

ORDINARY COUNCIL MEETING

AGENDA

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

Council Chambers, City of Canada Bay Civic Centre, Drummoyne

Tuesday, 21 July 2026

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



John Clark
General Manager

Kathryn Fleming
Governance &
Assurance Officer

**Jourdan
Di Leo**
Director Corporate
Services & Strategy

John Clark
General
Manager

**Mayor
Michael
Megna**

Shannon Anderson
Acting Director
Environment
& Planning

**Greig
Schuettrumpf**
Director City Assets

Rachel Hensman
Director Community
Culture & Leisure

Councillors City of Canada Bay

**Councillor
David
Mansford**

**Councillor
Andrew
Ferguson**

**Councillor
Maria Cirillo**

**Councillor
Anthony
Bazouni**

**Councillor
Sylvia
Alafaci**

**Councillor
Hugo
Robinson**

**Councillor
Mas
Meuross**

**Councillor
Charles
Jago**

Statement of Ethical Obligations

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

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

Agenda for an Ordinary Council Meeting
to be held on Tuesday 21 July 2026
at the Council Chambers, City of Canada Bay Civic Centre, Drummoyne
Commencing at 6:00 PM

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1 ACKNOWLEDGEMENT OF COUNTRY

The City of Canada Bay acknowledges the Wangal clan, one of the 29 tribes of the Eora nation and the traditional custodians of this land.

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

2 APOLOGIES AND APPLICATIONS FOR LEAVE OF ABSENCE BY COUNCILLORS

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

3 CONFIRMATION OF MINUTES

3.1 MINUTES OF ORDINARY COUNCIL MEETING HELD 16 JUNE 2026

RECOMMENDATION

That the minutes of the Ordinary Council Meeting of 16 June 2026 copies of which were previously circulated, are hereby confirmed as a true and correct record of the proceedings of that meeting.

4 DISCLOSURES OF INTERESTS

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

5 MAYORAL MINUTE(S)**ITEM 5.1 MAYORAL MINUTE - CR MEGNA - LIVVING ROOM PROJECT**

Submitted by: Councillor Michael Megna (Mayor)

MOTION

That subject to the lodgement and approval of a modification application to DA2023/0033, Council authorise the refund of the Section 7.12 development contribution levy associated with the LIVVing Room development at Timbrell Park, Five Dock.

BACKGROUND

The LIVVing Room is a partnership between Touched by Olivia Foundation and the City of Canada Bay that will deliver a new inclusive community facility at Timbrell Park, Five Dock. The facility will comprise an inclusive community space and social enterprise café, providing a welcoming destination for people of all ages, abilities and backgrounds.

Funded by Touched by Olivia through more than \$2 million in fundraising, the project will be delivered at no cost to ratepayers and gifted to Council upon completion. The facility will provide significant community benefits, including opportunities for people with disability, social inclusion programs, work experience placements and a welcoming space that promotes community connection.

The project aligns strongly with Council's objectives for social inclusion, community wellbeing and accessibility, while delivering a valuable community asset without any capital or operational cost to Council.

As part of the development approval process, a Section 7.12 development contribution levy of \$21,138.40 is payable. This levy was not anticipated as part of the Foundation's fundraising efforts and represents an additional cost on a community-funded project.

Given the not-for-profit status of the organisation, the significant community outcomes arising from the project, and the fact that the infrastructure will ultimately be gifted to Council, it is permissible and appropriate that Council support the removal of the Section 7.12 levy condition through the modification process and, subject to approval of that modification application, authorise the refund of the levy.

ITEM 5.2 MAYORAL MINUTE - CR MEGNA - HOUSING GROWTH AND STATE INFRASTRUCTURE IN CANADA BAY

Submitted by: Councillor Michael Megna (Mayor)

MOTION

That Council:

1. Write to the NSW Minister for Planning and Public Spaces and Minister for Transport requesting responses to the following questions:
 - a. What new investment is being made in hospital and schools in the City of Canada Bay to support the scale of population growth now being directed into our area?
 - b. Which existing schools will receive additional capacity, when will that capacity be delivered, and what funding has been allocated?
 - c. When will the NSW Government announce the location, funding, delivery timetable and operating plan for the long-promised Rhodes ferry wharf and ferry service to the Rhodes Peninsula?
 - d. When will Rhodes Train Station receive the NSW Government investment needed to support the growth being approved around it including accessibility and passenger safety.
 - e. What transport modelling, validation and infrastructure capacity assessments have been undertaken to demonstrate that the road, public transport and active transport networks can accommodate this cumulative growth, and what thresholds have been identified beyond which further dwelling increases cannot be supported without major infrastructure investment?
 2. Share information with residents through its communications channels highlighting the scale of the housing and population growth being directed into the City of Canada Bay, the infrastructure burden this places on our community, and the need for greater NSW Government investment in schools, transport, roads, open space and community services.
 3. Officers develop and maintain a dedicated webpage, including a dynamic map, that identifies major development proposals and State-led planning processes across the City of Canada Bay, is regularly updated as new proposals emerge, and provides residents with direct information about how to make submissions through the relevant NSW Government consultation portal.
 4. Write to the Member for Drummoyne advising of the above actions and welcoming her assistance and support in progressing these important matters for our residents.
-

BACKGROUND

Last month, the NSW Government announced its Budget, which included no new major infrastructure funding for the City of Canada Bay.

A week earlier, the Sydney Morning Herald reported on the disproportionate impact of State declared projects on our local government area, highlighting the scale of housing growth now being directed into Canada Bay.

The article reported that Canada Bay is expected to experience the largest proportional increase in high-density housing of any local government area in NSW through Housing Delivery Authority declared developments.

It stated that our local government area has 7,129 dwellings proposed through HDA-declared developments. Based on our population, that equates to almost 77 new dwellings for every 1,000 residents.

We know the housing crisis is real and we have been doing our bit, not just recently but for decades – Canada Bay has never walked away from that responsibility.

We have worked constructively on development of the Rhodes Peninsula. We have engaged with State-led planning processes in Five Dock, North Strathfield, Burwood North, Concord West and other areas. We have advocated for and invested in affordable housing and invested in public domain improvements, town centres, roads, footpaths, parks and community facilities.

The NSW Government is pushing more density into Canada Bay, but the planning for and investment in the services and infrastructure that make communities work is not keeping pace.

As an example, the NSW Government has not undertaken a proper assessment of traffic impacts associated with its rezoning of Burwood North. Without that assessment, it becomes extremely difficult to identify, plan and fund the infrastructure needed to support the growth being proposed.

Council is doing what we can. We are improving local streets and public spaces. We are planning for better places, but we cannot be expected to carry the entire planning and infrastructure burden for State-led housing decisions.

Rhodes is another clear example. The NSW Government has led and enabled significant growth on the peninsula.

Council has continued to invest in Rhodes and advocate for the infrastructure needed to support that growth, yet, as our community receives notifications of new local housing approvals, they hear nothing about the long-promised ferry wharf and service, and nothing about proper investment in Rhodes Station itself.

Last month's budget contained no clear major investment in the roads, public transport, open space and community infrastructure that current and future residents will rely on – both in Rhodes and across the areas marked for growth by the NSW Government across our LGA.

The Canada Bay community needs to understand the scale of what is being asked of our LGA, and they deserve clear commitments from the NSW Government about the planning and infrastructure that will support this growth.

Council has written many letters on this issue to State Ministers and to the Premier, with limited impact.

It is now time for us to ask clear and direct questions of the NSW Government on its plans to fund and deliver schools, hospital and community infrastructure that are critical to the future of the City of Canada given the growth in population coming our way in the next few years.

6 ITEMS RESOLVED BY EXCEPTION

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

7 EXECUTIVE SERVICES DIRECTORATE REPORTS

8 ENVIRONMENT AND PLANNING DIRECTORATE REPORTS

ITEM 8.1 T9 RAIL LINE AND RHODES FERRY WHARF - RESPONSE TO COUNCIL RESOLUTIONS

Reporting Manager Manager Strategic Planning

Attachments: Nil

RECOMMENDATION OF DIRECTOR ENVIRONMENT AND PLANNING

That the outcome of the meeting between Council Officers and Transport for NSW regarding rail line capacity along the T9 Northern Line, station capacity between Rhodes and North Strathfield, and the status of the proposed Rhodes Ferry Wharf be noted.

PURPOSE

This report summarises the outcomes of a meeting between City of Canada Bay (Council) and Transport for NSW (TfNSW), focusing on rail line capacity along the T9 Northern Line, station capacity between Rhodes and North Strathfield, and the status of the proposed Rhodes Ferry Wharf.

EXECUTIVE SUMMARY

This report outlines the outcomes of a meeting between Council and TfNSW, convened in response to Council resolutions seeking clarity on the capacity of the T9 Northern Line and the status of the proposed Rhodes Ferry Wharf.

TfNSW advised that modelling for the T9 Northern Line demonstrates sufficient capacity to accommodate planned growth. TfNSW also confirmed that, while there is existing capacity across the rail line and at stations, there are localised constraints at Rhodes Station during peak periods, particularly relating to platform crowding and stair capacity. A range of solutions are being explored to address this issue.

TfNSW have identified potential long-term infrastructure upgrades to increase capacity on the T9 Northern Line. These upgrades are currently not funded or prioritised, however they will be considered alongside future growth, broader network priorities, available funding, and government investment decisions.

In relation to the Rhodes Ferry Wharf, TfNSW confirmed that the project is not being actively progressed, with previous funding reallocated following unsuccessful negotiations to secure required access through private land.

It is recommended that Council note the outcome of the meeting with TfNSW.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 5: Civic Leadership

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

Direction 4: Infrastructure and Transport

Goal IT 3: Encourage active and accessible transport opportunities

BACKGROUND/DISCUSSION

On 19 August 2025, Council resolved, in part:

Seek a meeting with Transport for NSW and Planning NSW to obtain assurances regarding delivery of the promised Rhodes ferry services and to escalate the matter as a critical infrastructure priority.

On 18 November 2025, Council resolved, in part:

Staff seek a meeting with Transport for NSW to confirm any existing, planned or potential upgrades to the T9 train line aimed at significantly increasing passenger capacity over time.

A meeting was held between Council and representatives from TfNSW on Tuesday, 19 May 2026. This report provides an overview of matters discussed at the meeting.

T9 Northern Line Capacity (Rhodes to North Strathfield)

TfNSW advised that the T9 Northern Line is forecast to have sufficient capacity to accommodate current and projected demand, including growth associated with recent NSW Government housing policies. The modelling underpinning this assessment incorporates assumptions aligned with increased development around transport infrastructure, including sensitivity testing for additional growth scenarios such as intensified development at Rhodes.

Current patronage on the T9 line remains below pre-COVID levels, with demand generally lower than in 2018. Peak demand is concentrated within a limited number of services during the morning peak ("peak of the peak"), rather than being consistently high across all services.

TfNSW noted that the introduction of Sydney Metro West is expected to play a significant role in redistributing passenger demand across the broader network. Strategic modelling indicates that demand on the T9 line will moderate as passengers shift to Metro services. For example, trips to Rhodes Station from Wentworth Point during the AM peak could reduce by approximately 60%, although TfNSW acknowledged that the absolute impact on Rhodes Station may be modest given the proportion of passengers originating from that catchment.

Sydney Metro West is also expected to improve the distribution of passenger loads across existing T9 services. Currently, higher demand is observed on services travelling through the Sydney CBD, while services terminating at Sydney Terminal (Central) are comparatively underutilised. Modelling suggests that demand will become more evenly distributed in future, with loading approaching a more balanced split between CBD-bound and terminating services at key constraint points approaching North Strathfield.

Looking ahead, TfNSW identified potential long-term infrastructure upgrades to increase capacity on the T9 Northern Line. These include the provision of additional tracks between West Ryde and Rhodes (including a new Parramatta River crossing), additional tracks between North Strathfield and Strathfield, and upgrades to Epping Station. Collectively, these improvements could increase service capacity by up to 50% (from 8 to 12 trains in the busiest hour). However, TfNSW confirmed that these upgrades are not currently funded or prioritised and would be subject to future business case development and government investment decisions.

TfNSW also indicated that, as demand increases, interim measures such as travel demand management (e.g. encouraging use of shoulder peak services) will be initiated to manage capacity constraints.

Station Capacity (Rhodes to North Strathfield)

Rhodes Station

TfNSW advised that peak demand at Rhodes Station remains below pre-COVID levels and there is existing spare capacity within the station overall. However, operational constraints are observed during peak periods, particularly:

- Congestion on Platform 1, driven by passengers waiting for preferred CBD-bound services.
- Capacity limitations on stairs serving Platforms 2 and 3.
- Localised crowding immediately prior to train arrivals.

TfNSW confirmed that the “peak of the peak” is concentrated on a small number of services and that current conditions do not indicate that passengers are being prevented from accessing platforms due to safety concerns.

By 2036, increased demand is expected to place elements of the station under stress if no upgrades are undertaken, reducing the station’s resilience to operational disruptions. TfNSW has undertaken preliminary modelling of potential upgrade options, which indicates that improvements such as additional stairs or escalators, platform widening (particularly Platform 1), and concourse expansion would significantly improve performance and safety outcomes. While TfNSW acknowledged the need for upgrades, no funding or delivery timeframe has been confirmed.

Concord West Station

Concord West Station was upgraded between 2013 and 2015 as part of the North Strathfield Rail Underpass project. These works included provision for future four-track operations, with expanded stairs, lifts and concourse space.

TfNSW advised that current and forecast demand remains below pre-COVID levels and that the station has sufficient capacity to accommodate additional growth, including development associated with nearby State Significant Development proposals (approximately 1,400 dwellings). No further upgrades are currently identified as necessary.

North Strathfield Station and Metro Interchange

The delivery of Sydney Metro West will include a new metro station at North Strathfield, providing significant upgrades to existing infrastructure and improved connectivity between heavy rail and metro services.

The new station is being designed to accommodate high passenger volumes and significant “pulse” movements, including an estimated 5,000 rail-to-metro transfers during the AM peak by 2036. Works include additional pedestrian bridges over the rail corridor, as well as multiple escalators and lifts to support efficient passenger movement.

TfNSW advised that the combined heavy rail and metro infrastructure will be capable of accommodating increased demand associated with precinct growth, including the Homebush Transit-Oriented Development.

Rhodes Ferry Wharf

TfNSW outlined the history of the proposed Rhodes Ferry Wharf, which was previously investigated with funding allocated for delivery. Four potential locations were assessed (Mill Park, Brays Bay, Uhrs Point and Leeds Street), with Leeds Street identified as the preferred option due to its lower impact on existing river users, including rowing and community groups.

However, delivery of the project was contingent on securing pedestrian access from Leeds Street to the proposed wharf via private land. Negotiations with the relevant landowner failed to secure access and the project was unable to proceed. Funding allocated to the project was later reallocated to other priorities.

TfNSW confirmed that there are currently no plans or funding commitments to progress a ferry wharf at Rhodes, and the project is not identified as a government priority at this time.

Next Steps and Observations

TfNSW advised that it will continue to monitor development and population growth along the T9 Northern Line corridor. Current analysis indicates that forecast demand can be accommodated in the short to medium term through existing infrastructure, supplemented by the benefits of Sydney Metro West.

Future upgrades to rail infrastructure and ferry services will be considered in line with broader network priorities, available funding, and government investment decisions.

From a Council perspective, while the network is currently operating within capacity for planned growth, there is a risk that capacity constraints may emerge in the medium term, particularly if development exceeds current projections (including State Significant Developments). Targeted service planning and infrastructure upgrades may be required to ensure the network continues to meet community needs.

TIMING / CONSULTATION AND / OR RISK CONSIDERATIONS

The matters outlined in this report relate to ongoing planning and infrastructure delivery led by the NSW Government. While TfNSW has advised that the T9 Northern Line and associated station infrastructure are currently capable of accommodating forecast growth in the short to medium term, the timing of any future capacity upgrades remains uncertain and subject to further investigation, funding and government prioritisation.

There is a potential risk that transport infrastructure delivery may not keep pace with actual development outcomes, particularly where growth exceeds current forecasts (including State Significant Developments).

Consultation to date has been limited to high-level engagement with Transport for NSW. Ongoing collaboration and advocacy by Council will be important to ensure that local infrastructure needs are appropriately considered, and that timely upgrades are progressed to support future population growth and maintain safe and efficient operation of the transport network.

FINANCIAL CONSIDERATIONS

There are no direct local financial considerations for Council associated with this report.

LEGISLATIVE AND POLICY CONSIDERATIONS

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

ITEM 8.2 SUBMISSION TO NSW NET ZERO COMMISSION ON EMISSIONS PATHWAYS**Reporting Manager** Manager Sustainability and Waste**Attachments:** 1. **Submission to Net Zero Commission on Emissions Pathways (Provided in Attachment Booklet)** [↗](#)

RECOMMENDATION OF DIRECTOR ENVIRONMENT AND PLANNING

That Council:

1. Endorse the submission to the NSW Net Zero Commission's Decarbonisation Pathways Call for Evidence in Attachment 1 to the report.
 2. Authorise the General Manager to make any minor editorial or administrative amendments necessary to finalise and lodge the submission prior to the closing date on 31 July 2026.
-

PURPOSE

To seek Council endorsement of a submission to the NSW Net Zero Commission's Decarbonisation Pathways Call for Evidence.

The submission provides Council evidence on practical barriers, enabling conditions and priority actions needed to support NSW emissions reduction pathways, with a particular focus on the built environment, transport, electricity and energy, waste, community transition and local government delivery.

EXECUTIVE SUMMARY

This report seeks Council endorsement of a submission to the NSW Net Zero Commission's Decarbonisation Pathways Call for Evidence. The Commission is developing New South Wales' first decarbonisation pathways to identify practical and evidence-based actions required to achieve the State's legislated emissions reduction targets.

The proposed submission draws on the City of Canada Bay's experience delivering climate and emissions reduction initiatives and highlights the important role local government plays in enabling the transition to a low-emissions economy. The submission identifies opportunities and barriers across key sectors including energy, buildings, transport, waste and resource recovery, and emphasises the need for strong coordination between State and local government to support implementation.

The submission also outlines Council's June 2026 resolution to adopt a Science based target applying the C40 Cities methodology for community emissions reduction ambitions. It also covers Council's recent progress in reducing operational and community emissions, and recommendations to support place-based decarbonisation pathways. These include improved alignment between State and local emissions accounting methodologies, stronger building standards, long-term funding and procurement support, clearer guidance on offsets and carbon removals, and recognition of local government as a key delivery partner in achieving NSW's net zero objectives.

It is recommended that Council endorse the submission, as provided in **Attachment 1**, and authorise the General Manager to make minor amendments and lodge the submission prior to the consultation closing date.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 2: Sustainable and Thriving Environment

Goal STE 1: Reduce greenhouse gas emissions

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

BACKGROUND/DISCUSSION

The NSW Net Zero Commission is seeking evidence to inform the state's first decarbonisation pathways, which will guide emissions reduction strategies across key sectors toward net zero by 2050. The consultation focuses on policy, technology, economic impacts and equitable transition considerations, with input sought from industry, communities and experts on practical measures to accelerate decarbonisation while supporting equitable social and economic outcomes.

This is directly relevant to local government, recognising councils' roles in land-use planning, renewable energy deployment, sustainable transport, waste management, environmental stewardship and community engagement. The consultation provides an opportunity for councils to contribute evidence and practical experience that will inform NSW's pathway to net zero emissions, while ensuring economic, environmental and social outcomes are appropriately considered across local communities.

For Council, preparing a submission aligns with the current review and update of the Emissions Reduction Action Plan and presents an opportunity to advocate for stronger alignment between State and local emissions accounting methodologies, enhanced building standards, long-term funding and procurement support, clearer guidance on offsets and carbon removals, and greater recognition of local government as a key partner in delivering NSW's net zero objectives.

The proposed submission draws on the City of Canada Bay's experience in implementing climate action and emissions reduction initiatives, demonstrating the critical role local government plays in supporting the transition to a low-emissions economy. It outlines key opportunities and challenges across sectors including energy, buildings, transport, waste, and resource recovery, and highlights the importance of strong collaboration between State and local government to enable effective implementation and achieve emissions reduction outcomes.

TIMING AND RISK CONSIDERATIONS

Timing: The NSW Net Zero Commission's Call for Evidence is open until 5.00 pm on 31 July 2026. Council's submission must be finalised and lodged before this date to ensure Council's experience and evidence are considered in the development of NSW's first decarbonisation pathways. The proposed authorisation of the General Manager will allow any minor amendments arising from Council's resolution or final administrative updates to be incorporated prior to submission.

Strategic Alignment Risk: In June 2026, Council adopted an updated science-based community emissions reduction target aligned with the C40 Cities methodology and the Paris Agreement, which is aiming to achieve net zero community emissions around 2040, earlier than the NSW legislated net zero by 2050 target. There is a risk that future NSW decarbonisation pathways, modelling assumptions or reporting frameworks may not align with Council's adopted pathway, creating challenges in comparing progress, communicating outcomes to the community and demonstrating how local actions contribute to State objectives. The proposed submission seeks to mitigate this risk by advocating for greater alignment between State and local emissions accounting methodologies, improved transparency of modelling assumptions, and provision of locally relevant data and reporting tools.

FINANCIAL CONSIDERATIONS

There are no financial implications.

LEGISLATIVE AND POLICY CONSIDERATIONS**NSW Government**

- Climate Change (Net Zero Future) Act 2023 (NSW)
- NSW Net Zero Commission Act 2023 (NSW)
- Net Zero Plan Stage 1: 2020–2030
- Environmental Planning and Assessment Act 1979 (NSW)
- NSW Adaptation Strategy
- Local Government Act 1993 (NSW)

City of Canada Bay Council

- City of Canada Bay Community Strategic Plan – Our Future 203
- City of Canada Bay Environmental Strategy 2025–2035
- City of Canada Bay Emissions Reduction Action Plan 2025 (under review)
- Council's June 2026 Resolution adopting a science-based C40 cities aligned community emissions reduction target

**ITEM 8.3 CITY OF CANADA BAY - ENVIRONMENT ADVISORY COMMITTEE
MINUTES - 25 JUNE 2026****Reporting Manager Manager Sustainability and Waste****Attachments: 1. Minutes - Environment Advisory Committee - 25 June 2026** [↓](#)

RECOMMENDATION OF DIRECTOR ENVIRONMENT AND PLANNING

That the Minutes of the Environment Advisory Committee held on 25 June 2026, attached to the report, be noted.

PURPOSE

The purpose of the report is to present the minutes of the City of Canada Bay Environment Advisory Committee meeting held on 25 June 2026.

REPORT

This report provides Council with the minutes of the City of Canada Bay Environment Advisory Committee from the meeting held on 25 June 2026 (refer to Attachment 1).

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

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 2: Sustainable and Thriving Environment

Goal STE 1: Reduce greenhouse gas emissions

Goal STE 2: Increase urban tree canopy

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

Direction 5: Civic Leadership

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

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

TIMING / CONSULTATION AND / OR RISK CONSIDERATIONS

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

FINANCIAL CONSIDERATIONS

There are no financial considerations associated with this report.

LEGISLATIVE AND POLICY CONSIDERATIONS

Council has adopted an *Environmental Strategy*, *Resource Recovery and Waste Strategy* and *Emissions Reduction Action Plan*.



Environment Advisory Committee Minutes

Thursday 25 June 2026 6.30pm – 8.00pm

Drummoyne Civic Centre - Halliday Room

Committee List: Alessio Maiese (AM), Belinda Snape (BS), Emma Pryor (EP), Mavis Clements (MC), Rolf Muller (RM), Thomas Lawson (TL), Tony Manning (TM), Deanne Smith (DS)

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

COUNCIL COMMITTEE STAFF: Belinda Koytz (BK), Emma Tang (ET), Gabriella Love (GL), Elsie O'Gorman (EOG)

CHAIR: Councillor David Mansford (ClrM),

ITEMS:

Acknowledgement of Country

Clr Mansford

ClrM opened the meeting with Acknowledgement of Country.

Announcements (10mins)

Clr Mansford

ClrM initiated introductions. BK noted that she is currently Acting Director of Environment and Planning until 3 July, and ET is currently Acting Sustainability and Waste Manager. BK confirmed that there would be a new Director of Environment and Planning starting 10th August.

ClrM announced that EO has resigned from the committee.

Presentation – Wattblock - Strata Solar Audit (20mins)

Brent Clark

BC presented the rooftop solar audit covering the Canada Bay LGA strata buildings. The presentation included strata solar penetration versus other LGAs, existing solar on strata buildings, solar installation types for strata buildings, and the solar potential for strata in Canada Bay including a map display.

The following comments were made by the Committee:

- ClrM asked about the use of terminology Multi-Unit Dwellings versus strata and BC clarified the study focused on strata buildings only.
- BC noted that Canada Bay has second highest strata solar penetration in metropolitan Sydney following Blacktown. The committee discussed the high numbers of new developments in Blacktown.
- MC asked about the number buildings per strata on the map display. BC outlined the process that was undertaken for cleaning data to match buildings to relevant strata and addresses.
- BS queried the lifting process involved with installing solar on a particular building. BC confirmed that there are minimum sizes and solar potential to make sure the lifting and labour costs are economical.
- The committee discussed other challenges associated with installations including traffic closures for lifting, roof space and the need for roof restoration.
- BC noted that his own building achieved 75% energy savings from energy efficiency measures only and outlined some key measures.



- BC outlined different small-scale, movable solar and battery options available for apartments and renters in Germany and the committee discussed the regulatory challenges of implementing such options in Australia.
- The committee discussed the implications of installing EV chargers in strata buildings and the different options available with BC sharing examples from his own building.
- MC asked about smart meter installations in strata buildings. BC noted that smart meters are required for solar sharing and Ausgrid are conducting upgrades.

The committee discussed data from various locations in the LGA and BK confirmed the data would be shared in map format.

Presentation – Community Energy and Solar (40 mins)

Gabriella Love

GL presented on Community Energy and solar. The presentation included information on solar installations in Canada Bay and Council Buildings, and previous, current and upcoming Community Energy programs.

The following comments were made by the Committee:

- ClrM described the new emission target as agreed in the last Council meeting. BK outlined the 3 options that were presented to Council.
- BK outlined how the change of target may potentially impact the current review of the Draft Emissions Plan, which will be brought to Council in August.
- ClrM highlighted that ClrJ gave an overview of the EAC consensus on the emissions target in the Council meeting. ClrM also highlighted that the target is leading by example in alignment with Canada Bay Environment Strategy.
- RM noted that the target is aligned to bigger Councils and sends a message to state government.
- BS and RM asked if solar is required on new builds, BK confirmed it is currently not a requirement as part of BASIX.
- DS asked what the average cost is of an assessment, and GL confirmed its approximately \$1,200 but depends on the supplier and number of assessments.
- GL presented the contents of a Council Energy Efficiency Kit.
- The committee discussed the differences in solar uptake between LGA's and between suburbs within Canada Bay.
- RM asked if Council would begin using batteries in Council buildings. BK confirmed a battery study would be undertaken this financial year.
- The committee discussed the potential for electric garbage trucks with BK confirming that current costs are too high, but it may be a possibility in future if the technology improved.
- The committee discussed electrification of buses by state government.
- ClrM queried the potential for excess solar grid sharing from Council solar panels. BK confirmed that the panels were load matched as the regulation for grid sharing was too complex.

Council Update (5mins)

Emma Tang

ET informed the committee about upcoming sustainability workshops and events:

- National Tree Day, 26th July
- Ferragosto, 16th August
- Repair Day, 31st October

The following comments were made by the Committee:

- RM noted that the Tech Shed, part of the Men's Shed, could be involved in Repair Day as they repair appliances. ET confirmed she would reach out to the Tech Shed.



- BK confirmed location for Repair Day would be Concord Community Centre.

General Business (15mins)**ALL**

- **E-bikes on public land update**

Belinda Koytz

BK provided an E-bikes on public land update including the requirements mandated by state government, in response to a query by DS.

The following comments were made by the Committee:

- The committee discussed the problems associated with e-bike parking and the distribution of bikes across the LGA.
- BK confirmed that Council receives data on the e-bike usage in the LGA including the number of trips and distances. The committee agreed that this data would be useful to inform Council active transport planning.
- BK and RM realised there different between e-bike maps. BK noted that she would investigate.

- **Proposal to move August meeting date**

GL noted that the change of date would be decided once ClrJ confirms his availability.

Standing Items

No standing items

Next Meeting – Thursday 20 August 2026/Thursday 3 September

9 CITY ASSETS DIRECTORATE REPORTS

ITEM 9.1 CITY OF CANADA BAY LOCAL TRANSPORT FORUM MINUTES - 11 JUNE 2026

Reporting Manager Manager Roads and Traffic

Attachments:

1. Local Transport Forum - 11 June 2026 - Agenda (*Provided in Attachment Booklet*) [📄](#)
2. Local Transport Forum - 11 June 2026 - Minutes (*Provided in Attachment Booklet*) [📄](#)

RECOMMENDATION OF DIRECTOR CITY ASSETS

That the minutes and recommendations of the City of Canada Bay Local Transport Forum Meeting held 11 June 2026 attached to the report be adopted.

PURPOSE

To report the City of Canada Bay Local Transport Forum minutes of 11 June 2026 to Council.

REPORT

The report contains the minutes for the City of Canada Bay Local Transport Forum held on 11 June 2026 for Council's adoption.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 4: Infrastructure and Transport

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

FINANCIAL CONSIDERATIONS

There are no financial considerations associated with the report.

LEGISLATIVE AND POLICY CONSIDERATIONS

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

ITEM 9.2 CAMPBELL AND LYSAGHT PARKS PRECINCT DRAFT MASTERPLAN**Reporting Manager** Manager Project Management Office**Attachments:** 1. **Campbell & Lysaght Parks Precinct Masterplan - Final Draft July 2026 (Provided in Attachment Booklet)** [⇒](#)**RECOMMENDATION OF DIRECTOR CITY ASSETS**

That:

1. Council endorse the draft Campbell and Lysaght Parks Precinct Masterplan attached to the report for public exhibition.
2. Following public exhibition, a report be prepared and submitted to a future meeting of Council detailing the outcomes of the public exhibition process referred to in (1) above and to consider the adoption of the final Campbell and Lysaght Parks Precinct Masterplan.

PURPOSE

To seek Council's endorsement of the Campbell and Lysaght Parks Precinct Masterplan (Attachment 1) for it to be placed on public exhibition for further input from the community and stakeholders.

EXECUTIVE SUMMARY

The draft Campbell and Lysaght Parks Precinct Masterplan has been prepared, and Council's resolution is sought to place the draft MP on public exhibition for further input from the community and stakeholders.

Subject to the Council's endorsement and following public exhibition, the outcomes from the exhibition process and the final draft MP will be reported back to Council for consideration and adoption.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 1: Connected Community

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

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

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

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

Direction 2: Sustainable and Thriving Environment

Goal STE 2: Increase urban tree canopy

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

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

Direction 4: Infrastructure and Transport

Goal IT 1: Manage local assets to ensure they continue to meet community needs and address climate adaptation

Goal IT 3: Encourage active and accessible transport opportunities

Direction 5: Civic Leadership

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

BACKGROUND/DISCUSSION

The draft Campbell and Lysaght Parks Precinct Masterplan provide a comprehensive concept level plan for Campbell, Lysaght, Allison and Russells Parks. The Masterplan will:

- inform future development and upgrades for the next 10 years,
- provide facility design, imagery and an elemental opinion of probable cost to support inclusion in Council's Capital Works Program and applications for external funding opportunities.

While centred around the Campbell and Lysaght precinct, the draft MP has considered existing plans, projects and principles with relevance to the open space including:

- The Parramatta to Sydney Foreshore Link;
- Optimising capacity – utilising excess capacity of existing assets;
- Diversity – providing flexible, multipurpose spaces and facilities caring for a broad range of user needs;
- Accessibility and connectivity – improved connections across the precinct for all open space users;
- Partnerships and collaboration – the planning process has informed by a robust engagement process including the local sporting groups who use the facility.

Two rounds of community and stakeholder engagement were undertaken in mid-2025 and early 2026 to inform the development of the draft MP. The outcomes were documented in two Community Engagement Reports and published on Council's Collaborate site. Due to the location to the foreshore and position at the bottom of the catchment, Council has also completed a Flood Study to inform potential elements of the MP.

The final draft MP is now ready for further input from the community and stakeholders through the public exhibition process.

The draft MP provides an illustrative representation of the proposed construction and design outcomes. The MP is a 10-year concept plan and elements are subject to change to accommodate future detailed design constraints and other unforeseen changes provided the overall objectives remain unchanged.

Selected elements highlighted in the draft MP are:

- Improved pedestrian safety via a crossing between Campbell Park and Lysaght Park, and further refuge crossings to adjoining streets linking people to the parks.
- Options to improve sports field capacity and storage for sports equipment.
- A new circuit loop path
- New play, seating and outdoor fitness facilities in Campbell Park.
- Improvements to encourage greater use of the foreshore area in Lysaght Park.

TIMING / CONSULTATION AND / OR RISK CONSIDERATIONS

An extensive engagement process has been undertaken with the community and stakeholders. This evidence base is documented in the two Community Engagement Reports (available on Council's Collaborate site) which informed the development of the draft plan. Further engagement has been undertaken both internally and externally, and the draft plans revised accordingly.

Subject to Council's endorsement, the draft MP will be placed on public exhibition for 4 weeks providing an opportunity for further input from community and stakeholders.

Following public exhibition, staff will analyse the submissions received and appropriate amendments will be made to the draft MP before a final draft MP is submitted to Council for consideration for adoption.

FINANCIAL CONSIDERATIONS

The final draft MP will be supported by a confidential 'Opinion of Probable Cost' (OPC) detailing the anticipated cost of all elements proposed in the MP. The OPC is critical in implementing the MP by facilitating the development of future projects for Council's Capital Works Program and applications for external grant funding. The OPC is not disclosed publicly to maintain commercial sensitivity, cost integrity, and to avoid creating unrealistic funding expectations or prejudicing future procurement processes.

LEGISLATIVE AND POLICY CONSIDERATIONS

Campbell and Lysaght Parks Precinct is situated on Crown and Community Land and the draft MP is consistent with the categorisation of the land under the Crown Land Management Act 2016 and Local Government Act 1993.

ITEM 9.3 CABARITA PARK AND FRIENDS OF CABARITA PARK AND WHARF**Reporting Manager** Manager Open Space**Attachments:** Nil

RECOMMENDATION OF DIRECTOR CITY ASSETS

That the report in response to the resolution of 17 February 2026 regarding Cabarita Park and Wharf be received and noted.

PURPOSE

The purpose of this report is to respond to Council's resolution relating to the report titled 'Cabarita Park and Friends of Cabarita Park and Wharf', from the Council Meeting of 17 February 2026.

EXECUTIVE SUMMARY

This report provides Council with the outcome of the investigations into various matters relating to the enhancement of Cabarita Park. It also provides Council with clarity on the status and how each matter is proposed to be or has been actioned.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 3: Vibrant Urban Living

Goal VUL 4: Ensure the built environment respect the unique neighbourhood character and responds deftly to evolving community needs

BACKGROUND/DISCUSSION

At its meeting on 17 February 2026, Council resolved;

That:

1. *Council acknowledges the dedication and contribution made by Friends of Cabarita Park and Wharf and commits to regularly consult and advise them in respect of park needs and challenges.*
2. *Council officers investigate the following:*
 - a. *Feasibility of the gate at the western entrance to Memorial Drive being closed at sunset each night and potential improved signage at the entrance to advise park visitors.*
 - b. *Options to better utilise the Digital Screen Sign to provide information to park visitors re total fire bans, rubbish, gate closures, parking permit renewals, fines for dumping hot coals etc.*
 - c. *Installation of a water feature in the children's playground as children presently use the water bubbler which constantly is blocked with sand and becomes a drinking pond for bird life.*
 - d. *Upgrading of the road to and from the park to the ferry parking area and to ensure the pedestrian crossing over this road is compliant.*
 - e. *Replacement of the bedraggled Australian flag on top of the Pavillion in line with Australian National Flag protocols and its regular replacement.*

- f. Installation of lighting to illuminate the Australian Flag in line with Australian National Flag protocols.*
 - g. Replacement of the dilapidated timber fencing on left-hand side of Cabarita Road leading to ferry with sandstone blocks to prevent unauthorised access afterhours.*
 - h. Formalisation of the naming of Memorial Drive and Ferry Road with the Geographic names board.*
 - i. Provision of a baby change table in the toilet block adjacent to the Conservatory.*
 - j. Upgrading of the old toilet block adjacent to Cabarita Road.*
 - k. Revenue from licences, leases and fines recovered in Cabarita Park being reinvested in Cabarita Park to upgrade and maintain facilities.*
- 3. A report on the outcomes of the investigation referred to in 2. above be prepared and submitted to a future Council meeting.*
 - 4. Council officers liaise with Transport for NSW to request signage on Cabarita Wharf to report illegal fishing being updated to the direct (24 hour number) for Marine Area Command 9320 7499.*

The items resolved by Council at the meeting of 17 February 2026 are being considered as part of the preparation of the draft Cabarita Park Masterplan. Aspects that are operational or a safety concern have been prioritised and addressed accordingly as noted below in Table 1.

Referring to resolution 4. Council Officers continue to liaise with Transport for NSW on matters relating to activities and infrastructure at the ferry wharf.

Resolution Part	Outcomes of Investigations
1. Council acknowledges the dedication and contribution made by Friends of Cabarita Park and Wharf and commits to regularly consult and advise them in respect of park needs and challenges.	Noted. Friends of Cabarita Park and Wharf (FoCPW) have been and will continue to be consulted throughout the preparation of a masterplan for Cabarita Park and during consultation for other projects within the park.
2. Council officers investigate the following:	
a) Feasibility of the gate at the western entrance to Memorial Drive being closed at sunset each night and potential improved signage at the entrance to advise park visitors.	This task has been completed. Locking this gate at sunset would negatively impact on hirers of the Conservatory. Therefore, the signage has been updated as follows "Gates are locked after sunset and reopened before dawn, except when there is a booking at the Conservatory."
b) Options to better utilise the Digital Screen Sign to provide information to park visitors re total fire bans, rubbish, gate closures, parking permit renewals, fines for dumping hot coals etc.	Council is currently completing a review of additional messaging which will be made available on the digital sign.
c) Installation of a water feature in the children's playground as children presently use the water bubbler which constantly is blocked with sand and becomes a drinking pond for bird life.	Playgrounds across the LGA are typically upgraded or renewed every 20 years. The playground within Cabarita Park was upgraded in 2024 with no further upgrades currently planned. The water bubbler adjacent to the playground has been removed to prevent its use as a water play feature. A new-style bubbler has been installed at a nearby location, set at a suitable distance from the playground.
d) Upgrading of the road to and from the park to the ferry parking area and to ensure the pedestrian crossing over this road is compliant.	This item will be dealt with as part of the draft Cabarita Park Masterplan process to be completed late 2026.
e) Replacement of the bedraggled Australian flag on top of the Pavillion in line with Australian National Flag protocols and its regular replacement.	These works are due for completion by Spring 2026.
f) Installation of lighting to illuminate the Australian Flag in line with Australian National Flag protocols.	These works are now complete.
g) Replacement of the dilapidated timber fencing on left-hand side of Cabarita Road leading to ferry with sandstone blocks to prevent unauthorised access afterhours.	This item will be dealt with as part of the draft Cabarita Park Masterplan process to be completed late 2026.
h) Formalisation of the naming of Memorial Drive and Ferry Road with the Geographic Names Board.	The requirement for formalisation of the road naming in Cabarita Park is currently being reviewed. If required, it will be considered as

Resolution Part	Outcomes of Investigations
	part of Council's broader new Street & Place Naming project.
i) <i>Provision of a baby change table in the toilet block adjacent to the Conservatory.</i>	These works have been completed.
j) <i>Upgrading of the old toilet block adjacent to Cabarita Road.</i>	This item will be dealt with as part of the draft Cabarita Park Masterplan process to be completed late 2026.
k) <i>Revenue from licences, leases and fines recovered in Cabarita Park being reinvested in Cabarita Park to upgrade and maintain facilities.</i>	All revenue generated through the performance of Council's functions throughout the City is collected and allocated to General Revenue. These funds are then allocated in accordance with Council's Delivery and Operational Plan. Cabarita Park is one of 154 parks and open spaces in the City and contains infrastructure comprising roads, buildings, stormwater, open space, marine and lighting assets. Council manages these assets and allocates funding across the portfolio in accordance with our Asset Management Plan.
3. <i>A report on the outcomes of the investigation referred to in 2. above be prepared and submitted to a future Council meeting.</i>	The purpose of this report.
4. <i>Council officers liaise with Transport for NSW to request signage on Cabarita Wharf to report illegal fishing being updated to the direct (24-hour number) for Marine Area Command 9320 7499.</i>	Officers have requested TfNSW update the signage with the 24-hour contact number. Case reference C-00099139

Table 1. Outcome of Investigations – Cabarita Park

TIMING / CONSULTATION AND / OR RISK CONSIDERATIONS

There are no timing and consultation matters relating to this report

FINANCIAL CONSIDERATIONS

This report does not commit Council to any unbudgeted expenditure.

LEGISLATIVE AND POLICY CONSIDERATIONS

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

ITEM 9.4 AVENUES OF HONOUR - CONCORD ROAD AND CABARITA PARK**Reporting Manager Manager Open Space****Attachments: Nil**

RECOMMENDATION OF DIRECTOR CITY ASSETS

That the report in response to Council's resolution of 15 March 2022 regarding options to commemorate and re-establish the Avenues of Honour in Cabarita Park and Concord Road be received and noted.

PURPOSE

The purpose of this report is to respond to the resolution of Council on 15 March 2022 regarding options to commemorate and re-establish the Avenues of Honour in Cabarita Park and on Concord Road.

EXECUTIVE SUMMARY

Council Officers have investigated options to commemorate the historic Avenues of Honour at Cabarita Park and along Concord Road.

Cabarita Park's Victory Coppice, which remains largely intact will be considered through the preparation of the Cabarita Park Masterplan.

The Concord Road Avenue of Honour originally featured two drinking fountains.

It is considered likely that the original northern drinking fountain continued as part of the Rhodes War Memorial at Rhodes Station.

It is not recommended to reinstate the southern fountain previously removed due to major urban changes, limited space, and lack of historical context.

The original avenue tree planting is proposed to be recognised within the Street Tree Masterplan currently being prepared, due for adoption in the next 6-12 months. This includes the planting of relevant trees in the Concord Road corridor over time.

The City of Canada Bay Council Heritage Society was consulted during the preparation of this report and supported the recommendation of recreating the avenue planting along Concord Road.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 2: Sustainable and Thriving Environment

Goal STE 2: Increase urban tree canopy

BACKGROUND/DISCUSSION

At its meeting on 15 March 2022, Council resolved;

That:

1. *Council officers investigate:*
 - i. *options to commemorate/re-establish the Avenues of Honour in Cabarita Park and on Concord Road in an appropriate way in consultation with the City of Canada Bay Council Heritage Society and other stakeholders as*

part of the urban tree canopy program, including estimated costs of such options;

- ii. the estimated costs and potential funding sources to restore the Drinking Fountains erected on Concord Road (one on Patterson Street and one at Rhodes) which was an important feature in the Concord Road Avenue of Honour, marking the beginning and end of the Avenue.*

2. *A report be prepared and submitted to Council following completion of the investigations referred to in 1. above.*

Cabarita Park – Avenue of Honour

The Avenue of Honour, also known as the Victory Coppice, commemorated with a plaque, can be found to the east of the vehicle entrance into Cabarita Park. 58 trees were planted on 25 August 1945, with most of the trees being Australian native species.



Fig 1; Victory Coppice plaque, Cabarita Park

Council is currently preparing a draft masterplan for Cabarita Park which is due to be completed in late 2026. This draft masterplan will consider the site holistically including the Victory Coppice.

Concord Road – Avenue of Honour

The Concord Road Avenue of Honour originally featured two drinking fountains. The northern fountain is thought to have been erected near the Rhodes Punt, which was located where the Rhodes Boat Ramp is located today. It is unknown when this fountain was decommissioned however it is considered likely that the fountain was relocated to Rhodes Train station on the eastern side and then incorporated into the mid 2000's station upgrade as the Rhodes War Memorial due to the similarity in the dimension stone.



Fig 2; Rhodes War Memorial, Rhodes Station

The southern drinking fountain was located at the southeastern corner of Patterson Street and Concord Road, North Strathfield. Photographic record demonstrates that this fountain was in place until at least the 1960s – fig 3. The timing of the removal of this drinking fountain is unknown.



Fig 3 – Southeastern corner of Patterson Street and Concord Road, North Strathfield, c1960

Due to the significant changes in the surrounding area, this report does not recommend reinstating the southern drinking fountain. This position is supported by various factors including;

- Limited area within the road reserve to appropriately position the drinking fountain,
- Changes in surrounding context including the WestConnex interchange to the immediate south,
- The parcel that the fountain was originally installed is not owned by Council,
- Location is not immediately adjacent to or within either a heritage item or a heritage conservation area, and

- Future redevelopment of the adjoining parcel may further disrupt the immediate context.

Rather than reinstatement, this report recommends interpreting and recreating the key element, being the avenue tree planting along Concord Road. This is envisaged to be captured in the draft Street Tree Masterplan due to be completed by end of 2026 and implemented through gradual planting programs as funding allows.

The Concord Road tree planting was launched in 1918. Through an analysis of available historical aerial photographs, the tree planting appears to have been significantly altered between 1930 and 1943 due to upgrades within the road corridor associated with the opening of Ryde Bridge in 1935. These works occurred primarily north of Wellbank St, North Strathfield. This report recommends capturing and recognising this avenue planting within the draft Street Tree Masterplan.

The Street Tree Masterplan will consider prioritisation of the avenue planting, noting that Concord Road is a State Road, controlled by Transport for NSW. Due to the developed condition of the road reserve – with various sections featuring full width concrete from kerb to property boundary and extensive below and above ground services – the cost to plant and maintain the trees are significantly higher than within quieter streets. Council Officers are currently prioritising planting in lower cost streets to maximise the number of trees that will contribute to Council's canopy, ensuring the most effective and efficient progress towards Council's canopy target of 25% by 2040. The replanting does not bring any immediate cost, and any replanting will be absorbed in planting programs going forward.

The City of Canada Bay Council Heritage Society was consulted during the preparation of this report and supported the recommendation of recreating the avenue planting along Concord Road over a period.

RISK CONSIDERATIONS

There are no risk considerations associated with this report

FINANCIAL CONSIDERATIONS

There are no financial considerations associated with this report. There is no immediate funding allocated to implementing the recommendations however funding will be considered as part of the roll out of the Street Tree Masterplan or retrospective programs.

LEGISLATIVE AND POLICY CONSIDERATIONS

There are no legislative considerations associated with this report.

10 COMMUNITY CULTURE AND LEISURE DIRECTORATE REPORTS

11 CORPORATE SERVICES AND STRATEGY DIRECTORATE REPORTS

ITEM 11.1 CHURCHILL TUCKER PARK, RHODES - PROPOSED TENDER AND LEASE OF COMMUNITY LAND FOR TELECOMMUNICATIONS INFRASTRUCTURE

Reporting Manager Manager, Property Strategy and Leasing

Attachments: Nil

RECOMMENDATION OF DIRECTOR CORPORATE SERVICES AND STRATEGY

That:

1. The submission received in response to the public notice of the proposed tender for leasing of land for the installation of mobile telecommunications infrastructure at Churchill Tucker Park, Rhodes be noted.
 2. Tenders be invited for the leasing of land and installation of mobile telecommunications infrastructure at Churchill Tucker Park, Rhodes.
 3. A further report be prepared and submitted to a future Council meeting on the outcomes of the Tender process.
-

PURPOSE

The purpose of this report is to present the community feedback received in response to the Public Notice inviting submissions concerning the proposed tender for leasing of land and installation of mobile telecommunications infrastructure at Churchill Tucker Park, Rhodes comprising of lots 62/DP1099780, 63/DP1099780, 1/DP1103358, 2/DP1103358 and 63/DP792101.

EXECUTIVE SUMMARY

The report provides details of the one (1) submission received objecting to the proposed tender for the leasing of land and installation of mobile telecommunications infrastructure at Churchill Tucker Park, (the Park) and recommends that the proposed tender proceed.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 5: Civic Leadership

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

Direction 3: Vibrant Urban Living

Goal VUL 4: Ensure the built environment respect the unique neighbourhood character and responds deftly to evolving community needs

BACKGROUND/DISCUSSION

This report follows a previous report to Council in April 2026 concerning the need to identify a suitable alternate site for telecommunications infrastructure to contribute to facilitating development of housing in Rhodes.

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

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

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

Should it proceed, the proposed infrastructure would form part of the broader telecommunications network designed to maintain consistent coverage and support future data demand.

A review of site options has considered other nearby properties in private ownership and co-location on other nearby existing infrastructure near the existing Property. One option explored has been the temporary relocation of the infrastructure and then locating the infrastructure on a new tower at the existing Property once development is complete. This option would likely result in poor coverage and visual impact outcomes, however, remains an option.

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

The proposal to proceed to tender and lease of Community Land was placed on public exhibition to seek community feedback prior to any tender process commencing.

At its meeting of 21 April 2026 Council resolved:

That:

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

Submissions

During the public consultation period from the 28 April 2026 to the 31 May 2026, Council received one (1) submission, therefore details of the submission are referred to Council in accordance with part 3 of that resolution. The submission received from a resident of Rhodes is an objection to the proposed tender and leasing for installation of mobile telecommunications infrastructure at Churchill Tucker Park, Rhodes.

The table below provides a summary of the issues raised of the one (1) submission.

Table 1.0

Issues raised	Council response
• The resident worked and lived in the area since 1965, the park has acted as a buffer between Concord Road and the railway line and provides the only access to Brays Bay Reserve from Rhodes West • The objection claims Churchill Tucker Park is the last original park to be left untouched in Rhodes, West of Concord Road and that many native trees, open space and history of the suburb have been lost. • Suggests the telecommunication companies find another site to relocate their infrastructure such as the private corporate (Office) park across the road. • Questions the value of revenue over impact. • The lack of available information on this proposal and a listed contact at Council is of concern.	• Issues concerning amenity are noted and for Council to consider. • Council Officers would not support the removal of trees in this area as part of any proposal. • As detailed in the Council Report of April 2026, several alternate sites were explored including the site identified in the objection. • Whilst Council would require market rent, the issue of mobile coverage for the community and facilitation of more housing development are key reasons why Council would consider tenders. • The Council report in April 2026 was an open agenda item (Agenda Item 11.2) and as no tender has commenced design and visual impacts cannot be documented.

Conclusion

One (1) objection to the proposal was received and no submissions in support received. Given the low number of objections and the responses to the objection in table 1.0 above, it is proposed that Council proceed to test the market by way of public tender to consider the design and impacts of any telecommunications infrastructure.

Accordingly, it is recommended that Council proceed to tender for the leasing of land, with details of any tender applicants, infrastructure design and visual impact to the Park be submitted to a future meeting of Council for consideration.

It should be noted that any future intention to enter into a lease agreement will require further Public Notice in accordance with the provisions of the Local Government Act 1993.

FINANCIAL CONSIDERATIONS

Council will receive an annual rent amount if it resolves to enter a future lease.

The telecommunications carrier or its agent would fund installation, maintenance and removal costs with no capital expenditure would be required from Council.

LEGISLATIVE AND POLICY CONSIDERATIONS

Local Government Act 1993

ITEM 11.2 BUSINESS USE OF PUBLIC FOOTPATH POLICY AND PROCEDURE**Reporting Manager** Manager, Property Strategy and Leasing**Attachments:** 1. **Draft - Business Use of Public Footpath Policy and Procedure**
(Provided in Attachment Booklet) [⇒](#)

RECOMMENDATION OF DIRECTOR CORPORATE SERVICES AND STRATEGY

That the Business Use of Public Footpath Policy and Procedure attached to the report be adopted and promoted through Council's communication channels.

PURPOSE

The purpose of this report is to seek Council's adoption of the draft Business Use of Public Footpath Policy and Procedure.

EXECUTIVE SUMMARY

Council Officers have undertaken a review of the existing Business Use of Public Footpath Policy following several resolutions of Council, operational experience, outdoor dining structures reaching end of life and updates regarding the application of smoke-free legislation.

The draft Business Use of Public Footpath Policy and Procedure (the draft Policy) introduces targeted improvements to modernise administration, strengthen governance and support local businesses while maintaining public safety, accessibility and amenity. Key updates include provisions for permanent outdoor dining structures, discretionary site-specific approvals, Council-approved A-Frame signage, enhanced insurance and awning certification requirements, stronger compliance measures, and updated smoking provisions aligned with the Smoke-Free Environment Act 2000.

The proposed amendments also establish a framework for the management of permanent outdoor dining structures, including ownership, maintenance, cleaning, liability and licensing requirements, and provide greater flexibility for Council to respond to unique site circumstances.

Importantly, the review does not change the fundamental intent of the existing Business Use of Public Footpath Policy last adopted by Council in 2023, nor does it alter existing precinct requirements, application processes, fees or charges. The draft Policy seeks to improve clarity, consistency and operational effectiveness while implementing previous Council resolutions and providing greater certainty for businesses and Council Officers.

As the proposed changes are primarily administrative, operational in nature and based on legislative compliance and alignment with NSW State Government Guidelines, public exhibition is not considered necessary. Subject to adoption, the draft Policy will apply to all new and existing approvals and be promoted through Council's communication channels.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 3: Vibrant Urban Living

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

Goal VUL 4: Ensure the built environment respect the unique neighbourhood character and responds deftly to evolving community needs

Direction 1: Connected Community

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

BACKGROUND/DISCUSSION

Council's existing Business Use of Public Footpath Policy establishes the framework for businesses seeking approval to utilise public footpaths for outdoor dining and display of goods. The existing Business Use of Public Footpath Policy was last comprehensively reviewed and subsequently adopted by Council in 2023. Since then, operational experience, legislative requirements and several Council resolutions have identified opportunities to modernise and inform the draft Policy.

Since 2023 there has been several resolutions of Council relating to increasing outdoor dining opportunities on Great North Road, Five Dock, investigating permanent outdoor dining structures on Majors Bay Road, Concord and George Street, North Strathfield, as well as investigating smoke-free outdoor dining precincts.

At its meeting on 16 July 2024, Council resolved as follows:

That:

- 1. A review of the Business Use of Footpath Policy be undertaken with a view to establishing an equitable application of the criteria contained in the Policy throughout the City of Canada Bay.*
- 2. The feasibility of removing garden beds and hedge gardens along Great North Road, Five Dock, to increase potential available space for Footpath Dining, be investigated.*
- 3. The feasibility of installing permanent outdoor structures in nominated precincts within the City of Canada Bay for businesses to occupy as enclosed spaces for outdoor dining and other trade be investigated.*
- 4. Reports be prepared and submitted to Council on the findings and to provide updates in response to the outcomes of (1), (2) and (3) above.*

Following this meeting, Council Officers began reviewing Council's existing Business Use of Public Footpath Policy to identify opportunities to amend the existing Business Use of Public Footpath Policy to improve business access to, and use of public footpaths. Council Officers also investigated options for Great North Road, Five Dock, and consulted residents and businesses in July 2025 to inform the outcome regarding public domain design elements such as outdoor dining structures and garden beds that run along the kerb and gutter.

At its meeting of 20 May 2025, Council resolved as follows:

That:

- 1. Council officers investigate the feasibility of replacing all existing outdoor dining shade structures along Majors Bay Road, Concord and George Street North Strathfield, including consideration of additional sites for new structures.*
- 2. The investigation referred to in 1. above include engagement with applicable business and building owners.*
- 3. A report(s) be prepared and submitted to Council following the investigation referred to in 1. and 2. above.*
- 4. In the interim, Council Officers consider temporary solutions that are safe, visually amenable and in line with current streetscape to enable impacted business along both Majors Bay Road, Concord and George Street, North Strathfield, to access and utilise outdoor dining areas whilst the broader strategy is being investigated.*

Following this resolution Council Officers commenced consultation with businesses along Majors Bay Road, Concord regarding the upgrade of the existing structures. Through the investigations and consultation with internal and external stakeholders, it was determined that the existing Business

Use of Public Footpath Policy required further updates to ensure that the use and maintenance of the permanent outdoor structures are appropriately managed.

As such the draft Policy has been amended to note that all permanent outdoor structures fall under the Policy and require an additional licence or Deed to be entered into by the businesses and Council. It further outlines Council's ownership of the structures, the businesses use of the permanent structures including day to day maintenance and cleaning and liability requirements.

The Majors Bay Road, Concord renewal project (the Project) will upgrade the Majors Bay Road commercial precinct by replacing end of life Council-owned outdoor dining structures, providing additional dining structures where approved, and incorporating supporting improvements such as lighting, heaters, removal of redundant above-ground light pole footings, paver deep cleaning, selected street furniture upgrades, enhanced street and tree lighting, and renewed landscaping. The Project responds to the declining condition and inconsistent presentation of the existing streetscape, with the objective of reinvigorating the precinct, supporting local businesses, improving safety and enabling community-led activations and events.

Delivery of the Project has now progressed to tender stage. Subject to tender evaluation and subsequent approvals, the current schedule is to award the contract in August 2026, with the construction program to be carefully staged to minimise disruption to existing businesses, maintain precinct access and trading conditions as far as practicable, and manage key timing constraints including Halloween on 31 October 2026. The project is targeted for completion within the 2026/27 financial year.

As the structures are yet to be upgraded along Majors Bay Road, Concord the fees and charges associated with the Majors Bay Road Precinct under the Policy remain unchanged. The Fees and Charges will be reviewed at the end of 2026/27.

At its meeting of 05 July 2025, Council resolved as follows:

That Council Officers:

1. *Investigate the viability of declaring Council's outdoor dining precincts (as defined in Council's Business Use of Public Footpath Policy) to be Non-Smoking Areas.*
2. *Present the findings of the investigation to a Councillor Workshop including advice on the community consultation process*

The existing Business Use of Public Footpath Policy prohibits smoking in outdoor dining areas which are enclosed, partially enclosed or serve food. Whilst the provisions of the existing policy prohibit smoking in outdoor dining areas to an extent, there has been some ambiguity, misinterpretation and understanding around enforceability. Council Officers have updated the draft Policy to ensure that the requirements align and are consistent with the legislative requirements of the Smoke-Free Environment Act 2000.

As such the draft Policy has been updated to explicitly note that businesses acknowledge that smoking is not permitted in any area located on the public footpath on which the outdoor dining approval is provided. As an additional provision, the draft Policy defines smoking and notes that smoking includes:

- cigarettes including e-cigarettes;
- pipes and water-pipes such as shisha, hookah, nargila, argileh, hubble-bubble and goza; and
- any devices that produce aerosol or vapour for example, vapes etc.

Under the draft Policy businesses must:

- make every effort to monitor and ensure that smoking by patrons is prohibited and discouraged within their Approved Area;
- ensure they are complying with legislative requirements including but not limited to the Smoke-Free Environment Act 2000; and

- allow Council to erect signage under section 632 of the Local Government Act or any other relevant authority within their Approved Area and/or in any area which is visible from the business such as building window or door adjoining the approved outdoor dining area.

The draft Policy allows for an exception, noting that Council may, at its sole discretion, consider applications from licensed hotels, pubs and registered clubs seeking approval for a designated outdoor smoking area associated with the public footpath dining approval. This exception ensures that licenced premises are not adversely affected should they generally require an outdoor smoking area as long as it complies with established legislative requirements.

Council Officers have undertaken a comprehensive review of the existing Business Use of Public Footpath Policy, amending the Policy to ensure it is readability, transparent, consistent, in line with Council's objectives and legislative requirements. It is to be noted that the draft Policy has not proposed any material changes to the current Policy in relation to Precinct requirements, application requirements and fees and charges, which are dealt with separately on an annual basis through the Council's adoption of the Fees and Charges.

The draft Policy seeks to improve governance while maintaining appropriate public safety, accessibility and public amenity. It also aims to further support local businesses through the controlled use of A-Frame signage, establish a framework for permanent outdoor dining structures, strengthen public safety through updated insurance and awning certification requirements, and modernise the existing Business Use of Public Footpath Policy to reflect current operational practices.

A summary of the changes to the existing policy is noted below.

Existing Policy 2023	Draft Policy 2026	Benefit
Limited guidance for applicants	Includes a sample site plan	Improves application quality and assessment efficiency
No framework for permanent structures	Introduces permanent structure provisions including provisions surrounding requirement to enter separate licence/deed. Outlines ownership, maintenance, cleaning and general liability requirements	Provides governance for Majors Bay Road, Concord and future structures in other precincts across the City of Canada Bay
Limited safety requirements	Awning certification and insurance requirements have been strengthened to ensure compliance by businesses	Improves public safety and risk management
Compliance provisions required clarification	Strengthened enforcement and termination provisions	Improves policy administration
A-Frames not permitted under the policy	Discretionary A-Frame approvals by Council with clear requirements for businesses to consider	Supports local businesses while protecting accessibility and public safety
Smoking provisions outdated and unclear	Updated smoking provisions to ensure stronger application and enforcement	Aligns with legislation and clarifies responsibilities of businesses
Limited operational flexibility	Council discretion for site-specific approvals	Improves practical administration on a case-by-case basis to ensure viability of businesses use of the footpath
General policy tidy-up	Updated definitions, responsibilities and processes Updated formatting and presentation of document	Improves clarity, consistency and allows Policy to be readable

Should the draft Policy be adopted, Council Officers from the date of its adoption will apply the Policy framework and requirements to new and existing applications. It is proposed that the draft Policy will also be promoted through Council's communication channels including website and social media.

TIMING / CONSULTATION AND / OR RISK CONSIDERATIONS

Public exhibition of the draft Policy is not required, noting that the material aspects of the draft Policy such as the application requirements, precinct guidelines remain unchanged. The draft Policy is aligned with legislation and NSW Government Guidelines.

Throughout 2025 and 2026 extensive community consultation and engagement has occurred with residents and businesses along Great North Road, Five Dock and Mayors Bay Road, Concord pertaining design elements of the public domain, outdoor dining structures and specific business requirements.

FINANCIAL CONSIDERATIONS

There are no financial considerations associated with this report.

LEGISLATIVE AND POLICY CONSIDERATIONS

Local Government Act 1993

Roads Act 1993

Smoke-Free Environment Act 2000

Disability Discrimination Act 1992

ITEM 11.3 CASH AND INVESTMENTS REPORT - JUNE 2026

Reporting Manager Chief Financial Officer

Attachments: 1. Investment Report June 2026 (*Provided in Attachment Booklet*) [↗](#)

RECOMMENDATION OF DIRECTOR CORPORATE SERVICES AND STRATEGY

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

PURPOSE

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

EXECUTIVE SUMMARY

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

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 5: Civic Leadership

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

BACKGROUND/DISCUSSION

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

Certification - Responsible Accounting Officer

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

As at 30 June 2026, the portfolio comprised of the following investment ratings:

Compliant	LT Ratings	Invested(\$)	% Invested per category	% Respective Accumulated	Minimum Limit %	% Maximum Limit per category
✓	AAA, AA-	\$61,799,011.45	33.38%	100.00%	30%	100%
✓	A+, A, A-	\$69,300,303.73	37.43%	66.62%	0%	70%
✓	BBB+, BBB, BBB-	\$54,061,809.00	29.20%	29.20%	0%	40%
✓	Unrated	\$0.00	0.00%		0%	0%

Investments are compliant with Council's Investment Policy.

Summary position as of 30 June 2026

The Cash at Bank and Cash Investments are summarised below:

Month	Cash At Bank	Cash Investments	Total Cash
30 June 2026	\$2,485,830.86	\$185,161,124.18	\$187,646,955.04

The detailed Schedule of Investments held as at 30 June 2026 is provided over the next page.

STATEMENT OF CASH INVESTMENTS							
Maturity Date	Bank/Issuer	Long Term Rating	Fair Value	Term	Interest	Issue Date	Investment Type
01/07/26	Heartland Bank Australia	BBB	\$2,000,000.00	258	4.30%	16/10/25	Term Deposits
01/07/26	Bank of Queensland	A-	\$3,000,000.00	210	4.39%	03/12/25	Term Deposits
02/07/26	Commonwealth Bank	AA-	\$2,000,000.00	44	4.73%	19/05/26	Term Deposits
02/07/26	Commonwealth Bank	AA-	\$2,000,000.00	36	4.68%	27/05/26	Term Deposits
08/07/26	Australian Military Bank	BBB+	\$2,000,000.00	182	4.61%	07/01/26	Term Deposits
09/07/26	Commonwealth Bank	AA-	\$2,000,000.00	51	4.78%	19/05/26	Term Deposits
09/07/26	Commonwealth Bank	AA-	\$2,000,000.00	37	4.67%	02/06/26	Term Deposits
15/07/26	Bank of Queensland	A-	\$2,000,000.00	161	4.56%	04/02/26	Term Deposits
16/07/26	Commonwealth Bank	AA-	\$2,000,000.00	41	4.70%	05/06/26	Term Deposits
22/07/26	Bank of Queensland	A-	\$2,000,000.00	166	4.63%	06/02/26	Term Deposits
29/07/26	Bank of Queensland	A-	\$2,500,000.00	168	4.72%	11/02/26	Term Deposits
05/08/26	Commonwealth Bank	AA-	\$2,000,000.00	54	4.80%	12/06/26	Term Deposits
31/08/26	ING	A	\$2,000,000.00	367	4.58%	29/08/24	Term Deposits
10/09/26	ING	A	\$2,000,000.00	374	4.63%	30/08/24	Term Deposits
17/09/26	National Australia Bank (NAB)	AA-	\$2,000,000.00	365	4.16%	17/09/25	Term Deposits
23/09/26	Heritage Bank	BBB+	\$2,500,000.00	222	4.81%	13/02/26	Term Deposits
07/10/26	Heartland Bank Australia	BBB	\$2,500,000.00	229	4.85%	20/02/26	Term Deposits
21/10/26	Heartland Bank Australia	BBB	\$2,000,000.00	232	4.95%	03/03/26	Term Deposits
28/10/26	ING	A	\$2,000,000.00	372	4.74%	21/10/24	Term Deposits
05/11/26	ING	A	\$16,500,000.00	372	4.94%	29/10/24	Term Deposits
16/12/26	National Australia Bank (NAB)	AA-	\$2,000,000.00	328	4.55%	22/01/26	Term Deposits
13/01/27	ING	A	\$2,000,000.00	334	4.84%	13/02/26	Term Deposits
20/01/27	ING	A	\$2,000,000.00	348	4.79%	06/02/26	Term Deposits
27/01/27	ING	A	\$3,000,000.00	362	4.78%	30/01/26	Term Deposits
04/02/27	ING	A	\$4,000,000.00	279	4.10%	01/05/25	Term Deposits
17/02/27	Heartland Bank Australia	BBB	\$2,000,000.00	365	5.00%	17/02/26	Term Deposits
03/03/27	Heartland Bank Australia	BBB	\$2,500,000.00	369	5.00%	27/02/26	Term Deposits
18/03/27	National Australia Bank (NAB)	AA-	\$2,000,000.00	311	4.09%	09/05/25	Term Deposits
01/04/27	ING	A	\$4,000,000.00	335	4.08%	01/05/25	Term Deposits
14/04/27	Heartland Bank Australia	BBB	\$2,500,000.00	411	5.05%	27/02/26	Term Deposits
21/04/27	Heartland Bank Australia	BBB	\$2,000,000.00	414	5.10%	03/03/26	Term Deposits
06/05/27	ING	A	\$2,500,000.00	363	4.03%	08/05/25	Term Deposits
12/05/27	Rabobank Aus Limited	A	\$2,000,000.00	365	4.22%	12/05/25	Term Deposits
20/05/27	National Australia Bank (NAB)	AA-	\$2,000,000.00	374	4.07%	09/05/25	Term Deposits
26/05/27	Beyond Bank	BBB+	\$2,500,000.00	447	5.10%	05/03/26	Term Deposits
09/06/27	Queensland Police Credit Union	BBB	\$2,000,000.00	454	5.30%	12/03/26	Term Deposits
23/06/27	Judo Bank	BBB	\$2,000,000.00	462	5.37%	18/03/26	Term Deposits
30/06/27	Beyond Bank	BBB+	\$2,500,000.00	482	5.10%	05/03/26	Term Deposits
07/07/27	Judo Bank	BBB	\$2,000,000.00	476	5.37%	18/03/26	Term Deposits
14/07/27	Judo Bank	BBB	\$2,000,000.00	476	5.55%	25/03/26	Term Deposits
21/07/27	Unity Bank	BBB+	\$2,000,000.00	476	5.65%	01/04/26	Term Deposits
04/08/27	Unity Bank	BBB+	\$2,000,000.00	482	5.67%	09/04/26	Term Deposits
01/09/27	Unity Bank	BBB+	\$2,000,000.00	510	5.67%	09/04/26	Term Deposits
29/09/27	Unity Bank	BBB+	\$2,000,000.00	531	5.60%	16/04/26	Term Deposits
13/10/27	Credit Union SA	BBB	\$2,500,000.00	531	5.70%	01/05/26	Term Deposits
29/10/27	ING	A	\$2,000,000.00	729	4.25%	30/10/25	Term Deposits
17/11/27	Credit Union SA	BBB	\$2,000,000.00	566	5.70%	01/05/26	Term Deposits
01/12/27	Credit Union SA	BBB	\$2,000,000.00	580	5.70%	01/05/26	Term Deposits
08/03/28	Judo Bank	BBB	\$2,000,000.00	721	5.40%	18/03/26	Term Deposits
11/05/28	Rabobank Aus Limited	A	\$2,000,000.00	730	4.37%	12/05/25	Term Deposits
30/10/28	ING	A	\$2,000,000.00	1096	4.33%	30/10/25	Term Deposits
30/10/26	Westpac	AA-	\$2,000,000.00	183	4.30%	30/10/25	Tailored Deposit
19/08/26	ING Bank Covered	AAA	\$500,000.00	92	4.85%	19/08/21	Floating Rate Notes
14/09/26	Macquarie Bank	A+	\$1,600,000.00	91	5.32%	14/09/23	Floating Rate Notes
23/12/26	Commonwealth Bank	AA-	\$2,000,000.00	183	4.88%	23/09/21	Floating Rate Notes
22/03/27	ING	A	\$1,000,000.00	273	5.42%	22/03/24	Floating Rate Notes
14/05/27	Bendigo Adelaide Bank	A-	\$800,000.00	365	5.45%	14/05/24	Floating Rate Notes
18/08/27	Commonwealth Bank	AA-	\$1,100,000.00	457	5.47%	18/08/22	Floating Rate Notes
13/09/27	AMP	BBB+	\$1,300,000.00	455	5.74%	13/09/24	Floating Rate Notes
01/11/27	Great Southern Bank	BBB+	\$1,150,000.00	549	5.40%	01/11/24	Floating Rate Notes
13/01/28	Commonwealth Bank	AA-	\$1,500,000.00	640	5.49%	13/01/23	Floating Rate Notes
19/01/28	Rabobank Aus Branch	A+	\$1,000,000.00	639	5.51%	19/01/23	Floating Rate Notes
16/02/28	Westpac	AA-	\$1,000,000.00	639	5.43%	16/02/23	Floating Rate Notes
09/05/28	Bank of Queensland Covered	AAA	\$1,250,000.00	729	5.63%	09/05/23	Floating Rate Notes
17/08/28	Commonwealth Bank	AA-	\$1,250,000.00	822	5.40%	17/08/23	Floating Rate Notes
03/10/28	Teachers Mutual Bank	BBB+	\$2,000,000.00	910	5.27%	03/10/25	Floating Rate Notes
20/11/28	Bank of Queensland	A-	\$1,500,000.00	915	5.22%	20/11/25	Floating Rate Notes
23/04/29	Bendigo Adelaide Bank	A-	\$500,000.00	1096	5.16%	23/04/26	Floating Rate Notes
20/08/29	ING	A	\$1,800,000.00	1188	5.47%	20/08/24	Floating Rate Notes
27/09/29	Suncorp Bank	AA-	\$2,100,000.00	1186	5.38%	27/09/24	Floating Rate Notes
18/03/30	National Australia Bank (NAB)	AA-	\$1,600,000.00	1369	5.30%	18/03/25	Floating Rate Notes
21/05/30	Suncorp Bank	AA-	\$700,000.00	1461	5.37%	21/05/25	Floating Rate Notes
19/06/30	Westpac	AA-	\$1,200,000.00	1461	5.30%	19/06/25	Floating Rate Notes
10/07/30	Rabobank Aus Branch	A+	\$1,000,000.00	1552	5.18%	10/07/25	Floating Rate Notes
17/07/30	Macquarie Bank	A+	\$1,100,000.00	1552	5.15%	17/07/25	Floating Rate Notes
15/08/30	ING Bank Covered	AAA	\$500,000.00	1553	5.22%	15/08/25	Floating Rate Notes
15/01/31	Commonwealth Bank	AA-	\$1,500,000.00	1736	5.06%	15/01/26	Floating Rate Notes
24/08/26	Suncorp Covered	AAA	\$2,000,000.00	181	3.25%	20/04/22	Fixed Rate Bond
21/01/30	Westpac	AA-	\$1,800,000.00	1461	4.95%	21/01/25	Fixed Rate Bond
21/05/30	Suncorp Bank	AA-	\$500,000.00	1461	4.60%	21/05/25	Fixed Rate Bond
17/07/30	Macquarie Bank	A+	\$1,000,000.00	1640	4.37%	17/07/25	Fixed Rate Bond
15/08/30	ING	A	\$500,000.00	1641	4.28%	15/08/25	Fixed Rate Bond
15/01/31	Commonwealth Bank	AA-	\$800,000.00	1826	5.03%	15/01/26	Fixed Rate Bond
	AMP	BBB+	\$111,147.90		5.00%		AMP
	AMP	BBB+	\$661.10		2.25%		AMP
	Macquarie Bank	A+	\$303.73		4.65%		Macquarie Bank
	Commonwealth Bank	AA-	\$18,499,011.45		4.35%		CBA BOS
	30/06/26		\$185,161,124.18		4.8370%		
	TOTAL INVESTMENTS at 31/05/2026		\$189,800,802.45		4.8074%		
	Net Increase/(Decrease) in Investments		(\$4,639,678.27)		0.0297%		

FINANCIAL CONSIDERATIONS

Council's adopted budget for 2025-26 forecast interest earnings of \$7.225M. The Budget was revised up by \$400,000 in the September Quarter Review and a further \$300,000 in the December Quarter Review, increasing the forecast interest earnings to \$7.925M. The Third Quarter Budget Review included a further revision up of \$800,000, projecting a year end forecast of \$8,725,000. Finalised interest earnings for the year amounted to \$8,701,019 with June 2026 interest earnings of \$804,854.92.

LEGISLATIVE AND POLICY CONSIDERATIONS

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

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

ITEM 11.4 OPERATIONAL LAND CLASSIFICATION - PART OF 2 GIPPS STREET, CONCORD (RESERVE 1041854)**Reporting Manager Manager, Property Strategy and Leasing****Attachments: Nil**

RECOMMENDATION OF DIRECTOR CORPORATE SERVICES AND STRATEGY

That:

1. In accordance with Section 34 of the Local Government Act 1993, Council undertakes public notification of its intention to classify Part Lot 30 and Whole Lot 32 in Deposition Plan 1282364 (Reserve 1041854) 2 Gipps Street, Concord as Operational Land.
 2. The General Manager be authorised to execute on behalf of Council any documents associated with the application to NSW Department of Industry – Lands and Water to classify Part Lot 30 and Whole Lot 32 in Deposition Plan 1282364 (Reserve 1041854) 2 Gipps Street, Concord as Operational Land, including writing to the Minister of Lands and Property.
 3. A further report be prepared and submitted to a future meeting of Council post the completion of the public notification period.
-

PURPOSE

The purpose of the report relates to the proposed classification of Part Lot 30 and Whole Lot 32 in Deposited Plan 1282364 (Reserve 1041854), 2 Gipps Street, Concord (the Site) as Operational Land under the Local Government Act 1993 (the Act).

EXECUTIVE SUMMARY

The report seeks Council's approval to undertake the statutory advertising that is required prior to a formal resolution to classify the Site as Operational Land.

In June 2026 Council was appointed as the Crown Lands Manager for the purpose of Government Purposes.

Following the completion of the public notification process a further report will be prepared and submitted to a future meeting of Council for consideration.

STRATEGIC DIRECTION

This report supports Our Future 2036 outcome area:

Direction 5: Civic Leadership

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

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

Direction 3: Vibrant Urban Living

Goal VUL 4: Ensure the built environment respect the unique neighbourhood character and responds deftly to evolving community needs

The Site is located adjacent to Concord Oval and has been identified as the primary option to transfer Council's existing Depot operations from Regatta Road Five Dock, and as such classifying the land as Operational Land provides Council greater flexibility to manage the Site appropriately.

It should be noted that the Site was previously managed by Council as Crown Lands Manager, however ownership transferred to Transport for NSW (TfNSW) from Crown Lands for the WestConnex project. Since that time TfNSW has utilised part of the Site for servicing of WestConnex infrastructure. The Site is heavily burdened by permanent plant equipment, easements, water treatment facility and hardstand infrastructure to allow for heavy machinery access.

Council Officers propose to undertake the necessary steps to subdivide and/or amalgamate Part Lot 30 and Whole Lot 32 in Deposited Plan 1282364 to ensure that future use and processes are simplified.

Operational Land classification for Crown Land requires Ministerial approval. Subject to Council approval, it is proposed that the General Manager write to the Minister for Lands and Property seeking approval to classify the Site as Operational Land. It should be noted that the gazettal for this section of the land was made for Government Purposes under the Crown Lands Management Act 2016 and therefore Operational Land classification is consistent with this use.

Per section 31 (2) of the Act Council is required to classify the Site within three (3) months of receipt of the land, otherwise it is deemed Community Land by default.

To this end, the report seeks endorsement to commence the process to classify the Part Lot 30 and Whole Lot 32 in Deposited Plan 1282364 as Operational land and commence the required steps to subdivide and/or amalgamate the Site.

TIMING / CONSULTATION AND / OR RISK CONSIDERATIONS

Section 31(2) of the Act permits Council to resolve to classify land prior to or within three (3) months after its acquisition of the land;

Section 34 of the Act requires public notice to be given of classification or reclassification by Council resolution; including:

- terms of proposed resolution and description of the land concerned; and
- a period of not less than 28 days during which submissions can be made to Council.

FINANCIAL CONSIDERATIONS

No financial considerations are associated with this report.

LEGISLATIVE AND POLICY CONSIDERATIONS

Local Government Act 1993

Crown Land Management Act 2016

12 NOTICES OF MOTION**ITEM 12.1 NOTICE OF MOTION - CR FERGUSON - PROPOSED CANADA BAY MEN'S KITCHEN ASSOCIATION SERVICE**

Submitted by: Councillor Andrew Ferguson

MOTION

That Council:

1. Officers meet with the Men's Kitchen Association and explore potential opportunities to assist with establishing a Men's Kitchen Association Service within the City of Canada Bay.
 2. Officers prepare and submit a report to a future meeting of Council detailing the outcomes of 1 above.
-

BACKGROUND FROM COUNCILLOR ANDREW FERGUSON

The Men's Kitchen Association (the Association) is a volunteer-run not-for-profit organisation that teaches older men practical cooking skills in a welcoming, male-oriented social environment.

Their slogan is "Old Dogs. New Tricks. Great Mates." and it reflects the heart of what they do — helping older men develop confidence, social connection and friendships through cooking and shared experiences.

The Men's Kitchen began in 2016 on Sydney's Northern Beaches as a small six-person initiative in Frenchs Forest. Since then, demand for these services has seen it expand to approximately 350 members across the Northern Beaches, Ku-ring-gai, Hills District, Canberra, and the Gold Coast, with 24 cooking sessions now conducted each month. The organisation is operated entirely by volunteers.

As the organisation has continued to grow, they are now exploring the possibility of establishing a Men's Kitchen operation within the Canada Bay community.

Based on the positive outcomes achieved elsewhere, I believe the program could provide significant social and wellbeing benefits for older men within the City of Canada Bay.

The Association has a goal of establishing a Canada Bay District service prior to mid-2027. As an initial step, The Association is hoping to gauge community interest and potentially hold a public information meeting in February or March 2027 for residents interested in learning more about the Men's Kitchen and how a group could be formed. They already have expressions of interest from local Canada Bay residents.

In progressing this proposed initiative, the Association would value the support and encouragement of Council and its elected representatives.

13 NOTICES OF MOTION OF RESCISSION

Nil

14 MATTERS OF URGENCY

Nil

15 QUESTIONS WITH NOTICE

Nil

16 CONFIDENTIAL MATTERS

RECOMMENDATION

That

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

**ITEM 16.1 SUPPLY AND DELIVERY OF BINS, CADDIES AND COMPOSTABLE BAGS
- TENDER**

This matter is considered to be confidential under Section 10A(2) - (d) (i) of the Local Government Act, as it deals with commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

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

ITEM 16.2 LEASE - GODDARD PARK, CONCORD

This matter is considered to be confidential under Section 10A(2) - (d) (i) of the Local Government Act, as it deals with commercial information of a confidential nature that would, if disclosed prejudice the commercial position of the person who supplied it.

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

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

BACKGROUND/DISCUSSION

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

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

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

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

17 CONFIDENTIAL RESOLUTIONS

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