access path is proposed adjacent to the corner of Barnstaple and Park Rds. The viability of the existing maintenance access will be reviewed once this is completed. The plan also suggests a secondary path from the park to Second Ave for pedestrians as this was identified as a desire line.	None proposed Rds. The viability of the existing maintenance access will be reviewed once this is completed. The plan also suggests a secondary path from the park to Second Ave for pedestrians as this was identified as a desire line.
EMAIL SUBMISSIONS - FIVE DOCK PARK			
Feedback (verbatim) There is news going around saying that you the council are trying to change the snake run and bowl at Five Dock skatepark! This skatepark has some great Australian history with legendary skaters and bikers from all over the world visiting it year round. Lots of great memories and why should it be torn down when it is perfect as is. The snake run and bowl are used daily. If these were removed or changed they would probably be changed smaller, therefore how is the next generation supposed to progress with their skills and talent? No one has had any issues that I have spoken with and has always complimented the design of the park, very iconic. It would be a real shame to see it change. PLEASE KEEP FIVE DOCK UNTOUCHED.	Theme Skatepark	Council Response The deep bowl and snake run are the oldest components of the skatepark. Council's condition assessment indicate that these assets will fall within the next 10 years - i.e. the life of the Masterplan. It is proposed to engage with users of the facility on the options to replace / replicate these facilities over the next 10 years. The deep bowl and snake run are the oldest components of the skatepark. Council's condition assessment indicate that these assets will fall within the next 10 years - i.e. the life of the Masterplan. It is proposed to engage with users of the facility on the options to replace / replicate these facilities over the next 10 years.	Amendment to draft MP Amend p28 to read "Expand and revitalise the skatepark as part of a broader Youth Area. This will include engaging with young people on replacing / replicating the deep bowl and snake run with new infrastructure."
Hey Xxxxxx, sorry I have been sick the last couple weeks but finally feeling better now and getting back to you with some feedback on any possible changes to the old bowl and snake run at Five Dock skatepark. Thanks for taking the time to listen to me and some of the younger boys at the skatepark share our thoughts on the old bowl and snake run a couple weeks ago. I hope you got a little insight into how much both the older and younger BMX riders enjoy using both parts of the park. The old bowl holds strong significance in the BMX community. There is even a plaque for Pat Piercy, King of the Skatepark, one of the older BMX riders that sadly passed away situated right beside the bowl. Down below is a video from a Memorial Jam for Pat Piercy in 2015. It is a piece of nostalgia and Australian BMX history, known to riders from all around the world. Local riders enjoy it on a weekly, sometimes daily basis, myself included. I have seen many skateboarders and scooter riders also enjoy it too and can show you footage of skateboarders using it on Instagram, not just BMX riders. Here are some YouTube videos showing the significance of the Old Bowl to our community and the love we share for it: https://youtu.be/C2XU04Z73s=8GJvHm0nRBYQHIG https://youtu.be/RE6V9kLwU2u=ZQOQ_JQCPw4UJ0 https://youtu.be/715IAOW3wPE=DnMLg5D680J56 The snake run is loved by all people at the skatepark, not only BMX riders but skateboarders, scooter riders and rollerbladers. It's great for beginners, kids and older people who find the main bowl and old bowl too challenging to ride. From a safety standpoint, the snake run and also the old bowl help to separate people so there is less chance of accidents from riders running into one another, with people of all abilities able to enjoy different parts of the skatepark that meet their skill level. The snake run means that kids can still enjoy the skatepark while older and more advanced or competitive riders/skaters can use the main bowl and old bowl without so much interference or time waiting inbetween their runs. I have ridden Five Dock skatepark since the early 2000's. I continue to do so on a weekly and sometimes daily basis. The majority of accidents I see are due to the slipperiness of the skatepark. To my knowledge, the park is cleaned by the users of the skatepark, not the council. Due to this, it is often not clean and due to the slippery painted finish of the skatepark and many surrounding trees and dirt, the park is often covered with leaves and dirt/dust that creates a recipe for accidents - I see this happen very often. If I were to suggest any changes to the park it would be to make the surface less slippery and to also have a weekly council clean up to lessen the amount of leaves, dirt and dust on what is already a very slippery surface. Hi there, I am providing my feedback on the proposed upgrades and improvements for Five Dock Park. My feedback is mainly concerning any plans for the skatepark. I have ridden my BMX bike at Five Dock skatepark for 20 years now. The skatepark, including the old bowl and snake run, is loved and enjoyed by many BMX riders and skateboarders of all ages and skill levels. Having spoken to members of the council, I understand that there is talk of changes to the older parts of the park (the old bowl and snake run). Many would be terribly upset to see any changes to the existing shape of the old bowl or snake run, including myself. The old bowl is a piece of Australian BMX and skateboarding history and is still enjoyed by people every week. If there are safety concerns regarding the age or roughness of these areas, I think money could be better invested in resurfacing, restoring and reinforcing the existing skatepark where needed without changing its original shape. Furthermore, I think money could be better invested in building additions to the existing skatepark and improving the surrounding area with shelters, picnic benches and BBQ areas. I also think a weekly council clean up at the skatepark is a good idea. Not only does rubbish collect at the skatepark with a lot of kids littering after school but the surrounding leaves and dirt blow into the skatepark making the surface very slippery which leads to accidents. A simple weekly council clean up of the skatepark would prevent this. Some other feedback is that I think the park could be improved with more rubbish bins at entry and exit points to avoid littering through the park. I also think money could be invested into the bike track at Timbrell Park, in building better and bigger dirt jumps for kids who ride their mountain bikes and BMX bikes there.	Skatepark	The deep bowl and snake run are the oldest components of the skatepark. Council's condition assessment indicate that these assets will fall within the next 10 years - i.e. the life of the Masterplan. It is proposed to engage with users of the facility on the options to replace / replicate these facilities over the next 10 years.	Amend p28 to read "Expand and revitalise the skatepark as part of a broader Youth Area. This will include engaging with young people on replacing / replicating the deep bowl and snake run with new infrastructure."

Hey! Heard about five dock skatepark bowl getting filled in and being replaced with a basketball court and alot of people including myself are very against the idea of it. That bowl being many reasons we have learnt to ride and skate in and also being...	The deep bowl and snake run are the oldest components of the skatepark. Council's condition assessment indicate that these assets will fail within the next 10 years - i.e. the life of the Masterplan. It is proposed to engage with users of the facility on the options to replace / replicate these facilities over the next 10 years.	Amend p28 to read "Expand and revitalise the skatepark as part of a broader Youth Area. This will include engaging with young people on replacing / replicating the deep bowl and snake run with new infrastructure."
I have heard of recent plans to remove the old bowl and snake run section in Five Dock Skatepark. Would you be able to tell me of the current plans for this, and for other upcoming skatepark projects/renovations in the inner West? As a long-term user of the skatepark, together with families and friends of different skill levels, I do think it would be a shame to remove the old bowl and snake run. They are important additions to the park, and provide beginners (particularly children) a means to practice outside of the big, modern bowl. The main issue I've found with them is vandalism (broken glass and rubbish) and drainage issues after heavy rain. I hope to hear from you and hear your thoughts and plans for this important community feature in Five Dock.	Skatepark	Amend p28 to read "Expand and revitalise the skatepark as part of a broader Youth Area. This will include engaging with young people on replacing / replicating the deep bowl and snake run with new infrastructure."
We run Five Dock Park Tennis Centre called Top Serve Tennis Academy. We have some feedback for the master plan. We took over the lease on April 1st 2024 and since taking over we have had a constant issue with our court 2 which is the court next to the AFL oval with drainage of water running from the oval onto court 2. Council installed a number of rocks against perimeter of the courts to stop the water draining onto the tennis courts however this has NOT worked. For example we had rain from Wednesday 30th July to Monday 4th August. Court 1 was able to be coached on from 11am Monday 4th August. However court 2 was not playable until Friday 8th August. During this period we have spent 60-90min each day removing excessive water to get the court playable however with the constant water streaming onto the court from five dock park we were unable to have the court playable. We are only a small business with only 2 courts and we can't have a court not playable for days after the rain stops because of the park. Our light poles are sitting in water days after it has rained. For example it's been 4 days it's still sitting on wet ground with rust around the base. See attached photo. We are requesting a proper drainage system is put in to divert the water away from the tennis courts.	Stormwater	Council is aware of the drainage issue at this location and it is unfortunate that the recent efforts to address this have not succeeded as we would have hoped. The Masterplan proposes a new pathway adjacent to this location which will provide an opportunity to investigate the drainage issue further and incorporate mitigation measures as part of the works.
Hello Thank you for consulting with the community about the Five Dock Park Masterplan and Multi-purpose courts. It was a pleasure to meet with XXXX and XXXX at the Park. In all, the design is much improved. My feedback is below: 1.I don't think we really need quite as much dog park as is proposed. The area to be taken up is underutilised, but most often used for casual sports such as soccer or football. I would recommend space that could be developed as a casual sports area and/or children's bike track with seating. Additional plantings may help with amenity and localised flooding. 2.The crossing on Barnstaple Rd would be safer if it were closer to the top of the hill, between 45 and 47 Barnstaple. It would also be used more. 3.The safety of 190 degree parking on the street should be reviewed. 4.I recommend placing some more seating in scenic places that look out to the city skyline and close to the existing dog park. 5.A favourite local event is New Year's Eve as the community can see fireworks from the Park. Please keep this in mind as you design the park so that we can still see the city. 6.The multi-purpose courts may have quite a few gumdrops drop on them that hinder effective play. In my first submission I suggested placing 1 north of the skatepark. It isn't a big deal to me as I don't use this area. Overall there are welcome improvements to: 1.Amenities. 2.Multi-purpose court. 3.Accessibility, especially pedestrian pathways (from the north). 4.Parking. 5.Flood behaviour. 6.Gardens and native plantings. 7.Play spaces. 8.BBQ and seating areas. 9.Enhancement of heritage areas. Thanks to Council for listening to community submissions and for conducting a thorough assessment that considers multiple factors. I look forward to the upgrades in the coming years.	DOLA Parking / Pedestrian & Road Safety Park Furniture View corridor to City Multipurpose Court Support	The proposed enlargement of the existing DOLA is intended to cater for the increased demand resulting from the population increase anticipated in Five Dock in years 5 - 10 of the Masterplan. The relocated / enlarged area also facilitates an opportunity for regeneration of the STIF forest while still providing sufficient unpreserved open space for informal recreation. The exact location of the proposed crossing point will be subject to further investigation and alignment with desire paths, effect on potential and existing on-street parking, existing and future trees, stormwater flow, safety etc. Further engagement will be held with the Community once these investigations have been completed and a proposed location is finalised. The proposed speed humps along Barnstaple Road will reduce the overall level of speed, thereby increasing the safety of vehicles utilising the existing 90 degree bays. This feedback will be used to inform the Traffic Study and improve accessibility and safety in the area for all users. Other feedback noted

Five Dock RSL Sub Branch supports the Five Dock Park Master Plan. Five Dock Park is an integral part of the local community, for commemoration, sport and recreation. Since the park's conception, the connection with the veteran community has been strong. On Saturday October 14, 1934, Five Dock Park was the venue for a Grand Patriotic Carnival, admission was a silver coin. Raising funds and a recruitment drive for the Great War. The cornerstone for the memorial was laid in early 1923 at the highest point and most prominent location in the park. A fitting location for the 1,300 men and women who answered the call for service. The memorial has gone through many transformations since those early days and now the time has come for the next chapter. Technology is enabling stakeholders to better monitor the memorial and ensure its safety. Our members support the establishment of a Memorial Area for commemoration services and reflection.	Support	Support noted	None proposed
In the proposed memorial area, Five Dock RSL Sub Branch has already planted four descendants of the Lone Pine, Pinus Brutia, as a tribute to those brave men who, through their sacrifice, gave us the ANZAC Spirit. The Descendants of the Rats of Tobruk would like to relocate the memorial at the corner of Lyons Road and Great North Road to the proposed Memorial Area. With the Whitford Memorial already located in the proposed memorial area, the three memorials would be a good foundation for future development.	Memorials		
On behalf of the members of Five Dock RSL Sub Branch. Kind regards,			
With regard to the Five Dock Park Masterplan, I provide the following comments and observations.			
The first thing to be said is that the most value Five Dock Park has to the local community is as a green space. It is not a structured playground, or an off-leash dog area. The greatest value lies in the open green space where kids can kick footballs or families can gather for BBQs or picnics. The Council should not be intent on crowding it with paths and other structures. Leave the green space alone.	Terminology for 'Former Bowling Club'	It is acknowledged that it is better to reflect the current use for the leased facility as the 'Home Grounds Restaurant'.	Amend appropriate references to the leased facility to reflect the 'Home Grounds Restaurant'.
By reference to the indicators highlighted on the draft plan:- • The existing "Bowling Club": Please desist from describing The Home Grounds Restaurant as a bowling club since it reopened. Please do not attempt to perpetuate the deception on the community. • Enlarging the existing dog park areas. The dog park areas are large enough to accommodate the number of dogs regularly using them. From the vague map (why are we not provided with a detailed map?) the proposal appears to be to enlarge the existing areas so that they extend to the path that runs behind the restaurant. This enlarged area is unnecessary and only serves to reduce the open "free use" green space within the park. What is needed is for the dog off-leash areas to be properly maintained. The grass coverage has been degraded so that they are now either dust bowls or mud pits. More thought needs to be given on how they might be maintained to preserve grass coverage – perhaps sectioning areas off on a rotational basis, to allow the grass to recover? • The Kickabout Space with Seating to the rear of the restaurant towards Ingham Ave. This is an unnecessary intrusion into a free open space area. If it is left as it is, it can be used for kids to kick a ball around. It does not need to be formalised. Seating would unnecessarily take up space. • Skateboard park to include Parkour Facilities, PingPong tables with bouldering and seating. There is sufficient space allocated in the park for skateboarding with the existing area. The sport of Parkour is derived from obstacle course training, but now incorporates much more activity, including scaling walls and somersaulting over obstructions etc. Any Parkour course worth having would need to occupy a fairly large amount of space. Where exactly is this going to be installed? As for ping pong tables, even if they were constructed of concrete, they would be subjected to vandalism and misuse. Where are the bats and balls to be stored? Both of these facilities sound like someone's thought bubble and should not be seriously entertained. Regarding the "Council Goals and Priorities", none of the proposals commented on above are included in that document. There are 3 categories and timeframes and none of the above appear in any of the "Goals and Priorities" for up to 10 years. When, if ever, is it proposed to include these features? Regards	DOLA	The proposed enlargement of the existing DOLA is intended to cater for the increased demand resulting from the population increase anticipated in Five Dock over the next 10 years. The relocated / enlarged area also facilitates an opportunity for regeneration of the STF forest while still providing sufficient unpreserved open space for informal recreation.	Include relocated / enlarged DOLA in Long-term Goals (5-10 years)
In addition to the matters set out in my email below, I make these additional comments and observations concerning the Five Dock Masterplan. Parking On the vague Masterplan map, there is a circle indicating "Sports and Clubs Area - parking and shared path. Proposed car park and shared path along Barnstaple Road." On the document headed "Masterplan 2.0 – Council Goals and Priorities", the only reference to parking is under short term goals at point No 7, which refers to "Delivery of regional cycle path and parking." Presumably the parking referred to is the proposed 90 degree parking along Barnstaple Road. Note the following: • installing 90 degree parking and a 1.5m path will necessarily cut into the park by about 7 metres x the proposed length, say about 70 metres – 105 square metres of grass. As submitted below, the greatest value the park	Informal space	It is acknowledged that the expansion of parking along Barnstaple can be more clearly articulated in the draft MP. The expansion is intended as a long term measure to cater for the anticipated population growth of Five Dock town centre which will accompany the opening of the Metro.	Parking p20 - clearer indicators of potential carpark expansion opportunities p27 - include reference to additional parking along Barnstaple Rd p28 - include additional parking along Barnstaple in 'Long-term Goals'

We would like to provide feedback on the Five Dock Park Masterplan 2.0. Specifically regarding the change of plan from the previous consultation to what is now proposed, which seems to revert to a previous proposal that we thought we dropped from 2022. The proposal being to turn the entire length of Barnstable Road into a car park, digging up the park to make a car park which as per the 2022 submission is far from environmentally friendly and really not required. We are also very disappointed that this change is somewhat buried in the detail of the plan. What we can find on careful reading is: Page 18 - The plan shows the Parking - to expand parking opportunities at the existing car park (19 additional parking spaces). This is as presented at last consultation update, no mention of extending further along Barnstable Road. Page 19 - Shows no mention of no mention of extending further along Barnstable Road. 1. Missing footpath connection along the boundary 3. Street embankment - may affect the visual connection with the surrounding. Page 20 - Buried in the report at bottom of the page, no mention of extending further along Barnstable Road, but implied by the extension of the yellow line beyond the original 19 additional spaces. 5. Potential car park expansion opportunities Page 21 - Community consultation, the 19 spaces previously consulted is stated correctly, not digging up the rest of Barnstable Road for a car park, again not mentioned. 64% of the 24 respondents support the construction of 19 additional car spaces - yes we were one of those. Page 27 - Masterplan 2.0 - Again kept nice and unclear, and not as previously agreed the plan for car park spaces all the way along Barnstable Road, way beyond previous 19 spaces. Page 28 - Masterplan 2.0 - 5. Construct a perimeter path to increase accessibility and circulation. - But no mention of the new car park all the way along as shown in diagram. Page 29 - A small barely noticeable number 2, with very small text not in the main points 72. Options will be investigated during the detailed design to mitigate potential issues with pedestrians and property near to the sports field" Page 33 - Car Park Lighting All the way along Barnstable Road, without mentioning the new proposed car park in the report. Page 54 - Internal Stakeholder Findings states 'Review and explore the potential for additional parking along Barnstable Road'. Appears no members of the community have supported this, but internally the council has decided to revisit a plan to dig up the park to make a car park? How can you include this proposal on the same page as the environmental thoughts on canopy? Page 55 Internal Stakeholder Meeting: The reality from this seems that an internal meeting of just 1 person proposed it is a good idea to revisit the original 2022 plan. Nobody in the community, no other council internal stakeholders, just a meeting of 1 person, this enable the plan to be changed to include a again "Additional parking might be something to consider in the 10-year plan as there was some pushback from the community regarding the April 2022 plan which involved the potential loss of existing parking and removal of a tree" In summary we are disappointed that the plan has been changed to include digging up the park on Barnstable Road to make a car park. You can rely on the community campaigning against this, it is not aligned with your own environmental strategy. It is not required their is rarely a parking problem at the time when the sports fields are used, it was objected to and proven to not be a well thought idea back in 2022. An internal meeting of 1 person has enabled this to be reinstated, and included in a very unclear and very hidden manner in your report. We would welcome an opportunity to discuss, as per our previous response in 2022 we have lived here since 2009, raised 2 kids in the park and know it better than most including I suspect anybody on the council. Happy	Parking / Pedestrian & Road Safety It is acknowledged that the expansion of parking along Barnstable can be more clearly articulated in the draft MP. The expansion is intended as a long term measure to cater for the anticipated population growth of Five Dock town centre which will accompany the opening of the Metro. Council undertakes an extensive, robust and collaborative internal engagement process. This comprises individual team workshops, collective workshops and feedback at multiple stages of the draft MP development. The resulting plan reflects a collectively agreed outcome addressing the identified community and stakeholder needs over the next 10 years. p20 - clearer indicators of 'Potential carpark expansion opportunities' p27 - include reference to additional parking along Barnstable Rd p28 - include additional parking along Barnstable in 'Long-term Goals'	Parking / Pedestrian & Road Safety It is acknowledged that the expansion of parking along Barnstable can be more clearly articulated in the draft MP. The expansion is intended as a long term measure to cater for the anticipated population growth of Five Dock town centre which will accompany the opening of the Metro. 'Potential carpark expansion opportunities' p27 - include reference to additional parking along Barnstable Rd p28 - include additional parking along Barnstable in 'Long-term Goals' None proposed Support noted Memorials The Descendants of the Rats of Tobruk Australia Association supports the Five Dock Park Master Plan. The Rats of Tobruk Association NSW had a long history (50 years) and association with the Five Dock area for their meetings and services commemorating the Siege of Tobruk. The Rats of Tobruk NSW was greatly supported by Five Dock RSL, later Club Five Dock and the Five Dock RSL Sub Branch and it was the home of the Rats for their meetings and functions. Mr Robert Ridge and the Five Dock RSL Sub Branch members have greatly assisted our association, since the disbandment of ROTA NSW, with functions and services to commemorate the Rats. Last year I raised, with Mr Ridge, the current location of the Tobruk Memorial which has become problematic in terms of space and noise, to hold services. The proposed memorial area in Five Dock Park will be much more practical and aesthetic to hold future Tobruk Sunday services. The main goal of the Descendants of the Rats of Tobruk Australia Association is keeping the memory of these remarkable men alive. Being able to hold future Tobruk Sunday services in Five Dock Park will help achieve this goal by enabling the increasing numbers of descendants to attend the services in a more reverent atmosphere. Our association looks forward to collaborating with the council and Five Dock RSL Sub Branch in the re-location of the Tobruk Memorial. Vice President- Descendants of the Rats of Tobruk Australia Association
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Regional Cycleway Link - The proposed shared bicycle/pedestrian path at the NE (Barnstaple/Ingham) corner is ill advised. While described as part of the Concord to the Bay Run Regional Cycleway we can be certain that this orphan piece of infrastructure will be underused and will never be a viable link in the regional cycleway. Is it proposed in order merely to expend the funds allocated by Planning and Transport NSW? If constructed it would be a blight upon our high-value heritage Five Dock Park.	Cycling	This feedback will be used to inform the Traffic Study with a focus on improving accessibility and safety in the area for all users.	Amend p28 to include an action to "Undertake a traffic study for the streets adjacent to the park to inform the need for future pedestrian safety, parking and traffic management" in the next 2 years.
Connectivity and affordable access - Over the last decade Council has consistently published draft and finalised park masterplans which profess to recognise 'connectivity' and 'access' and then completely fail to deliver links to surrounding communities to provide for it (beyond some disabled car parking). Notably, there was strong feedback on the draft Timbral Park masterplan when it was published about the need to address traffic concerns on adjacent Henley Marine Drive. The traffic study subsequently undertaken by Council resulted in a range of proposed traffic management treatments, including marked pedestrian crossings (yet to be implemented). This experience suggests that Council's future park masterplan methodologies include traffic studies, either implicitly or as parallel exercises.	Access		
Five Dock Masterplan - The masterplan failed to recognise the lack of access for walkers and bicycle users and to provide for it. None of the surrounding four streets have priority access for active transport modes. (There is no Park entrance from the pedestrian crossing on First Ave; it serves Dometriy College.) The current traffic arrangements on the four surrounding streets present a disincentive to many in our community to enjoy the Park. Moreover, they deny freedom of access and movement for a wide range of walkers and riders: the young, the aged and people with disabilities. This is a significant cohort of the population and can be noted by their absence. The volume and speed of motor vehicles using Ingham Ave and Barnstaple Rd in particular is problematic. The former is a 'rat run' from Lyons Rd to Fairlight St and its ample width encourages drivers to speed. Barnstaple Rd between Trevanion/Park Sts and Bennett Ave now has cars parked on both sides; this is a result of the Five Dock parking permit scheme displacing car parking to the Five Dock Park precinct. It makes access across Barnstaple Rd to Five Dock Park hazardous for walkers and certainly not attractive. This applies to Park St as well.	Parking / Pedestrian & Road Safety		
Clearly traffic management on Ingham, Barnstaple, First and Park needs to be rethought to give walkers and riders priority access on each of these streets and also to provide measures to make access on all sides of Five Dock Park safer and more attractive. Lower motor vehicle speeds are an obvious part of a solution to achieve the above, whether through revised posted speed limits and/or physical treatments. You will be aware that Inner West Council, in conjunction with Transport for NSW, has recently introduced 40km/h speed limits on large areas of the municipality and reduced some classified roads (TNSW controlled) from 60 to 50 km/h. Could the City of Canada Bay pursue similar changes?			
The Masterplan proposes improved and updated facilities in the Park to attract residents, especially young people, and it seems imperative that safer and more welcoming access from surrounding communities accompany this development.			
In conclusion, may I observe as a house owner and resident for nearly 50 years how appreciative I am of the municipality's parks, playgrounds, playing fields and beaches. However, the growth in motor vehicle traffic has become a major impediment for a significant number of residents, not just to their enjoyment, but to simply accessing them safely.			
As a long time Five Dock resident and dog owner I ask that you please fix the issue of drainage and flooding in the dog park. It's impossible to use it as the water just pools for days after raining. Thank you	Stormwater	Five Dock Park is at the top of the catchment and stormwater runoff can potentially impact downstream residences. The draft MP proposes closer investigation of this and the introduction of cascading berms. The intent is to improve drainage on site and mitigate flooding impact further down the catchment.	Stormwater runoff is noted as an issue / Constraint. P28 of the draft MP. Amend p28 to include in Short-term Goal to "Investigate options to manage the impacts of stormwater runoff"
Hi, As a member of Five Dock RSL sub branch, I have taken a great interest in the plans to redevelop Five Dock Park. Overall it looks very good, but I am concerned that the Anzac Memorial might be getting a little bit pushed aside in the plans. The memorial has been there many decades and stands as a reminder of the hundreds of Five Dock residents who have paid the ultimate sacrifice in defence of their country. Please ensure that the Memorial will have enough space and presence so that their memory will always be celebrated with the dignity they deserve. One realises that times move on and the community must keep pace with the times, so I wish you all the best with the project.	Memorials	Council has liaised closely with Five Dock RSL sub-branch in the development of the draft MP. The design intent is to make the War Memorial more publicly accessible and provide the opportunity for the community to interact with the focal centre of the park.	None proposed
COUNCIL NOTICE OF MOTION			
Feedback (verbatim)			
The Draft Masterplan for the Five Dock Park Precinct has been released for public exhibition and will guide park upgrades for the next ten years. Community consultation is open until 21 August 2025, providing what is likely the final opportunity for residents to contribute feedback. In late 2024 and early 2025, Councillors Andrew Ferguson and Maria Cirillo visited Five Dock Park to meet with residents. During these visits, residents raised concerns regarding:	Council Response		
• Frequent flooding of the small dog off-leash area during and after rain, which renders the space unusable at these times.	Stormwater	Five Dock Park is at the top of the catchment and stormwater runoff can potentially impact downstream residences. The draft MP proposes closer investigation of this and the introduction of cascading berms. The intent is to improve drainage on site and mitigate flooding impact further down the catchment.	Amend p28 to include in Short-term Goal to "Investigate options to manage the impacts of stormwater runoff"
• The poor condition of park benches, with requests for their replacement.	Park Furniture		
• Poor lighting in and around the existing basketball court.	Lighting		
• Lack of pedestrian crossings on any of the roads surrounding the park.	Parking / Pedestrian & Road Safety	Park furniture replacement will be undertaken in line with Council's asset management program. The lighting strategy actions have been amended to include actions to deliver on the outcomes of the lighting audit / study.	Amend p28 to include additional medium term goal to "Action appropriate outcomes identified in the lighting audit / study."
		This feedback will be used to inform the Traffic Study with a focus on improving accessibility and safety in the area for all users.	Amend p28 to include an action to "Undertake a traffic study for the streets adjacent to the park to inform the need for future pedestrian safety, parking and traffic management" in the next 2 years.

Attachment 1– Investment Report SEPTEMBER 2025



INVESTMENT
REPORT
SEPTEMBER 2025

INVESTMENT REPORT SEPTEMBER 2025

Investment Report SEPTEMBER 2025

Contents

September 2025 Investment Report.....	3
Statement of Cash Investments as of 30 September 2025.....	3
Total Interest Received during September 2025	7
Fossil Fuel Allocation (Green Funding) as of 30 September 2025.....	7
Statement of Consolidated Cash and Investments as of 30 September 2025	8
Comparative Graphs.....	9

Investment Report SEPTEMBER 2025

September 2025 Investment Report

Statement of Cash Investments as of 30 September 2025

STATEMENT OF CASH INVESTMENTS							
Maturity Date	Bank/Issuer	Long Term Rating	Fair Value	Term	Interest	Issue Date	Investment Type
02/10/25	National Australia Bank (NAB)	AA-	\$3,000,000.00	99	4.30%	25/06/25	Term Deposits
09/10/25	National Australia Bank (NAB)	AA-	\$2,500,000.00	105	4.25%	26/06/25	Term Deposits
16/10/25	ING	A	\$2,000,000.00	364	5.03%	17/10/24	Term Deposits
23/10/25	National Australia Bank (NAB)	AA-	\$3,000,000.00	120	4.30%	25/06/25	Term Deposits
30/10/25	ING	A	\$2,000,000.00	366	5.10%	29/10/24	Term Deposits
30/10/25	Bank of Queensland	A-	\$4,000,000.00	182	4.50%	01/05/25	Term Deposits
06/11/25	National Australia Bank (NAB)	AA-	\$2,000,000.00	275	4.80%	04/02/25	Term Deposits
13/11/25	ANZ	AA-	\$3,000,000.00	204	4.62%	23/04/25	Term Deposits
19/11/25	National Australia Bank (NAB)	AA-	\$2,500,000.00	76	3.96%	04/09/25	Term Deposits
27/11/25	Bank of Queensland	A-	\$3,000,000.00	155	4.30%	25/06/25	Term Deposits
03/12/25	National Australia Bank (NAB)	AA-	\$3,000,000.00	139	4.15%	17/07/25	Term Deposits
04/12/25	ANZ	AA-	\$2,000,000.00	301	4.78%	06/02/25	Term Deposits
10/12/25	State Bank of India, Sydney Branch	BBB	\$2,500,000.00	145	4.50%	18/07/25	Term Deposits
18/12/25	ANZ	AA-	\$4,000,000.00	239	4.64%	23/04/25	Term Deposits
07/01/26	National Australia Bank (NAB)	AA-	\$2,000,000.00	134	4.10%	26/08/25	Term Deposits
14/01/26	National Australia Bank (NAB)	AA-	\$2,000,000.00	132	4.13%	04/09/25	Term Deposits
22/01/26	ANZ	AA-	\$3,000,000.00	378	4.88%	09/01/25	Term Deposits
29/01/26	ANZ	AA-	\$3,000,000.00	281	4.53%	23/04/25	Term Deposits
04/02/26	State Bank of India, Sydney Branch	BBB	\$2,000,000.00	195	4.35%	24/07/25	Term Deposits
05/02/26	National Australia Bank (NAB)	AA-	\$2,000,000.00	366	4.72%	04/02/25	Term Deposits
12/02/26	Bank of Queensland	A-	\$4,000,000.00	287	4.30%	01/05/25	Term Deposits
16/02/26	National Australia Bank (NAB)	AA-	\$2,000,000.00	364	1.04%	16/02/21	Term Deposits
04/03/26	National Australia Bank (NAB)	AA-	\$3,000,000.00	202	4.12%	14/08/25	Term Deposits
12/03/26	National Australia Bank (NAB)	AA-	\$3,000,000.00	260	4.23%	25/06/25	Term Deposits
18/03/26	National Australia Bank (NAB)	AA-	\$3,000,000.00	208	4.13%	22/08/25	Term Deposits
19/03/26	ANZ	AA-	\$2,500,000.00	265	4.27%	27/06/25	Term Deposits
25/03/26	National Australia Bank (NAB)	AA-	\$2,000,000.00	240	4.20%	28/07/25	Term Deposits
25/03/26	National Australia Bank (NAB)	AA-	\$3,000,000.00	208	4.10%	29/08/25	Term Deposits
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	ANZ	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	ANZ	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	ANZ	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
25/06/26	National Australia Bank (NAB)	AA-	\$3,000,000.00	365	4.15%	25/06/25	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
28/10/26	ING	A	\$2,000,000.00	737	4.74%	21/10/24	Term Deposits
05/11/26	ING	A	\$16,500,000.00	737	4.94%	29/10/24	Term Deposits
04/02/27	ING	A	\$4,000,000.00	644	4.10%	01/05/25	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
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
11/05/28	Rabobank Aus Limited	A	\$2,000,000.00	1095	4.37%	12/05/25	Term Deposits
20/11/25	Westpac	AA-	\$1,500,000.00	93	1.87%	19/11/21	Tailored Deposit
17/02/26	Westpac	AA-	\$2,500,000.00	183	2.24%	18/02/22	Tailored Deposit
24/02/26	Westpac	AA-	\$2,000,000.00	183	2.31%	25/02/22	Tailored Deposit
03/03/26	Westpac	AA-	\$2,000,000.00	181	2.22%	04/03/22	Tailored Deposit
17/10/25	Suncorp Covered	AAA	\$1,000,000.00	92	4.59%	17/10/22	Floating Rate Notes
09/12/25	Macquarie Bank	A+	\$2,000,000.00	91	4.06%	02/06/21	Floating Rate Notes
13/01/26	Commonwealth Bank	AA-	\$1,500,000.00	183	4.62%	13/01/23	Floating Rate Notes
24/02/26	RACQ Bank	BBB+	\$2,300,000.00	183	5.05%	24/02/23	Floating Rate Notes
15/05/26	Bendigo Adelaide Bank	A-	\$1,000,000.00	273	4.86%	15/05/23	Floating Rate Notes
15/06/26	Teachers Mutual Bank	BBB+	\$850,000.00	272	4.24%	16/06/21	Floating Rate Notes
19/08/26	ING Bank Covered	AAA	\$500,000.00	365	3.98%	19/08/21	Floating Rate Notes
14/09/26	Macquarie Bank	A+	\$1,600,000.00	364	4.43%	14/09/23	Floating Rate Notes
23/12/26	Commonwealth Bank	AA-	\$2,000,000.00	456	3.97%	23/09/21	Floating Rate Notes
22/03/27	ING	A	\$1,000,000.00	546	4.50%	22/03/24	Floating Rate Notes
14/05/27	Bendigo Adelaide Bank	A-	\$800,000.00	638	4.61%	14/05/24	Floating Rate Notes
18/08/27	Commonwealth Bank	AA-	\$1,100,000.00	730	4.61%	18/08/22	Floating Rate Notes
13/09/27	AMP	BBB+	\$1,300,000.00	728	4.85%	13/09/24	Floating Rate Notes
01/11/27	Great Southern Bank	BBB+	\$1,150,000.00	822	4.72%	01/11/24	Floating Rate Notes
13/01/28	Commonwealth Bank	AA-	\$1,500,000.00	913	4.87%	13/01/23	Floating Rate Notes
19/01/28	Rabobank Aus Branch	A+	\$1,000,000.00	912	4.86%	19/01/23	Floating Rate Notes
16/02/28	Westpac	AA-	\$1,000,000.00	911	4.57%	16/02/23	Floating Rate Notes
09/05/28	Bank of Queensland Covered	AAA	\$1,250,000.00	1002	4.86%	09/05/23	Floating Rate Notes
17/08/28	Commonwealth Bank	AA-	\$1,250,000.00	1095	4.54%	17/08/23	Floating Rate Notes
20/08/29	ING	A	\$1,800,000.00	1461	4.60%	20/08/24	Floating Rate Notes
27/09/29	ANZ	AA-	\$2,100,000.00	1459	4.51%	27/09/24	Floating Rate Notes
18/03/30	National Australia Bank (NAB)	AA-	\$1,600,000.00	1642	4.39%	18/03/25	Floating Rate Notes
21/05/30	ANZ	AA-	\$700,000.00	1734	4.50%	21/05/25	Floating Rate Notes
19/06/30	Westpac	AA-	\$1,200,000.00	1734	4.36%	19/06/25	Floating Rate Notes
10/07/30	Rabobank Aus Branch	A+	\$1,000,000.00	1826	4.80%	10/07/25	Floating Rate Notes
17/07/30	Macquarie Bank	A+	\$1,100,000.00	1826	4.53%	17/07/25	Floating Rate Notes
15/08/30	ING	A	\$500,000.00	1826	4.41%	15/08/25	Floating Rate Notes
24/08/26	Suncorp Covered	AAA	\$2,000,000.00	364	3.25%	20/04/22	Fixed Rate Bond
21/01/30	Westpac	AA-	\$1,800,000.00	1645	4.95%	21/01/25	Fixed Rate Bond
21/05/30	ANZ	AA-	\$500,000.00	1826	4.60%	21/05/25	Fixed Rate Bond
17/07/30	Macquarie Bank	A+	\$1,000,000.00	1826	4.37%	17/07/25	Fixed Rate Bond
15/08/30	ING	A	\$500,000.00	1826	4.28%	15/08/25	Fixed Rate Bond
	AMP	BBB+	\$9,999,975.00		4.25%		AMP
	AMP	BBB+	\$1,000,025.00		2.00%		AMP
	Macquarie Bank	A+	\$2,962.20		3.90%		Macquarie Bank
	Commonwealth Bank	AA-	\$3,815,109.08		3.60%		CBA BOS
30/09/25			\$302,210,423		4.25%		
TOTAL INVESTMENTS at 31/08/2025			\$202,369,309.97				
Net Increase/(Decrease) in Investments			\$2,848,761.31				

Certificate of the Responsible Accounting Officer

I certify that as at the date of this report, the investments listed have been made and are held in compliance with Council's Investment Policy and applicable legislation.

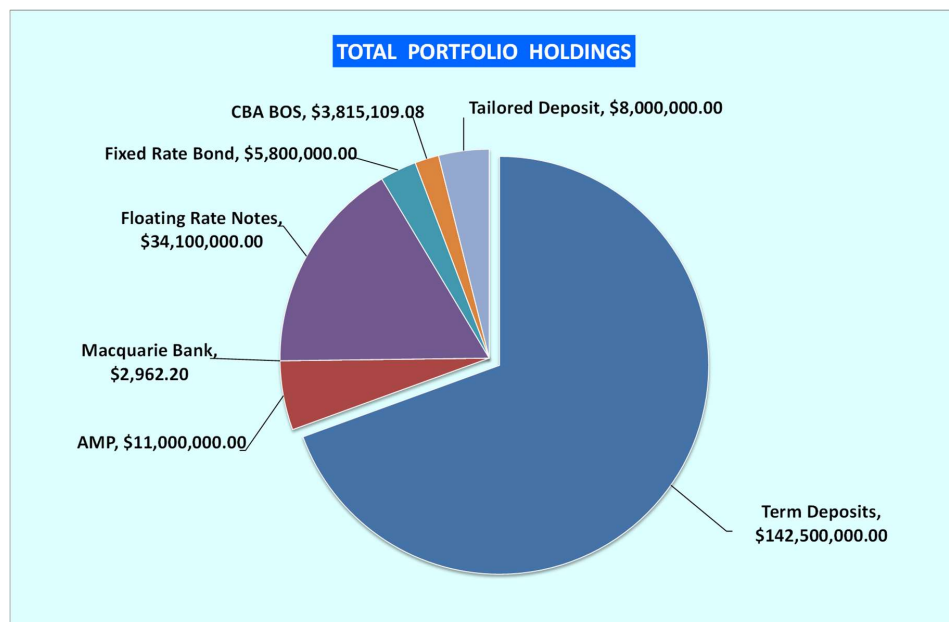
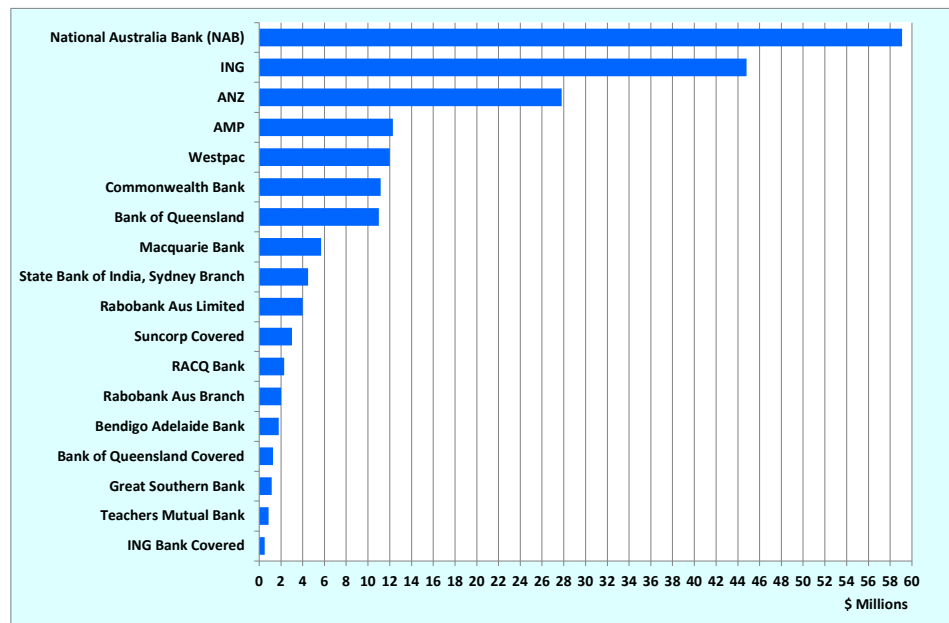
Evan Hutchings

Date: 08 Oct 2025

Page 3 of 12

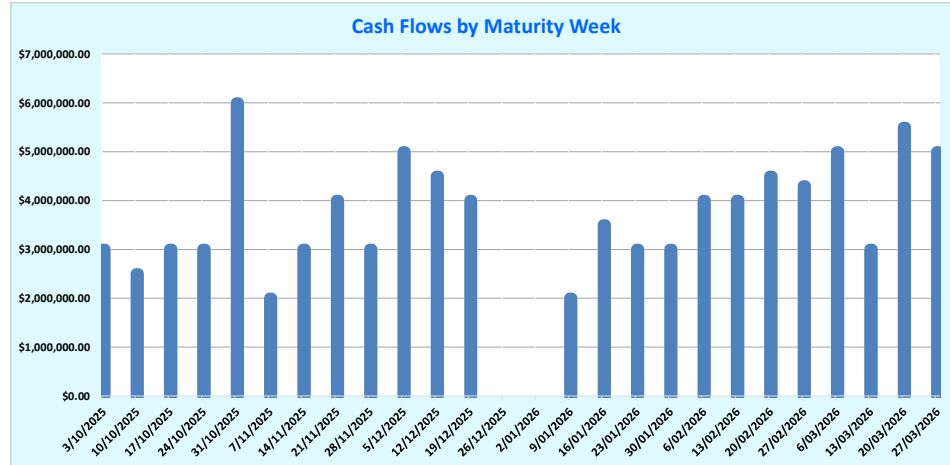
Investment Report SEPTEMBER 2025

Total Investment Deposits by Institution as of 30 September 2025



Investment Report SEPTEMBER 2025

Weekly cash flow forecast for 6 months as of 30 September 2025



Individual Counterparty Limits for Term Deposits, Fixed Rate Notes, Floating Rate TDs, and FRNs as per Council Investment Policy

LT Ratings	ADI	Individual Limit	% of Portfolio
AAA	ING Bank Covered	50%	0.24%
	Bank of Queensland Covered	50%	0.61%
	Suncorp Covered	50%	1.46%
AA-	ANZ	45%	13.55%
	Westpac	45%	5.85%
	National Australia Bank (NAB)	45%	28.80%
	Commonwealth Bank	45%	5.44%
A+	Rabobank Aus Branch	30%	0.97%
	Macquarie Bank	30%	2.78%
A	Rabobank Aus Limited	30%	1.95%
	ING	30%	21.83%
A-	Bank of Queensland	30%	5.36%
	Bendigo Adelaide Bank	30%	0.88%
BBB+	RACQ Bank	10%	1.12%
	Great Southern Bank	10%	0.56%
	AMP	10%	5.99%
	Teachers Mutual Bank	10%	0.41%
BBB	State Bank of India, Sydney Branch	10%	2.19%
	Total Portfolio		100%

Investment Report SEPTEMBER 2025

Counter Party Class Limits for Term Deposits, Fixed Rate Notes, Floating Rate TDs, and FRNs as per Council's Investment Policy (excluding At Call Deposits)

LT Ratings	Holdings	Portfolio Limit %	% Portfolio
AAA, AA-	\$114,815,109.08	100%	55.95%
A+, A	\$56,502,962.20	70%	27.53%
A-	\$12,800,000.00	70%	6.24%
BBB+	\$16,600,000.00	40%	8.09%
BBB	\$4,500,000.00	40%	2.19%
Total Portfolio	\$205,218,071.28		

Investment Transactions during September 2025

Date	Transaction	Bank/Issuer	Type	Term	Int Rate	Amount	Interest Paid
31/08/2025	Balance	Investment Balance Fair Value				\$202,369,309.97	
1/09/2025	Reset	ING	Term Deposits	374	4.63%	\$2,000,000.00	
1/09/2025	Reset	ING	Term Deposits		4.63%	(\$2,000,000.00)	\$93,107.40
3/09/2025	Reset	Westpac	Tailored Deposit	181	2.22%	\$2,000,000.00	
3/09/2025	Reset	Westpac	Tailored Deposit	273	2.22%	(\$2,000,000.00)	\$11,191.23
4/09/2025	Purchase	National Australia Bank (NAB)	Term Deposit	76	3.96%	\$2,500,000.00	
4/09/2025	Purchase	National Australia Bank (NAB)	Term Deposit	132	4.13%	\$2,000,000.00	
4/09/2025	Purchase	National Australia Bank (NAB)	Term Deposit	209	4.13%	\$2,500,000.00	
4/09/2025	Maturity	National Australia Bank (NAB)	Term Deposit	371	4.90%	(\$2,000,000.00)	\$99,610.96
9/09/2025	Reset	Macquarie Bank	Floating Rate Notes	91	4.06%	\$2,000,000.00	
9/09/2025	Reset	Macquarie Bank	Floating Rate Notes	182	4.20%	(\$2,000,000.00)	\$20,918.53
11/09/2025	Purchase	ANZ	Term Deposit	216	4.19%	\$2,500,000.00	
11/09/2025	Purchase	ANZ	Term Deposit	251	4.19%	\$2,000,000.00	
11/09/2025	Maturity	ING	Term Deposit	372	4.93%	(\$2,500,000.00)	\$125,613.70
15/09/2025	Reset	AMP	Floating Rate Notes	728	4.85%	\$1,300,000.00	
15/09/2025	Reset	AMP	Floating Rate Notes	822	4.99%	(\$1,300,000.00)	\$16,697.88
15/09/2025	Reset	Macquarie Bank	Floating Rate Notes	364	4.43%	\$1,600,000.00	
15/09/2025	Reset	Macquarie Bank	Floating Rate Notes	455	4.56%	(\$1,600,000.00)	\$18,205.19
16/09/2025	Reset	Teachers Mutual Bank	Floating Rate Notes	272	4.24%	\$850,000.00	
16/09/2025	Reset	Teachers Mutual Bank	Floating Rate Notes	364	4.39%	(\$850,000.00)	\$9,413.57
17/09/2025	Purchase	National Australia Bank (NAB)	Term Deposit	252	4.15%	\$2,000,000.00	
17/09/2025	Purchase	National Australia Bank (NAB)	Term Deposit	365	4.16%	\$2,000,000.00	
18/09/2025	Reset	National Australia Bank (NAB)	Floating Rate Notes	1642	4.39%	\$1,600,000.00	
18/09/2025	Reset	National Australia Bank (NAB)	Floating Rate Notes	1734	4.53%	(\$1,600,000.00)	\$18,266.51
18/09/2025	Maturity	State Bank of India, Sydney Branch	Term Deposit	154	4.85%	(\$2,500,000.00)	\$51,157.53
19/09/2025	Reset	Westpac	Floating Rate Notes	1734	4.38%	\$1,200,000.00	
19/09/2025	Reset	Westpac	Floating Rate Notes	1826	4.52%	(\$1,200,000.00)	\$13,682.34
22/09/2025	Reset	ING	Floating Rate Notes	546	4.50%	\$1,000,000.00	
22/09/2025	Reset	ING	Floating Rate Notes	637	4.61%	(\$1,000,000.00)	\$11,503.15
23/09/2025	Reset	Commonwealth Bank	Floating Rate Notes	456	3.97%	\$2,000,000.00	
23/09/2025	Reset	Commonwealth Bank	Floating Rate Notes	548	4.07%	(\$2,000,000.00)	\$20,536.92
25/09/2025	Maturity	ANZ	Term Deposit	287	5.06%	(\$2,000,000.00)	\$79,573.70
29/09/2025	Reset	ANZ	Floating Rate Notes	1459	4.51%	\$2,100,000.00	
29/09/2025	Reset	ANZ	Floating Rate Notes	1553	4.53%	(\$2,100,000.00)	\$24,499.23
	Activity	Macquarie Bank	Macquarie CMA		3.90%	(\$1,916,591.97)	\$2,462.20
	Activity	CBA Business Online Saver	CBA (BOS)		3.60%	(\$1,234,146.72)	\$15,853.28
	Activity	AMP Bank 31Day Notice	AMP Notice		4.25%	(\$1,500,025.00)	\$4,713.36
	Activity	AMP Business Saver	AMP BSA		2.00%	\$999,525.00	\$33,024.09
30/09/2025		EOM Balance			Total	\$205,218,071.28	\$670,030.77

Investment Report SEPTEMBER 2025

Total Interest Received during September 2025

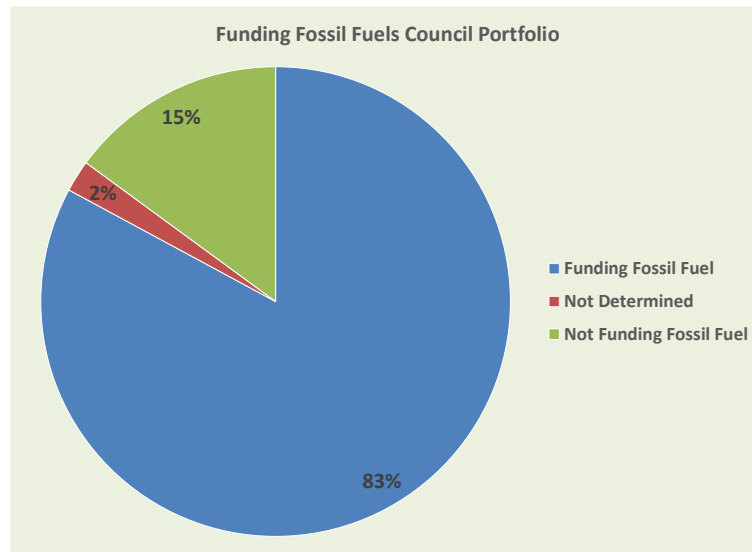
Ledger Account	Type	Sep
102623-1465-40068	Investments	\$613,977.84
102623-1465-40067	At Call Accounts	\$56,052.93
	Sub-Total	\$670,030.77
102623-1465-40066	General Bank Acc	\$9,796.72
	Total	\$679,827.49

Fossil Fuel Allocation (Green Funding) as of 30 September 2025

Sum of Fair Value		
Funding Fossil Fuel	Bank/Issuer	Total
☒ Funding Fossil Fuel	National Australia Bank (NAB)	\$59,100,000.00
	ING	\$44,800,000.00
	ANZ	\$27,800,000.00
	Westpac	\$12,000,000.00
	Commonwealth Bank	\$11,165,109.08
	Macquarie Bank	\$5,702,962.20
	Rabobank Aus Limited	\$4,000,000.00
	Suncorp Covered	\$3,000,000.00
	Rabobank Aus Branch	\$2,000,000.00
	ING Bank Covered	\$500,000.00
Funding Fossil Fuel Total		\$170,068,071.28
☒ Not Determined	State Bank of India, Sydney Branch	\$4,500,000.00
Not Determined Total		\$4,500,000.00
☒ Not Funding Fossil Fuel	AMP	\$12,300,000.00
	Bank of Queensland	\$11,000,000.00
	RACQ Bank	\$2,300,000.00
	Bendigo Adelaide Bank	\$1,800,000.00
	Bank of Queensland Covered	\$1,250,000.00
	Great Southern Bank	\$1,150,000.00
	Teachers Mutual Bank	\$850,000.00
Not Funding Fossil Fuel Total		\$30,650,000.00
Grand Total		\$205,218,071.28

Council relies on information compiled by Market Forces to report on which banks invest in fossil fuels. The website is accessible from the following link. <https://www.marketforces.org.au/info/compare-bank-table/>. Council's investment portfolio balance as at 30/09/2025 of \$205.2m, is comprised of approximately 83% of funds in institutions that have some form of exposure to the fossil fuel industry. Where the institution is not incorporated into the Market Forces database, a determination of n/a is applied. This analysis is based on the institution/counterparty's exposure and not the actual underlying investments purchased by Council.

Investment Report SEPTEMBER 2025



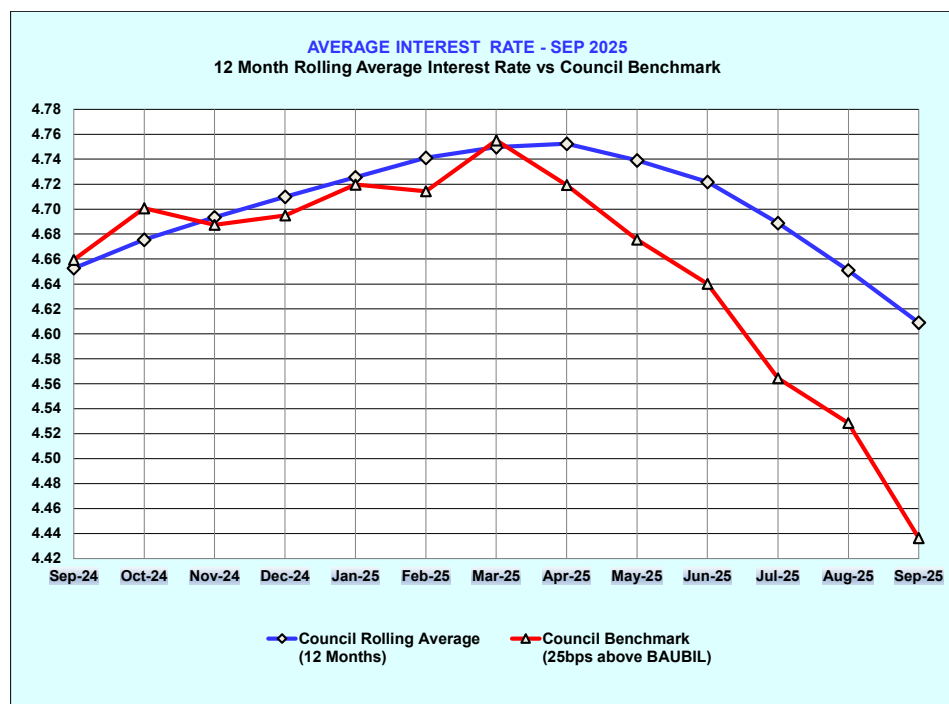
Statement of Consolidated Cash and Investments as of 30 September 2025

Consolidated Cash & Investments	
Cash & Investments	
Cash At Bank as at 30 Sep 2025	\$1,605,645.40
Investments at Fair Value as at 30 Sep 2025	\$205,218,071.28
Total Cash & Investments	<u>\$206,823,716.68</u>
The above cash and investments are comprised of:	
Externally Restricted Reserves	
Externally restricted reserves refer to funds received that are restricted by externally	
Total External Restrictions	<u>\$143,715,047.91</u>
Internally Restricted Reserves	
Internally restricted reserves are funds restricted in the use by resolution or policy of Council	
Total Internal Restrictions	<u>\$48,313,228.66</u>
Unrestricted Cash & Investments	
Total Unrestricted Cash & Investments	<u>\$14,795,440.11</u>
Total Cash & Investments	<u>\$206,823,716.68</u>

Note: At the time of this report, reserve balances
have yet to be finalised for 30 Sep 2025

Investment Report SEPTEMBER 2025

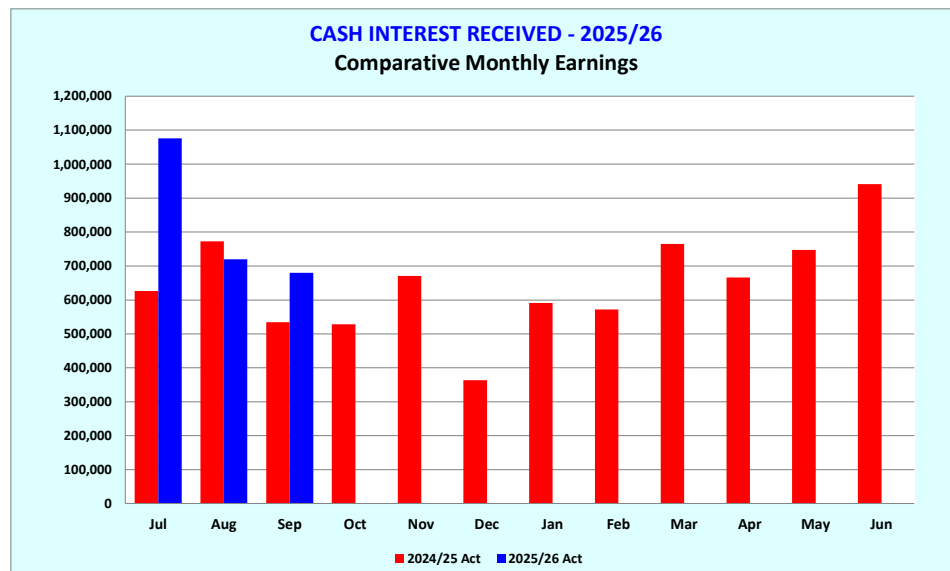
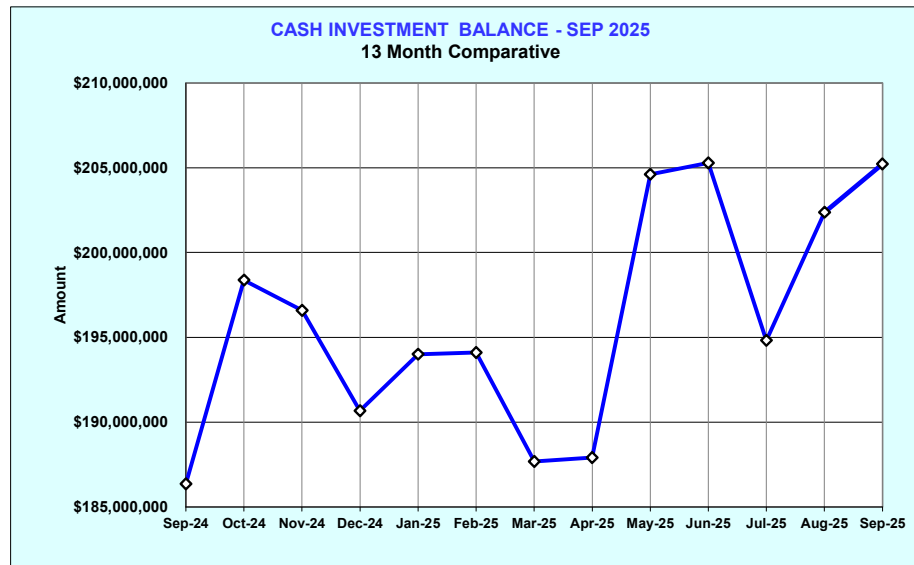
Comparative Graphs



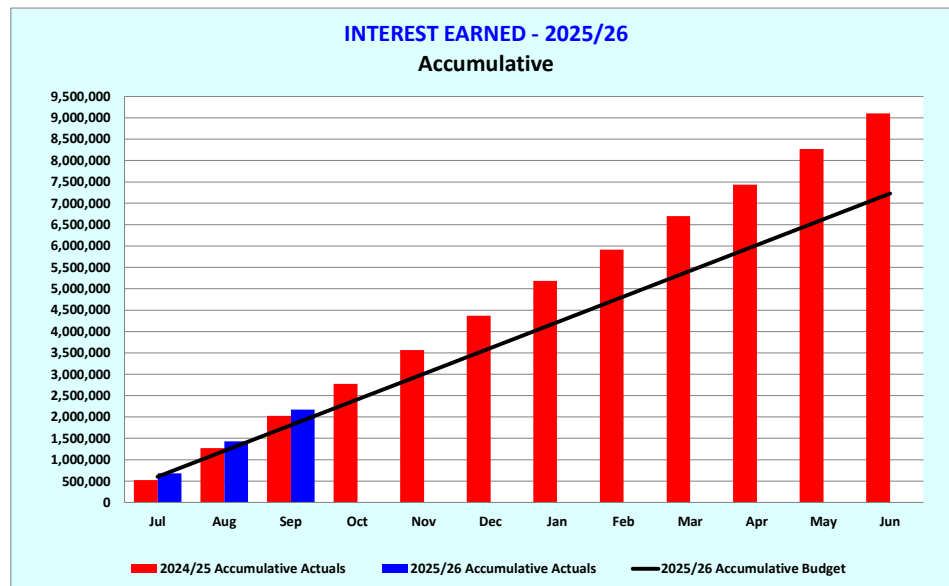
The rolling 12-month portfolio return relative to the index has out-performed benchmark. This is the result of investing in longer-term investments and locking in higher than current market rates.

Council's adopted budget for 2025-26 forecasts interest earnings of \$7.225M. Investment income earned for September 2025 amounted to \$739,845.47

Investment Report SEPTEMBER 2025



Investment Report SEPTEMBER 2025



Investment Report SEPTEMBER 2025

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CORPORATE
SERVICES
POLICY

PENSIONER POLICY
(Rates and Domestic Waste Charges)

Date of Adoption: 16 June 2009
Effective Date: 16 June 2009

Pensioner Policy (Rates and Domestic Waste Charges)

Objectives

- To ensure compliance with the relevant parts of the Local Government Act 1993, (the Act) Regulations and other applicable legislation;
- Outline the principles and guidelines that apply to the management of Rates and Domestic Waste Charges for properties owned and occupied by pensioners;
- Ensure a fair and equitable approach to the management of Rates and Domestic Waste Charges levied on Pensioners.

Compliance

- Local Government Act 1993
- Local Government Regulations 2005
- Council's relevant Rating Policies

Introduction

In managing Council's Rates and Domestic Waste Charges, it is important to ensure that a fair and equitable standard in policy development exists to support and assist particular sections of the community, who may experience difficulty in meeting the payment of these annual charges.

This policy has been developed to outline the principles and guidelines to managing the levy and collection process of Rates pertinent to properties owned by pensioners.

In general, compliance with Part 7 & 8 of Chapter 15 of the Local Government Act, Payment of Rates and Charges and Concessions, is assumed when administering this Policy.

Concessions for Pensioners

In accordance with Sec 575 of the Local Government Act, eligible Pensioners are entitled to a reduction in the Rates and Charges. Initially, an application in accordance with the Regulations needs to be submitted in order for Council to grant any rebate.

A rebate of \$250.00pa, is to be applied to each assessment.

In granting the rebate, Council is required to assess and apply the rebate in accordance with the proportionate level of ownership by the Pensioner(s) and where required, apply the pro-rata provisions of Section 575(4) and 584(1) of the Act.

Where granted, sufficient evidence is to be obtained in determining the amount of the reduction in accordance with Section 575 of the Act.

Should an eligible pensioner fail to apply/be confirmed by Centrelink in any year, Council upon application, will grant rebates under this Section of the Act pertaining to the current year and previous year only.

Pensioner Policy (Rates and Domestic Waste Charges)

Pensioner Concession Card Eligibility Changes

Council confirms all pensioners' eligibility once a year, usually in late May or early June. At this time some pensioners' eligibility is not confirmed (no reason is given by Centrelink), and Council is therefore not able to grant a rebate on their Rate Assessment issued in July.

In these circumstances pensioners must re-apply upon issue of their new rate assessment. A common reason for rejection of a rebate at the annual confirmation run is that the pensioner is overseas at the time of confirmation, and accordingly is ineligible to receive a Pensioner Concession Card. As part of the application process, it is required that in addition to the supply of a copy of their PCC card, information regarding their length of stay overseas in the form of a statutory declaration, will need to be given. If the pensioner is unable or unwilling to divulge such information, a check using the Centrelink online confirmation service will be made to confirm the eligibility status. Adjustments to any rebate granted or about to be granted, will then be made.

Accruing Rates and Charges

In further supporting eligible Pensioners:

1. Council will allow applicable Rates and Charges to be accrued and that no action be taken to recover outstanding amounts (Age Pensioners/ Invalid Pensioners only) until the property is sold, passes to the beneficiary of the estate or the Ratepayer no longer is an eligible pensioner.
2. Subject to paragraph (1) above, should an eligible pensioner move from their principal place of abode, Council will allow such deferment to continue for up to one (1) year, provided that the property remains untenanted. Council may require evidence to support such deferment.

Internal Delegation Process

In administering this Policy, the following delegation exists in managing the process:

Process	Delegation
Granting of Rebates	Rates Staff
Acceptance of arrangements	Rates Staff
Commencement of Legal Action	Rates Co-ordinator and Manager Finance

Dispute Resolution

In cases where ratepayers object to the decisions made, they will have the opportunity to escalate their matter(s) for further consideration to the following Officers:

1. Manager Finance
2. Director, Corporate Services
3. General Manager.

Pensioner Concession Policy - Rates and Domestic Waste Charges

1. Purpose

This policy sets out the terms and conditions required to be met by eligible persons for a pensioner concession under the Local Government Act 1993. For the purpose of this policy an eligible pensioner is defined in the dictionary in the Local Government Act 1993.

2. Objectives

To provide eligible pensioners with the statutory pensioner concession relating to rates and charges as specified in Section 575 of the Local Government Act 1993.

3. Compliance

Local Government Act 1993
Local Government (General) Regulation 2021
Council's Rates, Charges and Other Debts Recovery and Hardship Assistance Policy

4. Procedures

Council's procedure under Section 579 of the Local Government Act 1993 is that all pensioners are to make an application for rebate on the prescribed form, and that any backdating of the rebate be limited to only the financial year prior to the financial year in which the application is made.

Validation of eligible pensioner concession card holders will be carried out at least annually in conjunction with Centrelink and Department of Veteran Affairs.

Reversal of pensioner rebates will be made as required by Section 584 of the Local Government Act 1993. If circumstances occur that cause a person's entitlement to a reduction of rates or charges to cease, and Council becomes aware of the circumstances prior to the annual validation process with Centrelink, the entitlement is taken to cease on the last day of the quarterly instalment period during which those circumstances occurred.

Pensioner rate rebates will be cancelled proportionate to the number of full financial quarters remaining in the current year upon the transfer of ownership of a property.

5. Application

Pensioners requesting a rebate are required to submit an application on the prescribed form and hold a current Pension Concession Card issued by Centrelink or Department of Veteran Affairs to qualify for any reduction in Rates and Charges.

6. Eligibility

The Local Government Act 1993, Division 1, Part 8 of Chapter 15 provides concessions for eligible pensioners. Section 575 of the Local Government Act 1993 provides that:

If an eligible pensioner is the person solely liable, or a person jointly liable with one or more other persons, for a rate or charge levied on land on which a dwelling is situated, the rate or charge is, on application to the council and on production to the council of evidence sufficient to enable it to calculate the amount of the reduction, to be reduced in accordance with this Section.

7. Amount of Pensioner Concession

Eligible pensioners are entitled to a rebate on their rates and charges. The amount of the concession is set by the State Government up to a maximum of \$250.

In granting the rebate, Council is required to assess and apply the rebate in accordance with the proportionate level of ownership by the Pensioner(s) and where required, apply the pro-rata provisions of Section 575(4) and 584(1) of the Act.

Where granted, sufficient evidence is to be obtained in determining the amount of the reduction in accordance with Section 575 of the Act.

Should an eligible pensioner fail to apply/be confirmed by Centrelink in any year, Council upon application, will grant rebates under this Section of the Act pertaining to the current year and previous year only.

8. Administration

Calculating the Rebate

The amount by which the Rates and Charges are reduced is determined by the ownership of the property. If the person making the application is an eligible pensioner who is solely liable or jointly liable with one or more jointly eligible occupiers but with no other person (jointly eligible occupier is the spouse or de facto partner of that eligible pensioner) then a full rebate is granted. Otherwise a percentage of the rebate is calculated in relation to percentage of ownership.

Pension Rebate Amount

To receive the full year's rebate on rates the pensioner must be eligible at the date on which a rate or charge is made and levied. If the pensioner becomes eligible after service of the Rate Notice they are entitled to a pro-rata amount of the rebate, which is determined as follows:

Date of Eligibility	Amount of Rebate
Date on which a rate or charge is levied - 30 September	75%
1st October – 31 December	50%
1st January – 31st March	25%
1st April – 30th June	Nil

Aged Care Facility

If a ratepayer is in receipt of a Pension Concession Card, currently receiving a pension rebate on property considered to be their sole and principal place of residence and is then required to enter an aged care facility for health or care reasons, the pension rebate will continue to apply as long as the property is occupied by the spouse or is not being rented.

Pension Rebate Cancellation

Where an owner ceases to qualify as an eligible pensioner, the rebate will cease at the end of the instalment period in which the eligibility ceased.

9. Internal Delegation Process

In administering this Policy, the following delegation exists in managing the process:

Process	Delegation
Granting of Rebates	Rates Staff

10. Dispute Resolution

In cases where ratepayers object to the decisions made, they will have the opportunity to escalate their matter(s) for further consideration to the following Officers:

1. Chief Financial Officer
2. Director, Corporate Services and Strategy
3. General Manager

11. Definitions

Term	Meaning
Council	City of Canada Bay
Ratepayer	Person, persons or entity responsible for payment of the rates and / or charges levied on a property.
Pensioner	means an eligible pensioner as defined in Clause 134 of the Local Government (General) Regulation 2021.

12. Responsibilities

Authority for the implementation of this Policy is delegated by Council to the General Manager in accordance with the local Government Act (1993). The General Manager has in turn delegated overall responsibility for compliance with this policy to the Chief Financial Officer.

Role	Responsibility
General Manager	Ensures Council grants pensioner concessions in accordance with the requirements of S575 of the Local Government Act and the principles and guidelines of this policy.
Director Corporate Services and Strategy	Implementing this Policy
Chief Financial Officer	Manage the provision of mandatory pensioner concessions in accordance with relevant sections of the Act and Regulations.
Financial Operations Manager	Validation of eligible pensioner concession card holders carried out annually in conjunction with Centrelink and Department of Veteran Affairs
Financial Operations Staff - Rates	Process Pensioner Concession Applications

13. Laws and Standards

Local Government Act 1993
Local Government (General) Regulation 2021

14. Related City of Canada Bay Policies and Procedures

Council's Rates, Charges and Other Debts Recovery and Hardship Assistance Policy

15. Consultation

No consultation required due to administrative changes made.

16. Approval Status

The General Manager approved the amendments to this policy on [insert date].

17. Approval History

Stage	Date	Comment	ECM ID
Original Pensioner Policy	16/06/2009	Adopted by Council	4479221
Reviewed	4/07/2025	Administrative amendments made including transfer to new policy template and references to legislation.	
Next Review	July 2027		

18. Ownership and Approval

Responsibility	Role
Author	Chief Financial Officer
Owner	Chief Financial Officer
Endorser	City of Canada Bay Executive
Approver	City of Canada Bay General Council/