

ORDINARY COUNCIL MEETING

ATTACHMENTS BOOKLET

Under Separate Cover

Tuesday, 21 July 2026

Table of Contents

8.2	Submission to NSW Net Zero Commission on Emissions Pathways	
	Attachment 1 Submission to Net Zero Commission on Emissions Pathways.....	4
9.1	City of Canada Bay Local Transport Forum Minutes - 11 June 2026	
	Attachment 1 Local Transport Forum - 11 June 2026 - Agenda.....	19
	Attachment 2 Local Transport Forum - 11 June 2026 - Minutes	31
9.2	Campbell and Lysaght Parks Precinct Draft Masterplan	
	Attachment 1 Campbell & Lysaght Parks Precinct Masterplan - Final Draft July 2026	38
11.2	Business Use of Public Footpath Policy and Procedure	
	Attachment 1 Draft - Business Use of Public Footpath Policy and Procedure	78
11.3	Cash and Investments Report - June 2026	
	Attachment 1 Investment Report June 2026.....	118

Submission to NSW Net Zero Commission – Call for Evidence: Decarbonisation Pathways

Submitted by: City of Canada Bay Council (draft for Council review)

Date: July 2026

Contents

1. Introduction	2
2. Role of Local Government in Delivering Net Zero	3
3. Sectoral Insights from Canada Bay Local Government Area	5
Emissions Reduction.....	5
Energy.....	5
Transport.....	7
Circular Economy.....	8
4. Community, Growth and Development.....	9
Urban Development	9
Community Transition and Equity.....	10
5. Data, Modelling and Evidence	11
Methodology Alignment.....	11
Offsets.....	12
6. Funding and Capacity	13
Funding	13
Workforce Capability and Skills	14
7. Summary Recommendations	14

1. Introduction

City of Canada Bay Council welcomes the opportunity to contribute to the NSW Net Zero Commission's Call for Evidence and support the development of NSW's first decarbonisation pathways. These pathways will play an important role in identifying practical, evidence-based actions across sectors to achieve the State's legislated emissions reduction targets. Local government plays a critical role in enabling the transition to a low-emissions economy, acting as the interface between state policy and place-based implementation.

Climate change mitigation is a key priority for the City of Canada Bay and is embedded throughout Council's strategic planning framework, including the [Our Future 2036 Community Strategic Plan](#). Council's recently adopted [Environmental Strategy 2025](#) provides a roadmap for delivering a sustainable, resilient and thriving environment, with Net Zero Community identified as one of the Strategy's five priority themes.

Council is also updating its [Emissions Reduction Action Plan](#) to reflect an ambitious new community emissions reduction target adopted in June 2026. Council unanimously resolved to align its emissions reduction pathway with a science-based, equity-led approach consistent with the C40 Cities methodology and the objectives of the Paris Agreement.

Under this approach, emissions reductions are guided by a finite carbon budget. For a high-income community such as Canada Bay, the pathway is expected to achieve net zero emissions around 2040, while prioritising deep emissions reductions this decade. Key milestones include:

- Approximately 70–75% reduction in community emissions by 2030 from a 2016–17 baseline.
- Five-yearly reviews and interim milestones aligned with the Paris Agreement's "ratchet" mechanism.
- Ongoing monitoring and adaptive governance to respond to emerging science, policy and technology developments.

The adoption of this target reflects strong community support for ambitious climate action. During the development of Council's 2020 Emissions Reduction Action Plan and Environment Strategy review, residents, businesses and stakeholders consistently expressed a desire for Council to take a leadership role in reducing emissions and ensuring Canada Bay remains a healthy, liveable and resilient place for future generations.

Achieving net zero emissions across the Canada Bay community will require transformative change across energy, transport, buildings and waste systems. This includes a fully renewable electricity supply, widespread electrification of homes and businesses, the progressive phase-out of fossil gas, improved building energy

performance, increased uptake of zero-emissions vehicles, enhanced active and public transport options, and continued improvements in waste avoidance, recycling and organics recovery. While priority must be placed on reducing emissions at source, some residual emissions are likely to remain and may require complementary carbon removal activities over time.

Council currently measures and tracks community emissions using the Resilient Sydney Platform, which applies the Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories (GPC) BASIC standard. This framework provides a consistent methodology for measuring emissions from stationary energy, transport and waste across local government areas. By using a city-induced approach, the framework helps identify emissions sources that can be influenced through local action and informs evidence-based decision-making at both local and regional scales.

This submission draws on Council's experience delivering emissions reduction initiatives and identifies opportunities, barriers and recommendations to support a coordinated and equitable decarbonisation across New South Wales.

2. Role of Local Government in Delivering Net Zero

Local government is central to delivering emissions reductions on the ground. Councils influence emissions outcomes through a range of functions, including:

- Strategic land use planning and place-making.
- Management of community infrastructure, facilities and public assets.
- Delivery of waste, recycling and resource recovery services.
- Transport planning and advocacy.
- Community education, engagement and behaviour change programs.
- Partnerships with community organisations, businesses and other levels of government.

Importantly, local government serves as the interface between government policy and community action. Councils have established relationships with residents and local stakeholders and are therefore well positioned to support the behavioural changes required to reduce emissions at scale.

The City of Canada Bay recognises that local government has unique strengths in climate action arising from its close connection to communities and its ability to influence both operational practices and community behaviour. Councils can demonstrate leadership through their own operations, share knowledge, and build local support for decarbonisation initiatives by communicating the benefits of

decarbonisations. Local government also has an important role in ensuring the transition is equitable and inclusive by ensuring climate actions are accessible and affordable.

However, while councils can influence outcomes through planning, advocacy, programs and partnerships, most community emissions are driven by factors outside local government control. As a result, achieving net zero will require coordinated action across all levels of government, industry and the community. Council's role is to lead, enable, advocate and facilitate local action rather than directly deliver all emissions reductions. Success will depend on supportive policy settings, investment certainty, access to low-emissions technologies and strong uptake by households and businesses.

There is currently a significant gap between state-level policy and local implementation. If local government is to play its full role in delivering NSW's emissions reduction objectives, councils require:

- Clear alignment between State emissions reduction policies and local implementation pathways.
- Stronger coordination across levels of government.
- Consistent emissions data, methodologies and reporting frameworks.
- Increased funding for local decarbonisation programs and infrastructure.
- Greater legislative and regulatory support for councils to accelerate emissions reduction within their communities.

A stronger partnership between the NSW Government and local government sector will be essential to accelerate emissions reductions, maximise community benefits and deliver a practical, place-based pathway to net zero.

Recommendations:

- Align NSW decarbonisation policies with local implementation pathways through stronger coordination mechanisms, recognising local government as a core delivery partner in NSW's net zero transition.
- Partner with local government to deliver equitable, place-based community engagement and decarbonisation programs, by providing councils with legislative support, long-term funding and implementation tools.

3. Sectoral Insights from Canada Bay Local Government Area

Emissions Reduction

Council seeks to lead by example, being a priority theme of Council's Environment Strategy 2025–2035. Since 2017–18, Council has reduced operational emissions by 83%, surpassing its interim target of a 77% reduction by 2025.

Community-wide emissions have fallen from 772,220 tonnes CO₂-e in 2016–17 to 670,966 tonnes CO₂-e in 2023–24, representing a 15% reduction over seven years. While this trend is encouraging, substantially faster reductions will be required to meet Council's newly adopted climate targets and align with a 1.5°C pathway. While councils can directly manage their own emissions, reducing community-wide emissions requires coordinated action across all levels of government, industry and households.

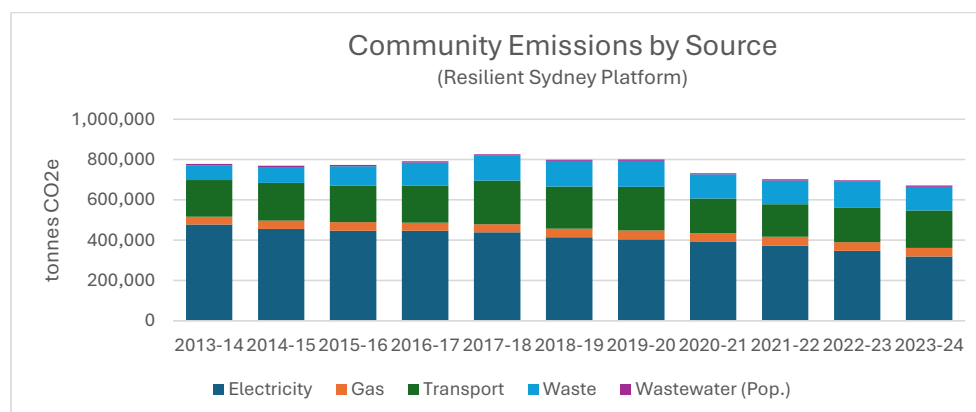


Figure 1 Community emissions by source, by year. Source: Resilient Sydney

Under Council's current inventory methodology (GPC), community emissions remain concentrated in three key sectors:

- Electricity and gas use in residential and commercial buildings
- Transport
- Waste

Energy

The transition to renewable energy is beginning within Canada Bay and demonstrates the potential for accelerated decarbonisation with supportive policy settings. Locally, rooftop solar adoption has grown rapidly, with installed capacity increasing fourfold since 2018.

As of December 2025:

- Approximately 4,894 solar photovoltaic systems had been installed across the municipality.
- Around 24.6% of residential properties have rooftop solar.
- Total installed solar capacity exceeded 40 MW.
- Rooftop solar systems are estimated to offset approximately 37,900 tonnes of CO₂ emissions annually.
- Households with solar are estimated to collectively save more than \$6.2 million annually in electricity costs.
- Total energy consumption has also declined, with combined gas and electricity use approximately 3% lower than 2016–17 levels.

The growth of distributed renewable energy demonstrates strong community willingness to invest in decarbonisation when technologies are accessible and provide direct economic benefits.

Despite notable progress, opportunities remain to increase solar uptake in medium and high-density housing. Approximately 159 strata buildings in Canada Bay have installed solar ([map linked here](#)), representing 12.2% of strata buildings across the local government area, which is the second-highest penetration in metropolitan Sydney.

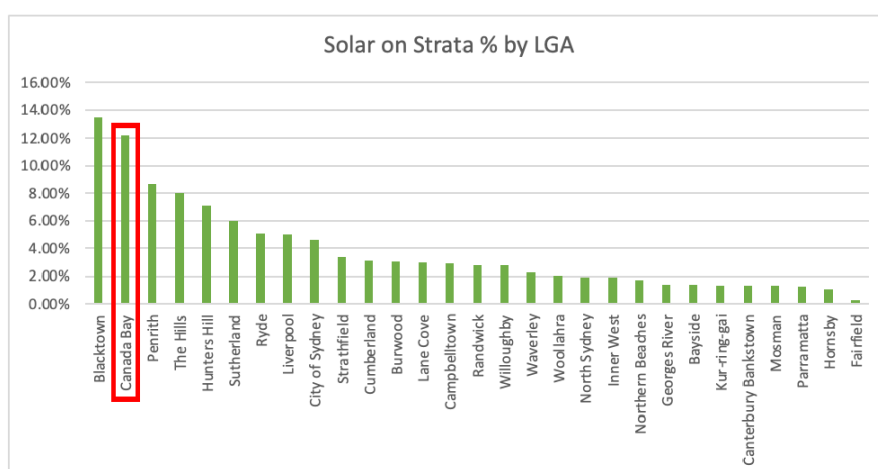


Figure 2 Solar on strata % by LGA. Source: Wattblock

Given the prevalence of apartment living, overcoming barriers to solar deployment in strata and multi-unit developments represents a significant opportunity for emissions reduction in NSW.

Transport

Transport remains one of the largest and most challenging emissions sources within Canada Bay.

The transition to electric vehicles has commenced, with registrations increasing from approximately 1,340 vehicles in early 2024 to 2,104 vehicles in mid-2026. While this growth is positive, electric vehicles still represent a relatively small proportion of the overall vehicle fleet and further policy support will be necessary to accelerate uptake.

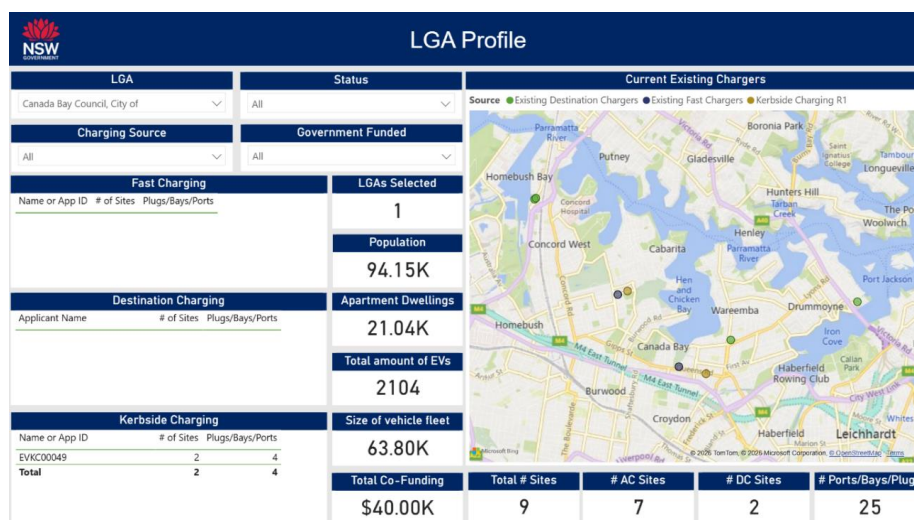


Figure 3 EV Dashboard LGA Profile. Source: NSW Government

Significant transport infrastructure investment is expected to support future emissions reductions. The Sydney Metro West project, including stations at Five Dock, Concord and North Strathfield, will provide improved access to high-capacity public transport and create opportunities for mode shift away from private vehicle use.

Council has also invested in walking and cycling infrastructure to support active transport. However, achieving substantial transport emissions reductions will depend on a combination of:

- Rapid electrification of private and commercial vehicle fleets.
- Expanded charging infrastructure.
- Improved public transport accessibility and service integration.
- Enhanced walking and cycling networks.
- Urban planning outcomes that reduce car dependency.

While local government has an important role in enabling EV uptake through planning, infrastructure facilitation and fleet transition, there remains uncertainty

regarding responsibility for public charging infrastructure delivery. Greater coordination between transport, energy and land use planning, together with clear guidance and infrastructure planning tools, would support more effective deployment of EV charging infrastructure and help address emerging electricity network constraints.

The transport sector illustrates the importance of coordinated action between State and local government. Councils can support active transport and influence urban form, however, major transport infrastructure, vehicle standards and public transport investment are determined by higher levels of government.

Circular Economy

Canada Bay's experience demonstrates the role that improved resource recovery can play in reducing emissions. Waste sent to landfill has declined from 213 kg per person in 2019–20 to 207 kg per person in 2023–24, reflecting ongoing efforts to reduce waste generation and improve diversion outcomes.

Council's Food Organics and Garden Organics (FOGO) program has collected approximately 399 tonnes of organic material since commencement, avoiding an estimated 598.5 tonnes of CO₂-e emissions by diverting organic waste from landfill.

Although councils play a primary role in waste management and resource recovery, they sit at the end of the materials supply chain and have limited market power and policy levers to influence product design, packaging or consumption patterns.

While waste contributes a smaller proportion of community emissions than energy and transport, it remains a sector where local government can have a direct and measurable influence. The progression from traditional waste management towards a circular economy model presents opportunities to reduce emissions while also delivering resource efficiency, economic and community benefits.

Recommendations:

- Provide targeted ongoing support to overcome barriers to energy upgrades in strata developments and rental properties.
- Deliver a coordinated approach to integrated transport, land use and energy planning including increased investment in public and active transport, clarified responsibilities for EV charging infrastructure delivery, and consistent planning guidance and tools for local government.
- Strengthen investment in organics processing, recycled material markets, producer responsibility schemes and infrastructure that reduces waste to landfill.

4. Community, Growth and Development

Urban Development

A key consideration for the NSW decarbonisation pathways is how emissions reduction will be achieved alongside continued population growth and urban development.

The City of Canada Bay is one of Sydney's fastest-growing urban areas. Council's strategic planning anticipates substantial residential growth over coming decades, driven by major transport investments, urban renewal and housing delivery targets.

This planned growth is detailed in the [Our Future 2036 Community Strategic Plan](#), which anticipates a 30% population increase to 125,000 residents by 2036. The strategy prioritises housing supply, new affordable housing policies, and infrastructure around transit hubs. Significant development is already proposed through Transport Oriented Development and precinct planning around the future Five Dock Metro Station, Burwood North Metro Station and multiple State Significant Development projects across Concord West, Rhodes and other strategic locations.

For growing communities such as Canada Bay, there is a risk of total emissions remaining stagnant even while per-capita emissions reduce. If new housing, infrastructure and urban renewal projects are not designed to support decarbonisation, growth in population may offset emissions reduction gains achieved in other sectors, making net zero targets more difficult and costly to achieve. Conversely, well-planned development can provide transformative emissions reductions through higher building standards, electrification, renewable energy integration, and quality transport networks.

NSW decarbonisation pathways should therefore clearly articulate how population growth assumptions have been incorporated into emissions modelling and what level of emissions reduction is expected from new development.

State-level standards, planning settings and incentives are needed to accelerate net zero, high-performance, all-electric, climate-resilient buildings and precincts.

Council encourages consideration of:

- Stronger building performance standards that drive all-electric and net-zero-ready developments.
- Continued strengthening of BASIX requirements and residential energy efficiency standards.
- Embodied carbon reductions in construction materials and building processes.
- Transport-oriented development that maximises public and active transport use.

- Better integration of long-term energy, transport and land use to support growth while minimising emissions.
- Targeted support for local government asset upgrades.

Given the scale of growth anticipated across Greater Sydney, decarbonisation pathways should demonstrate how emissions reductions can be achieved while accommodating new housing, growing communities and increased economic activity.

Community Transition and Equity

A successful decarbonisation pathway must ensure that all households and businesses can participate in and benefit from the transition to net zero. While many emissions reduction technologies provide long-term financial and environmental benefits, access is often unequally distributed.

In Canada Bay, a significant proportion of residents live in apartments or rental accommodation, creating barriers to rooftop solar, battery storage, building electrification and energy efficiency upgrades. Renters, apartment residents, low-income households, culturally and linguistically diverse communities, older residents and small businesses may face financial, information or structural barriers that limit their ability to participate in the energy transition.

Without targeted modelling and policy intervention, there is a risk that the benefits of decarbonisation, including lower energy bills, improved health outcomes and increased resilience to climate impacts, will accrue disproportionately to higher-income households with greater capacity to invest in new technologies. NSW decarbonisation pathways should therefore incorporate equity considerations across all sectors and identify measures that ensure the transition is affordable, accessible, and inclusive.

Recommendations:

- Ensure NSW decarbonisation pathways account for population growth and urban development, including clear assumptions on housing growth, infrastructure delivery and the emissions reductions expected from new development.
- Strengthen state planning requirements to accelerate efficient all-electric and climate-resilient buildings and precincts, including stronger BASIX requirements, improved energy performance standards and reduced embodied carbon.
- Embed equity considerations across all decarbonisation pathways, with targeted support to ensure the transition is affordable, accessible and inclusive for marginalised communities and vulnerable groups.

5. Data, Modelling and Evidence

Methodology Alignment

Effective decarbonisation pathways require robust data at the local level where decarbonisation measures are implemented. While local governments are expected to play a significant role in delivering emissions reductions on the ground, many councils face challenges accessing the data and modelling needed to support local decision-making.

Council supports the Commission's proposed approach to develop decarbonisation pathways at a regional scale, including modelling at the Statistical Area Level 4 (SA4). This level of analysis provides significantly greater geographic detail than state-wide reporting and will help improve understanding of regional emissions trends, opportunities and constraints.

However, while SA4-level territorial emissions modelling is a positive step, it does not fully address the challenges faced by local government in tracking and reporting emissions. Most NSW councils, including the City of Canada Bay, use the GPC methodology through platforms such as Resilient Sydney and the Ironbark Snapshot tool. These inventories adopt a community-scale, city-induced emissions approach, whereas NSW and Commonwealth emissions reporting is generally based on a territorial approach.

As a result, local governments can face difficulties in directly relating state emissions modelling to local inventories, targets and reporting frameworks. This can create confusion when comparing emissions trends, assessing progress and understanding how local actions contribute to broader state outcomes. While the proposed SA4 pathways will provide valuable regional insights, clearer alignment between territorial and GPC accounting methodologies will be required if councils are to effectively utilise pathway outputs in local planning and reporting.

To improve alignment between State and local emissions reporting, Council recommends that NSW Government:

- Provide clear guidance on the relationship between territorial and GPC emissions accounting methodologies.
- Develop tools or datasets that allow emissions data and pathway outputs to be viewed through both territorial and GPC accounting frameworks.
- Enable "translation" or cross-walks between state modelling outputs and local government emissions inventories.
- Clarify whether local governments should continue reporting under the GPC methodology or whether an alternative reporting framework is intended to support alignment with NSW decarbonisation pathways.

- Provide local government-level data extracts, where possible, to support local planning, reporting and target setting.

Improved alignment between these methodologies would help ensure that emissions data produced by different levels of government can be compared consistently and used more effectively for decision-making.

Regional pathways should also provide sufficient detail to support local implementation, including:

- Major emissions sources and reduction opportunities within each planning region, for use in strategic regional planning such as the Sydney Plan.
- Expected sectoral contributions to emissions reduction targets, drawing on work such as Sydney as a renewable energy zone¹, as the collaborative work done by Resilient Sydney and Greater Sydney Commission on net zero pathways².
- Assumptions relating to population growth, housing development, transport demand and technology uptake.
- The role of local government in achieving emissions reduction outcomes.

Providing this level of transparency would improve accountability, support coordinated action across jurisdictions, and help councils understand where local effort can have the greatest influence on emissions reduction outcomes. Examples from international jurisdictions, such as local climate action planning frameworks across the European Union including Sweden's "Viable Cities" program, demonstrate the value of connecting national and state targets with place-based implementation pathways.

Offsets

Consistent accounting principles and reporting frameworks will also be critical as councils work towards net zero targets. In particular, greater clarity is required regarding the role of offsets and carbon removals and how these should be applied across different emissions accounting boundaries. This issue is especially important because commonly used local government emissions inventories based on the GPC framework generally do not include land-use change and sequestration activities. As a result, councils currently have limited guidance on how residual emissions should be addressed when pursuing community-wide (local government area scale) net zero targets.

¹ The [Committee for Sydney](#) and [Arup](#) report highlights Sydney's untapped potential to meet up to 75% of its own annual energy needs through rooftop solar and batteries. By utilizing urban spaces rather than relying solely on regional infrastructure, the city could generate 21 GW of renewable energy.

² Resilient Sydney submission to Net Zero Commission, 11 July 2025 [Resilient Sydney.pdf](#)

Guidance is needed on:

- The circumstances under which offsets can be used.
- The proportion of emissions reductions that should be achieved through direct abatement versus offsets.
- How offsets and removals should be accounted for at local, regional and state scales.
- Whether carbon removal activities must occur within a local or regional boundary to be recognised against local emissions targets.

Providing clear and consistent guidance on these matters would give local governments greater confidence in setting community-wide (LGA-scale) net zero targets, tracking progress and ensuring alignment with NSW's broader decarbonisation framework.

Recommendations:

- Improve alignment, or allow translation, between territorial and GPC emissions accounting methodologies by providing clear guidance, data translation tools and local datasets.
- Ensure regional decarbonisation pathways provide sufficient detail to support local implementation, including major emissions sources, sectoral emissions reduction opportunities, assumptions relating to growth and technology uptake, and the role of local government in achieving emissions reduction outcomes.
- Provide clear and consistent guidance on the role of offsets and carbon removals, including how they should be accounted for across local, regional and state emissions inventories and applied towards net zero targets.

6. Funding and Capacity

Funding

Delivering emissions reductions at the scale required will depend on sustained investment, clear responsibilities and access to emerging low-carbon technologies.

A key challenge is the availability of funding. Councils face competing demands on limited capital budgets. While grant programs provide valuable support, they are often short-term, highly competitive and administratively complex, making it difficult

to undertake long-term planning and investment. Greater funding certainty would enable councils to develop and deliver strategic decarbonisation programs with confidence.

Workforce Capability and Skills

Councils also face challenges navigating rapidly evolving markets for low-carbon technologies and services. Emerging sectors such as electric vehicle charging infrastructure, battery storage and building electrification can present procurement risks due to limited standardisation, changing technology offerings and difficulties comparing suppliers and solutions. Access to guidance, procurement frameworks and shared tools would assist councils in making informed investment decisions and achieving greater value for money.

Council recommends that the NSW Government support local government capability through training programs, shared technical resources, regional collaboration models and access to specialist expertise. Building workforce capability will improve the ability of councils to plan, procure, implement and monitor emissions reduction initiatives and ensure decarbonisation pathways can be delivered effectively at the local level.

Recommendations:

- Establish stable, long-term funding pathways for local government, enabling councils to plan and deliver emissions reduction initiatives at scale.
- Invest in local government capability through training, shared technical resources, procurement guidance and access to specialist expertise.

7. Summary Recommendations

Local government is essential to delivering NSW's net zero ambitions. Council recommends that the NSW Net Zero Commission consider the following priority actions when developing NSW's decarbonisation pathways:

- Recognise local government as a key delivery partner in achieving NSW's emissions reduction targets and clearly define the role of councils within sectoral and regional decarbonisation pathways.
- Develop place-based pathways that connect state-level ambition with local implementation, including regional sectoral emissions reduction trajectories for each planning region.

- Strengthen state support for sectoral decarbonisation through coordinated policy, planning, regulatory reform and long-term investment, including support for energy upgrades, integrated transport and infrastructure planning, EV charging deployment, and circular economy initiatives.
- Improve alignment between territorial and GPC emissions accounting methodologies by providing guidance, data translation tools and local-scale datasets that enable councils to effectively utilise pathway outputs in planning, target-setting and reporting.
- Ensure decarbonisation pathways account for population growth and urban development and leverage new housing and infrastructure as a key opportunity for emissions reduction through stronger building standards, electrification, transport-oriented development and integrated land use, transport and energy planning.
- Embed equity and just transition principles across all decarbonisation pathways, with targeted support for households and businesses facing financial, structural or information barriers to participating in the transition to net zero.
- Strengthen policy settings for buildings and growth areas, including higher building performance standards, all-electric development pathways, improved BASIX requirements and consideration of embodied carbon in construction.
- Provide clear guidance on the role of offsets and carbon removals, including how they should be accounted for across local, regional and state inventories.
- Establish stable, long-term funding pathways for local government, enabling councils to plan and deliver emissions reduction initiatives at scale.
- Invest in local government workforce capability by supporting training, shared resources and access to specialist expertise in areas including energy transition, transport planning, emissions accounting, procurement, data analysis and reporting, enabling councils to effectively implement and monitor decarbonisation initiatives.

The City of Canada Bay supports the development of practical, evidence-based decarbonisation pathways that recognise the critical role of local government in delivering emissions reductions. By strengthening the enabling environment for local government, NSW can accelerate the transition to a low-carbon, resilient, and equitable future.

CITY OF CANADA BAY LOCAL TRANSPORT FORUM MEETING

AGENDA

Notice is hereby given that a City of Canada Bay Local Transport Forum Meeting will be held at the:

Electronically, via email.

Thursday, 11 June 2026

Beginning at 9:00 AM for the purpose of considering and determining matters included in this agenda.

Table of Contents

1	WELCOME/ACKNOWLEDGEMENT OF COUNTRY	4
2	APOLOGIES	4
3	DISCLOSURES OF PECUNIARY AND NON-PECUNIARY INTEREST	4
4	CONFIRMATION OF MINUTES	4
5	REPORTS	5
	Item 5.1 Proposed intersection upgrade and raised pedestrian crossing – Nullawarra Avenue, Concord West.....	5
6	GENERAL BUSINESS.....	11
	Item 6.2 General Item - Items approved under delegation	11

1 WELCOME/ACKNOWLEDGEMENT OF COUNTRY

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

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

2 APOLOGIES

In accordance with clauses 6.3, 6.4 and 6.5 of Council's Code of Meeting Practice, apologies must be received and accepted from absent Councillors and a leave of absence from the Council Meeting may be granted.

3 DISCLOSURES OF PECUNIARY AND NON-PECUNIARY INTEREST

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

4 CONFIRMATION OF MINUTES**4.1 MINUTES OF CITY OF CANADA BAY LOCAL TRANSPORT FORUM MEETING HELD 14 MAY 2026**

STAFF RECOMMENDATION

That the minutes of the City of Canada Bay Local Transport Forum Meeting of 14 May 2026 copies of which were previously circulated, are hereby confirmed as a true and correct record of the proceedings of that meeting.

5 REPORTS**ITEM 5.1 PROPOSED INTERSECTION UPGRADE AND RAISED PEDESTRIAN CROSSING – NULLAWARRA AVENUE, CONCORD WEST****Author** Traffic Engineer**Attachments:** 1. **Proposed Roundabout and Raised Pedestrian Crossing - Nullawarra Avenue and Boronia Street, Concord West**

STAFF RECOMMENDATION

THAT:

Nullawarra Avenue and Boronia Street, Concord West

1. The subject intersection is converted from a priority-controlled intersection into a single lane four-leg roundabout with associated R1-3 Roundabout 'Give Way' Symbolic signage, kerb ramp adjustments, and lighting improvements.
2. Pedestrian refuge splitter islands at the northwest, northeast, southwest approaches and a splitter island (without refuge) at the southeast approach are installed.
3. Speed cushions and associated W5-10 'Road Hump' and W8-2A-25 'Speed Advisory' signage on new signposts to be installed on Nullawarra Avenue on both approaches.
4. Green-coloured surface treatment is installed for the on-road bicycle lanes on the approach and departure lanes of both Nullawarra Avenue approaches of the subject intersection.

Nullawarra Avenue (between Boronia Street and Moala Street), Concord West

5. A raised pedestrian crossing with associated R3-1 'Pedestrian Crossing' Symbolic, R5-400 'No Stopping', and R5-40 'No Parking' signage are constructed and installed on Nullawarra Avenue approximately 37 metres southeast of Boronia Avenue.
6. Green-coloured surface treatment is installed for existing on-road bicycle lanes on the approach and departure lanes of the raised pedestrian crossing.
7. Lighting improvements at the location of the raised pedestrian crossing are undertaken to comply with the lighting standards and improve driver expectancy of the crossing at night.

EXECUTIVE SUMMARY

This report recommends the installation and upgrade of numerous traffic safety treatments on Nullawarra Avenue at its intersection with Boronia Street, and its section between Boronia Street and Moala Street, Concord.

The proposed safety treatments features:

- A roundabout at the intersection of Nullawarra Avenue and Boronia Street.
- Pedestrian refuge islands to make it easier for pedestrians to cross the road in two separate stages.
- Kerb ramps connecting to existing footpaths.
- Speed cushions on approach to the roundabout to slow vehicle speeds prior to the intersection.

- A mid-block raised pedestrian crossing on Nullawarra Avenue between Boronia Street and Moala Street to assist with safe pedestrian movements across the street.

BACKGROUND/DISCUSSION

Nullawarra Avenue is classified as a regional road under the jurisdiction of the City of Canada Bay Council and Transport for NSW (TfNSW). The road has a kerb-to-kerb carriageway width of approximately 9.3 metres and includes dedicated bi-directional bicycle lanes which form part of the local active transport and cycling network within the City of Canada Bay LGA.

Both Council and TfNSW have received numerous requests from residents over the years to investigate the Nullawarra Avenue and Boronia Street intersection given several reported vehicle-to-vehicle near misses, in particular, involving the cross-traffic movements from Boronia Street to Nullawarra Avenue

Additional concerns were also raised about the lack of pedestrian crossing facilities on Nullawarra Avenue. The community has viewed the need for pedestrian crossing facilities to provide safe and convenient connections between the residential area on the western side of Nullawarra Avenue and various developments such as the Concord Hospital and Yaralla Child Care Centre on the eastern side of Nullawarra Avenue.

City of Canada Bay Council in collaboration with TfNSW have been monitoring recent records of accident data within Council's Local Government Area and have identified Nullawarra Avenue at its intersection with Boronia Street as one of the intersection in need of upgrade to minimise accidents and improve traffic and pedestrian flows as part of the 2025/26 Australian Government Black Spot Program (AGBSP).

Serious crash data provided by TfNSW from 01 July 2018 to 30 June 2023 indicate several incidences involving cross traffic collisions at this intersection where it equates a total of 9 crashes (7 - Cross Traffic; 1 - Right turn side swipe; 1 - Out of control). The serious crash data has been reviewed along with on-site observations and data on vehicles speeds and volumes.

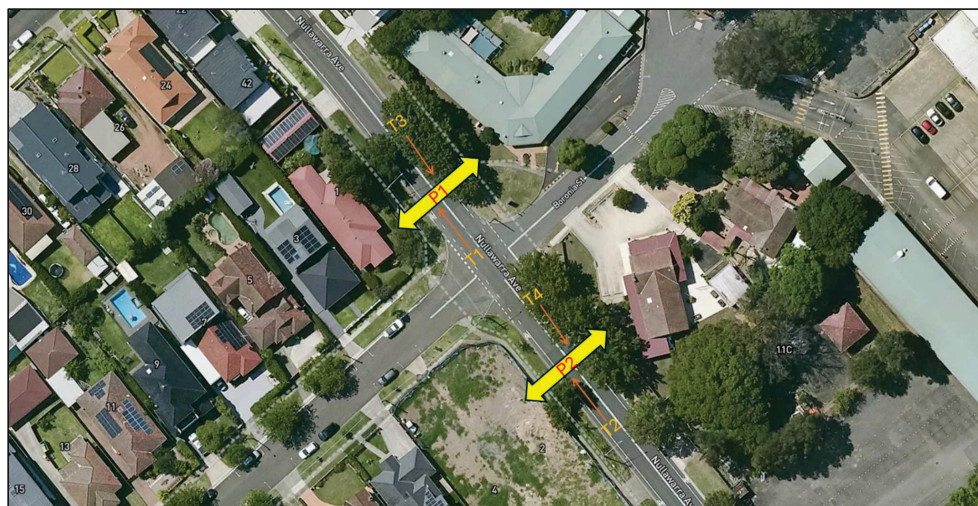
Council has submitted an application for funding through the AGBSP to enhance the safety and provide adequate pedestrian facility at the intersection of Nullawarra Avenue and Boronia Street, Concord West and has successfully received funding from TfNSW.

A comprehensive traffic investigation was carried out at the intersection of Nullawarra Avenue and Boronia Street to establish the current vehicle volumes and speed. The findings were as follows:

- 7 Day AADT (Average Annual Daily Traffic) for both directions is 10,388 vehicles (2022 counts)
- 85th Percentile Speed of 55km/hr (50km/h speed limit).
- Heavy vehicle volume of 4.5% (moderate).

Traffic and pedestrian counts were undertaken for two separate hours on Monday, 03 May 2026 during morning network peak and the results were as follows:

	Monday 03 May 2026 7:40AM to 8:40AM	Monday 03 May 2026 8:40AM to 9:40AM	Total across two 1- hr period
Total Pedestrian Volume (P1)	6	2	8
Total Vehicle Volume Northbound (T1+T2)	676	740	1,416
Total Pedestrian Volume (P2)	38	15	53
Total Vehicle Volume Southbound (T3+T4)	1028	804	1,832



Based on the data obtained, site investigations and visual observation, Council officers have identified the following key concerns:

- Vehicles travelling above the recommended speed limit along Nullawarra Avenue between Moala Street and Currawang Street.
- Majority are walking from Moala Street and crossing around mid-block on Nullawarra Avenue between Boronia Street and Moala Street.
- Majority of pedestrians (approximately 95%) are crossing to enter the Hospital.
- Boronia Street and Nullawarra Avenue intersection poses a high risk for potential pedestrian-vehicle conflict due to the high volume of vehicles and pedestrians. The movements includes: vehicles turning right to the hospital (northbound motorists) or turning left to the hospital (southbound motorists) and pedestrian/s crossing at various points along Nullawarra Avenue.

The following proposed safety upgrades and traffic calming measures are warranted to address the identified road safety concerns.

Nullawarra Avenue and Boronia Street, Concord West

- The existing priority-controlled intersection is to be converted to a single lane four-leg roundabout, incorporating Give Way symbolic signage, kerb ramp adjustments, and lighting improvements.
- Pedestrian refuges within splitter islands are to be provided at the northwest, northeast, and southwest approaches, with a splitter island without a refuge provided at the southeast approach.
- Speed cushions are to be installed on both approaches to the roundabout along Nullawarra Avenue, accompanied by Road Hump and Speed Advisory signage mounted on new signposts.
- Green-coloured surface treatment is also to be applied to the on-road bicycle lanes across both the approach and departure lanes of each Nullawarra Avenue approach to the intersection.
- To improve vehicle sightlines on approach to the roundabout, two parking spaces will need to be removed on Boronia Street, west of Nullawarra Avenue.

Nullawarra Avenue between Boronia Street and Moala Street

- A raised pedestrian crossing is to be constructed approximately 37 metres southeast of Boronia Street on Nullawarra Avenue, supported by Pedestrian Crossing, No Stopping, and No Parking signage.
- This location has been selected due to observed pedestrian desire lines and to avoid impacting the heritage trees on Nullawarra Avenue.
- Green-coloured surface treatment is to be extended across the existing on-road bicycle lanes on both the approach and departure sides of the crossing. Lighting improvements are also to be undertaken at the crossing location to enhance driver awareness, particularly during night-time conditions.

TIMING / CONSULTATION AND / OR RISK CONSIDERATIONS

Council undertook community consultation between 02 February 2026 to 08 March 2026 through the following methods:

- Letter to 266 nearby properties
- Email to Concord Hospital and Yaralla Childcare Centre
- Email to 1,638 Collaborate members
- Project page on Collaborate Canada Bay:
<https://collaborate.canadabay.nsw.gov.au/nullawarra-ave-intersection-upgrade>
- Council print newsletter
- One social media post

The overall outcome from the consultation period reached a total of 51 formal submissions (32 online submission and 19 email submissions). Local residents had an opportunity to provide separate feedback for the proposed roundabout and pedestrian crossing. The feedback received showed an overall level of support for the proposal.

	Strongly against	Against	Neutral	Support	Strongly support
Roundabout	5	6	4	7	29
Pedestrian Crossing	5	7	2	8	29

The comments surrounding the feedback includes:

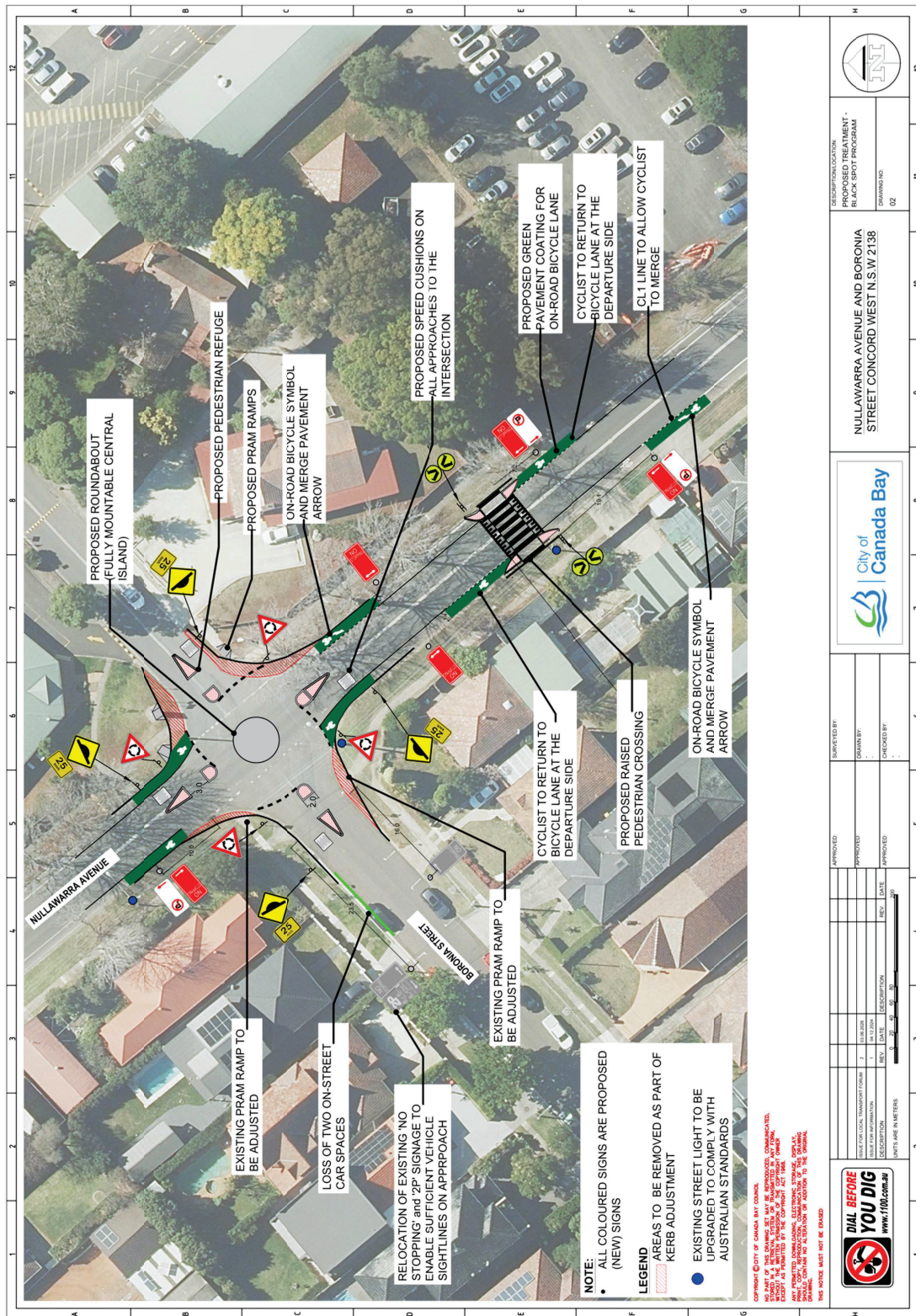
- High level of support for the proposed upgrades on Nullawarra Avenue, as they will improve safety in the area with direct access to the Hospital.
The proposal creates significant safety benefits and improved pedestrian connectivity for all road users.
- Several respondents raised concerns about cyclist safety at the proposed roundabout and pedestrian crossing and methods to improve notice to general motorists.
Key features to address these concerns include green-coloured bicycle lane treatments to increase cyclist awareness and visibility together with speed cushions and supporting signage on both approaches to the roundabout. This will reduce vehicle speeds, creating a safer environment for pedestrians, cyclists and motorists.
- A few respondents also suggested moving the pedestrian crossing closer to Currawang Street for better access to the childcare centre.
Council officers undertook additional pedestrian counts to ensure any decision regarding the possible relocation of the pedestrian crossing near Currawang Street was informed by accurate data. The survey results identified low pedestrian usage during peak periods, supporting the decision to retain the crossing in its existing location.
- A few respondents suggested more traffic calming is needed on Nullawarra Avenue to further improve safety.
Additional traffic calming on Nullawarra Avenue to further enhance safety will be considered once Council has monitored the effectiveness of the proposed improvements.

Further to the feedback received, Council received a submission from the Canada Bay Bicycle User Group (BayBUG), which noted support for some elements of the overall proposal and additional suggestions to further improve the design, with further discussions held at an on-site meeting on 2 April 2026. Council have updated the design to provide further warning of cycle movements along Nullawarra Avenue and continues to liaise directly with BayBUG regarding the overall safety of cyclists.

FINANCIAL CONSIDERATIONS

The proposed works are to be funded from the Australian Government Black Spot Program grant funding.

No additional financial or staffing resources are required beyond existing budget provisions.



6 GENERAL BUSINESS**ITEM 6.2 GENERAL ITEM - ITEMS APPROVED UNDER DELEGATION****Author** Coordinator Traffic and Transport**Attachments:** Nil**EXECUTIVE SUMMARY**

To facilitate more efficient and localised decision making, Transport for NSW (TfNSW) has issued delegation of specific powers to Council. At the Council Meeting on 21 October 2025, Council resolved to give the General Manager and relevant staff the power to approve works covered under the Delegation.

BACKGROUND/DISCUSSION

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

1. West Street, Five Dock – Proposed Raised ThresholdRecommendation**THAT:**

The proposed raised threshold on West Street (south of Lancelot Street), Five Dock is approved and installed.

2. 24 & 26 Bowman Street, Drummoyne – Proposed Chevron Line MarkingRecommendation**THAT:**

Chevron line markings are installed within the current parking space fronting property No.24 & No.26 Bowman Street, as per the plan in the memo.

3. 19 Zoeller Street, Concord – Proposed 'Works Zone'Recommendation**THAT:**

1. An 11m 'Works Zone, 7am to 5pm Mon – Sat' at 19 Zoeller Street, Concord be installed for a duration of 24 weeks commencing end of May 2026, as per the plan in the memo.

2. That the parking restrictions be returned to their original status at the completion of the Work Zone.

4. Proposed Intersection Upgrades – Hamilton Street, Hamilton Street East and George Street,
North Strathfield

Recommendation

THAT:

1. Construction of concrete kerb extensions, U-bollards, kerb ramps, concrete footpath with tactile ground surface indicators on Hamilton Street East.
2. Line marked median island be installed on George Street.
3. 'Give Way' signage and associated line marking with a double unbroken centre line on Hamilton Street.

CITY OF CANADA BAY LOCAL TRANSPORT FORUM MEETING

MINUTES

The meeting was held electronically via email.

Thursday, 11 June 2026



Minutes of a City of Canada Bay Local Transport Forum Meeting Held on Thursday 11 June 2026

Voting Members Present:

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

Non-voting Members Present:

Julius Villanueva - Transit Systems
David Martin - BayBUG - Canada Bay Bicycle Users Group
Tania Gamble - Community Development Manager (CCB Council) on behalf of the Access Committee

Officers in attendance:

F Guerrisi - CCB Council
R Ristevski - CCBC Council
H Huynh - CCBC Council
L Huang - CCBC Council
M Dizon - CCBC Council
S Tran - CCBC Council
M Saini - CCBC Council
Y Fu - CCB Council

NOTES

The meeting was held electronically via email.

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

Table of Contents

1	WELCOME/ACKNOWLEDGEMENT OF COUNTRY	4
2	APOLOGIES	4
3	DISCLOSURES OF PECUNIARY AND NON-PECUNIARY INTEREST	4
4	CONFIRMATION OF MINUTES	4
5	REPORTS	4
	Item 5.1 Proposed intersection upgrade and raised pedestrian crossing – Nullawarra Avenue, Concord West.....	4
6	GENERAL BUSINESS	6
	Item 6.2 General Item - Items approved under delegation	6

1 WELCOME/ACKNOWLEDGEMENT OF COUNTRY

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

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

2 APOLOGIES**APOLOGIES**

Ben Cantor – Busways

C Grassi - CCBC Council

LEAVE OF ABSENCE

C Johnson - CCB Council

3 DISCLOSURES OF PECUNIARY AND NON-PECUNIARY INTEREST

Nil

4 CONFIRMATION OF MINUTES**4.1 Minutes of City of Canada Bay Local Transport Forum Meeting held 14 May 2026**

RECOMMENDATION

That the minutes of the City of Canada Bay Local Transport Forum Meeting of 14 May 2026 copies of which were previously circulated, are hereby confirmed as a true and correct record of the proceedings of that meeting.

5 REPORTS**ITEM 5.1 PROPOSED INTERSECTION UPGRADE AND RAISED PEDESTRIAN CROSSING – NULLAWARRA AVENUE, CONCORD WEST**

RECOMMENDATION

THAT:

Nullawarra Avenue and Boronia Street, Concord West

1. The subject intersection is converted from a priority-controlled intersection into a single lane four-leg roundabout with associated R1-3 Roundabout 'Give Way' Symbolic signage, kerb ramp adjustments, and lighting improvements.
2. Pedestrian refuge splitter islands at the northwest, northeast, southwest approaches and a splitter island (without refuge) at the southeast approach are installed.
3. Speed cushions and associated W5-10 'Road Hump' and W8-2A-25 'Speed Advisory' signage on new signposts to be installed on Nullawarra Avenue on both approaches.
4. Green-coloured surface treatment is installed for the on-road bicycle lanes on the approach and departure lanes of both Nullawarra Avenue approaches of the subject intersection.

Nullawarra Avenue (between Boronia Street and Moala Street), Concord West

5. A raised pedestrian crossing with associated R3-1 'Pedestrian Crossing' Symbolic, R5-400 'No Stopping', and R5-40 'No Parking' signage are constructed and installed on Nullawarra Avenue approximately 37 metres southeast of Boronia Avenue.
6. Green-coloured surface treatment is installed for existing on-road bicycle lanes on the approach and departure lanes of the raised pedestrian crossing.
7. Lighting improvements at the location of the raised pedestrian crossing are undertaken to comply with the lighting standards and improve driver expectancy of the crossing at night.

TfNSW Comments:

Detailed designs are to be provided to comply with the required technical aspects of the Australian Standards and NSW Technical Guidelines. This includes proposed pram ramps, kerb blisters, pedestrian refuges, pedestrian crossings, and roundabouts.

Council Comments:

Council notes the comments made and will distribute the detailed design once completed.

BayBUG Comments:

BayBUG does not support the recommendation as the proposal increases risk of collision for approximately 180 cyclists a day on Nullawarra Avenue and Boronia Street.

The roundabout's current design does not provide sufficient road width for both vehicles and cyclists to safely traverse the roundabout at low speed with both cyclists and vehicles to veer left on approach regardless of the green paint markings creating a potential conflict point at all legs. The roundabout will require further deflection to reduce vehicle speeds to around 20km/hr for the safety of cyclists who are now required to give way to oncoming users that was previously not required. Due to the volume of traffic above 10,000 vehicles per day, additional safety measures will need to be implemented that is not shown including speed bumps and sufficient road width separation at the intersection.

In addition, the pedestrian crossing forces cyclist to merge with vehicular traffic at 50km/hr which is strongly opposed given the high daily volume of traffic which will result in a potential conflict with vehicles. To improve safety, the design must remove the concrete blister islands and provide a standalone bike lane through the wombat crossing as shown in the Austroad references. The

implementation of a pedestrian crossing for the number of existing pedestrians is not reasonable in comparison to the number of cyclists who currently utilises Nullawarra Avenue.

Council Comments:

Council notes the comments made and must state that the report currently includes the concept design with all comments to be provided to the consultant undertaking the detailed design to specify all measurements in compliance with the Australian Standards, NSW Technical Guidelines and Austroads Guide. The consultant must design the roundabout to ensure sufficient deflection with placement of the speed humps to minimise vehicle speeds on approach .

Due to required stormwater management on Nullawarra Avenue, the concept required cyclists to merge with traffic as discussed. However, the consultant will undertake the required investigation to determine if the kerb blisters can be removed and dedicated cycle lane can be provided through the crossing.

Further distribution of the detailed design will be provided on completion.

6 GENERAL BUSINESS

ITEM 6.2 GENERAL ITEM - ITEMS APPROVED UNDER DELEGATION

1. West Street, Five Dock – Proposed Raised Threshold

Recommendation

THAT:

The proposed raised threshold on West Street (south of Lancelot Street), Five Dock is approved and installed.

TfNSW Comments:

Please ensure that all technical aspects are followed through for the raised threshold treatment, so the relevant standards / guidelines are met.

Council Comments:

Council notes the comments made and will ensure all technical aspects are followed.

2. 24 & 26 Bowman Street, Drummoyne – Proposed Chevron Line Marking

Recommendation

THAT:

Chevron line markings are installed within the current parking space fronting property No.24 & No.26 Bowman Street, as per the plan in the memo.

3. 19 Zoeller Street, Concord – Proposed 'Works Zone'

Recommendation

THAT:

1. An 11m 'Works Zone, 7am to 5pm Mon – Sat' at 19 Zoeller Street, Concord be installed for a duration of 24 weeks commencing end of May 2026, as per the plan in the memo.
2. That the parking restrictions be returned to their original status at the completion of the Work Zone.
4. Proposed Intersection Upgrades – Hamilton Street, Hamilton Street East and George Street, North Strathfield

Recommendation

THAT:

1. Construction of concrete kerb extensions, U-bollards, kerb ramps, concrete footpath with tactile ground surface indicators on Hamilton Street East.
2. Line marked median island be installed on George Street.
3. 'Give Way' signage and associated line marking with a double unbroken centre line on Hamilton Street.

TfNSW Comments:

Please ensure that all technical aspects are followed through for the concrete kerb extensions, U-bollards, kerb ramps, concrete footpath, and median island treatments, so the relevant standards / guidelines are met.

Council Comments:

Council notes the comments made and will ensure all technical aspects are followed.

CHAIRPERSON



CAMPBELL & LYSAGHT PARKS PRECINCT MASTERPLAN

Concept Masterplan

Concept Masterplan Report - June 2026





The City of Canada Bay would like to acknowledge the traditional owners of the country where the Campbell and Lysaght Park Precinct is located, the Wangal.

We acknowledge their connection to the lands, waterways and sky.

Council pays respect to elders both past and present and to any Aboriginal or Torres Strait Islander people who reside in or visit the City.

Contents

1.0	Introduction	3
1.1	Purpose of This Report	3
2.0	Background	3
2.1	Starting with Country	4
2.2	Nsw Public Spaces Charter	5
2.3	Why Are We Doing This Project	5
2.4	Population Demographics and Forecasts	5
3.0	Site Analysis	6
3.1	Site Conditions and Influences	6
4.0	Community Consultation	15
5.0	Concept Masterplan	18
5.1	Masterplanning Principles	18
5.2	Concept Masterplan	20
5.3	Campbell Park	22
5.4	Lysaght Park	28
5.5	Allison Park	30
5.6	Russell Park	31
5.7	Site Wide Strategies	32
6.0	Implementation	36
6.1	Priorities and Staging	36
7.0	Appendices	37
7.1	Masterplan Engagement	
7.2	Masterplan Public Exhibition	

Introduction

1.0

1.1 Purpose of This Report

A Masterplan is a long term (10 yrs+), vision for a place that sets out how an area will develop and function over time and considers the current and future uses of the space. It develops an overarching design and actions consistent with the objectives of the specific site, and Council's various strategies. It is informed by community engagement and is adopted by Council.

This Concept Masterplan has been prepared by Environmental Partnership for the City of Canada Bay, to guide ongoing decision making related to planning and management of the parks.

Located in Chiswick, this group of open spaces comprising Allison, Campbell, Lysaght and Russell Parks facilitates a broad range of recreation and ecological outcomes through the following infrastructure and natural features:

- amenities buildings
- community meeting venue;
- informal parkland – picnic facilities etc;
- playspaces
- multi-use sportsgrounds with floodlighting
- cricket practice nets;
- path network linked with the Parramatta River Foreshore
- dog off leash area



Figure 1.1: Context Plan



Background

2.0

2.1 Starting with Country

DUBA, BUDU, BARRA 10 Steps to a Living River identifies that the Parramatta River is regarded as a living entity by Aboriginal people both in spirit and body. It has been witnessed in many forms over thousands of years from a small creek following the valley floor to its current form filling the valley. The river and land surrounding it remain to this day an encyclopaedia for Aboriginal people maintaining dreaming storylines, culture and traditions.

Agriculture and aquaculture were key to the establishment of successful and sustainable Aboriginal society prior to 1788. The Parramatta River was also a key travel route to access trade and continue culture and was a key factor in colonial farmers being shown and creating crop lands up the river in the Parramatta region.

At the time of English settlement, sources describe the landscape as already having large agricultural fields of grain and yams, amongst other productions, which started near the Drummoyne area and extended west and north.

In addition, there was large eel farming, rocky outcrops for shell fish and obstacles placed strategically in the river to slow the water flow and create habitats for the balanced production of the river environment. The production of rock pools, intricate weaving of large nets, manufacture of tools (e.g. clay bricks, hooks, spears etc.) and cooking facilities (e.g. large ovens near eel farms) all created a complex and overlapping social network and communal culture.

Even though the area around the Parramatta River has been highly developed, many significant Aboriginal sites remain, including midden sites, carvings, burial sites, points of conflict, breeding areas and flood overflow zones. The region is well known to Aboriginal people and changes made to the landscape have not affected their recall of the river's use, history and impact.

Acknowledgement and celebration of this significance of Country should guide the Masterplan and its ongoing implementation.

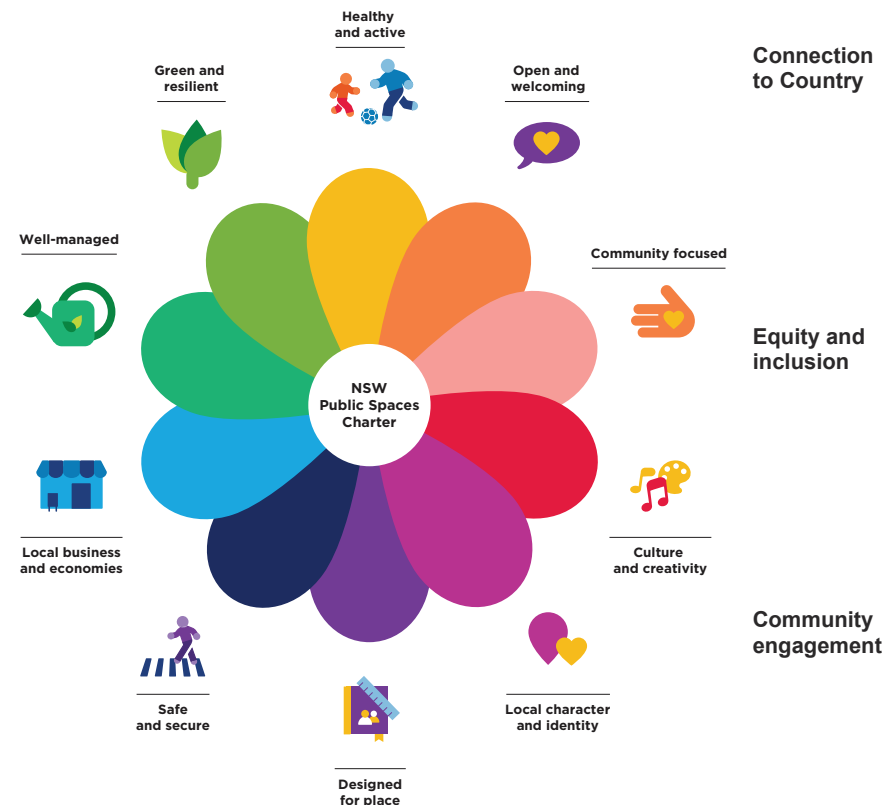
2.2 NSW Public Spaces Charter

10 principles

Council has formally recognised its commitment to the social cultural environmental and economic benefits of open space as a signatory to the 2021 NSW Public Open Space Charter. The charter identifies 10 principles for quality public space, to support all those who advocate on behalf of, provide advice on, make decisions about, or plan, design, manage and activate public spaces in NSW.

Values

The charter is also built on the following core values that resonate strongly across all the principles. These values should always be considered when applying the principles.



Campbell & Lysaght Parks Precinct Masterplan • Concept Masterplan

4

Background

2.0

2.3 Why Do This Project

Council resolved in 2024 to develop a detailed Masterplan (MP) for Campbell and Lysaght Parks to:

- inform future development and upgrades for the next 10 years
- provide facility concepts, imagery and an elemental opinion of probable cost to guide and support applications for external funding opportunities

With the Masterplan commenced, Council identified the desirability of also including the adjoining Allison Park and Russell Park in the plan to guide a holistic approach to enhancement and management of the parks in this precinct.

Ownership of the open spaces varies:

Allison Park	majority owned by Dept of Housing - general maintenance by Council
Campbell Park	majority Council owned community land part of Bibby Street frontage (including site of amenities building is Crown Reserve 70234 managed by Council
Lysaght Park	Crown Reserve 86289 managed by Council
Russell Park	Foreshore playing field - majority Crown Reserve 94229 managed by Council with small zone of Council community Land to The Parade frontage Playground - majority Crown Reserve 70120 managed by Council with small zone of Council community Land to Gears Ave frontage

2.4 Population Demographics and Forecasts

Profile ID identifies that the City of Canada Bay estimated resident population for 2024 was 92,255, with an average population density of 4,629 persons per square km. Council's population forecast for 2025 is 92,538, with projections to grow by over 30% to 120,620 by 2046.

The Campbell and Lysaght Parks precinct lies at the junction of three neighbourhoods, Chiswick to the north, Russell Lea to the south east and Wareemba to the south west.



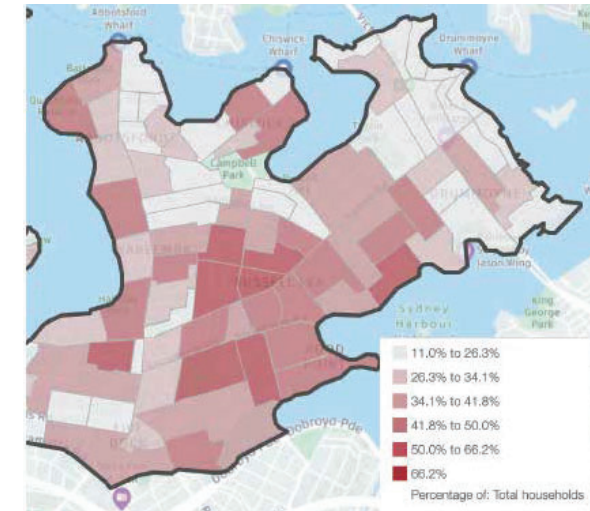
The neighbourhoods surrounding the parks are generally denser than the LGA average:

Chiswick	5,938 persons per square km
Russell Lea	4,654 persons per square km
Wareemba	5,319 persons per square km

The housing in the surrounding neighbourhoods reflect these densities with a high proportion of high density housing to the north of the parks and medium density housing to the south.

In 2021, in relation to the City of Canada Bay average

- Chiswick had lower proportion of children (18%) under 18, and a higher proportion of persons aged 60 or older 23%
- Russell Lea - Rodd Point had a higher proportion of children under 18 (22.5%) and of persons aged 60 or older (24.6%)
- Abbotsford - Wareemba had similar proportion of children under 18 (18.5%) and a higher proportion of persons aged 60 or older (31%)
- In each of the three neighbourhoods the largest age group were Parents and Homebuilders (35-49) ranging from 20.5% (Wareemba Abbotsford) to 27.8% Chiswick



Profile ID Mapping of Families with Children - 2021

Site Analysis

3.0

3.1 Site conditions, influences and opportunities

Introduction

The following pages provide an appraisal of existing site conditions and influences that has been developed through:

- the review of background information
- site assessment
- perspectives from community engagement

Mapping for each topic and summary influences identify key pressures and opportunities to be explored in development of the precinct Masterplan.

Pedestrian and cycle access

Pedestrian access

Pathway access for pedestrian movement through the parks and to facilities is a fundamental aspect of park function and maximising accessibility for all users. Existing pedestrian access within the parks is limited to:

- a path along the northern edge of Campbell Park and Lysaght Park
- a narrow foreshore path to Lysaght Park
- a shared path connecting from Swannell Parade through Lysaght Park, the foreshore area of Russell Park to The Esplanade
- a narrow path around the south-east edge of Russell Park playground

Cycle access

Cycle access is focussed on mixed cycle access to existing roads, and the shared path through Lysaght Park to The Esplanade.

Key influences

- Lack of accessibility and recreational access within parks
- Breaks in connectivity of street verge pathways connecting surrounding residential areas and on street parking to parks
- Some important crossing points are not reflected by refuge or line marked crossings
- New PSFL shared path alignment has been determined



Figure 2.1: Pedestrian and Cycle Access

Site Analysis

3.0

Vehicular Access

Vehicular Movement

The parks lie at the junction of 3 neighbourhood areas and Chiswick to the north is accessed by residents along either:

- Blackwall Point Road
- Byrne Ave and Bibby Street or
- Sibbick Street and Bibby Street

While Blackwall Point Rd and Byrne Ave are wider local collector roads Bibby Street is narrower and can become congested on sports game days when movement in and out of parallel parking conflicts with through traffic flow.

Other local roads also provide frontages to the parks including Parkview Road (to Campbell Park and Allison

Park, Swannell Ave (to Lysaght Park), The Parade (to Russell Park), and the cul-de sac - Weddle Ave to Allison Park.

Public Parking

Parking is available to most street frontages adjoining the parks. This provides around 1,625 lin/m of kerbside space directly adjoining the parks which equates to approximately 250-260 parallel parking spaces (excluding opposite sides of streets).

Council has trialed a no boat trailer parking regime to adjoining streets to free up equitable use of spaces and improve pedestrian safety (refer p22-23). Council intends to continue with these restrictions based on follow up community consultation.

Maintenance and Emergency Access

Maintenance and emergency access is provided to Campbell Park from Bibby Street and informally to other parks from kerb crossings to adjoining streets. There is no vehicular kerb crossing to Allison Park.

Key Influences

- 75% of the frontage / edge to the parks is to adjoining streets - providing good surveillance and security and close parking.
- There is limited space within the parks to supplement on street parking with off street parking without impact on recreational values.
- There is no maintenance / emergency access into Allison Park (kerb crossover).



Figure 1.1: Context Plan

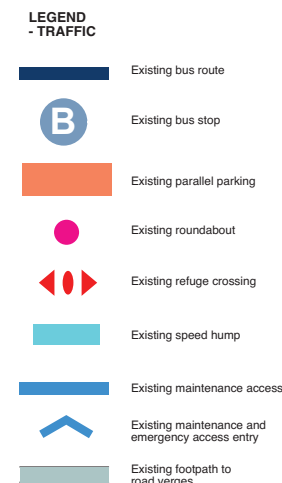


Figure 2.2: Vehicular access

Site Analysis

3.0

Landform and drainage

Landform

The landform of the park sites is generally flat to undulating being formed through past reclamation filling. The parks rise up gently to higher ground along Blackwall Point Rd in the north west and Parkview Rd in the south west.

Campbell Park has a field platform accommodating three sports fields that grade gently to the north east, but rise up more steeply through grassed embankments in the south by 1-1.5 metres.

The lowest landform within the parks generally occurs along the foreshore edge and along the overland flow path that crosses Bibby Street.

Surface drainage

Overland flow moves generally west to east across Allison, Campbell and Lysaght Parks and north across Russell Park to Five Dock Bay. A major overland flow path crosses Bibby Street from Campbell Park into Lysaght Park and onwards to the bay, and can disrupt vehicular and pedestrian movements in periods of high rainfall.

Compacted soils with limited subsurface drainage capacity, combined with the high volume of overland flow moving across Campbell Park in heavy rain mean, that the fields have a slow recovery time after heavy rain.

Overland flow and ponding to west and south of the amenities block to Campbell Park restricts access in times of high rainfall

Stormwater infrastructure

Piped drainage from adjoining urban areas enters Five Dock Bay at several locations to the foreshore of Lysaght and Russell Parks. This water is untreated and can create turbidity at outfalls in heavy rain.

Key Influences

- Flood overland flow paths and extents across Campbell Park, Bibby Street and Lysaght Park are a constraint to park and recreational access and use
- Overland flow path and trapped low point to Bibby Street creates challenges for vehicles and pedestrians in flood events
- Poor soil and drainage conditions in all parks exacerbate impacts of rainfall and create extended recovery times for sports fields

Stormwater outfalls to Five Dock Bay are generally untreated and can contribute to degradation of water quality and turbidity of bay waters



Site Analysis

3.0

Flooding

A flood study examining Campbell and Lysaght Parks was undertaken in 2025 by GRC Hydro for Council.

This report identified that the parks are affected by overland flow flooding from a moderately sized catchment.

Flooding occurs when heavy rainfall over the catchment forms overland flowpaths and discharges across the parks towards Sydney Harbour.

The study examined several options for modifying levels within Campbell Park to facilitate surface improvements. The main findings with regards to the options and more broadly are:

- Upgrade of the park is suitable from a flooding perspective, provided that flood planning controls are met
- Both parks have an area of significant flooding, and then areas with quite shallow or negligible flooding. New buildings, and raised playing fields, should generally be located outside the areas of significant flooding
- Testing of a raised playing field (such as for construction of a synthetic field, or through raised profiles to increase permeability and soil quality for improved sports turf condition) in the north of Campbell Park showed it caused significant flood impacts and is not feasible. Filling of any part of the park may also need to consider rarer events up the Probable Maximum Flood (PMF) event
- Any new buildings may need a minimum floor level set by the 1% Annual Exceedance Probability (AEP) flood level plus 0.5 m, and flood compatible building materials below this level

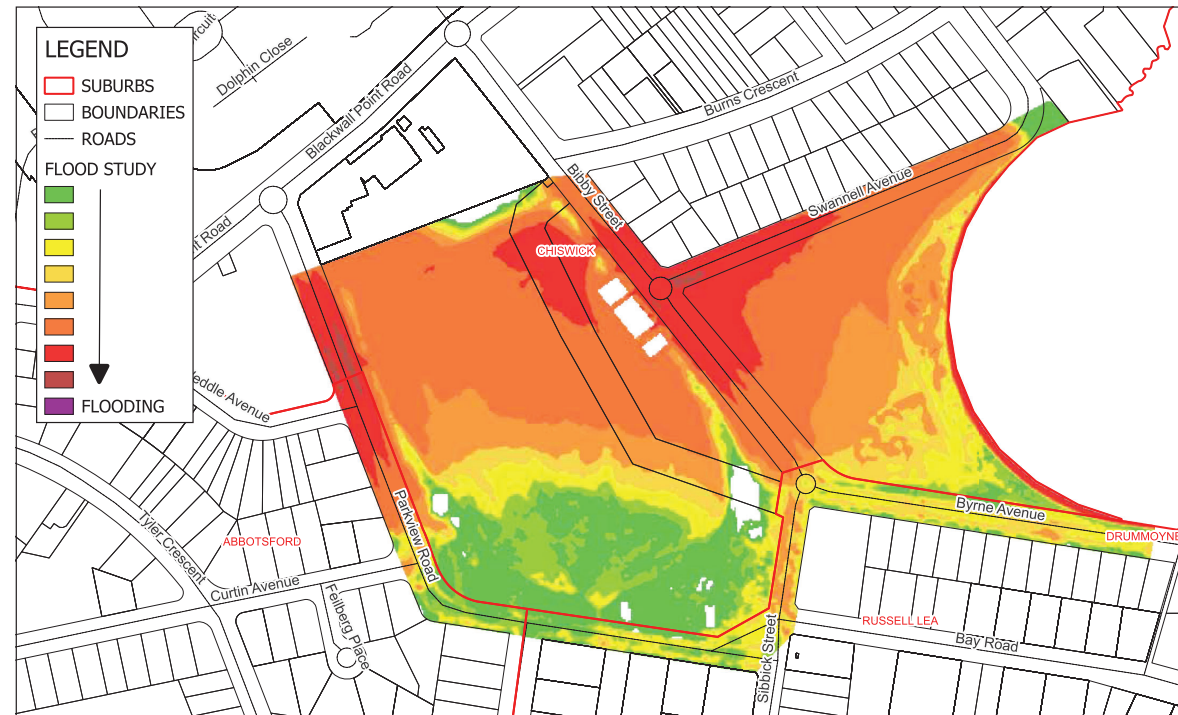


Figure 2.4: PMF Flood extents (Source GRC Hydro 2025)

Site Analysis

3.0

The report assesses the level of flood hazard through the parks during the different flood events. For the 1% AEP (1 in 100 year flood) the figures show that the majority of the two parks are generally safe for vehicles, people and buildings. During the PMF event (extreme flood), the northern halves of both parks are more impacted and unsafe for vehicles and people.

Parkview Rd, Bibby St, and Swannell Ave, which are located along topographic low points, are subject to a moderate level of hazard.

While potential to raise levels for construction of a playing field platform in the south of Campbell Park is of less impact to the 1% AEP, it would potentially impact the PMF event. In addition development in the south of Campbell Park would severely impact the function and character of the park day to day severing the southern slopes from the rest of the park.

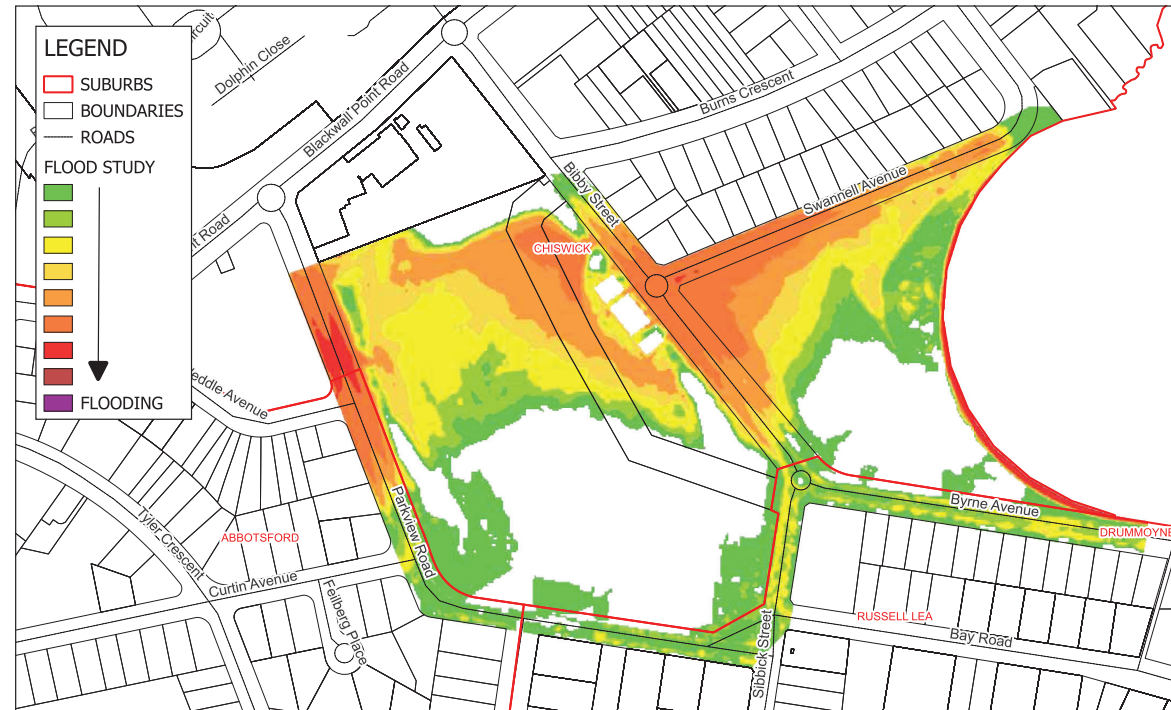


Figure 2.5: AEP Flood extents (Source GRC Hydro 2025)

Site Analysis

3.0

Vegetation

Typically for sportsfield parks tree canopy within the parks is concentrated to non field areas. Planting is primarily of native species a mix of site endemic and general native species.

The largest and most mature trees are in:

- the southern zones of Allison Park and Campbell Park
- along the Bibby Street edge of Campbell Park
- in the north west corner and along the foreshore of Lysaght Park
- Along the foreshore of Russell Park

Areas typified by a lack of tree canopy affecting summer heat comfort and visual amenity include:

- Parkview Road edge of Campbell Park
- Byrne Ave frontage of Lysaght Park and Russell Park
- The Parade frontage of Russell Park

Within Allison Park and to the foreshores of Lysaght and Russell Parks past plantings of She Oak (*Allocasuarina* species) whilst appropriate to the location do in some cases create challenges for sightlines and passive surveillance of park areas and limit connections from park areas to the water.

There is minimal understorey (groundcover and shrub planting) through the parks which contributes to a limitations to habitat values within the parks.

Key Opportunities

- Established tree canopy to some areas of the parks can be supplemented to further enhance shade for summer use and enhance visual and habitat values
- Potential to provide selective areas of understorey planting to enhance habitat values on the site
- Potential to provide mulch under groups of trees to enhance grass growth and reduce maintenance
- Look for opportunities to increase tree canopy



Figure 2.6: Vegetation

Site Analysis

3.0

Organised Sports Use

Facilities within the parks facilitate seasonal sports usage as listed below:

Campbell Park

- Winter Football training multiple nights per week and games on Friday evenings, Saturdays and Sundays
- Summer 2 Cricket wickets - note alignment of pitches and available space does not allow two senior matches to be undertaken

Lysaght Park

- Winter Football training multiple nights per week and games on Saturdays and Sundays
- Summer No organised sport

Russell Park

Winter Cricket matches

Summer Junior Cricket matches

Football club users note that the drainage conditions in Campbell Park result in loss of training and match play due to unplayable conditions. They have lobbied Council for potential provision of a synthetic surface.

Such a proposal is made challenging by the flood conditions within the park, and potential impacts on park use outside of football activities (such as passive recreation and summer cricket use. Council has indicated their intent to complete and LGA wide investigation to guide the provision of synthetic surfaces across Canada Bay.

Key Opportunities

- Field conditions in Campbell Park currently reduce capacity for Football club users
- Lack of storage for Lysaght park creates operational issues for training and match play
- Look for opportunities to increase sportsfield capacity across the precinct



Site Analysis

3.0

Informal / Casual Use

The parks although heavily oriented to organised sports usage do play an important informal recreational role for the local community.

Allison Park

Provides a neighbourhood park role for the local community including small playground, some park furniture and some shade tree canopy.

Campbell Park

Informal use of the playing fields is made by the community for games and family activities along with fitness. The elevated southern area of the park has attractive tree canopy and shade and would provide a good location for a playspace to support active and informal use of Campbell Park.

Lysaght Park

The foreshore provides an important attractor for the local community to be close to the water supported by path access seating and picnic shelters.

The field and surrounds also supports dog off leash use the majority of the time when not used for organised sport.

Russell Park

As in Lysaght Park the foreshore provides a similar amenity to be close to the water. Conditions could be enhanced through improvements to access and park furniture.

To all parks the provision of path access and access loops to considered locations would greatly enhance the passive recreational usage.

Key Opportunities

- Improved path access and provision of a recreational loop in Campbell park would enhance informal recreational use
- Potential to upgrade and provide additional park furniture to support informal park use
- Potential to Improve the foreshore at Lysaght Park and Russell park
- Desire of community for outdoor fitness facilities



Figure 2.8 :Recreational use - day to day

Site Analysis

3.0

Facilities and Furniture

The parks have a base range of facilities that support recreational and community use. This includes:

Allison Park

- small playground,
- limited park seating

Campbell Park

- amenities building with toilets change rooms kiosk and community meeting / function room
- limited park seating

Lysaght Park

- park seating to west side of playing fields in addition to limited locations in foreshore area
- picnic shelters to foreshore area
- drinking fountain
- DOLA bag dispensers and bins

Russell Park

- small toilet block with poor access
- limited park seating
- picnic shelters to foreshore area
- playground to western park area (south side of The Parade).

Key Opportunities

- Aged condition of most furniture
- Playgrounds in Allison Park and Russell Park are in fair condition but will reach the end of their useful lifespan within the 10 year planning period of the Masterplan
- Desire of community for outdoor fitness facilities
- Improve access to amenities



Figure 2.9: Facilities and Furniture

Community Consultation

4.0

Engagement

An engagement program has been undertaken both within Council and externally to inform development of the Masterplan

The objectives of the engagement program have been to:

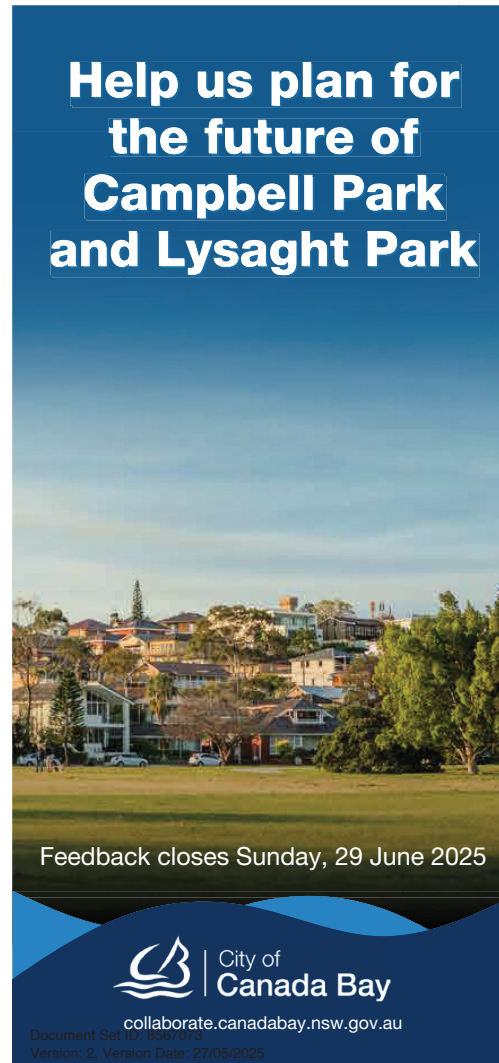
- Seek stakeholder input to inform the Campbell and Lysaght Parks Precinct Masterplan
- Identify key stakeholders who can assist in producing a Masterplan that will effectively guide planning and implementation
- Provide a range of opportunities for key stakeholders to have their say
- Facilitate a process that can build effective communication
- Facilitate a process that provides a platform for an ongoing collaborative relationship
- Provide clear, visual and written outputs from engagement

Consultation is over three main phases:

- Phase 1 Review and understanding
- Phase 2 Draft Masterplan
- Phase 3 Public Exhibition

Consultation methods include the following:

- i Council officer liaison
- ii TfNSW liaison
- iii Online project presence
- iv On line park users survey
- v Direct liaison with organised sports users
- vii On site Have your say pop-ups
- viii Consultation report
- viii Council officer draft concepts review
- ix Executive and Councillor briefings



Help us plan for the future of Campbell Park and Lysaght Park

Feedback closes Sunday, 29 June 2025

 **City of Canada Bay**
collaborate.canadabay.nsw.gov.au
Document Set ID: 8567073
Version: 2, Version Date: 27/05/2025



The City of Canada Bay is developing a 10-year Masterplan for Campbell Park and Lysaght Park in Chiswick—and we'd love to hear from you.

The Masterplan will guide future upgrades and improvements to these much-loved local parks, ensuring they continue to meet the needs of our community. This is your chance to share your ideas and help shape a vision for these spaces. There are plenty of ways to get involved, and I encourage you to have your say by Sunday, 29 June.



Mayor Michael Megna
City of Canada Bay



Get involved!

Online: visit bit.ly/campbell-lysaght or scan the QR code

Email: council@canadabay.nsw.gov.au with the subject 'Campbell Park and Lysaght Park Masterplan'

In-person:

Sunday, 8 June 1–5pm
Community Fun Day, Drummoyne Oval
Tuesday, 10 June 4–6pm
Campbell Park Amenities Building
Saturday, 14 June 7–9:30am
Lysaght Park

Community Consultation

4.0

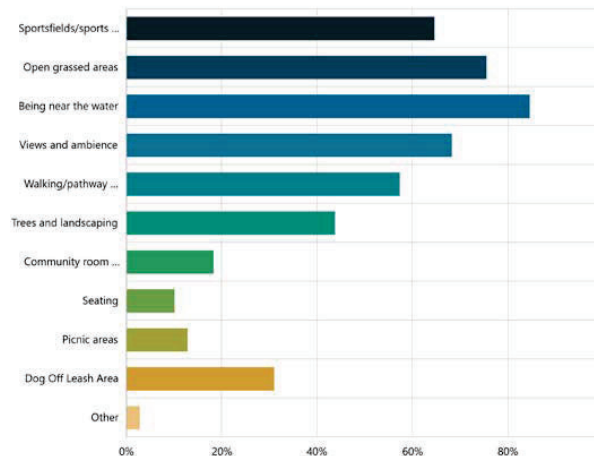
Phase One Engagement Outcomes

The various mediums yielded the following contributions

- 110 surveys from 109 contributors
- 129 Social Pinpoint Pins from 45 contributors
- 9 emails / letters
- Submission from Abbotsford Junior Football Club.

The following highlights the key themes raised across the various consultation mediums for the parks:

What Do You Like about Campbell and Lysaght Parks



Field Drainage Condition and Surfacing

Both Campbell and Lysaght Parks are challenged by poor drainage and soil conditions leading to the following concerns by organised sports users:

- Poor recovery times after rain and resultant cancelling of matches and training during the winter season
- Some uneven surface and grass cover
- Ponding of water in general grassed areas around amenities block and base of southern slopes to Campbell Park



Several responses suggested the need to carry out field surface improvements works including drainage, soil works – and noted that major works of this type have not been undertaken for an extended period.



Left and above: community engagement activities

Site Drainage Generally

In addition to the field areas, drainage in other areas was noted as problematic for general park use and access. This included:

- The area adjoining the Campbell Park amenities building to the west and south (this zone is effectively the overland flow path from the Park to Bibby Street).
- At the base of the embankment at the southern end of Campbell Park.
- To Bibby Street in the area of the existing refuge crossing which is a low point in the street and gathers water after even minor rainfall – while heavy rainfall and high tides can create more significant flooding in Bibby Street.

Synthetic Sports Surface

Winter organised sports users advocated strongly for a synthetic surface to Campbell Park which they believe is the best way to address the drainage and surface conditions.

Community Consultation

4.0

At the same time there was also feedback from other community members concerned about the impact of synthetic surfacing on the environment and character of the reserve, and on their multi use (including loss of a cricket wicket in summer) and general equity of use for the community.

Sports Facilities

There were several aspects of sports facilities flagged by sports users as desirable for enhancement:

Cricket nets	Cricket users advocated upgrading of existing nets and provision of additional nets to meet community demand
Cricket pitches	Currently the southern pitch impinges on the football field and must be covered in winter. Realignment could place the pitch between fields and avoid the ongoing cost of winter coverage
Goal storage	The moveable goals are seen as advantageous by the users and Council – however the existing storage within disused cricket nets is temporary – and a permanent location that is less intrusive is preferred
Storage to Lysaght Park	Currently training and game day equipment is carried across Bibby Street each time for setup. This is not ideal and a storage area within Lysaght Park would enable users more efficient and safe setup for training and games

Pedestrian Movements Between the Parks

The existing refuge crossing between the parks to Bibby Street is seen as problematic, in particular:

- Flooding of Bibby Street can restrict safe pedestrian use
- Pedestrian movements in busy times can conflict with parking and general traffic
- Refuge / vehicular priority crossing can create

uncertainty in peak use times

- Linemarked and potentially raised pedestrian crossing seen as better option

Path Access

There was strong interest in further development of path loops in particular around Campbell Park that would:

- Provide recreational loops for walking fitness and young children's cycle use
- That can enhance accessibility to adjoining streets and street corners

In addition the need for pedestrian paths along Sibbick Street and Bibby Street to connect crossing points in to the path network and provide access to kerb side parking areas.

Public Toilets

A number of responses across all mediums expressed the need for publicly accessible toilets across weekdays and weekends. The amenity block toilets are currently locked other than in sports usage times (training and game days).

Dog Off Leash Area (DOLA)

The existing DOLA in Lysaght Park raised a lot of community responses. Some dog owners flagged the winter season limitation on dog use by sports training and game days as problematic while others suggested such a compromise was appropriate.

Childrens Play Space

Notwithstanding the presence of a play space within the nearby Allison Park (to the west of Campbell Park on Parkview Avenue), a number of responses requested consideration of a playspace within Campbell or Lysaght Parks to complement day to day informal use and sports use.

Fitness Equipment

Several responses noted the desirability of fitness equipment for general public use within the parks as a

consideration for the Masterplan.

Parking and Traffic

Parking availability did not come through as a major issue flagged in responses although it was mentioned by several respondents. A great number of responses related to traffic and related pedestrian amenity and safety given the need to cross roads to enter the parks.

There was the recognition in several responses that integrating park edge angle parking would be difficult on some streets and that perhaps the major possibility for this with be the western park edge adjoining Parkview Road.

Tree Planting and Shade

There was strong interest in further tree planting within the parks for shade and amenity. In particular shade to walkways was mentioned along with shaded seating areas.

Habitat and Ecology

Several responses flagged the potential to enhance ecological values within the park though additional native plantings to support existing and additional tree plantings. In addition the potential to enhance the ecological qualities of the foreshore edge was noted by several responses as a potential opportunity.

Maintenance

Several responses flagged potential for improved maintenance related to field surfacing and drainage as considerations for the Masterplan.

Community Consultation

4.0

Phase Two Engagement Outcomes

Phase 2 consultation ran from 30 January – 1 March 2026 and involved collecting feedback on the first draft of the Masterplan:

Engagement mediums

Feedback was collected via:

- Online survey
- 3 in-person sessions at:
 - Council's Foreshore Flicks event at Campbell Park – 30 January from 5-6.30pm
 - Campbell Park Community Room – Tuesday, 10 February from 4-6pm
 - Lysaght Park – Sunday, 15 February from 3-5pm
- Email
- Meetings with key stakeholders (Abbotsford Football Club and West Harbour Cricket).

Notification

The following methods were used to notify the community of the opportunity to provide feedback:

- 1,834 postcards distributed to surrounding residents
- Posters installed throughout the precinct
- Email to key stakeholders and previous participants
- Council print newsletter and enewsletters
- Social media.

Responses

There was a good response from the community including:

- 36 completed online surveys
- 16 submissions from drop-in sessions
- 14 emails
- Submission from Abbotsford Junior Football Club
- Submission from Football Canterbury
- Submission from Football NSW
- Social media posts.

Support

Support for Draft Masterplan (Collaborate survey – 36 surveys)

Support	44.5% (16)
Support with changes	47.2% (17)
Don't support	8.3% (3)

City of Canada Bay E News February 2026



Campbell and Lysaght Parks Precinct Masterplan

The City of Canada Bay has developed a draft Precinct Masterplan for Campbell, Lysaght, Allison and Russell Parks in Chiswick.

This plan will guide future improvements and

upgrades over the next 10 years and has been drafted using community feedback that was collected in June 2025.

We now want to hear from you again to make sure

the first draft captures your vision for these spaces.

Scan the QR code or visit bit.ly/campbell-lysaght to learn more and share your feedback before Sunday, 1 March 2026.

Help shape the City of Canada Bay!

Want to know what's happening across the City and have your say on local projects? Subscribe to Collaborate Canada Bay – our online community engagement hub.

Collaborate lets residents learn about upcoming projects, share ideas, provide feedback and track projects from planning through to delivery. You can also follow specific suburbs and be notified when new projects are open for consultation, so you can contribute when it matters most.

Visit collaborate.canadabay.nsw.gov.au or scan the QR code to get involved.



Support for key recommendations

The following tables summarise general support / comments and queries across all mediums:

SUPPORTED IN ALL CONSULTATION MEDIUMS
SPORTING FACILITIES • Potential for all-weather field surface at Campbell Park • Improved field drainage and turf condition • Goal Storage on Lysaght Park • Sports storage in Lysaght Park • Re-alignment of cricket pitches to avoid winter covering • Additional cricket nets added to the existing
CONNECTIVITY • Improved pedestrian crossing between Campbell Park and Lysaght Park, and further refuge crossings to adjoining streets linking people into the parks • Upgraded and extended pathways • Provision of a circuit path loop and additional links to key park access points • Making the walkways free from off leash dogs. Cycleway / shared path connecting to longer cycle path • Better integration / connection of the parks together
INFORMAL RECREATION AND PLAY • Seating on Campbell Park • Provision of a new children's playspace on Campbell Park • Provision of outdoor fitness facility
PARKING • Maintenance of the boat parking restrictions around the Campbell and Lysaght Parks • Increased Parking adjoining Parkview Rd
HABITAT / ECOLOGY • Increased tree canopy • Native vegetation

Community Consultation

4.0

OTHER COMMENTS
SPORTING FACILITIES
- Add a cricket pitch to Lysaght Park to replace the lost pitch on Campbell Park - Extend fencing along Swannell Ave (Lysaght Park) to stop balls - Stop soccer practice use of cricket nets (kicking balls in nets) in particular at night it is very noisy - Why not provide two all weather fields at Campbell park - Why not Lysaght or Russell as all weather options
CONNECTIVITY
- Don't remove the narrow path near foreshore in Lysaght park – although it breaks up the foreshore grassed space for other use it is used by the community - Potential crossing / refuge to Byrne Ave near laneway joining Bay Road and Byrne Ave. The section of Byrne Ave just before this laneway is curved and out of site which provides very little viewing of oncoming cars for people who want to cross the Byrne Ave to access Russell Park. - A formal cycling entry/exit should be provided at the Byrne Street / Sibbick Avenue roundabout, with a further connection between the PSFL and Byrne Street at Russell Park - There is a potential choke point along the PSFL to the east of the Campbell Park amenities building. - Provide a pedestrian crossing on Swannell Ave - Avoid reliance on shared paths – separate bikes and pedestrians
INFORMAL RECREATION AND PLAY
- Make Allison Park a dog park - Provide fencing to dog off leash area - Don't limit dog access in Lysaght Park - Extend off leash dog access (to foreshore area) - The dog water bowl at Lysaght Park is very close to end of fence – could the fence be extended - Water bubbler along the foreshore does not have a dog bowl, so people have added their own water bowls and it is an eyesore - Consider Futsal Courts - Provide a Hub for children in Drummoyne/Abbotsford/Chiswick area similar to that offered at Majors Bay Reserve. - Provide more BBQ's near resting recreation areas - Provide further shelter, water, toilet utilities at Lysaght Park - Extend fencing along all park edges

OTHER COMMENTS
INFORMAL RECREATION AND PLAY
- Additional management required to Lysaght Park and multi use area – safety etc - Public toilets should be available 24hrs day and in summer - Potential kayak launching at foreshore - Provide the playspace to Lysaght Park south so it serves the foreshore area
PARKING
- Potential to close The Parade from the roundabout to the end of Gears Ave to connect the two sections of Russell Parks together for a safer park area for the children. - Provide more off street parking than indicated in the masterplan - Parking spaces off Parkview Rd – could encourage 'hoons'
HABITAT / ECOLOGY
Potential naturalisation of foreshore area at Lysaght and Russell Parks - improved habitat for native birds / fauna at foreshore – possible sanctuary

Phase Three Engagement

Phase three involves public exhibition of the Masterplan after which the plan will be finalised integrating any agreed refinements arising from inputs and comments.

Concept Masterplan

5.0

5.1 Masterplanning Principles

As a means of providing a foundation for the development and appraisal of planning solutions for the Campbell and Lysaght Parks Precinct a series of Masterplanning actions have been identified.

The actions directly respond to the principles identified in Canada Bays Open Space and Recreation Strategy, 2019.

	guiding principles from Open Space and Recreation Strategy 2019	actions
1	Optimise Capacity	- Secondary foreshore path to be retained and integrated with improvements to accessible foreshore facilities, including park furniture. Provide selectively located seating to take in views to water - Improve amenity of parkland slopes to Campbell park (access paths, seating, additional shade tree canopy) - Consider a playspace to Campbell Park to support parkland use and game day sports use - Provide outdoor fitness node in Campbell Park - Consider options to enhance drainage and recondition sports turf surface in Campbell Park to improve resilience and reduce wet weather field down time - Consider feasibility of a potential synthetic field in Campbell Park to reduce wet weather field down time - Provide roofed goal storage enclosure to north edge of Campbell Reserve - Recondition existing and provide additional cricket nets
2	Diversity	- Ensure improvement and management of the parks maximises opportunities for a broad range of users - Provide flexible spaces and facilities that can cater for multiple uses and activities where practical
3	Accessibility and connectivity	- Provide linemarked crossings at the key connection between Campbell and Lysaght Parks on Bibby Street and Allison-Campbell Parks on Parkview St - Provide road verge pathways at key locations to park edges (eg Sibbick St and Bibby St) - Investigate pram ramps (as minimum) and potentially refuge crossings at key access points to the parks - Provide recreational access path loop to Campbell Park and connect to park facilities and access points - Provide improved path access through and around Allison Park and Russell Park and playspace - Provide improved connections to foreshore parklands areas
4	Partnerships & collaboration	- Continue integrating community engagement to the development and finalisation of the Masterplan - Continue to work with organised community groups in relation to key park facilities
5	Well-designed	Guide improvements in accordance with the coordinated Masterplan strategies
6	Sustainability - natural environment	- Provide progressive enhancement of foreshore parkland tree plantings with appropriate species to provide strong habitat value but enhance visual links to water and safety and security sight lines - Provide additional tree plantings to Campbell Park to enhance character and usability of informal use spaces
6	Sustainability - economic	- Ensure designed and implemented improvements offer value for money - Ensure planning and management decision making is able to be maintained with available resources



Foreshore parkland to Lysaght Park

Concept Masterplan

5.0

5.2 Concept Masterplan

The Masterplan at Figure 5.1 illustrates the preferred concept Masterplan direction for the parklands based on consideration of a range of options for individual elements. Sections 5.3-5.7 illustrate the proposals in closer detail and where applicable indicate some longer term options for further enhancement of facilities should funding enable.

Refer to the following overview of the Masterplan proposals related to the numbered proposals.

1. Allison Park

Investigate with the Department of Housing the future tenure of Allison Park (majority of the park is currently Department of Housing land).

Consider a low level landscaped buffer to traffic on Blackwall Point Road along with tree canopy that can provide shade relief to the path and enhance the streetscape.

2. Allison Park playground

Maintain the existing playground until the end of its safe and useful asset life. Undertake selective thinning of She-oaks behind playground and to park edge.

3. Potential verge footpath link connecting parking spaces and pedestrians to crossing

4. Potential off street car parking

Potential for provision of angle parking area.

5. Cricket nets

Upgrade cricket nets with due consideration to safety design standards.

6. Proposed goal storage enclosure

Provide an enclosure adjoining existing tank structure and minimise aesthetic impact.

7. Campbell Park sports field

Investigate and design field drainage and sports turf resurfacing of the playing fields. Works within levels range determined by flood modelling.

Locate and re-align south synthetic wicket between playing fields.

8. Amenities

Provide public toilet access.

9. Provide seating / viewing platform under existing trees and to bare grassed area

10. Improved drainage adjoining amenities

Provide subsoil drainage in area of existing swale to prevent ponding and soggy condition after rainfall.

11. Campbell Park playground

Provide new playspace to elevated and shaded area adjoining Parkview Parade in lieu of/ to replace Allison Park playground at its end of life.

12. Campbell Park fitness node

Consider outdoor fitness node adjacent to play space.

13. Lysaght Park field and dog off leash area

Limit off leash dog exercise to western edge of existing shared path, to avoid conflict with foreshore picnic areas.

14. Storage for Lysaght Park sports field

Provide small secure storage space adjoining field with path access from shared path.

15. Lysaght Park foreshore parkland

Secondary foreshore path to be retained and integrated with improvements to park furniture adjacent to the foreshore.

16. Russell Park foreshore parkland

Plant native canopy trees to retain views from foreshore open space to water, provide shade and maintain use under. Integrate areas of native understorey planting to enhance habitat.

Integrate new picnic shelters within the foreshore setting accessed from shared path.

17. Provide accessible path to existing Russell Park toilets

18. Russell Park sports field

Provide sports field lighting for training purposes.

19. Russell Park playground

Consider potential to link verge pathway to existing linemarked pedestrian crossing to improve local accessibility and safety.

Retain existing play facilities.

20. Parramatta to Sydney Foreshore Link (PSFL)

Shared path connection through parks.

21. New linemarked pedestrian crossing

New shared pedestrian cycle crossing.

22. New refuge pedestrian crossing

Investigate potential pedestrian refuge crossing.

23. New loop path to Campbell Park

New pedestrian loop path around Campbell Park and linking to entry points and street corners. Loop Pathway to be lit to pedestrian standards giving context to the regular use of sportsfield lighting during winter.

24. Native shade tree canopy

Provide enhancement of high tree canopy across site to park edges, residual spaces and to shade pathways and informal recreational use.

25. Repurpose irrigation tank

Council to investigate the potential modification and / or re-purposing of the tank structure at the northern end of Campbell Park.

26. Relocate drinking fountain

Relocate drinking fountain near the fence in Lysaght Park to middle of sportsfield adjacent to foreshore shared path so it can service more users.

27. Periodic investigations for traffic and need for changes to conditions or additional parking

Applies generally across precinct.

28. Intersection upgrade

At Byrne Ave and The Parade for pedestrian access and traffic calming (including roundabout, kerb ramps and speed cushions).

Concept Masterplan

5.0

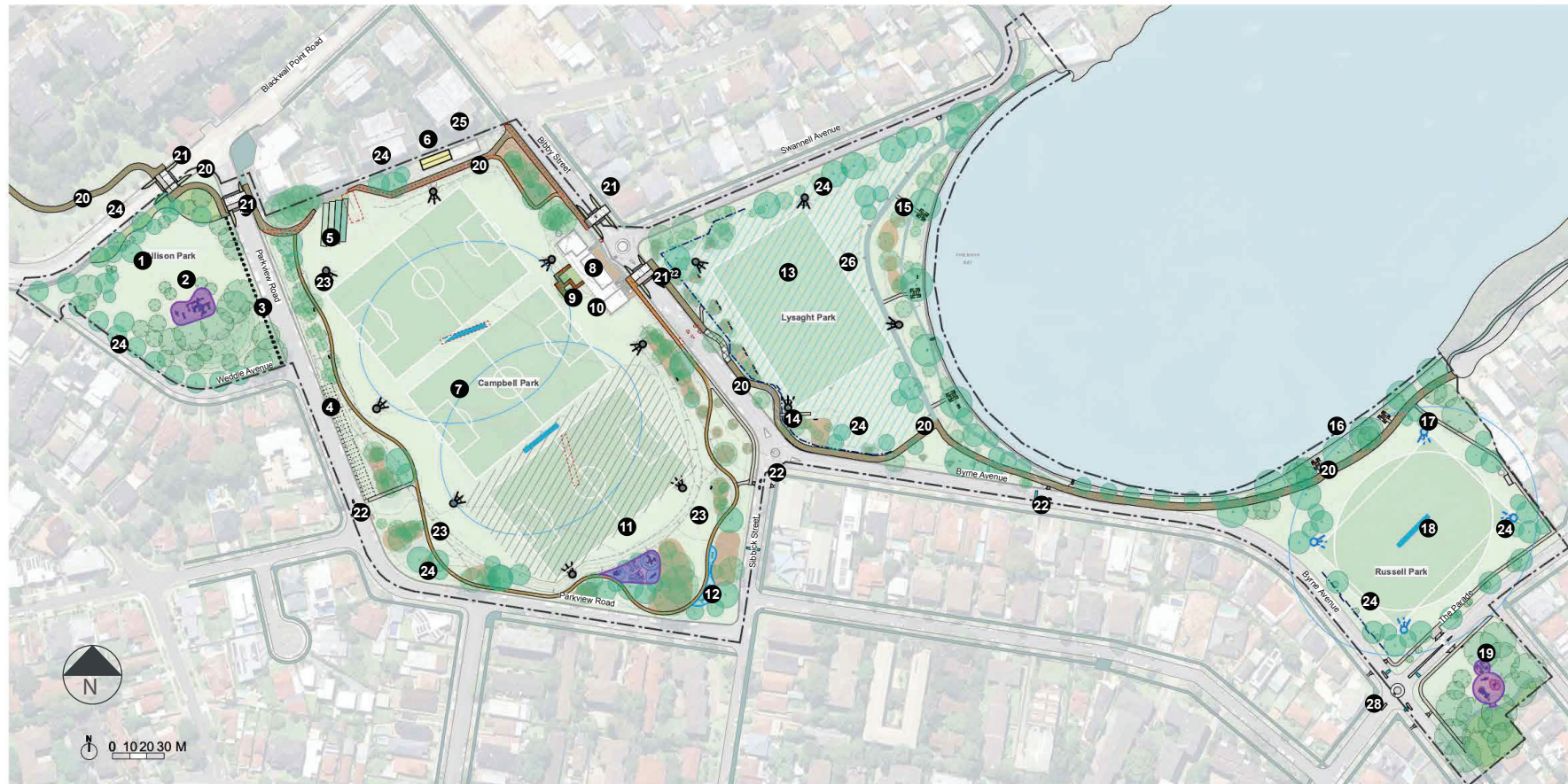


Figure 5.1 Concept Masterplan

FINAL DRAFT • June 2026

LEGEND

--- Extent of concept masterplan	Existing refuge crossing
--- New Parramatta to Sydney Foreshore Link (PSFL)	Proposed refuge crossing
--- New Campbell Park pedestrian loop path	Proposed speed cushion
--- New pedestrian path to other locations	Play space
--- Existing path	Fitness node
--- Mulch zone under tree canopies	Existing cricket net
--- Dog off leash area (DOLA)	Proposed cricket net
--- Potential synthetic turf field	New storage areas
--- Park fence	Existing sports light
	Proposed sports light

23

Concept Masterplan

5.0

5.3 Campbell Park

4. Potential off street car parking

Provide additional 90 degree parking.

5. Cricket nets

Upgrade cricket nets with due consideration to safety design standards.

6. Proposed goal storage enclosure

Provide enclosure adjoining existing tank structure to minimise aesthetic impact.

7. Campbell Park sports fields

Investigate and design field drainage and sports turf resurfacing of the playing fields to improve surface quality condition and resilience. Works to be carried out within levels range determined by flood modelling, to avoid adverse impacts on existing flood conditions.

Locate and re-align south synthetic wicket between playing fields, to avoid requirement for winter covering and turfing of wicket for football.

8. Amenities

Provide public toilet access to existing toilet facilities.

9. Provide seating / viewing platform under existing trees and to bare grassed area

Integrate potential seating and gathering area under existing trees to take advantage of summer shade.

10. Improved drainage adjoining amenities

Provide subsoil drainage in area of existing swale to prevent ponding and soggy condition after rainfall.

11. Campbell Park playground

Provide small new playspace to elevated and shaded area adjoining Parkview Parade in lieu of/ to replace Allison playground at its end of life

12. Campbell Park fitness node

Provide outdoor fitness node adjacent play space overlooking park.

Option 1 - Natural Turf



Figure 5.2 :Concept Masterplan - Campbell Park - option 1

Concept Masterplan



General area of proposed playspace and fitness node to Campbell Park

20. Parramatta to Sydney Foreshore Link (PSFL)

Shared path connection through parks.

23. New loop path

Provide pedestrian path loop around park and connecting to adjoining streets for access and recreational use. Loop Pathway to be lit to pedestrian standards giving context to the regular use of sports field lighting during winter.

24. Additional native shade tree planting

Provide additional native tree canopy to shade pathways and informal recreational use.

25. Repurpose tank

Council to investigate the potential modification and / or repurposing of the irrigation tank at the northern end of Campbell Park.

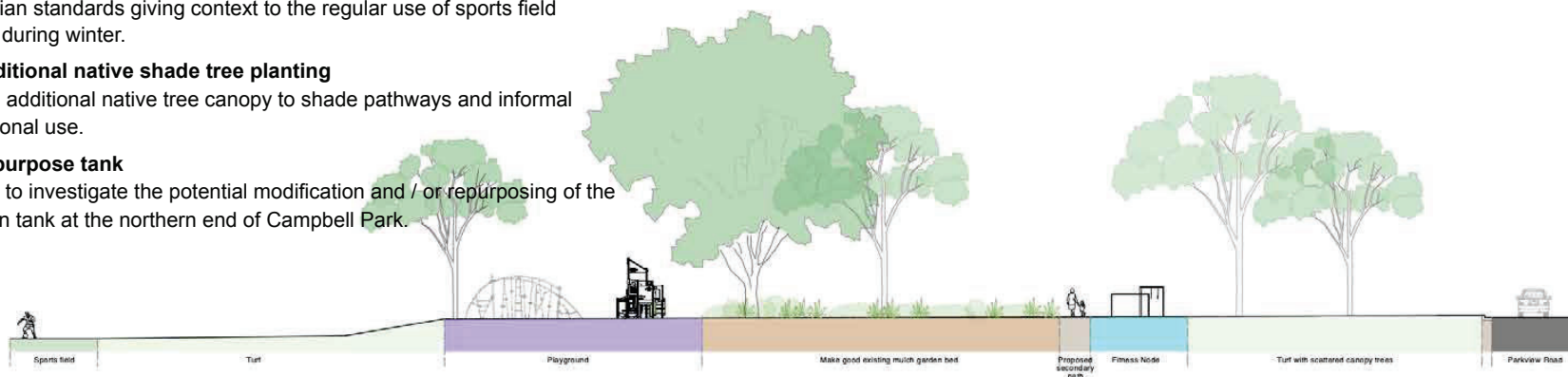
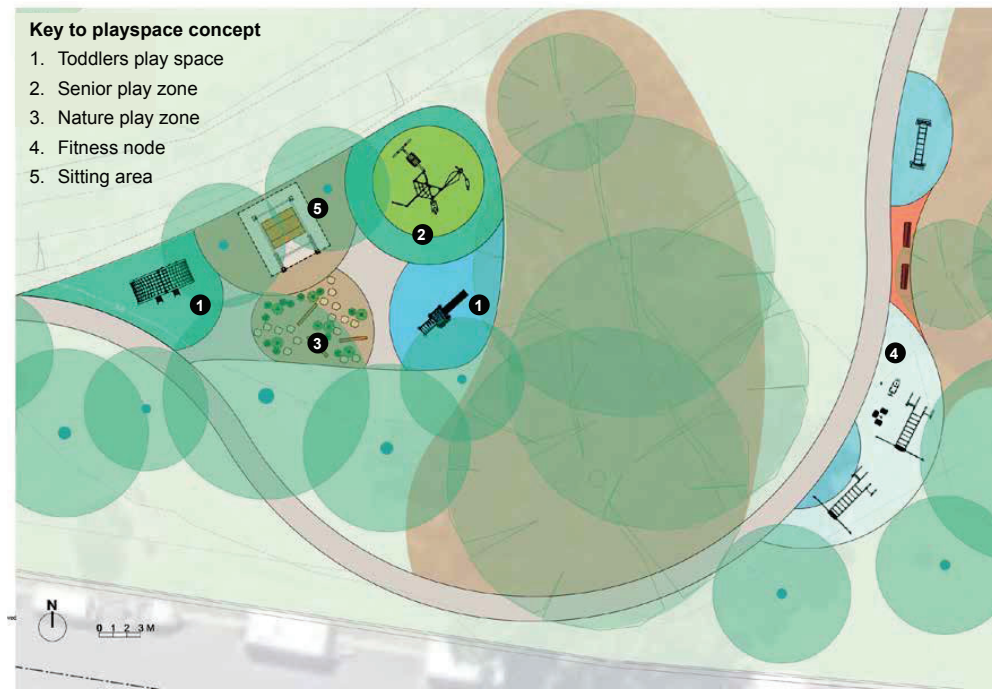


Figure 5.3 :Concept plan and section - Campbell Park parkland slopes playspace and fitness

FINAL DRAFT • June 2026

25

Concept Masterplan

5.0

5.3 Campbell Park

Options For Recreational Facilities

Potential Synthetic Surface Location

As identified earlier, Campbell Park is affected by stormwater overland flow flooding from a moderately sized catchment. Flooding occurs when heavy rainfall over the catchment forms overland flowpaths and discharges across Campbell and Lysaght Parks to Sydney Harbour.

Synthetic surfaces are problematic within floodways due to high potential for structural damage to infrastructure and to surfaces from water borne sediments and debris.

For this reason, the only feasible location for a synthetic surface would be in the south of the park in the area of the southern field.

Provision of a synthetic surface in this location would be subject to LGA wide assessment of Councils approach to synthetic surface and reconciliation of on site factors. These include:

- Ancillary facilities (fencing, lighting etc)
- Business case
- Compliance with relevant playing standards
- Environmental considerations
- Greater multipurpose use
- Geo-technical conditions
- Impact on informal / community use
- Increased capacity of playing field
- Intensification of use
- Loss of one cricket wicket
- Management model
- Thermal (heat) effect

Option 2 - Synthetic Field



Figure 5.4 :Concept Masterplan - Campbell Park - option 2

Concept Masterplan

5.0

Options For Recreational Facilities

Cricket wickets to Campbell Park

There are two existing synthetic wickets within Campbell Park the north pitch oriented east west and the south oriented north south.

The location of the southern pitch means that the southern field requires covering and turfing over during winter to enable use of the southern football field which is time consuming and costly.

It is proposed to replace the southern synthetic pitch and align it east west between the central and southern football field to avoid the need for winter covering.

Refer to Attachments section 7.1 for further explanation.

Cricket Nets

It is proposed to upgrade and provide two additional cricket nets with due consideration to safety design standards.

New Goal Storage Enclosure

With proposed removal of the existing disused cricket nets, it is proposed to provide a lockable enclosure for storage of mobile goals tucked in against the existing masonry detention tank on the northern boundary of the park.



Figure 5.5 Campbell Park - additional sports facilities proposals

Concept Masterplan

5.0

5.4 Lysaght Park

13. Lysaght Park field and Dog Off Leash Area

Maintain current management of dog off leash during training and game times. Limit off leash dog exercise to western edge of existing shared path to avoid conflicting use with the proposed improvements to the foreshore area. Foreshore area to be on leash only.

14. Storage adjacent to Lysaght Park sports field

Provide a small secure storage space adjoining field with path access from shared path, to reduce demand for game day movement of equipment from Campbell Park.

15. Lysaght Park foreshore parkland

Secondary foreshore path to be retained and integrated with improvements to park furniture adjacent to the foreshore.

As above foreshore area will be dog on leash only.

20. Parramatta to Sydney Foreshore Link (PSFL)

Shared path connection through parks.

21. New linemarked pedestrian crossing

New shared pedestrian and cycle crossing improving safety and amenity of access crossing Bibby Street.

22. Refuge pedestrian crossing

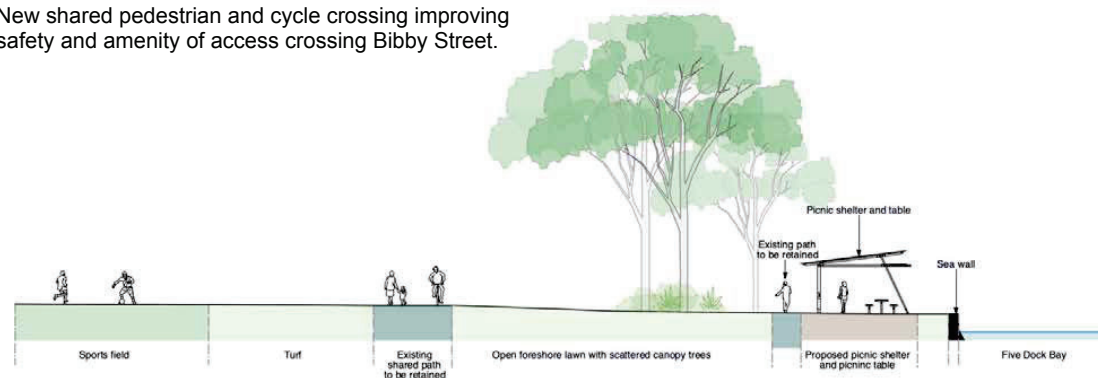
Investigate potential pedestrian refuge crossings to support major pedestrian movement routes between parks and adjoining areas.

24. Native shade tree canopy

Provide enhancement of high tree canopy across site to park edges, residual spaces and to shade pathways and enhance informal recreational use.

26. Relocate drinking fountain

Relocate drinking fountain near the fence to middle of sports field adjacent to foreshore shared path so it can service more users and improve safety for dogs.



Section 1-1

Figure 5.6 :Concept Masterplan - Lysaght Park - section through foreshore parkland



Existing Foreshore Path to be refurbished



Existing Shared Path

Concept Masterplan

5.0

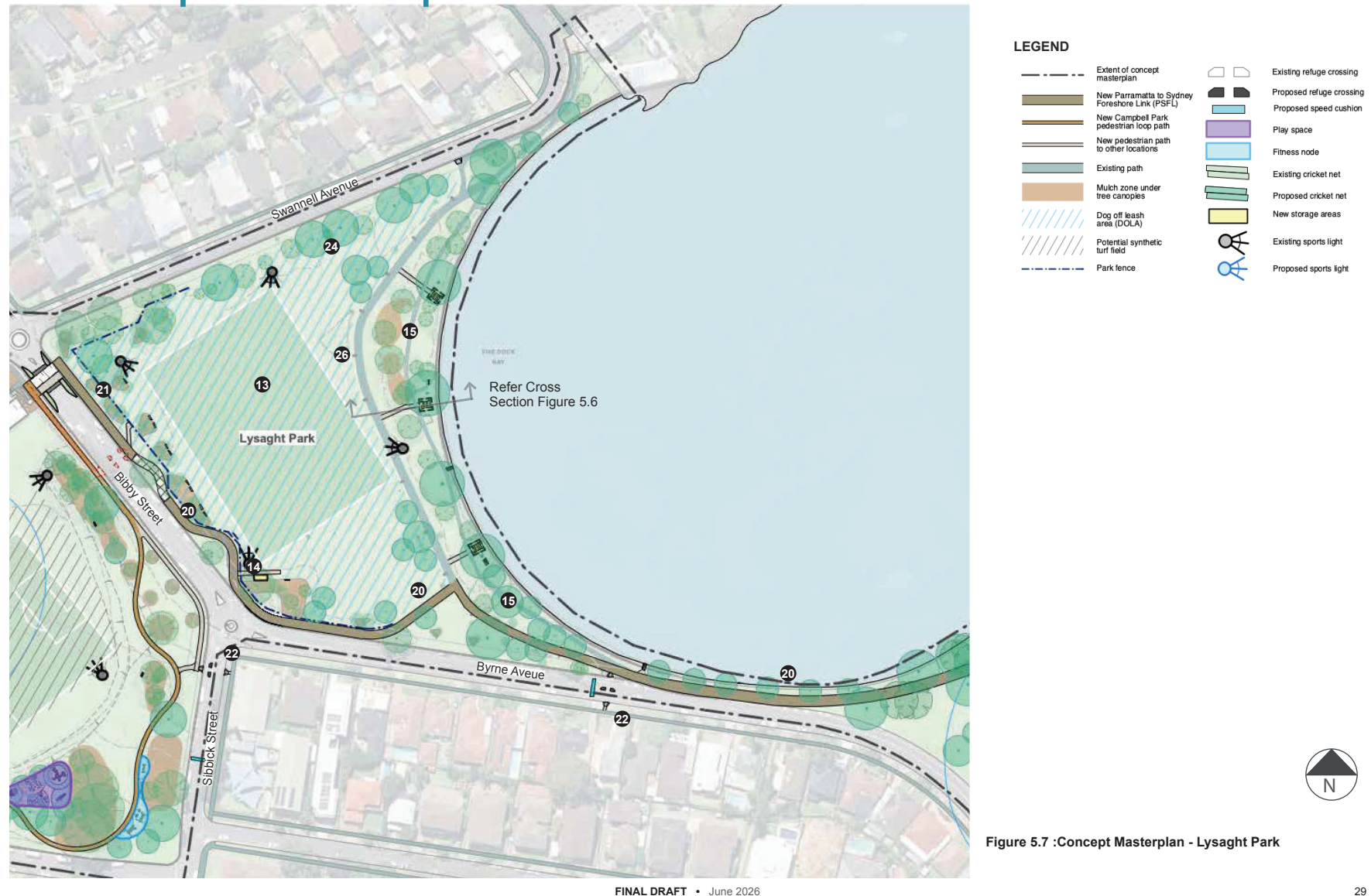


Figure 5.7 :Concept Masterplan - Lysaght Park

FINAL DRAFT • June 2026

29

Concept Masterplan

5.0

5.5 Allison Park

The majority of Allison Park is owned by the NSW Department of Housing. As such council is mindful of over investing in upgrading land where they currently have limited tenure. Council will undertake further liaison with the Department to confirm future tenure and inform appropriate future investment in the open space.

1. Allison Park Grassed Space

The northern (upper) section of Allison Park provides an informal multipurpose grassed space for flexible informal community use.

To the Blackwall Point Road frontage consider a low level landscaped buffer to traffic on along with tree canopy that can provide shade relief to the path and enhance the streetscape.

2. Allison Park Playground

Maintain the existing playground until the end of its safe and useful asset life.

Enhance visual permeability, passive surveillance and sight lines to playspace and play equipment.

3. Consider Potential Footpath Link Adjoining Park

Consider potential to provide footpath to street verge adjoining park to improve accessibility along street to park and from parked cars to the pedestrian crossings.

LEGEND

-  Extent of concept masterplan
-  New Parramatta to Sydney Foreshore Link (PSFL)



Figure 5.8 :Concept Masterplan - Allison Park



Concept Masterplan

5.0

5.6 Russell Park

16. Russell Park foreshore parkland

Plant native canopy trees to retain views from foreshore open space to water, provide shade and maintain use under (refer cross section below). Integrate areas of native understorey planting to enhance habitat. Integrate replacement picnic shelters within the foreshore setting accessed from the shared path.

17. Provide accessible path to Russell Park toilet block from foreshore

18. Russell Park field

Provide sports lighting for training purposes subject to intrusive light assessment.

19. Russell Park playground

Consider potential to link verge pathway along The Parade to connect to existing linemarked pedestrian crossing to improve local accessibility and safety. Consider potential for future upgrade of play facilities when existing equipment reaches end of asset life.

20. Parramatta to Sydney Foreshore Link (PSFL)

Shared path connection through parks.

24. Additional shade tree planting.

28. Intersection upgrade

At Byrne Ave and The Parade for pedestrian access and traffic calming (including roundabout, kerb ramps and speed cushions).

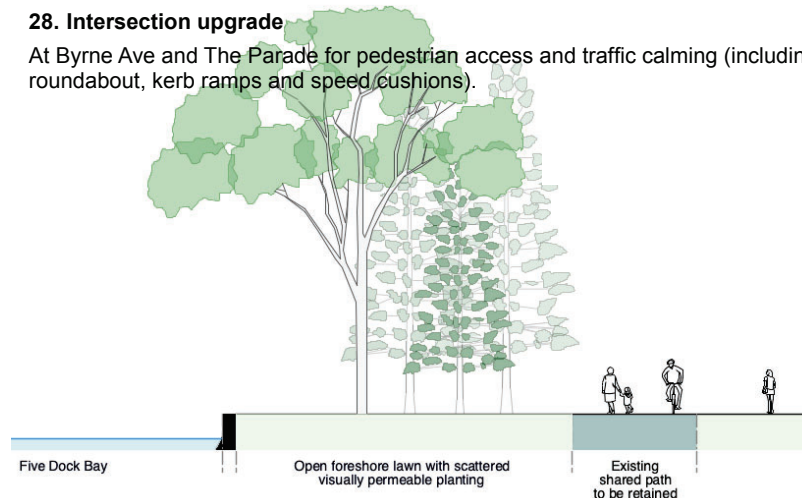


Figure 5.9 :Concept Masterplan - Russell Park - section through foreshore parkland



LEGEND

--- Extent of concept masterplan	Existing refuge crossing
--- New Parramatta to Sydney Foreshore Link (PSFL)	Proposed refuge crossing
--- New pedestrian path to other locations	Proposed speed cushion
--- Existing path	Existing sports light
	Proposed sports light

Figure 5.10 :Concept Masterplan and Section - Russell Park

Concept Masterplan

5.0

5.7 Site Wide Strategies

Parking

On Street Parking

Parking for sports field users and general park users is provided to the fringes of the parks to adjoining streets. In past years the capacity of this parking has been impacted by extended boat trailer parking.

To improve safety for pedestrians and drivers, Council trialled changes to parking restrictions in November 2023. Consultation on the trials indicated a general preference for the restrictions to be continued.

The ongoing parking restrictions are identified on Figure 5.12 opposite and include:

- 'No Parking Motor Vehicles Excepted' around Allison, Campbell and Lysaght Parks
- 'No Parking' zones on Bibby Street, on either side of the refuge

Potential Off Street Parking

There are limited opportunities to provide off street parking within the parks that would not compromise and impact existing recreational use and parkland amenity.

Potential has however been identified for potential road edge ninety degree parking adjoining Parkview Road. Refer Figure 5.11.



Trailer parking restrictions to Bibby Street and other adjoining streets will continue



General area of park edge to Parkview Road with potential for provision of 90 degree parking.

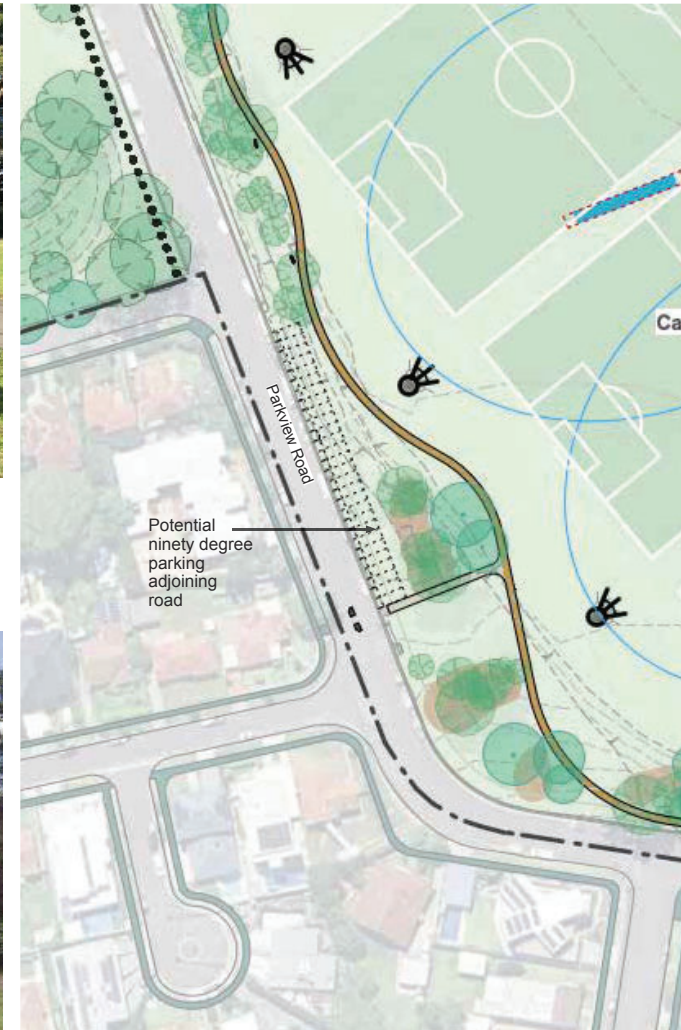


Figure 5.11 Potential ninety degree parking adjoining Parkview Road

Concept Masterplan

5.0



Figure 5.12 Trailer parking restricted zones adjoining parks

Implementation

6.0

6.1 Priorities and Staging

The realisation of the Masterplan vision will be a long term undertaking. As such it is necessary to approach implementation in a staged manner that prioritises and aligns activities in a logical and efficient sequence.

For the purposes of this draft Masterplan a series of key criteria for setting priorities have been identified. These should be applied to future decision-making in relation to priorities.

Ultimately priorities will also be determined by availability and the specific intent and focus of funding. The strategies outlined in this Masterplan provide high level direction to ongoing park management but will need to be subject to further investigations design development consultation and collaboration.

SHORT TERM 1-2 years
17. Provide accessible path to existing Russell Park toilets
20. Parramatta to Sydney Foreshore Shared Path Link (PSFL)
21. New linemarked pedestrian crossings as part of PSFL to: -Blackwall Point Road -Parkview Road -Bibby Street
8. Amenities - provide public toilet access out of sports use hours
24. Native shade tree canopy planting to: - Campbell Park - Lysaght Park - Russell Park
18. Russell Park sports field - provide sports field lighting for training purposes
14. Storage for Lysaght Park sports field
16. Russell Park foreshore parkland - additional native trees incl selective understorey
27. Periodic investigations for traffic and need for changes to conditions and / or additional parking
1. Investigations with Dept of Housing re tenure of Allison Park

Facilitating Key Collaboration and Engagement

- Liaison with State Government
- Further developing relationships and collaboration with user groups
- Contact and information flow to the general community

Facilitating Analysis and Investigations

- Completion of ongoing assessments into environmental, operational and recreational factors to inform ongoing park improvement and management

Environmental Management

- Planning and implementation of water management
- Planning and implementation of tree canopy and shade enhancements
- Improvements of terrestrial and foreshore habitat values
- Safeguarding of wildlife habitat and movement corridors

MEDIUM TERM 3-5 years
1. Allison Park - buffer planting to Blackwall Point Rd
4. Potential off street parking adjoining Parkview Road
7. Campbell Park sports field upgrade - options for improvements to natural turf or potential synthetic surface subject to outcomes from Infrastructure Strategy.
23. New loop pedestrian path to Campbell Park incl lighting
10. Improved drainage to adjoining amenities building
9. Provide seating / viewing platform under existing trees and to bare grassed area to Campbell Park
15. Lysaght Park foreshore parkland - retain foreshore path and upgrade are incl picnic shelters and park furniture
13. Lysaght Park field and dog off leash area - limit dog exercise area to west edge of existing shared path
22. New pedestrian refuges at: - Byrne Avenue - Sibbick Street
5. Cricket nets upgrade and additional 2 Cricket nets
6. Proposed goal storage enclosure
25. Investigate and implement if feasible re-purposing of irrigation tank to north boundary of Campbell park
27. Periodic investigations for traffic and need for changes to conditions and / or additional parking
28. Intersection upgrade (roundabout, kerb crossings and speed cushions) at Byrne Ave and The Parade.

Campbell & Lysaght Parks Precinct Masterplan • Concept Masterplan

Facilitating and Enhancing Recreation

- Improving recreational access and accessibility to facilities
- Facilitating recreational path loops
- Improving the capacity of existing facilities to meet community needs
- Improving recreational facilities within the carrying capacity of the parks

Cost effective and efficient

- Able to be implemented with sustainable costs implications and over a short timeframe

Short, Medium and Long Term Staging

Initial short, medium and long term staging has been established by Council and are outlined in the table below. Where projects would ideally be undertaken concurrently these have been grouped in colour.

LONG TERM 6-10 years
11. Campbell Park new playground to southern slopes of park
12. Campbell Park fitness node to southern slopes of park
16. Russell Park foreshore parkland - replace picnic shelters
19. Russell Park playground - path links from verge pathway on Byrne Ave to existing pedestrian crossing on The Parade
3. Potential verge footpath link on Parkview Road connecting parking spaces and pedestrians to crossing
4. Potential off street car parking to park edge adjoining Parkview Road
27. Periodic investigations for traffic and need for changes to conditions and / or additional parking

34

Implementation

6.0



FINAL DRAFT • June 2026

35

Implementation

6.0

Precedent examples

The images these pages illustrate some examples of the potential implementation outcomes illustrated in this report

Shared access pedestrian links and seating



Implementation

6.0

Play and fitness and sports facilities



Attachments

7.0

7.1 Masterplanning options review

Options For Recreational Facilities

Cricket wickets to Campbell park

There are two existing synthetic wickets within Campbell Park the north pitch oriented east west and the south oriented north south. The distance between the wickets currently creates conflicts with overlapping of boundary areas which would limit the capacity to safely have two senior games in play at the same time (refer Figure 7.1). The existing location of the southern pitch also means that the southern field requires covering and turfing over during winter to enable use of the southern football field which is time consuming and costly as an annual activity.

The covering process also creates localised level changes and variable quality of surface which impact safety of winter field use

It is proposed to replace the southern synthetic pitch and align it east west between the central and southern football field to avoid the need for winter covering and the related cost implications and variable winter surface. The reorientation does increase the existing overlap between the cricket boundaries however, the existing overlap already limits the ability to safely play two senior games concurrently (refer Figure 7.2)

Figure 7.3 indicates that as per currently Junior matches (in this example under 10) could be played concurrently with the revised southern pitch position.

Existing - community senior field - 50m boundary



Figure 7.1 Current cricket wicket alignment and boundary overlap for senior cricket field dimensions

Proposed community senior field - 50m boundary

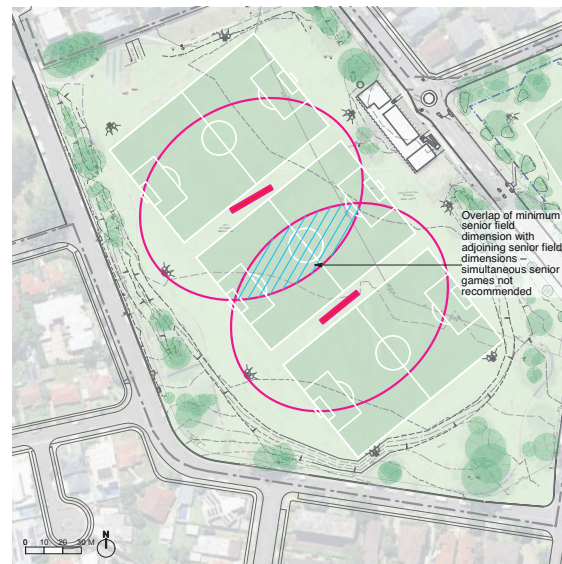


Figure 7.2 Proposed re-alignment and resulting overlap for senior cricket field dimensions
Campbell & Lysaght Parks Precinct Masterplan • Concept Masterplan

Proposed junior field 10yo - 30m boundary



Figure 7.2 Proposed cricket wicket re-alignment and outcome for junior cricket field dimensions

Attachments

7.0

7.2 Phase One Community Engagement Report - Investigations

7.3 Phase Two Community Engagement Report - Draft Masterplan



Business Use of Public Footpath Policy and Procedure

DRAFT

Contents

1	Purpose	4
1.1	Introduction	4
1.2	Legislative	4
1.3	Objectives	4
2	Scope	5
3	Definitions	5
4	Policy Principles	6
4.1	Applications for Approval	6
4.2	Transfer of Ownership	6
4.3	Renewal of Existing Approval	7
4.4	Amendments to Existing Approval	7
4.5	Fees	7
4.6	Locational for Business Use of Footpath Areas	7
4.7	Maintaining Footpath Widths	8
4.8	Footpath Access	8
4.9	Precincts	9
4.10	Footpath Furniture	9
4.11	A-Frames	10
4.12	Public Assets	11
4.13	Lighting	11
4.14	Safety/Fixed Barricades	11
4.15	Planter Boxes	12
4.16	Perimeter Barricades	12
4.17	Signage/Advertising	12
4.18	Safety	13
4.19	Access	13
4.20	Umbrellas	13
4.21	Sunshade and Awning	14
4.22	Permanent Outdoor Structures	14
4.23	Bus Zones / Intersections / Pedestrian Crossings	15
4.24	Intersections / Corners	15
4.25	Roller Blinds / Clear Plastic Dropdowns	15

4.26	Delineation of Approved Area	15
4.27	Compliance	15
4.28	Display of Goods	16
4.29	Public Liability	16
4.30	Awning Certification	16
4.31	Site Plan	17
4.32	Approval and Rental Cost	18
4.33	Council Right to terminate Council may terminate the approval if:	18
4.34	Licensee Right to Terminate	18
4.35	Complaints	19
4.36	Conduct of Business	19
4.37	Maintenance and Cleaning	20
4.38	Smoking	20
4.39	Enforcement and Compliance	21
4.40	Selling and Consumption of Liquor	21
4.41	Policy Implementation and Review	21
4.42	Approval Process for Footpath Dining	22
4.43	Precinct Descriptions	23
4.44	Precinct 1 – Abbotsford – Great North Road	24
4.45	Precinct 2 – Cabarita – Cabarita Road	26
4.46	Precinct 3 – Concord – Majors Bay Road	27
4.47	Precinct 4 – North Strathfield and Concord West – Concord Road	28
4.48	Precinct 5 – Concord West – Victoria Road and Queen Street	30
4.49	Precinct 6 – Five Dock – Great North Road, Ramsay Road and Garfield Street	31
4.50	Precinct 7 – Drummoyne / Russell Lea / Five Dock – Lyons Road	32
4.51	Precinct 8 – Mortlake – Gale, Mortlake and Hilly Streets and Tennyson Road	33
4.52	Precinct 9 – North Strathfield – George Street / Bakehouse Quarter	34
4.53	Precinct 10 – Wareemba – Great North Road	36
4.54	Precinct 11 – Rhodes Town Square & The Pinnacle	37
4.55	Precinct 12 – Rhodes, all other areas	38
4.56	Precinct 13 – All Other Areas	39
5	Responsibilities	39
6	Laws and Standards	40
7	Ownership and Approval	40

1 Purpose

1.1 Introduction

Business use of the footpath is a valuable use of public space. It can improve the look of local streets and adds life and vibrancy to shopping precincts. It provides valuable commercial opportunities for businesses by extending their floor space and improving presence within the public domain.

The purpose of Business Use of Public Footpath Policy and Procedure (the Policy) is to enable business use of the footpath to ensure a pleasant and safe environment for patrons without compromising the safety or amenity of the public domain or pedestrians.

The Policy establishes Council's statements and principles applicable to a range of businesses including cafes and restaurants which meet the definition of 'restaurant' under the *Roads Act* 1993. It also covers business use of footpath for the purpose of displaying goods as detailed in s.68 of the *Local Government Act* 1993.

1.2 Legislative

The *Roads Act* 1993 and the *Local Government Act* 1993 generally require that a person shall not carry out any activity on a public road or place without the approval of Council.

S.125, s.126 and s.127 and, in some cases, s.137-139 of the *Roads Act* 1993 allow Council to approve the use of a footpath for restaurant purposes as long as using the footpath for this purpose is not taken to constitute a public nuisance and does not give rise to an offence contrary to the *Roads Act* 1993 or any other relevant legislation. S.68 of the *Local Government Act* 1993 allows Council to approve the placing of articles on or to overhang the footpath.

1.3 Objectives

The objectives of the Policy are to:

- ensure the *Disability Discrimination Act* 1992, in particular s.23 relating to 'Access to Premises', is considered for all footpath dining locations to ensure the safety and convenient passage of all pedestrians when using public footpaths (particularly those who may have a disability or have restricted mobility).
- ensure clear sight lines are maintained for pedestrians, cyclists, and motorists, particularly near pedestrian crossings, bus stops, street corners and intersections.
- ensure adjoining premises are not adversely affected by any business use of footpath areas.
- enhance the economic viability of our local businesses to encourage trading and provide a more vibrant atmosphere for shoppers.

2 Scope

The Policy applies to any business, individual and/or organisation that seeks to utilise the public footpath adjacent to their business or premises for the use of outdoor dining or display of goods within the City of Canada Bay.

3 Definitions

Term	Meaning
Approved Area	means the designated area shown in the Licence, Display Notice and authorised by Council for the Licensee's use for footpath dining, including the placement of tables, chairs, barriers, umbrellas and any other furniture or items permitted under this Policy and the conditions of the Licence.
Awning Certificate	An Awning Certificate in NSW is an engineering safety certificate, valid for up to five years, confirming that an awning is structurally sound, compliant with council and safety standards, and safe for public areas.
Footpath	A footpath is the part of a public road or street set aside mainly for pedestrians to walk on. In the context of your policy, it generally means the public pedestrian area between the property boundary or building line and the kerb, which may include pedestrian, trading and kerb zones where Council permits certain business uses.
Licence	means a written agreement between Canada Bay Council and a business operator under which Council grants a personal, non-exclusive, revocable right to use a specified area of public footpath for outdoor dining purposes for a defined term, subject to prescribed conditions, and which does not confer any estate or interest in land
Public Liability Insurance	means insurance held by a business operator to cover claims for personal injury, death, property damage or other loss suffered by members of the public arising from the approved business use of the public footpath.
Business	means an individual, company, partnership, organisation or other entity that carries out commercial, retail, hospitality, service or other trading activities.
Display Notice	A notice provided by Council demonstrating the area in which and conditions on which the licence is granted.
Permanent Structures	means fixed, semi-fixed or long-term structures located on or over Council-owned footpath or public land, including structures that are attached to the ground, a building, public infrastructure or other assets, and are not designed to be removed at the close of business each day.
Business Line	means the frontage of a premises along a public footpath or road boundary adjoining the licensed area, as measured horizontally across

	the extent of the premises.
Kerb Zone	means the portion of the public road reserve immediately adjacent to the kerb and roadway, typically used for vehicle access, parking, loading, or utilities, and not generally available for pedestrian circulation or dining unless expressly approved.
Trading Zone	means the designated area of public footpath approved by Canada Bay Council for use under a footpath dining Licence Agreement, within which tables, chairs and associated items may be placed in accordance with licence conditions.
Pedestrian Zoned	means the unobstructed portion of the footpath reserved for continuous pedestrian access and movement, which must always remain clear to a minimum width as specified by Council.
Precinct	a defined geographic area identified by Canada Bay Council for planning or management purposes, within which specific controls, conditions or character guidelines for footpath dining may apply.
Public Asset	means any infrastructure, equipment, landscaping or property owned, managed or controlled by Canada Bay Council within the public domain, including but not limited to footpaths, kerbs, roads, street furniture, trees and utilities.
Site Plan	means a scaled drawing submitted to and approved by Canada Bay Council showing the location, dimensions and layout of the proposed footpath dining area, including the trading zone, pedestrian zone, kerb zone, business line, adjacent features and any furniture or structures.

4 **Policy Principles**

4.1 Applications for Approval

Any businesses seeking to use a public footpath must obtain Council's approval prior to occupation. Permission will only be granted where the objectives of the Policy have been achieved.

Applications must be submitted through a Business Use of Public Footpath Application Form which is available on Council's website www.canadabay.nsw.gov.au or through the following link: <https://cityofcanadabay.snapforms.com.au/form/business-use-of-footpath-application-form>.

The City of Canada Bay (Council) reserves the right to reassess and amend approval conditions to ensure compliance with the Business Use of Footpath Policy at any time.

4.2 Transfer of Ownership

Business Use of Footpath approval only applies to the premises for which it is issued and is not transferable from one owner to another on the sale or transfer of a business.

Prior to taking over an existing business or commencing a new business the business owner must apply to Council and pay any applicable fees. Use of the footpath is not permitted until approval has been granted and all documentation has been finalised.

4.3 Renewal of Existing Approval

Business Use of Footpath approvals are valid and renewed every seven (7) years. It is the responsibility of the approval holder to provide Council with an up-to-date certificate of currency of public liability insurance, awning structural certification (where applicable) and pay any fees due. Council reserves the right to refuse a renewal of an application should requirements not be met.

4.4 Amendments to Existing Approval

Any changes to existing approvals must be submitted to Council for consent including changes to furniture design, business or company names changes, or changes to existing awnings.

Any unauthorised additions to awnings or shade structures without permission will be removed at the owner's expense.

Any changes to the Approved Area, i.e., reducing or increasing the area, requires the submission of a new application and the associated fee to be paid.

4.5 Fees

Fees are calculated on a per m² basis.

Fees are charged annually each financial year and adjusted in line with CPI and/or at the discretion of Council as exhibited in their annual Fees and Charges.

If an approval holder elects to pay quarterly, then a direct debit authority must be provided to Council. If payment by direct debit is dishonored twice, all future payments must be made annually within five days of the invoice being issued by Council.

4.6 Locational for Business Use of Footpath Areas

With the approval of Council, business use of the footpath is permitted immediately adjacent to the shopfront in locations that do not cause an impediment to other footpath users. For corner shops or those with more than one street frontage. A proposal to extend the footpath dining beyond the associated premises is subject to individual assessment and requires written consent from the adjacent property and business owners.

Council may consider separate approvals for each part of the footpath together with different permissible operation hours to address the extent of use and minimise impact on the surrounding environment. Council will assess these applications on a case-by-case basis and reserves the right to approve or refuse any application.

In some instances, at the discretion of Council a trial period may be granted for a period of 3 or 6 months to monitor pedestrian traffic or congestion problems. Following the trial period Council may vary design, operations, and conditions of approval on renewal. The approval may be revoked if it is deemed by Council to be an unsuitable site.

Business use of footpath areas or use of shade structures may be either prohibited or restricted in locations if they obstruct the clear sight line of pedestrians or motorists.

Existing trees, artwork, street furniture, public infrastructure and the width of the footpath may prohibit or limit footpath trading activity.

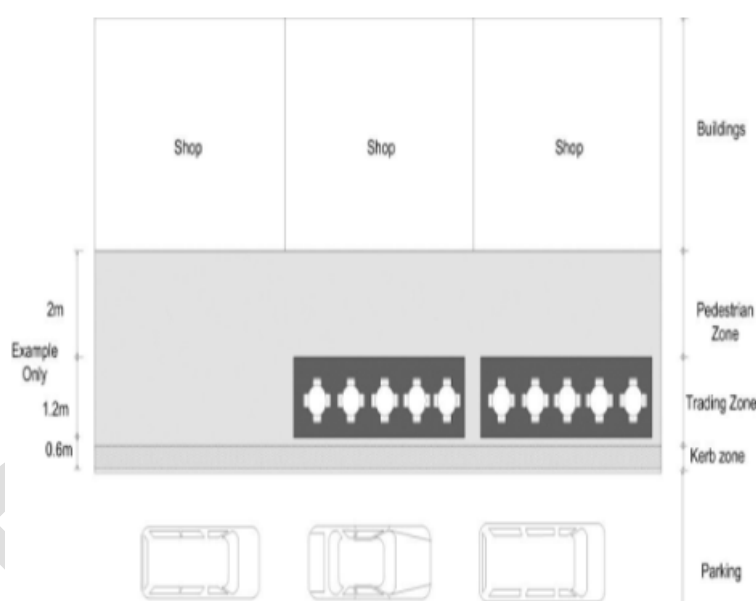
4.7 Maintaining Footpath Widths

To ensure footpath standards are met, Council describes the footpath as comprising three zones:

Pedestrian zone: area of the footpath defined by the building line to a distance of at least 2 metres (measured directly from the building line)

Trading zone: area that allows for commercial activity between the pedestrian zone and kerb zone

Kerb zone: area between the face of the kerb and the trading zone. (The kerb zone must be a minimum of 600mm).



4.8 Footpath Access

To ensure that access and equity objectives are met a minimum width of at least 2 continuous metres for the clear passage of footpath users is required. Note: The minimum width along Majors Bay Road is 2.5 metres.

Council may, on merit, consider a variation to this standard where the applicant can show that the proposal is consistent with the surrounding environment, adequate pedestrian circulation is maintained or that agreement has been obtained from the Canada Bay Access Committee.

Areas adjoining bus stops or areas closer than 10 metres from an intersection or pedestrian crossing may be considered for footpath dining only where they do not cause inconvenience to the public. Council's Traffic and Transport Team will assess applications where pedestrian and driver

safety could be of concern and determine if the occupation is appropriate in that location.

4.9 Precincts

Council has established precincts for the assessment of business use of the footpath reflecting local conditions, opportunities, and constraints.

The precincts are as follows and described with specifications in Schedule 1:

Precinct 1	Abbotsford - Great North Road
Precinct 2	Cabarita - Cabarita Road
Precinct 3	Concord - Majors Bay Road
Precinct 4	Concord / Concord West / North Strathfield - Concord Road
Precinct 5	Concord West - Victoria Avenue & Queen Street
Precinct 6	Five Dock - Great North Road, Ramsay Road & Garfield Street
Precinct 7	Drummoyne / Russell Lea / Five Dock - Lyons Road
Precinct 8	Mortlake - Hilly Street, Mortlake Street, Gale Street & Tennyson Road
Precinct 9	North Strathfield - George Street / Bakehouse Quarter
Precinct 10	Wareemba - Great North Road
Precinct 11	Rhodes Town Square & The Pinnacle
Precinct 12	Rhodes; all other areas
Precinct 13	All other areas not specified above

4.10 Footpath Furniture

Footpath furniture includes shade structures, tables, chairs, display stands, heaters, perimeter barricades and planter boxes and any other item which is deemed as furniture in connection with the permitted use of the business. The following conditions apply:

- All furniture must be approved by Council and will be considered on a case-by-case basis;

- Outdoor furniture should be made from high quality materials and enhance the character of the street;
- All outdoor furniture must be temporary and must be removed at the close of business each day;
- No furniture or items are to be fixed to the footpath unless approval has been provided within a development application;
- Heating devices must comply with the relevant Australian Standards and be designed in a manner which minimises risk and shall turn off automatically if overturned.
- Clothing racks are not permitted at any time; and
- BBQ and firepits are prohibited at all times.

4.11 A-Frames

A-frames may be permitted on the footpath for current Business Use of Public Footpath approval holders only when approved by Council and when the sign does not compromise pedestrian safety, universal access, sight lines, traffic safety, public amenity or the movement of people using the footpath.

Approval for an A-frame is discretionary and may be refused, varied, suspended or withdrawn by Council at any time. The following conditions apply:

- Only one A-frame sign is permitted per approved business frontage unless otherwise approved by Council in writing.
- Must be located wholly within the approved trading zone or another location approved by Council and must not be placed within the pedestrian zone, kerb zone or any area required for safe pedestrian movement.
- A minimum continuous clear path of travel of 2 metres must always be maintained for pedestrians, or 2.5 metres on Majors Bay Road, measured clear of the A-frame and any other furniture, fixtures, queues, patrons or obstructions.
- Must not obstruct access to adjoining premises, doorways, emergency exits, public seating, bins, bicycle parking, trees, lighting poles, service pits, fire hydrants, utility boxes, parking meters, public transport infrastructure or any other public asset.
- Must be stable, self-supporting, in good condition, free from sharp edges, securely weighted or designed to resist wind, and must not be fixed to the footpath or any public asset.
- Must be removed immediately during high winds, storms, heavy rain or any other condition where it may create a risk to pedestrians or property.
- Must be removed from the footpath outside the approved business operating hours and must not be stored on Council land.
- Must relate only to the approved business and must not contain offensive, flashing, illuminated, rotating, moving or electronic content.
- The approval holder is responsible for ensuring the A-frame is covered by the required public liability insurance and for any injury, damage, nuisance or obstruction arising from its placement or use.

- Council may direct the immediate relocation or removal of an A-frame where it is unsafe, non-compliant, obstructs pedestrian movement, affects accessibility or amenity, or interferes with Council works, events, emergency access or public infrastructure.

For the avoidance of doubt, the granting of approval under the Policy for outdoor dining on a footpath does not confer any approval, right or entitlement for the placement of A-frame signs. All businesses, including those holding an outdoor dining approval, must apply for and obtain separate written approval from Council prior to displaying an A-frame sign on Council owned or managed land.

4.12 Public Assets

The removal or relocation of any Council assets (for example: rubbish bins, existing street furniture and planter boxes) shall be subject to Council approval and will be at the applicant's cost. The removal or relocation of any public utilities, infrastructure (e.g. traffic control boxes, Sydney Water drainage, sewerage pits and public telephone boxes) shall not be permitted unless justification on public benefit grounds is made to Council and consent has been obtained from the relevant authorities. Works will be carried out at the applicant's cost.

Proposed footpath changes may be considered by Council to enhance the streetscape. The design and works shall be in consultation with Council and will be at the applicant's cost.

No compensation or refund of approval fees is provided for any inconvenience or loss of trade because of works carried out by Council or service providers on Council owned footpaths, plazas, and public areas.

The approval holder accepts the condition of the footpath when the approval is issued. At the expiration of the term, the approval holder is to remove and restore the area to Council's requirements. Any cost for restoration by Council will be at the approval holder's expense.

4.13 Lighting

Any proposed lighting must be included in the application for approval by Council and be in accordance with the relevant Australian Standard and Council's Development Control Plan.

4.14 Safety/Fixed Barricades

Safety rails, bollards, etc., may be permitted if required for safety reasons.

The applicant must obtain Council approval prior to the installation of any safety barriers and must comply with Australian Standards. Bollards and concrete footings are to be installed in accordance with the manufacturer's specifications at no cost to Council and are to be assessed by Council prior to installation. For avoidance of doubt, prior approval from Council must be sought.

The use of framed fabric or any other style of low-height barriers must ensure minimal impact on the use, enjoyment and safety of pedestrians and patrons.

Barriers may be considered between adjoining café areas to show clear demarcation between business activities. Barriers must be removed from the footpath when the business is not open and must not be used as an opportunity for advertising signage promoting products, specials or sales.

Pedestrians must not be forced onto the road carriageway by footpath dining activities or other non-permanent items/structures on the footpath.

4.15 Planter Boxes

Planter boxes may be considered where the footpath has been widened for specific business use and not within the pedestrian zone. All planter boxes and plants must be well-maintained by the approval holder. Council reserves the right to order the removal of planter boxes that are not properly maintained.

Planter boxes may contain vegetation to a total height between 900mm and 1.2 metres. Planter boxes must be moveable to allow them to be removed during non-trading hours.

Moveable planter boxes may be used to physically define the perimeters of the footpath dining area however enclosures are to be kept to a minimum.

4.16 Perimeter Barricades

Where business use of the footpath is approved on the building line, high-contrast barriers may be installed on either side of the area being used. The height of any solid barrier is to be between 900 mm and 1.2 metres high.

Any proposed transparent solid barrier (such as Perspex) must comply with Australian Standards.

4.17 Signage/Advertising

The following controls apply to all advertising/signage to be displayed on the footpath:

- Electric, illuminated, or flashing revolving/ rotating signs are always prohibited.
- Signage on umbrellas and barriers must relate to the business and may include the business name, an associated corporate name/logo or product. For example, a cafe may have an umbrella sign which advertises the business name OR a coffee manufacturer OR the coffee sold at the premises;
- Signage on each umbrella or barrier must be the same as all other umbrellas or barriers in the Approved Area;
- No other signage will be approved on any other structure on the footpath, including furniture;
- Business identification signage for restaurants and cafes on outdoor dining structures is permitted on only two sides of the structure (on each side not facing the street or the business). Signage may be located on the side of the structures within a panel 30cm from the top of the structure across the width of the structure.
- Small menu boards in the Approved Area
- are permitted if secured and do not compromise visual amenity or safety of the public.
- A-frame signs are permitted only where approved by Council and must comply with clause 4.12 of this Policy.
- Sponsored signage is only permitted on temporary umbrellas and barriers;

4.18 Safety

Business use of the footpath must not reduce the safety of people from the business premises.

Where the footpath is required to be paved, raised, reconfigured, constructed, or reconstructed to address WH&S issues, slope or uneven surface conditions, works shall only be carried out in accordance with Council's specifications, supervision, and approvals. In such situations, the minimum-security deposit set in Council's annual Schedule of Fees and Charges shall not apply and the security deposit shall be determined by Council's delegated staff to appropriately address risks associated with the proposed works and reflect the value of those works.

4.19 Access

The applicant must provide access for people with disabilities in accordance with Australian Standards. No business use of Footpath approval will be approved adjacent to an accessible parking space.

Clearance of one (1) metre is always required from essential public infrastructure for access purposes. This includes electricity boxes, fire hydrants, benches, garden beds, planter boxes, post boxes, signage poles, trees etc.

Under no circumstances are kerbside approvals allowed to place furniture along the building line, even in inclement weather.

4.20 Umbrellas

Umbrellas should only be used where existing shelters such as awnings, verandas or trees do not provide sufficient sun protection.

Umbrellas and other shade structures must:

- Be secured to ensure that they can withstand the effects of wind at all times;
- Be able to be removed in windy conditions;
- Be removed when the outdoor seating area is not in use;
- Not encroach on, or interfere with, pedestrian movement;
- Be maintained in a sound and aesthetically acceptable condition to Council's satisfaction;
- Only contain advertising if in compliance with section 8.6 of this policy;
- Have an unobstructed vertical clearance of a minimum height of 2 metres;
- Be removed and stored (not on the footpath) outside of business hours;
- Always be located wholly within the approved footpath dining area;
- Be removed immediately if torn or damaged;
- Not be connected when they are in a row; and
- Be manufactured from fire retardant material if heaters are to be fixed to the frame.

- Fixed umbrellas may be considered and will be assessed by Council on a case-by-case basis at its sole discretion

4.21 Sunshade and Awning

Sunshade or awning structures may require Development Consent – refer to Council's appropriate planning guidelines. If structures are installed without Council consent, they are to be removed immediately at the owner's expense.

If structures are damaged, they are to be repaired immediately or completely removed at the owner's expense following Council's instruction.

4.22 Permanent Outdoor Structures

Permanent structures located on or over Council-owned footpaths are individually assessed on a case-by-case basis by Council Officers and may require the applicant, occupier and/or property owner to enter into a Deed and/or other legal agreement(s) in addition to a Footpath Dining Licence under this Policy.

The approval of any permanent structure is at Council's sole discretion and will be subject to site-specific considerations, including public safety, accessibility, asset management, maintenance requirements and the protection of Council infrastructure.

Unless otherwise specified in the relevant Deed or Agreement:

- Council will retain ownership of and responsibility for the structural maintenance of approved permanent structures located on or over Council land.
- The Licence Holder or occupier must keep the structure and surrounding area in a clean, safe and sanitary condition always, including the prompt removal of litter, graffiti and other contaminants.
- The Licence Holder or occupier is responsible for the day-to-day upkeep and presentation of the structure, including cleaning and routine maintenance that does not constitute structural maintenance.
- The Licence Holder or occupier will be liable for the cost of repairing any damage to the permanent structure, Council assets or adjoining public infrastructure arising from their act, omission, negligence, misuse, or the act, omission or negligence of their employees, contractors, customers or agents.
- Where Council reasonably determines that repairs are required as a result of such damage, Council may undertake the necessary works and recover all associated costs from the Licence Holder or occupier.
- The Licence Holder or occupier must promptly notify Council of any damage, defect or safety issue affecting the structure.

Nothing in this section limits Council's rights under any Deed, Licence or other agreement, or its ability to recover costs associated with damage to Council assets.

4.23 Bus Zones / Intersections / Pedestrian Crossings

Clearance from bus zones must always be maintained to provide direct access from the pedestrian zone when exiting a bus. An Approved Areas adjoining bus stops must be located at least 10 metres from the bus stop. Council may at its own discretion choose to alter this requirement on a case-by-case basis.

4.24 Intersections / Corners

Trading within 10 metres of an intersection is prohibited to ensure adequate sight lines for vehicles, cyclists and pedestrians. Council may at its own discretion choose to alter this requirement on a case by case basis.

4.25 Roller Blinds / Clear Plastic Dropdowns

The use of clear plastic roller or drop-down blinds may be considered subject to Council's approval. The enclosures must:

- be manufactured of a high-quality marine grade clear plastic. Black mesh may be considered if there is no obstruction of sight lines;
- be securely fitted and installed to the pavement or base of the structure to withstand the effects of wind conditions (method of securing to the pavement must be shown on application);
- have a minimum of one side open at all times;
- be regularly maintained to a reasonable standard;
- not be located near any heating devices;
- not undermine the strength of the structure to which they are attached; and
- be removed if blinds are torn or damaged and replaced as soon as possible.

4.26 Delineation of Approved Area

An Approved Areas can be delineated by pavement tactiles (metal studs) fixed in the corners and installed and maintained by Council. All furniture must be located within the defined trading zone at all times.

4.27 Compliance

Once the footpath activation area is approved and in operation, Council Officers will undertake regular inspections to ensure approval holders are abiding by their licence conditions. Council may deal with breach through any or all of the following methods:

- Warning email issued for breach;
- Infringement notice;
- Licence Agreement termination; and
- Legal action as required.

4.28 Display of Goods

Display stands must be located within the approved trading zone and must be removed when the business is not operating.

Display stands must be of a high-quality design:

Height: minimum 700 mm: maximum 1,000mm. Width: minimum 1,000 mm: maximum 3,000mm

Wheels on display stands must be lockable. All goods must be secured so they cannot be displaced by wind and/or other weather events.

4.29 Public Liability

Business use of the footpath approval will only be valid where adequate insurance cover is provided by the business owner. To ensure protection from claims that may arise the business operator must:

- provide evidence of public liability insurance for not less than \$20,000,000 at all times during the term of the approval noting City of Canada Bay Council as an interested party;
- Indemnify the City of Canada Bay Council against any public liability claims within the area between the front property boundary of the shop and the kerb line for the full frontage of the shop or area approved;
- At least 2 weeks prior to the expiry date, provide Council with a certificate of currency of insurance renewal for each annual approval period.

4.30 Awning Certification

Where a building awning projects over the footpath or other Council land, certification confirming the structural integrity and safety of the awning for a period of 5 years must be provided by a suitable qualified structural engineer.

Under s.142 of the *Roads Act* 1993 the owner of the building is responsible for the awning structure, the maintenance, and ensuring it remains in a satisfactory state of repair.

All maintenance of the awnings should be carried out in accordance with the Association of Consulting Structural Engineers of NSW Practice Note No.18 (or its replacement if superseded), where the process by which an engineer is able to certify an existing awning is described.

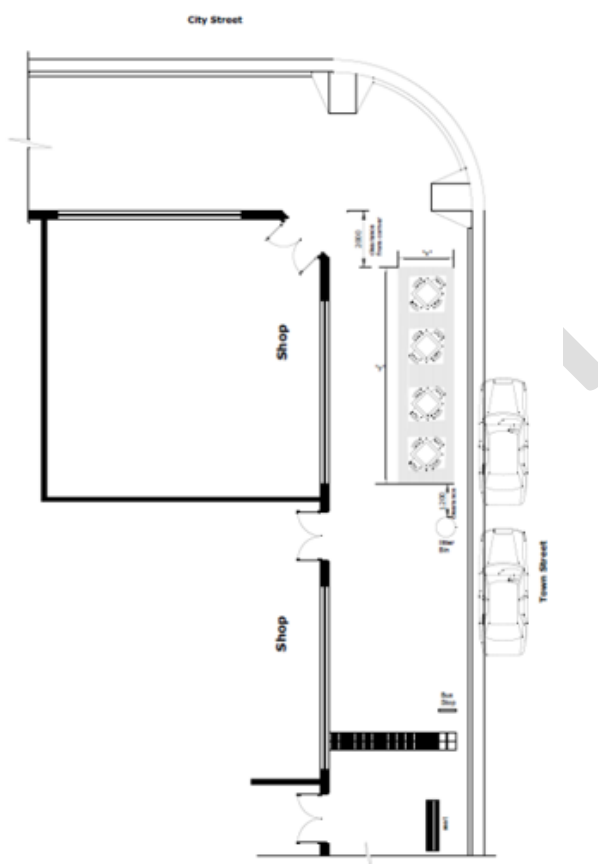
Where the business use of footpath approval holder is not the owner of the building, it is still a requirement of Council that structural certification is provided to ensure that the footpath dining area is safe for the public to occupy. If the owner refuses to comply with this condition, the onus falls on the business owner/applicant to obtain the certificate.

If the footpath dining area is not directly under building awning, Council will still require awning certification due to the increased foot traffic generated by patrons utilising footpath dining areas associated with the business.

For new business use of footpath applications Council will require the structural certification of the building awning prior to any approval. For existing approval holders, further certification will be required every five (5) years to ensure the structure remains in a safe state of repair.

4.31 Site Plan

An outdoor dining plan is to be legible and allow Council Officers to assess the approved outdoor dining area efficiently and effectively. Please note that Council will not accept hand drawn plans. See sample site plan below as a reference guide.



An outdoor dining area should be to scale and with clearly marked dimensions, showing:

- The width of the pavement and the proposed outdoor dining area.
- The location of the outdoor dining area on the footway, along with the associated premises, and neighbouring premises.
- Layout of the outdoor dining area, including its width, and also noting any furniture such as tables, chairs, umbrellas, heaters etc.
- Clearances around the outdoor dining area from trees, the kerb, street furniture, street signs

etc.

- Location of all existing street fixtures, including benches, poles, bike parking rings, bins etc.
- Location of transport stops, taxi ranks, parking areas, loading zones, pedestrian crossings and street intersections (if any).
- The location of any doorways or service openings.

4.32 Approval and Rental Cost

An agreement must be entered into between the business operator and Council and includes the provision for an annual rental fee charged per square metre. The approval is for a period of seven (7) years and may be varied or revoked at any time at the discretion of Council.

A security deposit is required to be paid at the time the agreement is entered into. The deposit is refundable at the conclusion of the agreement on the basis that no damage has been caused to Council land and all fees are up to date. Council may at its own discretion call upon the Security Deposit to remedy any breach of any other agreement the Licensee may have with Council and/or any pending fees or charges payable to Council.

Council's schedule of fees and charges is reviewed annually. Refer to Council's Customer Service Centre.

Council's web site at www.canadabay.nsw.gov.au for current fees.

Following the granting of approval and payment of the appropriate fees, a display notice will be issued to the operator. This display notice stipulates the use, hours of operation and Approved Area. The notice must be prominently displayed in the front window of the business to which it refers to. The notice must be clearly visible to Council Officers and the public from the exterior of the business.

4.33 Council Right to terminate Council may terminate the approval if:

- the approval fee, or part thereof, is in arrears for more than 14 days (whether or not the Council has demanded payment);
- any other fee owed to Council is in arrears for more than 14 days, for example food inspection fees;
- the approval holder breaches the approval and does not remedy the breach within 14 days of receipt of written notice from the Council;
- in Council's opinion, the road safety or traffic circumstances regarding the Approved Area substantially change; or
- Council's approval granted pursuant to s.68 of the *Local Government Act* 1993 or s.125 of the *Roads Act* 1993 is either revoked by Council or lapses.

4.34 Licensee Right to Terminate

The approval holder may terminate the approval by providing 30 days' notice in writing to Council.

If the appropriate notice is not provided, Council reserves its right to charge the applicable licence

fee on a pro rata basis up to the termination date.

4.35 Complaints

Following receipt of a complaint against the applicant or breach by the applicant, the Council may undertake one or more of the following actions requesting the applicant to rectify the breach:

1. a verbal warning;
2. a written warning; and
3. issuance of an infringement notice.

Should the breach remain unrectified and/or the applicant continues to breach the terms of the agreement, Council reserves its rights under the licence agreement, including the right to terminate and/or seek any other remedy available under law. -

Should the approval be terminated due to any of the reasons outlined in clause

13, the termination will be put into effect for a period of at least 12 months. This does not apply to new applications lodged by new business operators at the same address.

In certain circumstances and where appropriate, Council may terminate the approval without notice, effective immediately.

4.36 Conduct of Business

To ensure that the operation of business use of footpath areas does not intrude upon the amenity of neighbouring shops and streets the following is required:

- If disposable crockery and cutlery is used, then a waste bin must be made available within the premises (not on the footpath);
- Waste generated by businesses using footpaths must not be placed in public bins;
- Food and drink must not be prepared in the area approved for outdoor eating;
- The footpath dining area and the pedestrian zone must always be kept clean and any spilt food, liquid, or other material likely to cause injury shall be removed immediately by the approval holder;
- The hours of operation for any business use of footpath area must be the same as, or less than, the approved hours of operation of the associated business. The hours of operation for the business use of footpath areas may be limited if it is considered that the amenity of the surrounding area or the safety of pedestrians or patrons may be adversely affected;
- Noise - amplified music is permitted in business use of footpath areas providing it is recorded music, played at not more than 5dBA above background noise level, the business is approved to do so (APRA or PPCA) and complies with the *Protection of the Environment Operations Act* – Noise Provisions.

4.37 Maintenance and Cleaning

The approval holder is required to comply with all health and maintenance aspects of being a food and beverage business, including the conditions of the Business Use of Footpath Approval. Specific requirements are:

- ensure the furniture in the Approved Area is clean and well maintained;
- where outdoor dining areas adjoin nature strips or garden areas, operators must ensure that all waste generated from their premises and by their customers (including cigarette butts) is promptly removed;
- litter generated by footpath trading must be picked up and deposited in business bins kept within the premises;
- ensure the pavement is always kept clean.
- if pressure cleaning is required to remove grease/oil food spills from the footpath this is the responsibility of the approval holder; and
- environmentally safe cleaning methods must always be used.

4.38 Smoking

Under the Policy, an Approved Area is deemed a commercial outdoor dining area whether food is served or not. Approval holders acknowledge that Smoking is NOT permitted in any area located on the footpath on which the approval is provided. Smoking may include:

- 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.

In addition to this, the Policy prohibits smoking in any area which is covered or substantially enclosed as defined in the Smoke-free Environment Act 2000. The Smoke-free Environment Act 2000 came into effect from 6 July 2015 in all commercial footpath dining areas across NSW. For avoidance of doubt no smoking is permitted in any footpath dining area where food is served.

Approval holders under this Policy 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 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.

Notwithstanding the requirements of this section, 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 a footpath dining approval.

For the purposes of this Policy, only licensed hotels and registered clubs operating under a valid

liquor licence are eligible to apply for consideration of a designated outdoor smoking area. Restaurants, cafés and other hospitality venues are not eligible for consideration under this provision.

Any application for a designated outdoor smoking area will be assessed by Council on a case-by-case basis and must comply with all applicable legislation, regulations, guidelines and policies, including but not limited to the *Smoke-free Environment Act 2000 (NSW)*, the *Smoke-free Environment Regulation 2016 (NSW)*, liquor licensing requirements and any other relevant statutory requirements in force from time to time.

Council may impose such conditions as it considers necessary to ensure public safety, accessibility, pedestrian amenity, effective management of the public domain and compliance with legislative requirements. Council may refuse, approve, modify, suspend or revoke any approval for a designated smoking area at any time and for any reason it considers appropriate.

The granting of a Footpath Dining Approval does not confer any right, entitlement or legitimate expectation that a designated smoking area will be approved by Council.

4.39 Enforcement and Compliance

Enforcement is permitted under the Roads (General) Regulation 2000 in relation to the placement of obstructions on the footpath, or Section 125(1) and 121B of the *Environment Planning and Assessment Act 1979*. Failure to comply with the conduct of business set out herein or with the enforcement order may result in receiving a fine or cancellation of the approval. These offences incur penalties determined by state legislation.

The Council's Law Enforcement Team monitors the operation of footpath approvals and ensures the conditions of approval are met.

4.40 Selling and Consumption of Liquor

The selling of any alcoholic or intoxicating liquor is only permitted on the footpath area if the appropriate licence from the NSW Liquor & Gaming has been obtained Refer the Liquor & Gaming website for further information and relevant forms: <https://www.liquorandgaming.nsw.gov.au>.

Council, in its absolute discretion (within the agreement), reserves the right to prohibit the sale or consumption of alcohol within the Approved Area should it be considered.

4.41 Policy Implementation and Review

- Adoption: Council originally adopted this policy on 15 November 2005.
- Implementation: The policy has been effective since 16 November 2005.
- Review: The policy will be reviewed every 5 years, with the next review in 2031.
- Responsibility: Council's Property Strategy and Leasing Division is responsible for the implementation and review of the policy.

4.42 Approval Process for Footpath Dining

Step 1 Preliminary Consultation

- Discussion with Council's Property Strategy and Leasing team;
- Property Strategy and Leasing team will investigate and confirm suitability of site.

Step 2 Prepare Application

- Complete Business Use of Footpath Application Form (available on Council's website: <https://cityofcanadabay.snapforms.com.au/form/business-use-of-footpath-application-form>)
- Consult and obtain consent of the owner of the premises (landlord or principal leaseholder)
- Refer to the Business Use of Footpath Policy for detailed requirements
- Supply all requested documentation (if all information is not supplied application will not be processed)

Step 3 Lodge Application

- Lodge application online with Council and pay the application fee;
- Property Strategy and Leasing Team assesses applications.

Step 4 Determination of Application

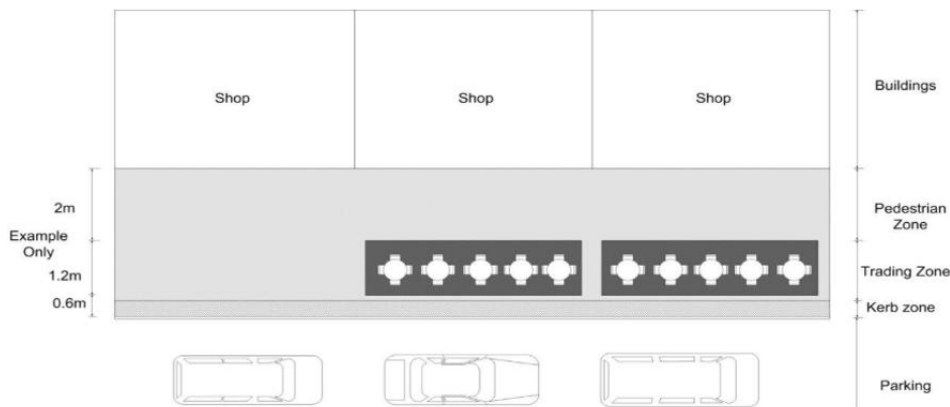
- Assessment completed;
- Determination of application.
- Implementation of approved proposal:
 - Security deposit to be paid
 - Invoice to be paid
 - Approval documentation to be signed and returned to Council
 - Public liability insurance certificate of currency supplied to Council
 - Engineer's awning certificate supplied to Council

Step 5 Approval

- A display notice will be issued which is to be displayed in the front window of the subject premises at a minimum height of 800mm and a maximum height of 1700mm above ground level. This will allow Council Officers to check the permit without disrupting your normal business operations.

4.43 Precinct Descriptions

Assessment principle	
Area to be occupied	Items of furniture must be located adjacent to the kerbside of the footpath . Occupation must not cause inconvenience to pedestrians. Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner must not be occupied except where specially designed and fenced garden areas are installed.
Location to be occupied	A distance of 600 mm from the kerbside must be kept clear at all times.
Pedestrian access	Minimum public access along the footpath is 2 metres and must be left in a clear and consistent zone along the building line.
Shade structures	All shade or awning structures require Development Consent – refer to Council's appropriate planning guidelines for further information. As a guide, the following applies: • The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. • Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. • Where footpath awnings do not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



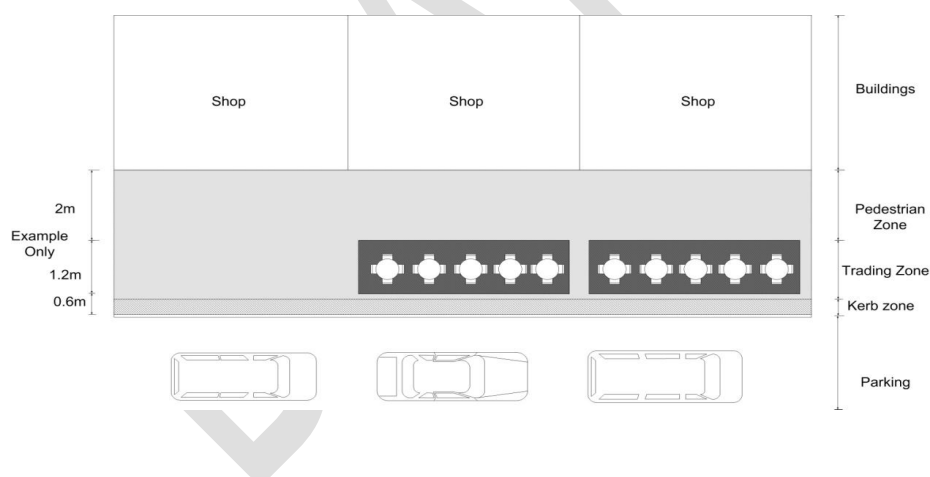
4.44 Precinct 1 – Abbotsford – Great North Road

Assessment principle	
Area to be occupied	Items of furniture must be located adjacent to the kerbside of the footpath. Occupation shall not cause inconvenience to pedestrians. Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner shall not be occupied except specially designed and fenced garden areas. Occupation should not cause inconvenience to pedestrians.
Pedestrian access	Minimum public access along the footpath is 2 metres and must be left in a clear and consistent lane along the kerb line. A distance of 600mm from kerbside must be kept clear at all times.

Shade structures

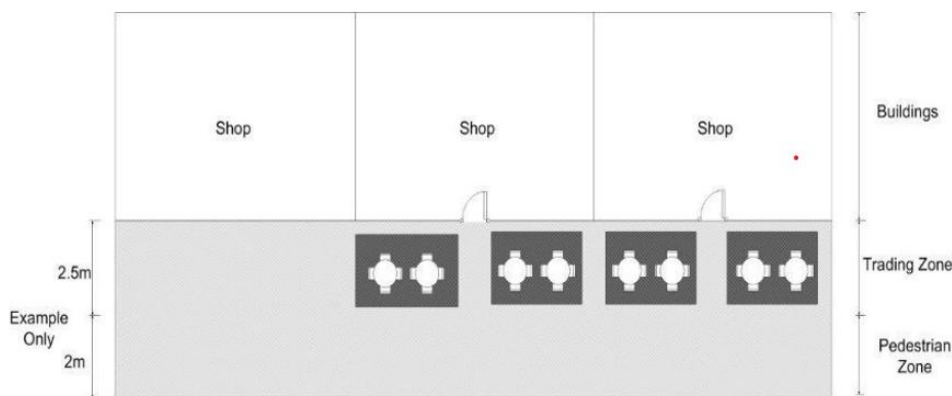
As a guide, the following applies:

- The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment.
- Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space.
- For any attachment to the existing building awning, development consent will need to be obtained.
- Where footpath awnings do not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible.
- The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



4.45 Precinct 2 – Cabarita – Cabarita Road

Assessment principle	
Area to be occupied	Items of furniture must be located on the building line of the footpath adjacent to the approved business only. This ensures that access to pedestrian crossings, bus stops and street furniture can be maintained in this small neighbourhood centre. Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner must not be occupied except where specially designed and fenced garden areas are installed. Occupation must not cause inconvenience to pedestrians.
Pedestrian access	Minimum public access along the footpath is 2 metres and must be left in a clear and consistent lane along the kerb line.
Shade structures	All shade or awning structures require Development Consent – refer to Council's appropriate planning guidelines for further information. As a guide, the following applies: • The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. • Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. • For any attachment to the existing building awning, development consent will need to be obtained. • Where footpath awnings do not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. • The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.

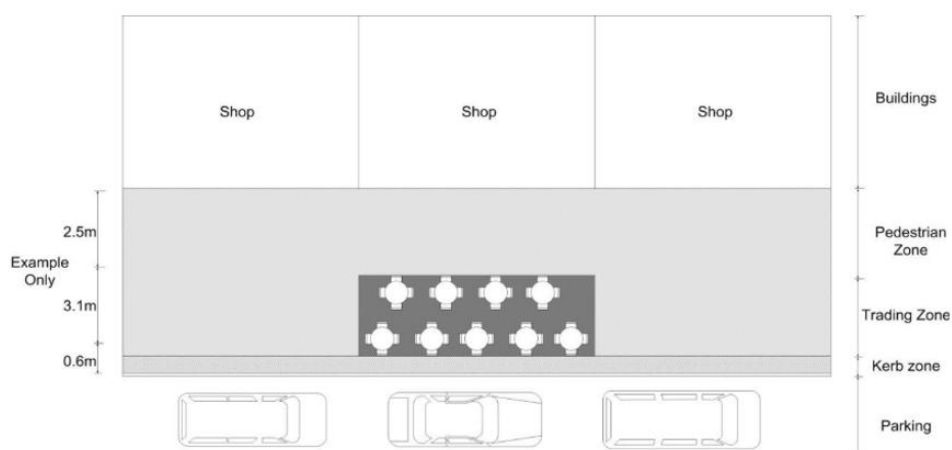


4.46 Precinct 3 – Concord – Majors Bay Road

Assessment principle	
Area to be occupied	Items of furniture must be located adjacent to the kerbside of the footpath . Occupation must not cause inconvenience to pedestrians. Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner must not be occupied except in specially designed and fenced garden areas.
Location to be occupied	A distance of 600 mm from the kerbside must be kept clear at all times.
Pedestrian access	Minimum width of 2.5 metres along Majors Bay Road must be maintained from the building line.
Shade structures	All shade or awning structures require Development Consent – refer to Council's appropriate planning guidelines for further information. As a guide, the following applies: - The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. - Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. - For any attachment to the existing building awning, development consent will need to be obtained. - The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.

Assessment principle

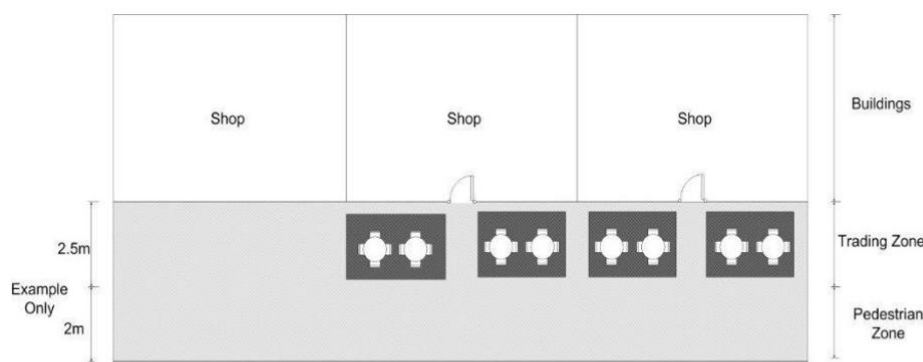
Structures in specially designed widened bays **must be approved by Council.**



4.47 Precinct 4 – North Strathfield and Concord West – Concord Road

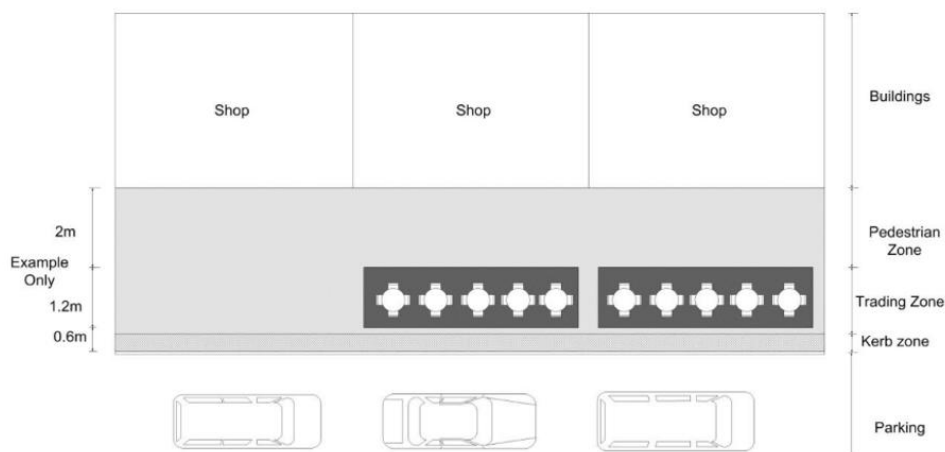
Assessment principle	Assessment principle
Area to be occupied	Items of furniture must only be located on the building line of the footpath adjacent to the premises of the approved business.
	The reason for building line occupation is to ensure safety at peak traffic times when Concord Road becomes a clearway and is used heavily by vehicles travelling at 60 km per hour. Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner must not be occupied except where specially designed and fenced garden areas are installed. Occupation must not cause inconvenience to pedestrians.
Pedestrian access	Minimum public access along the footpath is 2 metres and must be left in a clear and consistent lane along the kerb line.

Assessment principle	Assessment principle
Shade structures	All shade or awning structures require Development Consent – refer to Council’s appropriate planning guidelines for further information. As a guide, the following applies: - The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. - Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. - For any attachment to the existing building awning, development consent will need to be obtained. - Where footpath awnings do not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. - The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



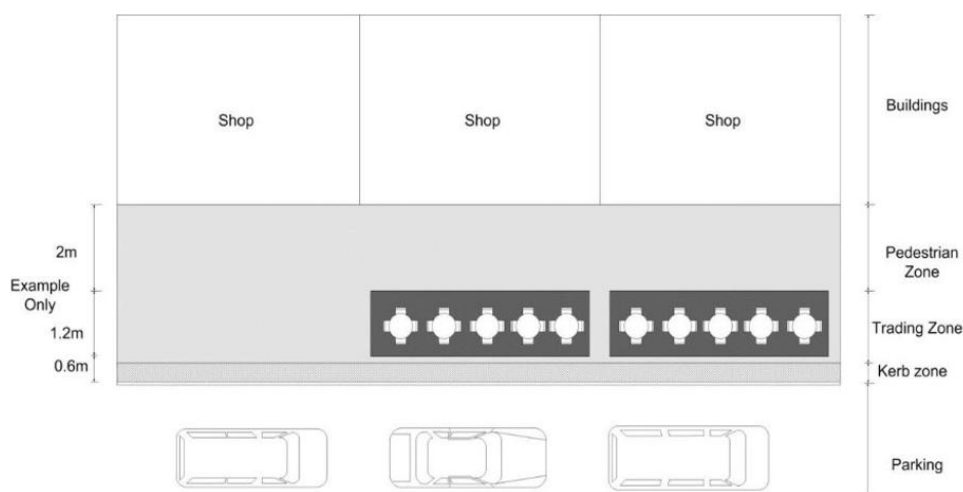
4.48 Precinct 5 – Concord West – Victoria Road and Queen Street

Assessment principle	
Area to be occupied	Items of furniture must be located adjacent to the kerbside of the footpath. There are specially designated footpath dining areas which can be accessed by any local business. Occupation must not cause inconvenience to pedestrians. Areas closer than 5 metres from an intersection or corner must not be occupied except where specially designed and fenced garden areas have been installed.
Location to be occupied	A distance of 600 mm from the kerbside must be kept clear at all times.
Pedestrian access	Minimum public access along the footpath is 2 metres and must be left in a clear and consistent zone along the building line.
Shade structures	All shade or awning structures require Development Consent – refer to Council’s appropriate planning guidelines for further information. As a guide, the following applies: • The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. • Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. • For any attachment to the existing building awning, development consent will need to be obtained. • Where footpath awnings do not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. For any attachment to the awning, development consent will need to be obtained. • The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



4.49 Precinct 6 – Five Dock – Great North Road, Ramsay Road and Garfield Street

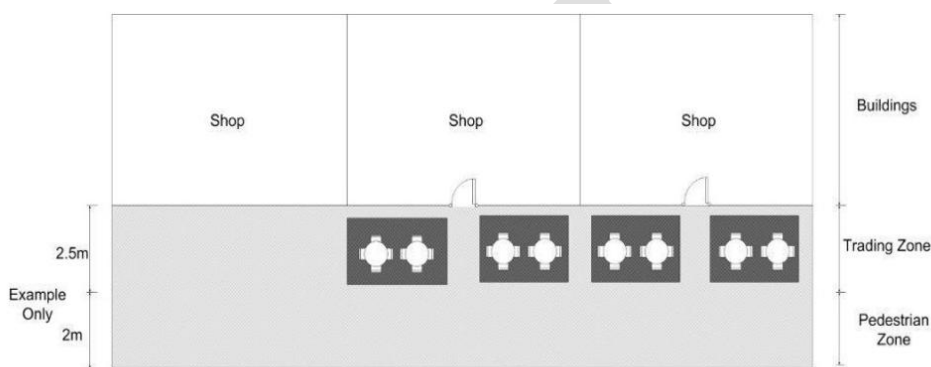
Assessment principle	
Area to be occupied	Items of furniture must be located adjacent to the kerbside of the footpath.
Location to be occupied	A distance of 600 mm from the kerbside must be kept clear at all times.
Pedestrian access	Minimum public access along the footpath is 2 metres. An area of 2 metres must be left in a clear and consistent lane along the building line.
Shade structures	All shade or awning structures require Development Consent – refer to Council's appropriate planning guidelines for further information. As a guide, the following applies: - The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. - Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. - For any attachment to the existing building awning, development consent will need to be obtained. - The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



4.50 Precinct 7 – Drummoyne / Russell Lea / Five Dock – Lyons Road

Assessment principle	
Area to be occupied	Items of furniture must only be located on the building line of the footpath adjacent to the premises of the approved business. The reason for building line occupation is to ensure safety at peak traffic times when Lyons Road becomes a clearway and is used heavily by vehicles travelling at 60 km per hour. Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner must not be occupied except where specially designed and fenced garden areas are installed. Occupation must not cause inconvenience to pedestrians.
Pedestrian access	Minimum public access along the footpath is 2 metres and must be left in a clear and consistent zone along the building line.
Shade structures	All shade or awning structures require Development Consent – refer to Council's appropriate planning guidelines for further information. As a guide, the following applies: - The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. - Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. - For any attachment to the existing building awning,

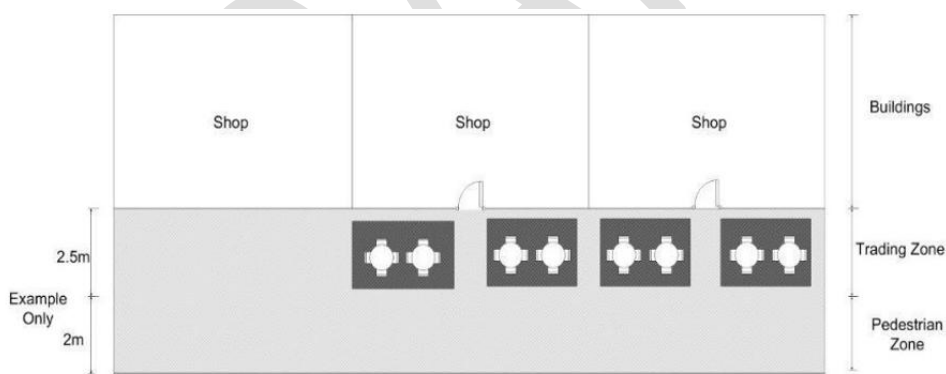
Assessment principle	
	development consent will need to be obtained. - Where footpath awnings do not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. For any attachment to the awning, development consent will need to be obtained. - The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



4.51 Precinct 8 – Mortlake – Gale, Mortlake and Hilly Streets and Tennyson Road

Assessment principle	
Area to be occupied	Items of furniture must only be located on the building line of the footpath adjacent to the premises of the approved business. The reason for building line occupation is to ensure that access to pedestrian crossings, bus stops and street furniture can be maintained in this small neighbourhood centre. Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner must not be occupied except where specially designed and fenced garden areas are installed. Occupation must not cause inconvenience to pedestrians.
Pedestrian access	Minimum public access along the footpath is 2 metres and must be left in a clear and consistent zone along the building line.

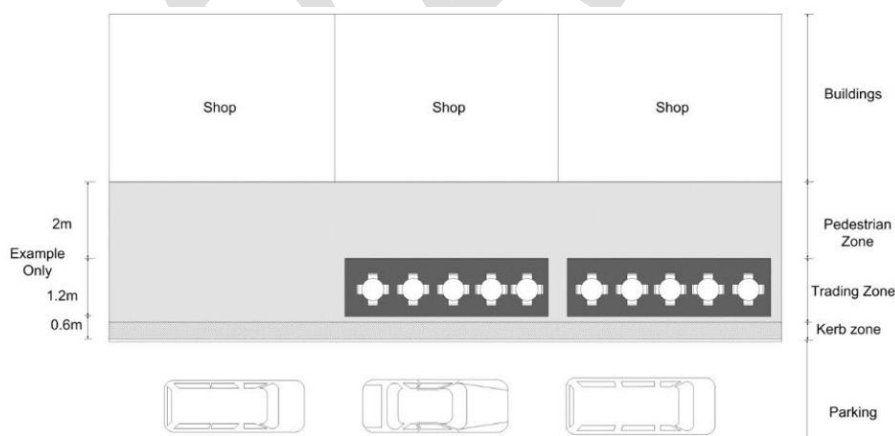
Assessment principle	
Shade structures	All shade or awning structures require Development Consent – refer to Council's appropriate planning guidelines for further information. As a guide, the following applies: - The colour chosen for the shade structure should be compatible with the surrounding streetscape or any outdoor furniture for the subject establishment. - Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. - For any attachment to the existing building awning, development consent will need to be obtained. - Where a building awning does not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. For any attachment to the awning, development consent will need to be obtained. The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



4.52 Precinct 9 – North Strathfield – George Street / Bakehouse Quarter

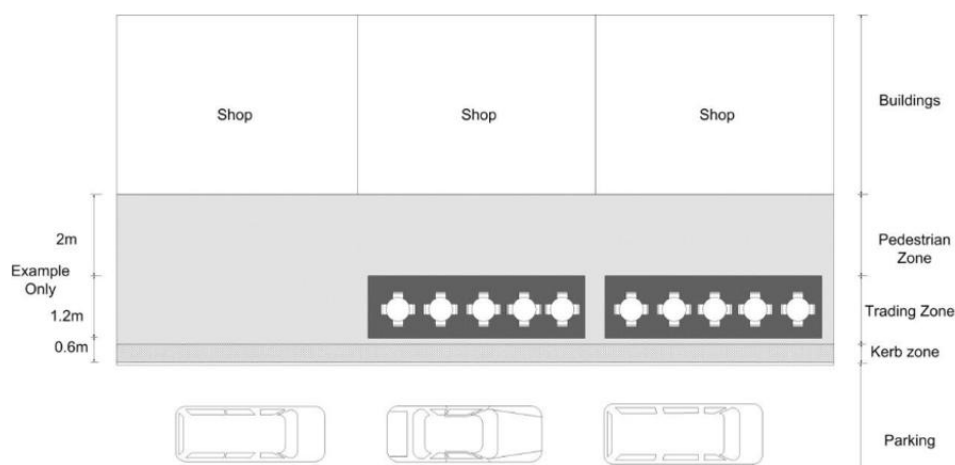
Assessment principle	
Area to be occupied	Items of furniture must be located adjacent to the kerbside of the footpath. Occupation must not cause inconvenience to pedestrians. Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner must not be occupied except where specially

Assessment principle	
	designed and fenced garden areas have been installed.
Location to be occupied	A distance of 600 mm from the kerbside must be kept clear at all times.
Pedestrian access	Minimum public access along the footpath is 2 metres and must be left in a clear and consistent lane along the building line.
Shade structures	All shade or awning structures require Development Consent – refer to Council's appropriate planning guidelines for further information. As a guide, the following applies: - The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. - Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. - Where a building awning does not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



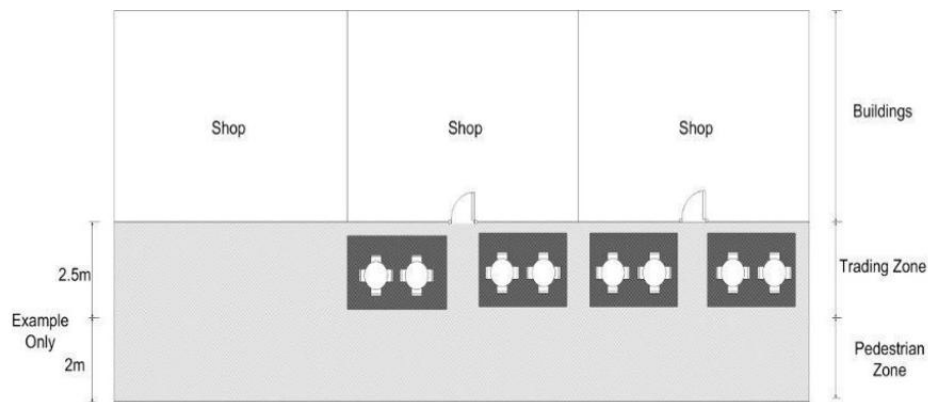
4.53 Precinct 10 – Wareemba – Great North Road

Assessment principle	
Area to be occupied	Items of furniture must be located adjacent to the kerbside of the footpath. Occupation must not cause inconvenience to pedestrians. Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner must not be occupied except where specially designed and fenced garden areas have been installed.
Location to be occupied	A distance of 600 mm from the kerbside must be kept clear at all times.
Pedestrian access	Minimum public access along the footpath is 2 metres and must be left in a clear and consistent lane along the building line.
Shade structures	All shade or awning structures require Development Consent – refer to Council's appropriate planning guidelines for further information. As a guide, the following applies: • The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. • Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. • Where a building awning does not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. • The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



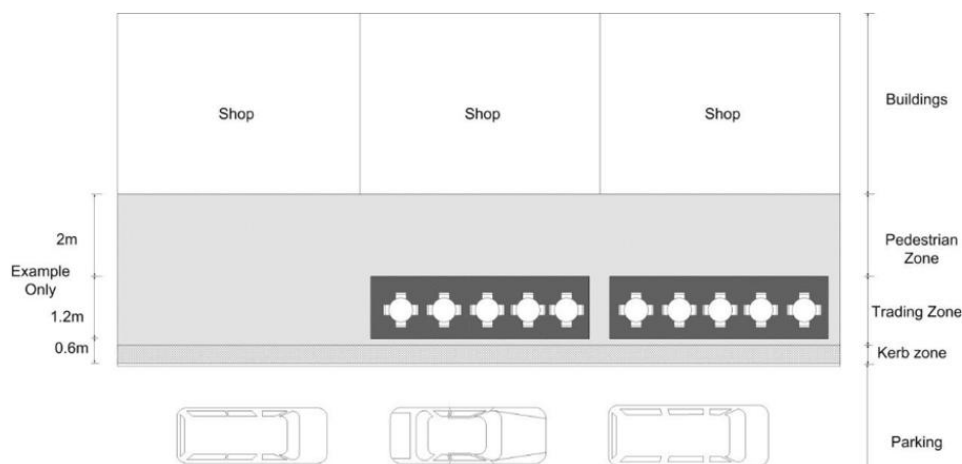
4.54 Precinct 11 – Rhodes Town Square & The Pinnacle

Assessment principle	
Area to be occupied	Items of furniture must only be located on the building line of the footpath adjacent to the premises of the approved business. The reason for building line occupation is to ensure that pedestrian access through the Town Square remains clear and consistent. Occupation must not cause inconvenience to pedestrians.
Location to be occupied	Items of furniture must only be located on the building line.
Shade structures	Due to severe wind conditions in the Town Square, no umbrellas or shade structures are to be used for the Business Use of Footpath area.



4.55 Precinct 12 – Rhodes, all other areas

Assessment principle	
Area to be occupied	Items of furniture must be located on the kerbside of the footpath. Occupation must not cause inconvenience to pedestrians. Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner must not be occupied except where specially designed and fenced garden areas have been installed.
Location to be occupied	A distance of 600 mm from the kerbside must be kept clear at all times.
Pedestrian access	Minimum public access along the footpath is 2 metres and must be left in a clear and consistent lane along the building line.
Shade structures	All shade or awning structures require Development Consent – refer to Council’s appropriate planning guidelines for further information. As a guide, the following applies: - The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. - Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. - Where an awning does not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



4.56 Precinct 13 – All Other Areas

Assessment Principle

Any area not included within these precinct descriptions will be assessed individually on a case-by-case basis, depending on the location and accessibility. Certain precinct requirements may vary depending on unique circumstances as assessed by Council.

Please note that in certain locations throughout Canada Bay, Business Use of Footpath is not permitted.

Any person looking to lodge an application should consult with Council's Property Strategy and Leasing team prior to lodging an application

5 Responsibilities

Role	Responsibility
Manager, Property Strategy and Leasing	Approves applications and exercises delegated authority under this Policy. Provides strategic oversight of the administration and implementation of the Policy.
Senior Property Officers	Assess and administer applications under this Policy, including liaising with applicants, reviewing eligibility and compliance requirements, preparing approvals and managing licence agreements.

Role	Responsibility
Administration Officer	Provides administrative support in relation to applications, records management, correspondence, invoicing and other ongoing administrative functions associated with this Policy
Roads and Traffic	Provides advice regarding the use of footpaths on Council and State roads, including traffic, pedestrian safety and accessibility requirements, precinct specific guidelines, and any necessary road authority approvals.
Law Enforcement Officer	Monitor and enforce compliance with this Policy, licence conditions and relevant legislation, including investigating complaints and undertaking compliance action where required.

6 Laws and Standards

- Local Government Act
- Section 153 of the Roads Act
- Smoke-free Environment Act 2000

7 Ownership and Approval

Responsibility	Role
Author	Coordinator Property Operations
Owner	Property Strategy and Leasing
Endorser	Canada Bay Council Executive
Approver	Council

Attachment 1– Investment Report JUNE 2026



INVESTMENT
REPORT
JUNE 2026

INVESTMENT REPORT JUNE 2026

INVESTMENT REPORT JUNE 2026

Contents

June 2026 Investment Report	3
Statement of Cash Investments as of 30 June 2026	3
Total Interest Received during June 2026	6
Fossil Fuel Allocation (Green Funding) as of 30 June 2026	7
Statement of Consolidated Cash and Investments as of 30 June 2026	9
Comparative Graphs	10

INVESTMENT REPORT JUNE 2026

June 2026 Investment Report

Statement of Cash Investments as of 30 June 2026

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
17/10/26	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	5.94%	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	AA-	\$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%		

Certificate of the Responsible Accounting Officer

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

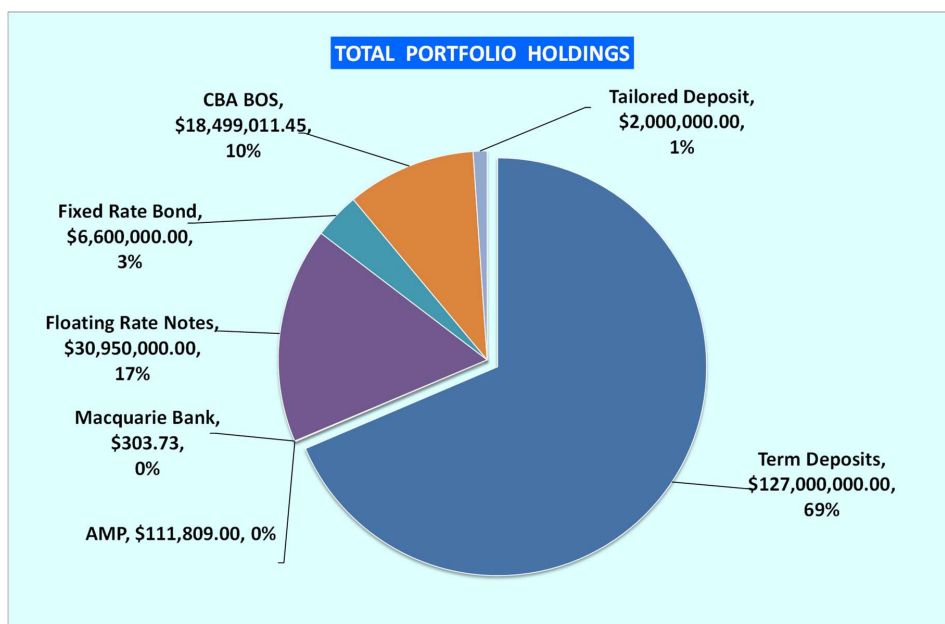
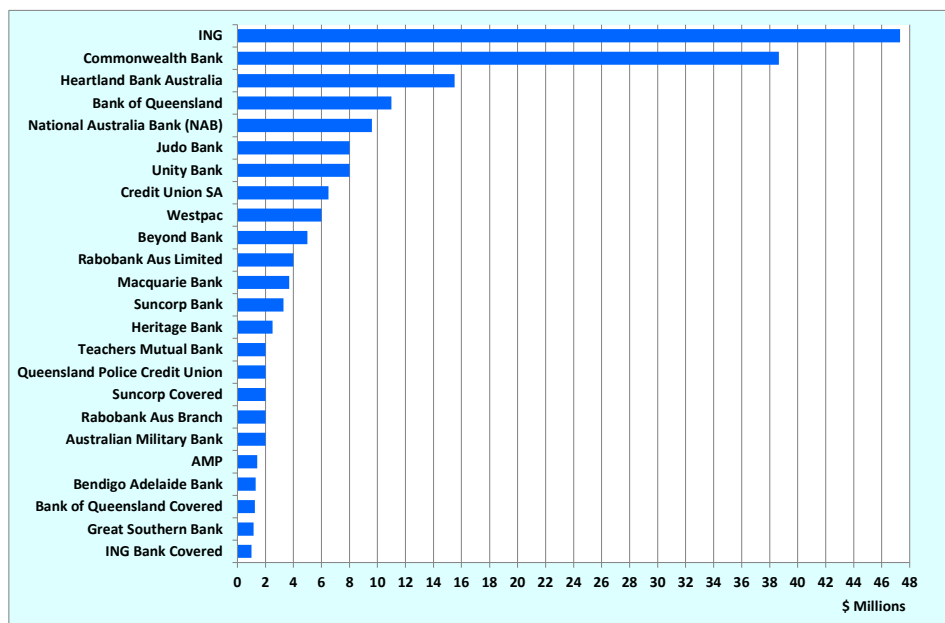
Jourdan Di Leo

Date: 03 Jul 2026

Page 3 of 12

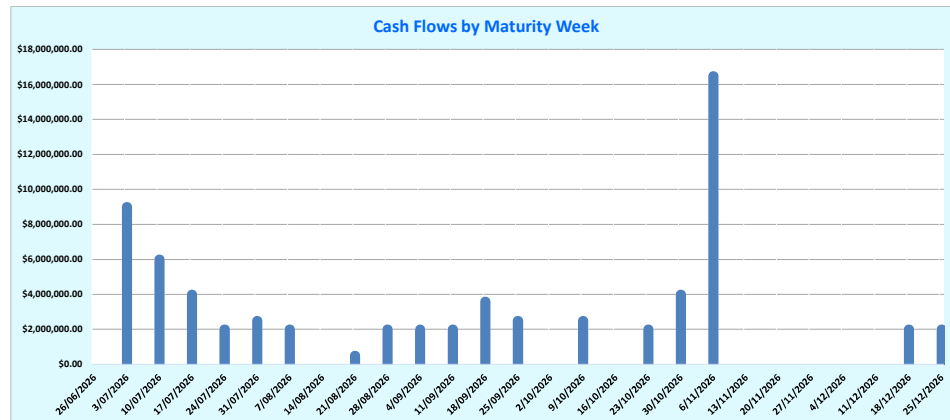
INVESTMENT REPORT JUNE 2026

Total Investment Deposits by Institution as of 30 June 2026



INVESTMENT REPORT JUNE 2026

Weekly cash flow forecast for 6 months as of 30 June 2026



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

LT Ratings	ADI	Individual Limit	% of Portfolio
AAA	ING Bank Covered	50%	0.54%
	Bank of Queensland Covered	50%	0.68%
	Suncorp Covered	50%	1.08%
AA-	Suncorp Bank	45%	1.78%
	Westpac	45%	3.24%
	National Australia Bank (NAB)	45%	5.18%
	Commonwealth Bank	45%	20.87%
A+	Rabobank Aus Branch	30%	1.08%
	Macquarie Bank	30%	2.00%
A	Rabobank Aus Limited	30%	2.16%
	ING	30%	25.55%
A-	Bank of Queensland	30%	5.94%
	Bendigo Adelaide Bank	30%	0.70%
BBB+	Great Southern Bank	10%	0.62%
	Australian Military Bank	10%	1.08%
	Heritage Bank	10%	1.35%
	Unity Bank	10%	4.32%
	Beyond Bank	10%	2.70%
	AMP	10%	0.76%
	Teachers Mutual Bank	10%	1.08%
BBB	Heartland Bank Australia	10%	8.37%
	Queensland Police Credit Union	10%	1.08%
	Credit Union SA	10%	3.51%
	Judo Bank	10%	4.32%
Total Portfolio			100.00%

INVESTMENT REPORT JUNE 2026

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

Compliant	LT Ratings	Invested(\$)	Minimum Limit %	% Maximum Limit per category	% Maximum Limit Accumulated	% Invested per category	% Invested Accumulated	Variance %
✓	AAA-AA-	\$61,799,011.45	30%	100%	100%	33.38%	33.38%	3.38%
✓	A+ A A-	\$69,300,303.73	0%	70%	70%	37.43%	66.62%	-3.38%
✓	BBB+ BBB BBB-	\$54,061,809.00	0%	40%		29.20%		
✓	Unrated	\$0.00	0%	0%	0%	0.00%		
Total Portfolio and Bank		\$185,161,124.18				100.00%		

Investment Transactions during June 2026

Date	Transaction	Bank/Issuer	Type	Term	Int Rate	Amount	Interest Paid
31/05/2026	Balance	Investment Balance Fair Value				\$189,800,802.45	
2/06/2026	Purchase	Commonwealth Bank	Term Deposits	37	4.67%	\$2,000,000.00	
3/06/2026	Maturity	Bank of Queensland	Term Deposits	196	4.33%	(\$2,500,000.00)	\$58,128.77
5/06/2026	Purchase	Commonwealth Bank	Term Deposits	41	4.70%	\$2,000,000.00	
10/06/2026	Maturity	MyState Bank	Term Deposits	152	4.50%	(\$3,000,000.00)	\$56,219.18
12/06/2026	Purchase	Commonwealth Bank	Term Deposits	54	4.80%	\$2,000,000.00	
15/06/2026	Reset	AMP	Floating Rate Notes	549	5.45%	(\$1,300,000.00)	\$18,237.93
15/06/2026	Reset	AMP	Floating Rate Notes	455	5.74%	\$1,300,000.00	
15/06/2026	Reset	Macquarie Bank	Floating Rate Notes	182	5.02%	(\$1,600,000.00)	\$20,040.54
15/06/2026	Reset	Macquarie Bank	Floating Rate Notes	91	5.32%	\$1,600,000.00	
16/06/2026	Maturity	Teachers Mutual Bank	Floating Rate Notes	92	4.85%	(\$850,000.00)	\$10,399.31
17/06/2026	Maturity	MyState Bank	Term Deposits	146	4.40%	(\$2,000,000.00)	\$35,200.00
18/06/2026	Reset	National Australia Bank (NAB)	Floating Rate Notes	1461	5.09%	(\$1,600,000.00)	\$20,521.70
18/06/2026	Reset	National Australia Bank (NAB)	Floating Rate Notes	1369	5.30%	\$1,600,000.00	
19/06/2026	Reset	Westpac	Floating Rate Notes	1553	5.10%	(\$1,200,000.00)	\$15,412.14
19/06/2026	Reset	Westpac	Floating Rate Notes	1461	5.30%	\$1,200,000.00	
22/06/2026	Reset	ING	Floating Rate Notes	364	5.26%	(\$1,000,000.00)	\$13,121.45
22/06/2026	Reset	ING	Floating Rate Notes	273	5.42%	\$1,000,000.00	
23/06/2026	Reset	Commonwealth Bank	Floating Rate Notes	275	4.72%	(\$2,000,000.00)	\$23,809.10
23/06/2026	Reset	Commonwealth Bank	Floating Rate Notes	183	4.88%	\$2,000,000.00	
24/06/2026	Maturity	Bank of Queensland	Term Deposits	208	4.39%	(\$3,000,000.00)	\$75,050.96
25/06/2026	Maturity	National Australia Bank (NAB)	Term Deposits	365	4.15%	(\$3,000,000.00)	\$124,500.00
29/06/2026	Reset	Suncorp Bank	Floating Rate Notes	1280	5.22%	(\$2,100,000.00)	\$28,248.75
29/06/2026	Reset	Suncorp Bank	Floating Rate Notes	1186	5.38%	\$2,100,000.00	
	Activity	Macquarie Bank	Macquarie CMA		4.65%	\$1.28	\$1.28
	Activity	CBA Business Online Saver	CBA (BOS)		4.35%	\$4,699,011.45	\$89,761.44
	Activity	AMP Bank 31Day Notice	AMP Notice		5.00%	(\$968,852.10)	\$14,618.37
	Activity	AMP Business Saver	AMP BSA		2.25%	\$161.10	\$187.35
30/06/2026		EOM Balance			Total	\$185,161,124.18	\$603,458.27

Total Interest Received during June 2026

Ledger Account	Type	June
102623-1465-40068	Investments	\$498,889.83
102623-1465-40067	At Call Accounts	\$104,568.44
	Sub-Total	\$603,458.27
102623-1465-40066	General Bank Acco	\$9,218.77
	Total	\$612,677.04

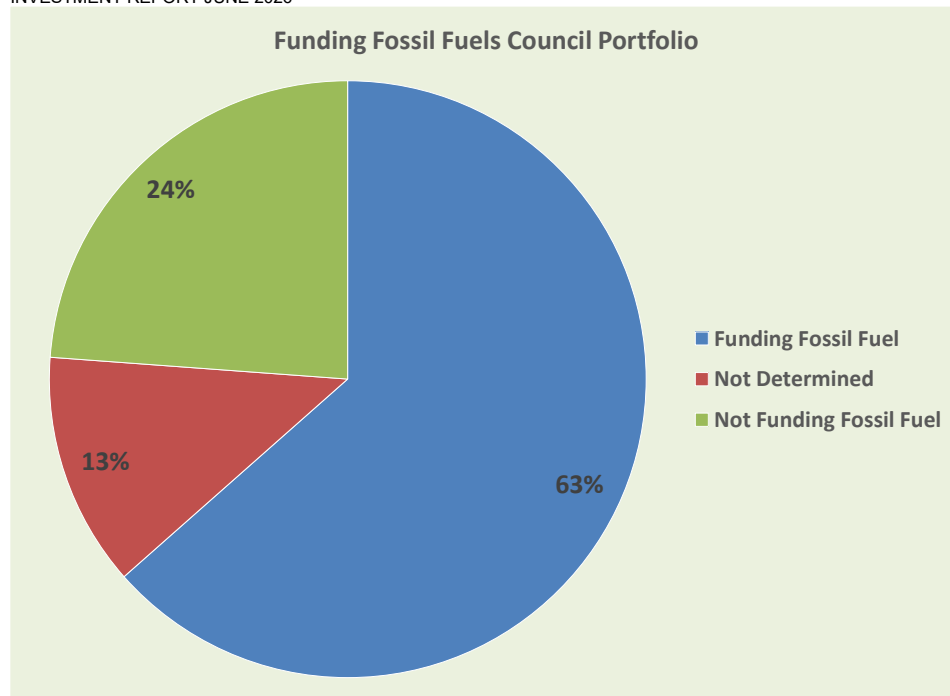
INVESTMENT REPORT JUNE 2026

Fossil Fuel Allocation (Green Funding) as of 30 June 2026

Sum of Fair Value		
Funding Fossil Fuel	Bank/Issuer	Total
Funding Fossil Fuel	ING	\$47,300,000.00
	Commonwealth Bank	\$38,649,011.45
	National Australia Bank (NAB)	\$9,600,000.00
	Westpac	\$6,000,000.00
	Rabobank Aus Limited	\$4,000,000.00
	Macquarie Bank	\$3,700,303.73
	Suncorp Bank	\$3,300,000.00
	Rabobank Aus Branch	\$2,000,000.00
	Suncorp Covered	\$2,000,000.00
	ING Bank Covered	\$1,000,000.00
Funding Fossil Fuel Total		\$117,549,315.18
Not Determined	Heartland Bank Australia	\$15,500,000.00
	Unity Bank	\$8,000,000.00
Not Determined Total		\$23,500,000.00
Not Funding Fossil Fuel	Bank of Queensland	\$11,000,000.00
	Judo Bank	\$8,000,000.00
	Credit Union SA	\$6,500,000.00
	Beyond Bank	\$5,000,000.00
	Heritage Bank	\$2,500,000.00
	Australian Military Bank	\$2,000,000.00
	Queensland Police Credit Union	\$2,000,000.00
	Teachers Mutual Bank	\$2,000,000.00
	AMP	\$1,411,809.00
	Bendigo Adelaide Bank	\$1,300,000.00
	Bank of Queensland Covered	\$1,250,000.00
	Great Southern Bank	\$1,150,000.00
Not Funding Fossil Fuel Total		\$44,111,809.00
Grand Total		\$185,161,124.18

Council relies on information compiled by Market Forces to report on which banks invest in fossil fuels. The website is accessible from the following link.
<https://www.marketforces.org.au/info/compare-bank-table/>. Council's investment portfolio balance as at 30/06/2026 of \$185.1M, is comprised of approximately 63% of funds in institutions that have some form of exposure to the fossil fuel industry. Where the institution is not incorporated into the Market Forces database, a determination of n/a is applied. This analysis is based on the institution/counterparty's exposure and not the actual underlying investments purchased by Council.

INVESTMENT REPORT JUNE 2026



INVESTMENT REPORT JUNE 2026

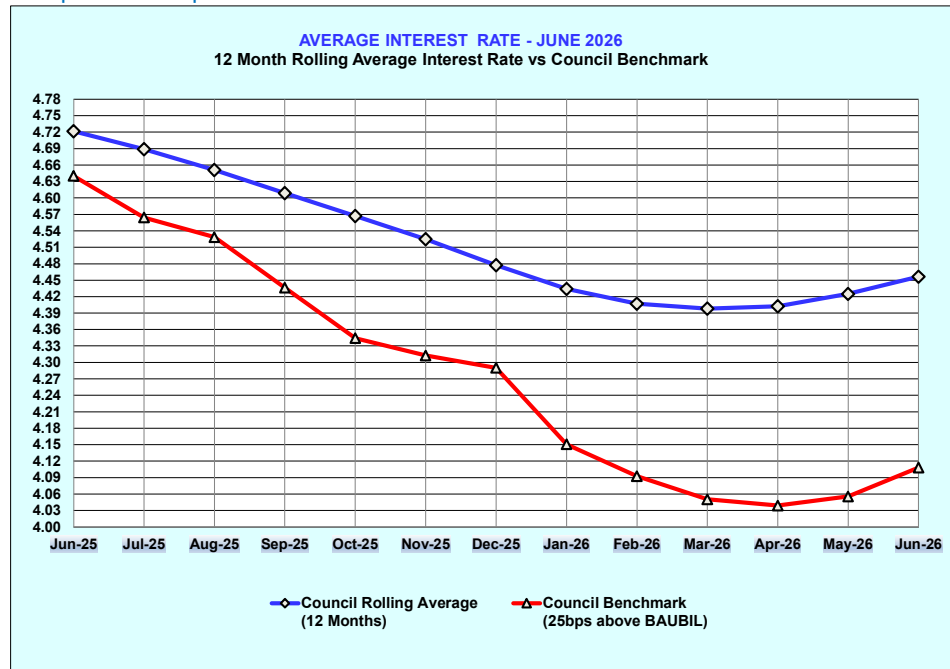
Statement of Consolidated Cash and Investments as of 30 June 2026

Consolidated Cash & Investments	
Cash & Investments	
Cash At Bank as at 30 Jun 2026	\$2,485,830.86
Investments at Fair Value as at 30 Jun 2026	\$185,161,124.18
Total Cash & Investments	\$187,646,955.04
The above cash and investments are comprised of:	
Externally Restricted Reserves	
Externally restricted reserves refer to funds received that are restricted by externally	
Total External Restrictions	\$121,501,970.28
Internally Restricted Reserves	
Internally restricted reserves are funds restricted in the use by resolution or policy of Council	
Total Internal Restrictions	\$53,159,702.01
Unrestricted Cash & Investments	
Total Unrestricted Cash & Investments	\$12,985,282.75
Total Cash & Investments	\$187,646,955.04

Note: At the time of this report, reserve balances
have yet to be finalised for 30 June 2026

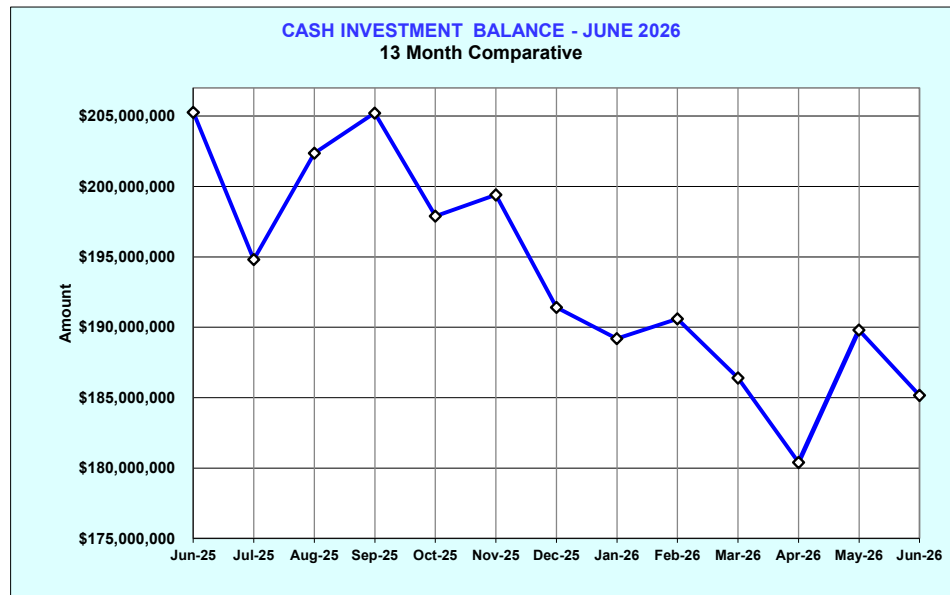
INVESTMENT REPORT JUNE 2026

Comparative Graphs

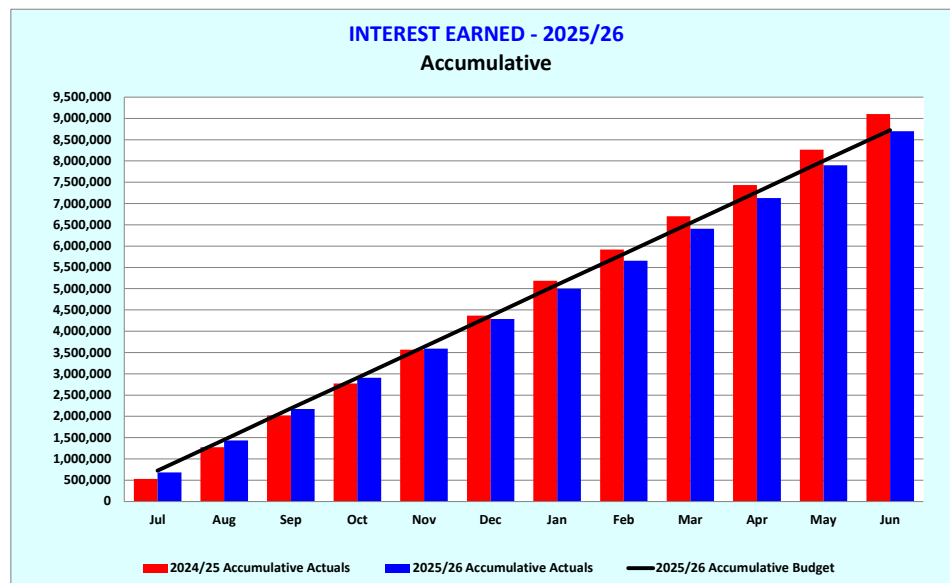
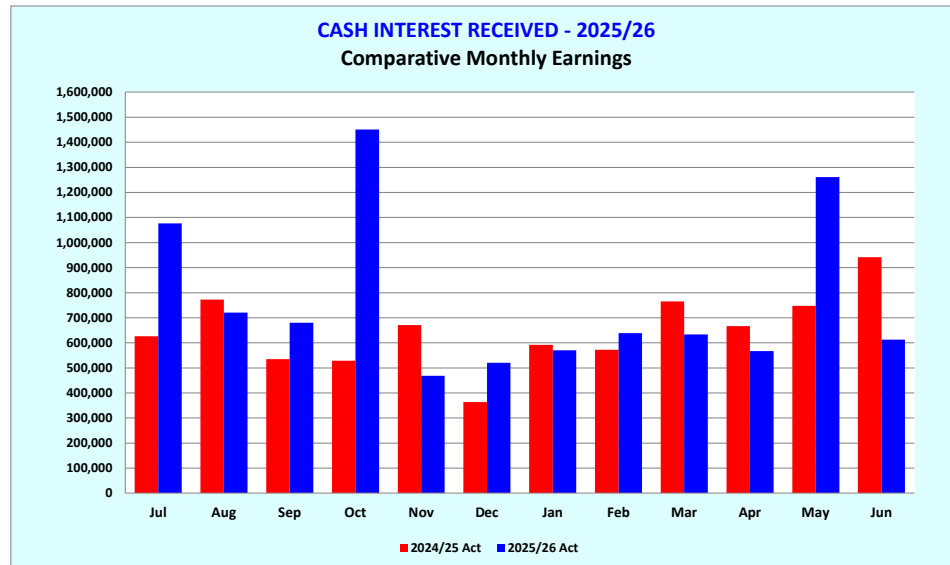


The rolling 12-month portfolio return relative to the index has out-performed benchmark. This is the result of investing in longer-term investments and locking in higher than current market rates.

Council's adopted budget for 2025-26 forecasts interest earnings of \$7.225M. The budget has been revised up by \$400k to \$7.625M in quarter one and to \$7.925M in quarter two and to \$8.725M in quarter three. Investment income earned for June 2026 amounted to \$804,854.92



INVESTMENT REPORT JUNE 2026



INVESTMENT REPORT JUNE 2026

This page has been left intentionally blank.