

# **ORDINARY COUNCIL MEETING**

## **ATTACHMENTS BOOKLET**

**Under Separate Cover**

**Tuesday, 15 April 2025**





## Table of Contents

9.2	Planning Proposal - Loftus Street, Burton Street and Gipps Street, Concord	
Attachment 1	Planning Proposal_Loftus, Burton and Gipps Streets Concord_Think Planners .....	5
Attachment 2	Out of Sequence Checklist (by Council) .....	147
Attachment 3	Proposed Mapping (by Council).....	151
Attachment 4	Urban Design Review (for Council) - StudioGL.....	160
Attachment 5	Transport Assessment Peer Review (for Council) - Bitzios .....	220
Attachment 6	Affordable Housing Analysis (for Council) - Atlas Economics.....	228
Attachment 7	Urban Design Report RotheLowman .....	238
Attachment 8	Preliminary Statement of Heritage Impact_Cracknell and Lonergan .....	314
Attachment 9	Social Impact Statement_Think Planners .....	328
Attachment 10	Transport Impact Assessment_SCT Consulting.....	369
Attachment 11	Sustainability Statement_Think Planners.....	412
Attachment 12	Services Infrastructure Report_Neuron.....	422
Attachment 13	Offer to enter into a Planning Agreement.....	436
Attachment 14	Authority to Submitt PP_LFD Developments .....	438
Attachment 15	Local Planning Panel - Minutes .....	440
Attachment 16	Review of Overshadowing of Concord Oval (Greenspace4D).....	445
9.3	Planning Proposal - 79-81 Queens Road and 2-12 Spencer Street, Five Dock	
Attachment 1	Planning Proposal - 79-81 Queens Road and 2-12 Spencer Street, Five Dock - Beam Planning .....	455
Attachment 2	Urban Design Review (for Council) - Studio GL.....	495
Attachment 3	Proposed alternative scheme (by Council).....	508
Attachment 4	Feasibility Assessment (for Council) - Atlas Economics.....	509
Attachment 5	Appendix A - Indicative Design Concept - Projected Design Management Pty Ltd .....	519
Attachment 6	Appendix B - ADG Assessment - Projected Design Management Pty Ltd .....	538
Attachment 7	Appendix C - Urban Design Analysis - Audax Urban .....	548
Attachment 8	Appendix D - BCA Statement - Philip Chun Building Compliance .....	559
Attachment 9	Appendix E - Valuation Statement - Titan Advisory Group.....	560
Attachment 10	Appendix F - Evidence of Negotiation - Bell Property Commercial.....	585
Attachment 11	Appendix G - Amendments to the CBDCP - Beam Planning.....	586
Attachment 12	Local Planning Panel - Minutes .....	595

9.4	Planning Proposal - 131P Henley Marine Drive Drummoyne	
	Attachment 1 Planning Proposal .....	599
	Attachment 2 Survey .....	634
	Attachment 3 Consent to Lodge Planning Proposal.....	635
	Attachment 4 Traffic and Parking Assessment .....	638
	Attachment 5 LPP - Planning Proposal Minutes - 17 March 2025.....	669
9.5	Affordable Housing Policy, Management Guidelines and Contributions Scheme Housekeeping updates	
	Attachment 1 Attachment 1 - Draft Affordable Housing Policy .....	671
	Attachment 2 Attachment 2 - AHCS Planning Proposal.....	675
	Attachment 3 Attachment 3 - Draft Affordable Housing Contribution Scheme.....	693
	Attachment 4 Attachment 4 - Local Planning Panel Minutes.....	730
10.1	City of Canada Bay Local Traffic Committee Minutes - 13 March 2025	
	Attachment 1 Traffic Committee Agenda - March 2025 .....	733
	Attachment 2 Traffic Committee Minutes - March 2025 .....	842
12.1	Draft Community Strategic Plan 2022-2036, Draft Delivery Program 2025-2029, Draft Operational Plan 2025-2026, Including the Draft Budget and Draft Fees and Charges, and Draft Resourcing Strategy	
	Attachment 1 Draft Community Strategic Plan Our Future 2036.....	849
	Attachment 2 Draft Delivery Program 2025-2029 and Operational Plan 2025-2026 .....	915
	Attachment 3 Draft Fees and Charges 2025-2026.....	1024
	Attachment 4 Draft Resourcing Strategy Summary 2025-2036.....	1111
	Attachment 5 Draft Long-Term Financial Plan 2025-2036 .....	1134
	Attachment 6 Draft Asset Management Strategy and Plans 2025-2036 .....	1163
	Attachment 7 Draft Workforce Management Strategy 2025-2029.....	1316
12.3	Cash and Investments Report - March 2025	
	Attachment 1 March 2025 Investment Report.....	1350



Planning Proposal  
131P Henley Marine Drive, Drummoyne

## TABLE OF CONTENTS

Executive Summary.....	4
1. INTRODUCTION .....	6
1.1 Vision and Objectives.....	6
1.2 Proposed Plan Amendments.....	6
1.3 Report Structure .....	6
2. SITE CONTEXT.....	7
2.1 Site Description .....	7
2.2 Locality Context.....	11
3. PROJECT HISTORY .....	13
3.1 Previous Planning Proposal .....	13
3.1 Development Consent .....	13
3.2 Stakeholder Consultation .....	14
4. STATUTORY CONTEXT .....	15
4.1 Canada Bay Local Environmental Plan 2013.....	15
5. PLANNING PROPOSAL ASSESSMENT .....	18
5.1 Part 1: Objectives and Intended Outcomes .....	18
5.2 Part 2: Explanation of Provisions.....	19
5.3 Part 3: Justification of Strategic and Site-Specific Merit.....	20
5.3.2 Section B – Relationship to Strategic Planning Framework .....	20
5.4 Part 4: Mapping.....	34
5.5 Part 5: Community Consultation .....	34
5.6 Part 6: Project Timeline .....	34

## FIGURES

Figure 1: Subject Site highlighting the two lots.....	7
Figure 2: Aerial photo .....	8
Figure 3: Aerial photo site and surroundings .....	8
Figure 4: Brett Park opposite the subject site.....	11
Figure 5: Car parking area immediately adjacent to the eastern side of the subject site.....	12
Figure 6: Remainder of the car parking area towards Drummoyne swimming pool .....	12
Figure 7: Zoning Map extract .....	15
Figure 8: Heritage Map extract .....	17
Figure 9: Environmentally Sensitive Land Map extract.....	17



Planning Proposal  
131P Henley Marine Drive, Drummoyne

## Executive Summary

This Draft Planning Proposal has been prepared by BMA Urban on behalf of Aqua Luna (the proponent) in support of a proposed amendment to the Canada Bay Local Environmental Plan 2013 (CBLEP 2013). The application for a Planning Proposal seeks to amend CBLEP 2013 to insert an "Additional Permitted Use" in the form of *function centres*.

The Draft Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and the Department of Planning and Environment (DPE) Local Environmental Plan Making Guideline (the LEP Guideline) dated September 2022.

The following table has been prepared to respond to the relevant requirements listed in Section 2 of the LEP Guideline.

**Table 1 - Overview**

Item	Description
Site Address	131P Henley Marine Drive, Drummoyne
Legal Description	Lots 461 in DP 752023
Existing Planning Controls	Canada Bay Local Environmental Plan 2013 <ul style="list-style-type: none"> <li>Land Use Zone: RE1 – Public Recreation</li> <li>Height of Building: No control</li> <li>Floor Space Ratio (FSR): No control</li> </ul>
Proposed Amendments	Introduce a new clause in Schedule 1 which enables additional permitted uses on the site for: <ul style="list-style-type: none"> <li>'Function Centres'</li> </ul>
Technical Studies	The Draft Planning Proposal has been informed by the following technical documents and studies: <ul style="list-style-type: none"> <li>Survey Plan prepared by C.M.S Surveyors Pty Limited (<b>Appendix A</b>)</li> <li>Existing Architectural Plans prepared by LUFi Architects (<b>Appendix B</b>)</li> <li>Traffic &amp; Parking Assessment Report prepared by CTP Consulting Engineers (<b>Appendix C</b>)</li> <li>Development Consent DA2016/0126 issued by Canada Bay Council (<b>Appendix D</b>)</li> </ul>

The Draft Planning Proposal has been subject to a rigorous assessment process which demonstrates

Planning Proposal  
131P Henley Marine Drive, Drummoyne

the proposed Additional Permitted Use within the CBLEP 2013 is entirely appropriate and justified based on the following matters:

**Strategic Merit**

- The Draft Planning Proposal gives effect to the Greater Sydney Region Plan and the Eastern City District Plan and is entirely consistent with the Canada Bay Local Strategic Planning Statement.
- The Draft Planning Proposal aligns with the Regional and District Plans and Local Strategic Planning Statement by bolstering local employment and economic activity on employment-without undermining the role and viability of the Drummoyne Centre, as its function centre offering is vastly different from the nature of that commercial centre.
- The proposal will support the retention of RE-1 zoned land within the Eastern City District and generate additional employment opportunities within an accessible location.

**Site Specific Merit**

- The proposal maintains employment uses on-site and prevent their replacement by residential or mixed-use developments.
- The proposal reflects current land use dynamics and supports the ongoing viability of such.
- Ensures that the Planning Proposal also permits all uses allowed within the RE 1 zone, ensuring no loss of RE 1 zoned land.
- The proposal accommodates the growing demand for function centres within the Canada Bay LGA, reduce leakage to other LGAs, and enhance local amenities.
- Infrastructure services are readily available from the existing utility service operators.

Accordingly, it is recommended the Planning Proposal is endorsed by Council to enable a gateway determination by DPE.

Planning Proposal  
131P Henley Marine Drive, Drummoyne

## 1. INTRODUCTION

This Draft Planning Proposal has been prepared by BMA Urban on behalf of Aqua Luna to amend CBLEP 2013 as it relates to land at 131P Henley Marine Drive, Drummoyne.

### 1.1 Vision and Objectives

The Draft Planning Proposal seeks amendments to support *function centres* on the subject site on Henley Marine Drive. The Planning Proposal will provide for an additional land use to be permitted with consent on the site. The proposed additional permitted land use would facilitate an efficient use of the land, consistent with the relevant plans and strategies. The proposal reflects current land uses dynamics and supports the ongoing viability of the land.

### 1.2 Proposed Plan Amendments

A Planning Proposal Request has been prepared in accordance with Section 3.33 of the EP&A Act and the LEP Guidelines dated September 2022. This Planning Proposal seeks to amend the CBLEP 2013 by:

- Introducing a new clause in Schedule 1 which enables additional permitted uses on the site in the form of *function centres*.

No changes are proposed to the RE-1 Public Recreation zone provisions which currently apply under CBLEP 2013.

### 1.3 Report Structure

The Planning Proposal report is structured as follows:

- **Section 2:** detailed description of the site and locality context.
- **Section 3:** project history including preliminary consultation with Canada Bay Council and other agencies/authorities.
- **Section 4:** summary of current statutory planning framework, including local planning controls and development contributions.
- **Section 5:** detailed assessment of the Planning Proposal in accordance with the DPE guidelines.

## 2. SITE CONTEXT

This section of the report describes the site and surrounding land, including the immediate locality and regional context. It identifies the key site features and the opportunities and constraints relevant to the proposed plan amendments. It also identifies the strategic policy context relevant to the site and its future development.

### 2.1 Site Description

The land to which this Planning Proposal relates is 131P Henley Marine Drive as shown in **Figure 1**. The land is comprised of the following:

- 131P Henley Marine Drive, Drummoyne (Lot 461 in DP 752023)

It is noted that the Survey Plan accompanying the Planning Proposal details the site as 461 Henley Marine Drive, Drummoyne. Furthermore, Lot 1 in DP 1032986 immediately adjoins Lot 461 (see **Figure 2**) at its southern (i.e. – towards the waterway) which is generally located below the Mean High Water Mark. However, this Lot is not affected by existing zoning provisions in CBLEP 2013. The subject sites are located on the southern side of Henley Marine Drive. The key features of the allotments, including the site areas, legal description, natural and built environment are summarised in **Table 2** below. Aerial photographs of the site and surroundings are provided in **Figures 2 and 3**.

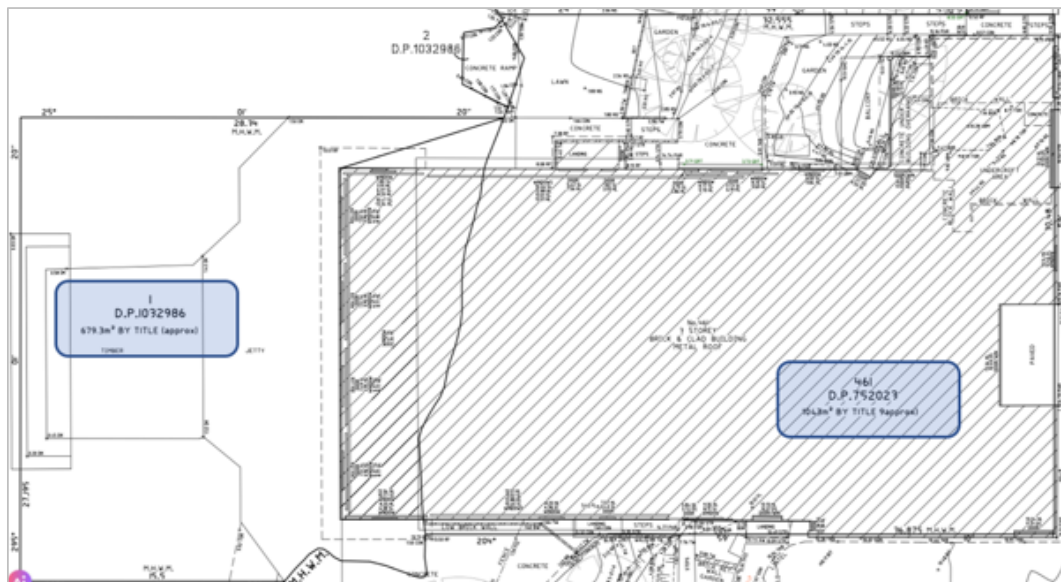


Figure 1: Subject Site highlighting the two lots

Source: Survey Plan



BMAURBAN

Planning Proposal  
131P Henley Marine Drive, Drummoyne



Figure 2: Aerial photo  
Source: NearMap



Figure 3: Aerial photo site and surroundings  
Source: NearMap





Planning Proposal  
131P Henley Marine Drive, Drummoyne

**Table 2 - Site overview**

Feature	Description
Legal Description	Lot 461 in Deposited Plan 752023
Site Area	1043m <sup>2</sup> (approx. by Title)
Easement, Restrictions and Leases	<p>There are no easements or restrictions on the land. The Title indicates that Lot 461 in DP 752023 is subject to:</p> <ul style="list-style-type: none"> <li>7760672 Crown Lease to Drummoyne Rowing Club Ltd (LE319590).</li> </ul> <p>A Survey Plan which identifies the Leases has been prepared by C.M.S Surveyors and is submitted with the Planning Proposal.</p>
Site Topography	The site has a cross fall which runs from north to south. From street level along Henley Marine Drive, the change in topography down towards the Mean High Water Mark extends up to approximately 8m.
Mean High Water Mark (MHWM)	The MHWM intersects the existing building on the subject site. The approximate position of the MHWM is reflected on the Survey Plan ( <b>Appendix A</b> ).
Scenic and Culturally Important Landscapes	There are no known scenic or culturally important landscapes. The site is identified as being 'Environmentally Sensitive Land' in accordance with clause 6.3 within CBLEP 2013.
Heritage (Aboriginal and Non-Aboriginal)	<p>The site does not contain any listed heritage items under SLEP 2015 or the State Heritage Register. However, there are listed heritage items in the immediate vicinity of the site, including:</p> <ul style="list-style-type: none"> <li>Item I200 - House - 18 Formosa Street</li> <li>Item I201 - Pair of semi detached houses - 20 to 22 Formosa Street</li> <li>Item I242 - Natural foreshore between Ullathorne Street and Drummoyne Swimming Pool - Henley Marine Drive</li> <li>Item I244 - Iron Cove Foreshore Drive - Henley Marine Drive and Timbrel Drive</li> </ul>

Planning Proposal  
131P Henley Marine Drive, Drummoyne

**Existing Development** The subject site contains the existing 'Aqua Luna' Waterfront Dining building. It is a three storey brick and clad building with metal roof. The lower (southern end) portion of the building is below the MHW. Further beyond that is an existing jetty and timber pontoon and Sisters Bay/Parramatta River. There are some existing trees and other vegetation on the western side of the existing building on the site. A bitumen car parking area immediately adjoins the site to the east within what appears to be a public car park. Further beyond that is the Drummoyne Swimming Centre.

**Services and Utilities** The existing site is serviced by established infrastructure in the future of water, electricity and the like.

## 2.2 Locality Context

The subject site is located within the Canada Bay LGA, 7 kilometres north west of the Sydney CBD, and approximately 700m from the cluster of existing shops along Victoria Road, Drummoyne. It has strong regional access via Victoria Road and the Iron Cove Bridge, a major thoroughfare that connects the subject site to the remainder of Sydney. There are several bus stops located in close proximity to the site along Victoria Road. Adjoining the site to the north, on the opposite side of Henley Marine Drive is Brett Park which is a large area of public open space (**Figure 4**). Brett Park is bound by Henley Marine Drive, Formosa Street, Sisters Crescent, Day Street and Tranmere Street. Adjoining the site to the west is cluster of trees and other vegetation adjacent to the MHW. Adjoining the site to the east is an existing bitumen car parking area and further beyond that is the Drummoyne Swimming Centre (**Figures 5 and 6**).



Figure 4: Brett Park opposite the subject site  
Source: Google



Figure 5: Car parking area immediately adjacent to the eastern side of the subject site  
Source: Google



Figure 6: Remainder of the car parking area towards Drummoyne swimming pool  
Source: Google

Planning Proposal  
131P Henley Marine Drive, Drummoyne

### 3. PROJECT HISTORY

#### 3.1 Previous Planning Proposal

There are no previous Planning Proposal's on the subject site.

#### 3.1 Development Consent

DA2016/0126 for *Alterations and Additions to existing approved restaurant (No Change to Approved Hours of Operation or Number of Seats) and Construction of a Café Proposed to be open from Monday to Friday 7.00am to 4.00pm* was approved by Canada Bay Council on 6 July 2016.

Relevantly, condition 3 within this consent states the following which explicitly does not permit use of the premises are a function centre:

3. **DAGCA08 - Café/Restaurant approval**

This consent grants approval for the premises to be operated as a café, restaurant and ancillary bar. The premises shall be operated at all times in accordance with the definition of a restaurant or cafe under the Canada Bay Local Environmental Plan 2013. At no time, shall the premises be used as a function centre as also defined under the Canada Bay Local Environmental Plan 2013 as it is noted that such use is prohibited under the current RE1 Public Recreation zone that applies to the subject site.

*(Reason: To confirm and clarify the terms of consent)*

A copy of the abovementioned Development Consent is included at **Appendix D**.



Planning Proposal  
131P Henley Marine Drive, Drummoyne

### 3.2 Stakeholder Consultation

The proponent undertook preliminary consultation with key stakeholders prior to preparing the Planning Proposal. Details of the consultation undertaken are identified in **Table 3** below:

**Table 3 - Summary of Preliminary Stakeholder Engagement**

Stakeholder and Key Issues	Proponent response
<i>Canada Bay Council</i>	The consent authority did not raise any major matters relevant to this planning proposal during the course of dialogue carried out between August 7, 2023 to date.
<i>No major issues.</i>	

## 4. STATUTORY CONTEXT

This section of the report identifies the core local planning controls which currently apply to the site.

### 4.1 Canada Bay Local Environmental Plan 2013

Canada Bay Local Environmental Plan 2013 (CBLEP 2013) is the primary environmental planning instrument for the site. The site is zoned RE1 - Public Recreation as shown in **Figure 7**. The zone objectives, permitted and prohibited uses are also re-produced below for reference.



Figure 7: Zoning Map extract  
Source: NSW Planning Portal



Planning Proposal  
131P Henley Marine Drive, Drummoyne

### Objectives of zone

- To enable land to be used for public open space or recreational purposes.
- To provide a range of recreational settings and activities and compatible land uses.
- To protect and enhance the natural environment for recreational purposes.
- To facilitate public access to and along the foreshore.
- To conserve public open space that enhances the scenic and environmental quality of Canada Bay.

### Permitted with consent

Aquaculture; Biosolids treatment facilities; Boat sheds; Business identification signs; Car parks; Centre-based child care facilities; Community facilities; Environmental facilities; Information and education facilities; Jetties; Kiosks; Marinas; Markets; Mooring pens; Recreation areas; Recreation facilities (indoor); Recreation facilities (outdoor); Respite day care centres; Restaurants or cafes; Roads; Take away food and drink premises; Water recycling facilities.

### Prohibited

Any development not specified in item 2 or 3

It is proposed to create an additional clause in Schedule 1 Additional permitted uses to enable *function centres* as being a permissible use on the sites the subject of this Planning Proposal. *Function centres* are defined as follows under CBLEP 2013:

***function centre*** means a building or place used for the holding of events, functions, conferences and the like, and includes convention centres, exhibition centres and reception centres, but does not include an entertainment facility.

The Planning Proposal does not seek to make any changes to the RE 1 – Public Recreation zone provisions, including the zone objectives, permitted uses and prohibited uses. The additional land use activity is to be listed in a new clause under Schedule 1, enabling *function centres* to be permitted on the site as outlined and justified further within this report.

There are no Building Height or Floor Space Ratio (FSR) development standards applying to the site. No changes are proposed in this respect. There are heritage items in the vicinity of the site (see **Figure 8**) as follows:

- Item I200 – House – 18 Formosa Street
- Item I201 – Pair of semi detached houses – 20 to 22 Formosa Street
- Item I242 – Natural foreshore between Ullathorne Street and Drummoyne Swimming Pool – Henley Marine Drive
- Item I244 – Iron Cove Foreshore Drive – Henley Marine Drive and Timbrell Drive

The site is identified as being *Environmentally Sensitive Land* in accordance with clause 6.3 of CBLEP 2013 (see **Figure 9**).





Planning Proposal  
131P Henley Marine Drive, Drummoyne



Figure 8: Heritage Map extract  
Source: NSW Planning Portal



Figure 9: Environmentally Sensitive Land Map extract  
Source: NSW Planning Portal

Planning Proposal  
131P Henley Marine Drive, Drummoyne

## 5. PLANNING PROPOSAL ASSESSMENT

The Draft Planning Proposal has been prepared in accordance with Section 3.33 of the EP&A Act and the DPE 'Local Environmental Plan Making Guideline' dated September 2022.

This section addresses each of the matters to be addressed as outlined in the guidelines, including:

- Objectives and intended outcomes.
- Explanation of provisions.
- Justification of strategic and site-specific merit.
- Community consultation.
- Project timeline.

Each of these matters has been informed by the technical deliverables lodged with the Draft Planning Proposal, including the indicative concept design and the detailed assessment reports.

### 5.1 Part 1: Objectives and Intended Outcomes

The objectives of the Planning Proposal are to provide for *function centres* as a permitted land use on the site under the provisions of CBLEP 2013.

The intended outcomes include:

- Expanding the range of permitted employment-based uses.
- Provide landowners with the ability to consider development for the purposes of a function centre as permissible development subject to that development addressing the environmental impacts of the development via a Development Application (DA).
- Maintain employment uses on-site and prevent their replacement by residential or mixed-use developments.
- Ensure that the Planning Proposal also permits all uses allowed within the RE 1 zone, ensuring no loss of RE 1 zoned land.
- Accommodate the growing demand for function centres within the Canada Bay LGA, reduce leakage to other LGAs, and enhance local amenities.

The objectives and intended outcomes for the Planning Proposal are aligned with the strategic planning policies as discussed in further detail in this report.

Planning Proposal  
131P Henley Marine Drive, Drummoyne

## 5.2 Part 2: Explanation of Provisions

The proposed changes to the wording for the new clause to be inserted in Schedule 1 are provided below.

### New Clause 30

30      *Use of certain land at 131P Henley Marine Drive, Drummoyne*

*(1) This clause applies to the following land in Drummoyne*

*(a) 131P Henley Marine Drive, being Lot 461 in DP 752023*

*(2) Development for the purposes of function centres is permitted with development consent.*

The new clause in Schedule 1 will facilitate a planning approvals pathway for complementary land use activities ('function centres') which would not otherwise be permitted on land within the RE1 – Public Recreation zone.

Planning Proposal  
131P Henley Marine Drive, Drummoyne

## 5.3 Part 3: Justification of Strategic and Site-Specific Merit

### 5.3.1 Section A - Need for the Planning Proposal

***Q1. Is the planning proposal a result of an endorsed local strategic planning statement, strategic study or report?***

The Planning Proposal is not the result of any specific strategic study or report. The proposal seeks to increase the options for development permissible with consent on the subject site that is within the RE-1 Public Recreation zone. The proposal would encourage and promote land uses in the RE-1 zone that is consistent with the zone objectives. The proposal enables land owners to diversify land uses in sympathy with the prevailing public recreation nature of the zone.

***Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?***

**Yes** - expanding the additional permitted uses within CBLEP 2013 is the most efficient and time-effective approach to realising the objectives of the Planning Proposal.

### 5.3.2 Section B - Relationship to Strategic Planning Framework

***Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional, district plan or strategy (including any exhibited draft plans or strategies)?***

**Yes** - the Planning Proposal will give effect to the objectives and actions of the applicable relevant objectives, priorities and actions in the Greater Sydney Region Plan and the Eastern City District Plan as outlined in detail below.

#### **Greater Sydney Region Plan: A Metropolis of Three Cities - Connecting People**

The Greater Sydney Region Plan - A Metropolis of Three Cities (the Region Plan), released by the NSW Government in 2018, integrates land use, transport and infrastructure planning and sets a 40-year vision for Greater Sydney as a metropolis of three cities. The Region Plan contains objectives, strategies and actions which provide the strategic direction to manage growth and change across Greater Sydney over the next 20 years. The vision of the Region Plan is to create a metropolis of three cities, specifically the Western Parkland City, Central River City and the Eastern Harbour City. The subject site is located within the Eastern Harbour City.

To help in the implementation and monitoring of the Region Plan, 40 objectives and their supporting indicators were developed. The Planning Proposal is consistent with the relevant objectives as discussed below:

Planning Proposal  
131P Henley Marine Drive, Drummoyne

**Objective 22: Investment and business activity in centres:** Although the subject site is not within a designated strategic centre, the Planning Proposal will not undermine the role, function and viability of nearby Drummoyne Strategic Centres as its standalone function centre offer will be vastly different from that centres. The provision of a function centre presents a different offer that does not compete with the strategic centres but maintains on-site employment uses, bolstering local employment and the economy. Therefore, the proposal generally aligns with this objective.

**Objective 25: The coast and waterways are protected and healthier:** The subject site is identified in CBLEP 2013 as being Environmentally Sensitive Land. Strategy 25.1 seeks to protect environmentally sensitive areas of waterways and the coastal environment area. The Planning Proposal does not introduce any new uses that would be likely to adversely impact upon the adjacent urban waterway. Existing liveability in terms of access to the waterway and foreshore area would not be altered.

**Objective 28: Scenic and cultural landscapes are protected:** The Planning Proposal does not introduce any new uses that would increase the potential for exposure to natural and urban hazards such as bushfire, flooding, noise, odour, pollution or contamination. The Planning Proposal does not seek to introduce any new land uses that would otherwise be considered 'sensitive'.

**Objective 31: Public open space is accessible, protected and enhanced:** The Planning Proposal would not compromise or alter the extent to which the existing foreshore is accessible. There are extensive existing walking and cycling links (i.e. - 'The Bay Run') which the proposed additional land use would not impact on.

Overall, it is considered the Draft Planning Proposal is entirely aligned and consistent with the Greater Sydney Region Plan and will contribute to the delivery of its objectives.

### Eastern City District Plan

The Eastern City District Plan (District Plan) is a guide for implementing the Greater Sydney Region Plan at a district level and is a bridge between regional and local planning. The District Plan maps out the 20-year vision for the District, which encompasses the LGAs of Bayside, Burwood, Canada Bay, City of Sydney, Inner West, Randwick, Strathfield, Waverley and Woollahra. The District Plan sets out planning priorities and actions to achieve a liveable, productive and sustainable future for the District. The relevant Planning Priorities align closely with those of the District Plan, particularly within the context of the Planning Proposal as demonstrated in **Table 4** below:



Planning Proposal  
131P Henley Marine Drive, Drummoyne

**Table 4 - Consistency with Eastern City District Plan**

District	Plan	Justification
<b>Priorities</b>		
<i>Planning Priority E6: Creating and renewing great places and local centres, and respecting the District's heritage</i>		<p>This planning priority is relevant to the extent that it relates to respecting the District's heritage. The subject site does not contain any listed heritage items. However, there are locally listed items in its vicinity, including:</p> <ul style="list-style-type: none"> <li>Item I200 – House – 18 Formosa Street</li> <li>Item I201 – Pair of semi detached houses – 20 to 22 Formosa Street</li> <li>Item I242 – Natural foreshore between Ullathorne Street and Drummoyne Swimming Pool – Henley Marine Drive</li> <li>Item I244 – Iron Cove Foreshore Drive – Henley Marine Drive and Timbrell Drive</li> </ul> <p>The proposed additional land use is unlikely to compromise the heritage significance of the abovementioned items. Importantly, any future Development Application must also demonstrate that the requirements of clause 5.10 – Heritage conservation within CBLEP 2013 are satisfied.</p>
<i>Planning Priority E10: Delivering integrated land use and transport planning and a 30-minute city</i>		<p>Permitting <i>function centres</i> on the site will support the concentration of this land use in a location that is readily accessible to most of the Canada Bay Local Government Area as well as other parts of Sydney, including the Central Business District. This supports the notion of a 30-minute city.</p>
<i>Planning Priority E11: Growing investment, business opportunities and jobs in strategic centres.</i>		<p>Although the subject site is not within a designated strategic centre, the planning proposal will not undermine the role, function and viability of nearby Drummoyne centre as its standalone function centre offer will be vastly different from that centre. The function centre offering presents a different offer that does not compete with the strategic centres but maintains on-site employment uses, bolstering local employment and the economy.</p>
<i>Planning Priority E13: Supporting growth of targeted industry sectors</i>		<p>Amongst a range of things, this planning priority seeks to develop and coordinate development strategies to grow key sectors of the economy, including the visitor economy.</p> <p>The proposed additional land use has the potential to add to the tourist economy noting that a function centre is essentially a tourist-related land use that will attract populations to visit and invest in this part of the Canada Bay LGA, thereby supporting Action 57 which states: <i>Consider opportunities to enhance the tourist and visitor economy in the District,</i></p>



Planning Proposal  
131P Henley Marine Drive, Drummoyne

*including a coordinated approach to tourism activities, events and accommodation.*

*Planning Priority  
E15: Protecting and  
enhancing bushland  
and biodiversity &*

The Planning Proposal is for an additional permitted use only. Accordingly, it will not directly impact upon the existing vegetation of the subject site and on surrounding lands. The existing scenic landscape of the site and surroundings would complement the additional land use sought given the high level of amenity. The proposal would be consistent with Action 64 as it would not alter any of the existing views of scenic and cultural landscapes from the public realm.

*Planning Priority  
E16: Protecting and  
enhancing scenic  
and cultural  
landscapes*

*Planning Priority  
E20: Adapting to the  
impacts of urban  
and natural hazards  
and climate change*

The Planning Proposal does not introduce any new uses which would increase the potential for low impact urban hazards (noise, odour, pollution, traffic, industrial waste, soil, water or contamination).

Overall, the proposed additional permitted use is considered generally consistent with the planning priorities outlined within the Eastern City District Plan and will contribute to the delivery of the identified actions to achieve its desired outcomes.



Planning Proposal  
131P Henley Marine Drive, Drummoyne

### Assessment Criteria for Strategic and Site-Specific Merit

The following section outlines the way in which the Draft Planning Proposal complies with the strategic merit considerations outlined in the LEP Guideline.

*Does the proposal:*

- *Give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, and/or corridor/precinct plans applying to the site. This includes any draft regional, district or corridor/precinct plans released for public comment or a place strategy for a strategic precinct including any draft place strategy?*

**Yes** - the Draft Planning Proposal will give effect to the Greater Sydney Region Plan and the Eastern City District Plan as outlined in detail above in this report.

- *Demonstrate consistency with the relevant LSPS or strategy that has been endorsed by the Department or required as part of a regional or district plan?*

**Yes** - the Draft Planning Proposal is entirely consistent with the Canada Bay Local Strategic Planning Statement as outlined in **Table 3** below.

- *Respond to a change in circumstances that has not been recognised by the existing planning framework?*

**N/A** - the Draft Planning Proposal does not rely upon a change in circumstances that has not been recognised by the existing strategic planning framework as identified above. It has been demonstrated the Draft Planning Proposal is consistent with the Greater Sydney Region Plan, the Eastern City District Plan and the Canada Bay LSPS.

The site-specific merit of the Planning Proposal is discussed in detail in **Section 5.3.3** of this report, including a comprehensive assessment of the impacts of the proposal on the natural and built environments, the compatibility of the future development with the locality and the services and infrastructure required to accommodate the land use activity sought.

#### **Q4. Is the planning proposal consistent with a Council LSPS that been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?**

**Yes** - the Draft Planning Proposal is consistent with the Canada Bay Local Strategic Planning Statement, the Local Employment and Productivity Strategy, the Recreation and the Open Space Strategy. Refer to **Tables 5** and **6** below.





Planning Proposal  
131P Henley Marine Drive, Drummoyne

**Table 5 - Canada Bay Local Strategic Planning Statement**

<b>Local Strategic Planning Statement Priorities</b>	<b>Justification</b>
<i>Planning Priority 1: Planning for a City that is supported by Infrastructure</i>	This priority seeks to consider the capacity of existing infrastructure, committed improvements and forecast demand from the existing and anticipated population when planning for the future. The subject site is already serviced by essential infrastructure. The locality is well serviced by existing infrastructure (local amenities, transport and the like) being located in close proximity to Victoria Road.
<i>Planning Priority 7: Create vibrant places that respect local heritage and character</i>	<p>This priority identifies that the City of Canada Bay has a rich cultural heritage and the protection of these places is of vital importance. Whilst the subject site itself is not an identified heritage item, nor is it within a HCA, there are various heritage items surrounding the site as follows:</p> <ul style="list-style-type: none"> <li>• Item I200 - House - 18 Formosa Street</li> <li>• Item I201 - Pair of semi detached houses - 20 to 22 Formosa Street</li> <li>• Item I242 - Natural foreshore between Ullathorne Street and Drummoyne Swimming Pool - Henley Marine Drive</li> <li>• Item I244 - Iron Cove Foreshore Drive - Henley Marine Drive and Timbrell Drive</li> </ul> <p>The proposed additional land use is unlikely to compromise the heritage significance of the abovementioned items. Importantly, any future Development Application must also demonstrate that the requirements of clause 5.10 - Heritage conservation within CBLEP 2013 are satisfied.</p>
<i>Planning Priority 9: Enhance employment and economic opportunities in Local Centres</i>	The subject site is within close proximity to the Drummoyne centre which is identified in the LSPS as being the largest of the Local Centres in the LGA's east. The Planning Proposal will not undermine the role, function and viability of nearby Drummoyne centre (along Victoria Road) as its standalone function centre offer will be vastly different from that centre. The function centre offering presents a different offer that does not compete with the strategic centres but maintains on-site employment uses, bolstering local employment and the economy.



Planning Proposal  
131P Henley Marine Drive, Drummoyne

<p><i>Planning Priority 14: Protect and enhance bushland and biodiversity &amp; Planning Priority 15: Protect and enhance scenic and cultural landscapes</i></p>	<p>It is noted that these Planning Priority also appear within the Eastern City District Plan (see <b>Table 4</b>). The Planning Proposal is for an additional permitted use only. Accordingly, it will not directly impact upon the existing vegetation of the subject site and on surrounding lands. The existing scenic landscape of the site and surroundings would complement the additional land use sought given the high level of amenity. The proposal would not alter any of the existing views of scenic and cultural landscapes from the public realm.</p>
<p><i>Planning Priority 19: Adapt to the impacts of urban and natural hazards and climate change</i></p>	<p>The Planning Proposal does not introduce any new uses which would increase the potential for low impact urban hazards (noise, odour, pollution, traffic, industrial waste, soil, water or contamination).</p>

**Table 6 - Other Local Strategies**

<b>Local Strategies</b>	<b>Justification</b>
Local Employment and Productivity Strategy	This strategy highlights a number of considerations including: strategy commitments for Rhodes East and Parramatta Road, provision of Rhodes as a key centre for growth and a strong emphasis within various strategies in creating an accessible, 30 minutes city which has highlighted the need to improve accessibility through improving connectivity at a local level. The Planning Proposal to introduce an additional permitted use on the subject site would not be counterinitative to any of the key findings within this study.
Recreation and Open Space Strategy	For the purposes of this Strategy and Action Plan, open space refers to public land that is used for recreation, leisure and outdoor entertainment purposes. Recreation includes a broad range of passive and active leisure activities that we participate in for fun, relaxation, health and wellbeing. It is acknowledged that the subject site is zoned RE-1 Public Recreation in accordance with CBLEP 2013. However, this site is not land that is used for public open space or recreational purposes. The Planning Proposal would not reduce opportunities in this regard. It is noted that there is significant public recreation and open space areas surrounding the site.



Planning Proposal  
131P Henley Marine Drive, Drummoyne

**Q5. Is the planning proposal consistent with applicable State and regional studies or strategies?**

**Yes** - the Planning Proposal is consistent with *Future Transport Strategy 2056* which sets the State-wide outcomes to guide investment, services and policy and framework for network planning and investment aimed at supporting transport infrastructure. The site is well-served by existing road infrastructure, with excellent connections to the Sydney metropolitan road network.

**Q6. Is the planning proposal consistent with applicable State Environmental Planning Policies?**

**Yes** - the Planning Proposal is consistent with relevant State Environmental Planning Policies (**SEPP**) as identified and discussed in **Table 7** below.

**Table 7 - Consistency with SEPPs**

Relevant SEPP	Consistency
SEPP (Biodiversity and Conservation) 2021	<p>State Environmental Planning Policy (Biodiversity and Conservation) 2021 relates to biodiversity and conservation planning matters.</p> <p>Chapter 2 of this state policy applies to the non-rural areas of the State inclusive of the subject local government area and aims to (a) protect the biodiversity values of trees and other vegetation in non-rural areas of the State and (b) preserve the amenity of non-rural areas of the State through the preservation of trees and other vegetation. Any future development application will have regard to Part 2.2 of the SEPP.</p> <p>Chapter 6 of this state policy applies to land within several water catchments including the Sydney Harbour Catchment which also incorporates the subject site. The controls on development generally as set out in Division 2 of Part 6.2 of this chapter. The Draft Planning Proposal to incorporate an additional permitted use on the land:</p> <ul style="list-style-type: none"> <li>• Would have a neutral effect on the quality of water entering the harbour and associated tributaries.</li> <li>• Would not reduce or alter public access to and from natural waterbodies in the vicinity of the site.</li> </ul>
SEPP (Resilience and Hazards) 2021	<p>State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP 2021) provides the planning framework for the management of contaminated land in NSW. The site contains an established restaurant building. Clause 4.6 of the Resilience and Hazards SEPP 2021 states that a consent authority must not consent to development unless it has considered whether the land is</p>



Planning Proposal

131P Henley Marine Drive, Drummoyne

contaminated and if required, it is satisfied that the land will be remediated before the land is used for that purpose. This would need to be substantiated at DA stage.

The site is identified as being within the 'coastal zone' and more particularly the 'coastal environment' and 'coastal use' areas pursuant to the SEPP. In accordance with sub-clauses 2.10 (3) and 2.11 (3) of the SEPP, the matters for consideration and prerequisites to the granting of consent for development on land within the coastal environment area and coastal use area are not triggered in this case, as the site is within the 'Foreshores and Waterways Area' within the meaning of the State Environmental Planning Policy (Biodiversity and Conservation) 2021, Chapter 6. The proposal for an additional permitted use in the form of a function centre is unlikely to cause increased risk of coastal hazards on the site and within the locality and is unlikely to impede upon the functions of the foreshore. Further assessment would be undertaken at DA stage.

SEPP (Sustainable Buildings) 2022

State Environmental Planning Policy (Sustainable Buildings) 2022 encourages the design and delivery of more sustainable buildings. It sets sustainability standards for residential and non-residential development and starts the process of measuring and reporting on the embodied emissions of construction materials. Chapter 3 of the SEPP outlines the standards for non-residential development to minimise waste and energy consumption. This is capable of being addressed at DA stage.

SEPP (Transport and Infrastructure) 2021

State Environmental Planning Policy (Transport and Infrastructure) 2021 provides a consistent planning regime for infrastructure and the provision of services across NSW, along with providing for consultation with relevant public authorities during the assessment process.

Whilst this Planning Proposal does not seek development consent for building works, any future DA will need to be assessed in accordance with various clauses within this SEPP, where relevant.

SEPP (Industry and Employment) 2021

The future development of the site, including function centres may contain signage that is compatible with the desired amenity and visual character of this part of Henley Marine Drive. The design principles for signage provided in Schedule 5 of the Industry and Employment SEPP 2021 will be addressed as part of a detailed development application after this Planning Proposal.



Planning Proposal  
131P Henley Marine Drive, Drummoyne

**Q7. Is the planning proposal consistent with applicable Ministerial Directions (s.9.1 directions)?**

**Yes** - The Planning Proposal is consistent with relevant Ministerial directions under section 9.1 of the EP&A Act as identified and summarised in the following table.

**Table 8 - Consistency with Section 9.1 Directions**

Directions	Consistency
1.1 Implementation of Regional Plans	The analysis provided throughout Section 5 demonstrates that the Planning Proposal has strategic alignment with the Greater Sydney Region Plan: A Metropolis of Three Cities and the Eastern City District Plan.
3.7 Public Bushland	The objective of this direction is to protect bushland in urban areas, including rehabilitated areas, and ensure the ecological viability of the bushland. The Planning Proposal would be consistent with this direction as it would not impact on any existing public bushland or other nearby bushland.
3.9 Sydney Harbour Foreshores and Waterways Area	<p>This subject site is identified as land within the Foreshores and Waterways Area as defined in the State Environmental Planning Policy (Biodiversity and Conservation) 2021. The Planning Proposal would be consistent with this Direction is that:</p> <ul style="list-style-type: none"> <li>• There would be no additional impacts with respect to the protection, maintenance and enhancement of the natural assets and unique environmental, visual and cultural qualities of Sydney Harbour and its islands and foreshores.</li> <li>• Existing public access to and along the foreshore and to and from the waterways for public recreational purposes would be maintained.</li> </ul>
4.2 Coastal Management	<p>This direction applies when a planning proposal authority prepares a planning proposal that applies to land that is within the coastal zone, as defined under the Coastal Management Act 2016 - comprising the coastal wetlands and littoral rainforests area, coastal vulnerability area, coastal environment area and coastal use area - and as identified by chapter 2 of the State Environmental Planning Policy (Resilience and Hazards) 2021.</p> <p>The site is identified as being within the 'coastal zone' and more particularly the 'coastal environment' and 'coastal use' areas pursuant to the SEPP. The proposal is unlikely to cause increased risk of coastal hazards on the site and unlikely to impede upon the functions of the foreshore. Further assessment would be undertaken at DA stage. The Planning Proposal does not seek to amend any of the mapping as referred to in part (4) of this Direction. In terms of Consistency, this</p>



Planning Proposal  
131P Henley Marine Drive, Drummoyne

	Planning Proposal is considered to be 'of minor significance' as per item (c).
4.4 Remediation of Contaminated Land	<p>Direction 2.6 aims to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered at the Planning Proposal stage. The Planning Proposal does not seek to permit any sensitive uses such as residential accommodation.</p> <p>Any future development on the land would be subject to the contaminated land provisions of State Environmental Planning Policy (Resilience and Hazard) 2021 during the development assessment phase.</p>
4.5 Acid Sulfate Soils	The site is not identified within the LEP mapping as being affected by acid sulfate soils.
5.1 Integrated Land Use and Transport	Direction 3.4 requires a planning proposal to consider improving access to housing, jobs and services by walking, cycling and public transport and reducing reliance on cars. The proposal will assist in facilitating increased local employment opportunities and reduce the need to travel for work. This will help to improve resident worker containment and contribute to the aim of the 30-minute city.

Planning Proposal  
131P Henley Marine Drive, Drummoyne

### 5.3.3 Section C - Environmental, Social and Economic Impacts

***Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?***

**No** - the Planning Proposal is highly unlikely to adversely affect any critical habitat or threatened species, populations or ecological communities or their habitats. The subject site is already significantly developed with built form structures.

***Q9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?***

**No significant effects** - The site has already been developed for various purposes and is free of major constraints.

The following sections provide a comprehensive summary of the technical deliverables submitted with the Draft Planning Proposal and demonstrate the appropriateness of the proposed changes to CBLEP 2013.

#### **Traffic & Parking Impact Assessment**

A Traffic & Parking Impact Assessment has been prepared which assesses the potential traffic impacts of the Draft Planning Proposal associated with the complementary land use activities to be included in Schedule 1 of CBLEP 2013. The key findings of the Traffic & Parking Impact Assessment are summarised below:

- The road hierarchy in the vicinity of the site, including key roads and intersections are summarised as follows:
  - Victoria Road is classified as a State Road and provides another major east-west road link in the Sydney area, linking Rozelle to Parramatta.
  - Lyons Road and Great North Road (south of Lyons Road) are also classified as State Roads which provide a key road link through the Drummoyne, Russell Lee & Five Dock areas, linking Victoria Road to Parramatta Road.
  - Brent Street, Henley Marine Drive (between Brent Street & Timbrell Drive) & Timbrell Drive are all classified as Regional Roads which provide a key north-south road link between Dobroyd Parade & Lyons Road.
  - Henley Marine Drive (east of Brent Street and west of Timbrell Drive) is a local road which provides vehicular and pedestrian access to frontage properties. Two-way traffic flow is permitted, with kerbside parking generally permitted.

Planning Proposal  
131P Henley Marine Drive, Drummoyne

- Car parking accumulation surveys undertaken on a typical Friday, Saturday & Sunday as part of this study during large Aqua Luna restaurant bookings, which indicates that there is spare capacity within easy walking distance of the site.
- The site is located within 400m walking distance to bus services along Victoria Road which also provide access to railway stations.
- The Planning Proposal will not result in any change in traffic generation potential to Aqua Luna, such that the Planning Proposal will not result in any unacceptable traffic or environmental capacity implications to the surrounding road network.
- The Planning Proposal will not result in any increase in parking demand, given the floor area and maximum seating capacity of Aqua Luna will remain unchanged.
- The existing floor plans, operational hours, loading and waste collection, all remain unchanged as part of the PP.
- It is concluded that the proposed development is supportable on vehicular access, traffic, parking and servicing grounds and will not result in any unacceptable implications.

Overall, the Traffic Impact Assessment demonstrates the Draft Planning Proposal can be supported from a transport perspective. A further detailed assessment of the potential impacts will be required at the DA stage.

***Q10. Has the planning proposal adequately addressed any social and economic effects?***

**Economic Impact**

Permitting *function centres* on the subject site allows existing the existing facility to continue operations with the option to expand to meet future growth if and as required. Consequently, the Planning Proposal is anticipated to contribute to meeting the growing demand for function centres within the existing high amenity location within the Canada Bay LGA.

The proposal will provide economic benefits by ensuring that the site incorporates additional and expanded employment generating uses by not introducing any residential uses. Retaining the uses on site will ensure that these services remain local for the community to use and provide employment within Canada Bay.

**Social Impact**

Expanding employment uses for this land will have a positive social impact on the immediate and broader locality within the Canada Bay LGA as residents will have greater opportunities to work within the LGA, reducing traffic congestion and travel times to employment.



Planning Proposal  
131P Henley Marine Drive, Drummoyne

### 5.3.4 Section D - Infrastructure (Local, State and Commonwealth)

#### ***Q11. Is there adequate public infrastructure for the planning proposal?***

**Yes** – there is adequate public infrastructure. The site is located within an existing urban area is good access to public transport and other infrastructure. It is considered that the Draft Planning Proposal is appropriate from an infrastructure perspective and will not require any significant upgrades which could impact upon Local, State or Commonwealth funding arrangements.

### 5.3.5 Section E - State and Commonwealth interests

#### ***Q11. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?***

Canada Bay Council will undertake further consultation with State and Federal public authorities and government agencies following the lodgement of the Draft Planning Proposal. In the meantime, the proponent has undertaken preliminary and ongoing stakeholder consultation to ensure relevant parties have been made aware of the proposed plan amendments and been provided with the opportunity to provide feedback.

The Gateway Determination will confirm the public authorities to be consulted as part of the assessment process. Any issues raised will be incorporated into the final Planning Proposal and the LEP amendments.



Planning Proposal  
131P Henley Marine Drive, Drummoyne

## 5.4 Part 4: Mapping

The proposed new clause to Schedule 1 – Additional Permitted Uses does not require any new mapping.

## 5.5 Part 5: Community Consultation

Section 3.34 of the EP&A Act requires the relevant planning authority to consult with the community in accordance with the gateway determination. It is expected the Planning Proposal will be publicly exhibited for 28 days and consultation will be undertaken with any relevant agencies and stakeholders.

## 5.6 Part 6: Project Timeline

Table 7 sets the anticipated project timeline in accordance with the DPE guidelines. The key milestones and overall timeframe will be subject to further detailed discussions with Council and the DPE.

**Table 9 – Anticipated Project Timeline**

Process	Indicative Timeframe
Planning Proposal submitted to Canada Bay Council	December 2024
Consideration of Planning Proposal by Canada Bay Council	December 2024 – April 2025
Gateway Determination	May 2025
Post Gateway	June 2025
Public exhibition & review of submissions	June 2025- July 2025
Finalisation of Planning	July 2025 – September 2025
Gazettal of LEP amendment	9 months from issue of Gateway Determination

Planning Proposal  
131P Henley Marine Drive, Drummoyne

## DISCLAIMER

This report incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of BMA Urban Pty Ltd opinion in this report. BMA Urban prepared this report on the instructions, and for the benefit only, Aqua Luna (Instructing Party) for the purpose of the Statement of Environmental Effects and (Purpose). To the extent permitted by applicable law, BMA Urban expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, BMA Urban was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to BMA Urban at the date of this report, and upon which BMA Urban relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which BMA Urban has no control.

Whilst BMA Urban has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. BMA Urban (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which BMA Urban relies, provided that such errors or omissions are not made by BMA Urban recklessly or in bad faith.

This report has been prepared with due care and diligence by BMA Urban and the statements and opinions given by BMA Urban in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.



**Letter to Applicant  
(consent granted)**

Our reference: 17/07913#13

Simone Collins  
Phone: 0437 814808  
[simone.collins@crownland.nsw.gov.au](mailto:simone.collins@crownland.nsw.gov.au)

Dec 2024

Mr Pino Salerno  
Director  
Jonatori Pty Ltd  
By email – [pino@salcorp.com.au](mailto:pino@salcorp.com.au)

CC – [Bernard@bmaurban.com](mailto:Bernard@bmaurban.com)

Dear Mr Salerno

**Consent for Planning  
Proposal:**

Application to amend Canada Bay Local Environmental Plan 2013 to insert an Additional Permitted Use of “Function Centre” for the premises at 461 Henley Marine Drive, Drummoyne, NSW 2047.

**Crown Land**

Lot 461 DP 752023, Lots 1, 2 and 3 DP 1032986 (Note – Lots 1-3 DP 1032986 declared Crown Land vide Government Gazette 5 August 2022 – copy attached)

**Parish**

Concord

**County**

Cumberland

**Applicant**

BMA Urban on behalf of Jonatori Pty Ltd

Landowner’s Consent is granted by the Minister for Lands & Property to the lodgement of applications for approval under the *Environmental Planning and Assessment Act 1979*, and other associated applications required under other legislation, for the development proposal described above.

The Consent is granted conditional to the following:

1. Consent will expire after a period of 12 months from the date of this letter if not acted on within that time. Extensions of this consent may be sought
2. You are required to forward a copy of the planning approval to the NSW Department of Planning, Housing & Infrastructure – Crown Lands (“the Department”) after approval and prior to commencing works.
3. You are required to ensure that the approval provided is consistent with this Consent.
4. The Consent is provided for the proposal detailed in the report prepared by BMA Urban and titled “Planning Proposal – 131P Henley Marine Drive, Drummoyne” with Project Code “HMD-201/24” and Report Number “Final – 3 /12/24” retained by the Department as DOC24/422443.

Landowner’s Consent is granted in accordance with the following:

NSW Department of Planning, Industry and Environment – Crown Land  
PO Box 2155, Dangar NSW 2309  
Tel: 1300 886 235 | Email: [cl.enquiries@crownland.nsw.gov.au](mailto:cl.enquiries@crownland.nsw.gov.au) | [www.industry.nsw.gov.au/lands](http://www.industry.nsw.gov.au/lands)

- Landowner's Consent is given without prejudice so that consideration of the proposal may proceed under the *Environmental Planning and Assessment Act 1979* and any other relevant legislation;
- The grant of this Landowner's Consent does not guarantee that any subsequent authority to occupy will be granted;
- Landowner's Consent does not imply the concurrence of the Minister for Lands and Property for the proposed development and does not provide authorisation under the Crown Lands Act 2016 for this proposal;
- The issue of Landowner's Consent does not prevent the Department from making any submission commenting on, supporting or opposing an application;
- The Minister reserves the right to issue Landowner's Consent for the lodgement of applications for any other development proposals on the subject land concurrent with this Landowner's Consent;
- Any changes made to the proposal, including those imposed by the consent authority, must be consistent with the Landowner's and therefore if modifications are made to the proposed development details must be provided to the Department for approval;
- Landowner's also allows application to any other approval authority necessary for this development proposal.

This letter should be submitted to the relevant consent or approval authority in conjunction with the planning proposal and/or any other application. You are responsible for identifying and obtaining all other consents, approvals and permits required under NSW and Commonwealth laws from other agencies for the proposed development.

It is important that you understand your obligations relating to Condition 3. If any alterations are made to the application (whether in the course of assessment, by conditions of consent, or otherwise), it is your responsibility to ensure the amended or modified development remains consistent with this Landowner's Consent. If there is any inconsistency or uncertainty you are required to contact the Department before undertaking the development to ensure that the Department consents to the changes. A subsequent LOC application may incur additional application fees.

It is advised that the Department will provide Canada Bay Council a copy of this Landowner's Consent and will request that Canada Bay Council notify the Department of the subsequent application, for potential comment, as part of any public notification procedure.

For further information, please contact Simone Collins on 0437 814808 or by emailing [simone.collins@crownland.nsw.gov.au](mailto:simone.collins@crownland.nsw.gov.au)

Yours sincerely

*Simone Collins*

Project Manager – Leasing  
Land and Asset Management  
Crown Lands and Public Spaces

[insert date]

**CROWN LAND MANAGEMENT ACT 2016**  
**NOTICE – DECLARATION UNDER SECTION 4.4 OF LAND TO BE CROWN LAND**

I, THE HON. KEVIN ANDERSON, Minister for Lands and Water, being the Minister administering the Crown Land Management Act 2016 (the Act) declare pursuant to section 4.4 of the Act:

- (a) the land vested in the Minister for Transport described in Schedule 1 to be Crown Land;
- (b) the interests specified in Schedule 2 continue to affect the land subject to any modification specified in Schedule 3.

The Hon. Kevin Anderson MP  
Minister for Lands and Water

---

**SCHEDULE 1**

*Parish – Concord  
County – Cumberland  
Land District – Metropolitan  
Local Government Authority – Canada Bay*

Lots 1, 2 and 3 in Deposited Plan 1032986 (being part of the land comprised in Certificate of Title Volume 5018 Folio 1) at Drummoyne.

**SCHEDULE 2**

The lease registered No. AA466097 in the register under the Real Property Act 1900 to Jonatori Pty Ltd expiring 31 December 2034 as to Lots 1, 2 and 3 in Deposited Plan 1032986.

The sub-lease registered No. AJ487329 to Newtech Ventures Pty Ltd & Salerno Family Investments Pty Ltd of Shop 2, known as “Aqua Luna”, Level 2, 416 Henley Marina Drive, Drummoyne. Expires 31/1/2025. Option of Renewal: 9 years 11 months.

The sub-lease registered AJ487331 to Remote Fitness Australia Pty Ltd of Shop 1, known as “Total Conditioning”, Level 1, 461 Henley Marine Drive, Drummoyne. Expires 27/11/2024. Option of Renewal: 10 years and 33 days.

The sub-lease registered AK482064 to DRC Rowers Incorporated Inc of Ground Floor, 461 Henley Marine Drive, Drummoyne. Expires 31/12/2034.

The mortgage registered AK585012 to National Australia Bank Limited.

**SCHEDULE 3**

*Details of Variation*

Any reference to “Lessor” now means The State of New South Wales its successors and assigns and where not repugnant to the context of the lease includes, the Minister for the time being administering the Crown Land Management Act 2016, the Minister’s servants or agents or any person authorised by the Minister in writing to exercise any power, authority, duty or function of the “Lessor” under the lease. File No’s. 17/07913, 20/08219.





## **Traffic & Parking Assessment Report**

131P (aka 461) Henley Marine Drive, Drummoyne

Planning Proposal to Amend Canada Bay LEP

Ref 23147

21<sup>st</sup> November 2024



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## Document Control

<b>Project Number</b>	23147			
<b>Project Address</b>	131P Henley Marine Drive, Drummoyne			
<b>Revision</b>	<b>Date</b>	<b>Details</b>	<b>Author</b>	<b>Approved By</b>
Draft	13.11.24	First draft	C. Palmer	C. Palmer
Final	21.11.24	Final for submission	C. Palmer	C. Palmer

CJP Consulting Engineers Pty Ltd (CJP) has prepared this report in accordance with the instructions of the Client, for the sole use of the Client and for a specific purpose, as expressly stated in the document. CJP does not accept any responsibility for any use of or reliance on the contents of this report by any third party. Any other persons who use any information contained herein do so at their own risk. CJP reserves all legal rights and remedies in relation to any infringement of its rights in respect of its intellectual property and/or confidential information.

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## Table of Contents

<b>1. Introduction</b>	<b>1</b>
1.1 Project Summary	1
1.2 Assessment Tasks	2
1.3 Relevant Planning Controls	2
1.4 Traffic, Transport & Parking Guidelines & Standards	2
<b>2. Existing Conditions</b>	<b>3</b>
2.1 Site Location & Description	3
2.2 Planning Context	5
2.3 Road Network	5
2.4 Public Transport	6
2.5 Active Transport	8
2.6 Existing & Approved Operational Characteristics	8
2.7 Existing Parking Demand	9
2.8 Existing Surrounding Traffic Controls	10
2.9 Existing Surrounding Parking Restrictions	11
<b>3. Proposed Development</b>	<b>12</b>
3.1 Development Description	12
3.2 Waste Collection & Deliveries	12
<b>4. Traffic Impact Assessment</b>	<b>13</b>
4.1 Traffic Generation Guidelines	13
4.2 Existing Development Traffic Generation	13
4.3 Proposed Development Traffic Generation	13
<b>5. Access, Parking &amp; Servicing Assessment</b>	<b>14</b>
5.1 Applicable Car Parking Rates	14
5.2 Existing Car Parking Requirements	14
5.3 Proposed Car Parking Requirements	14
<b>6. Conclusion</b>	<b>21</b>

**Appendix A:** Architectural Plans

**Appendix B:** Parking Accumulation Survey Results

## 1. Introduction

### 1.1 Project Summary

CJP has been engaged by Aqua Luna to prepare a Traffic & Parking Assessment Report (TPAR) in support of a Planning Proposal (PP) to Canada Bay Council, involving the proposed amendments to the Canada Bay Local Environmental Plan (LEP) 2013.

In this regard, the proposal seeks to introduce “function centre” as a Schedule 1 – Additional Permitted Use under the LEP. The subject of this PP relates to the first-floor level of the existing building on the subject site located at 131P Henley Marine Drive, Drummoyne, which is currently occupied by the Aqua Luna restaurant.

Aqua Luna currently has development consent for up to 240 restaurant patrons on site at any given time, 7 days per week, and the PP does not seek to change this.

No works are proposed to the existing building, including the gymnasium or boat shed on the lower levels of the building.

Car parking accumulation surveys undertaken on a typical Friday, Saturday & Sunday as part of this study during large Aqua Luna restaurant bookings, which indicates that there is spare capacity within easy walking distance of the site.

Plans of the proposed development have been prepared by LUFi Architects and are reproduced in Appendix A.

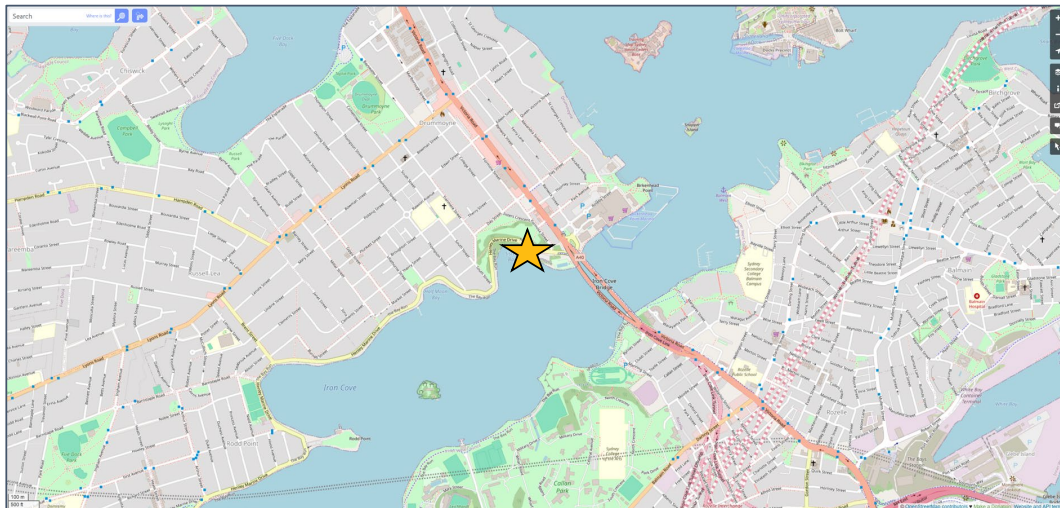


Figure 1.1 – Site Location (Source: OpenStreetMap)

Based on State Environmental Planning Policy (Transport & Infrastructure) 2021, Schedule 3 – Traffic Generating Development, referral to Transport for NSW (TfNSW) is not required as the proposed development does not meet the specified thresholds.

## 1.2 Assessment Tasks

The purpose of this TPAR is to assess the traffic, parking, access, transport and servicing characteristics of the PP, and the associated impacts of the proposal on the surrounding road network, parking and transport environment. This can be briefly summarised below:

- Description of the existing site and its location
- Existing traffic and parking conditions
- Public and active transport infrastructure
- Traffic generation potential of the proposal and its impacts on the surrounding road network
- Off-street parking/loading/access requirements and provisions
- Design of access driveway and parking area layout

## 1.3 Relevant Planning Controls

The site lies within the City of Canada Bay Council (Council) Local Government Area (LGA), such that the relevant Council planning controls and strategies referenced in this TPAR include:

- Canada Bay Local Environmental Plan 2013
- Canada Bay Development Control Plan 2023

## 1.4 Traffic, Transport & Parking Guidelines & Standards

In preparing this TPAR, references are also made to the following site access, traffic and parking guidelines:

- Roads & Maritime Service's Guide to Traffic Generating Developments 2002 (RMS Guide)
- Roads & Maritime Service's Technical Direction Updated Traffic Surveys 2013 (TDT)
- Transport for NSW's Draft Guide to Transport Impact Assessment 2024
- State Environmental Planning Policy (Transport & Infrastructure) 2021
- NSW Government's Greater Sydney Region Plan: A Metropolis of Three Cities
- NSW Government's Planning Guidelines for Walking & Cycling (December 2004)

## 2. Existing Conditions

### 2.1 Site Location & Description

The site is known as 131P Henley Marine Drive, Drummoyne to Council and 461 Henley Marine Drive, Drummoyne to Transport for NSW (TfNSW). The site is legally defined as Lot 461 in DP 752023 and forms part of an area of Crown Land that is subject to lease arrangements with Department of Primary Industries – Lands, and TfNSW, to enable uses to be carried out.

The site is located on the southern side of Henley Marine Drive between the intersections of South Street and Formosa Street.

The subject site is currently occupied by a building that presents as a single-storey structure to Henley Marine Drive (to the north) and three-storeys to the rear (south) facing Half Moon Bay. The top (street) level contains a restaurant, the middle level is a gymnasium and the lower level is occupied by the Drummoyne Rowing Club.

To the west of the site is public open space/foreshore, to the east is also public open space as well as a car park associated with the Drummoyne Swimming Pool located further to the east. To the north of the site is Brett Park and to the south is Half Moon Bay. Directly adjoining the site to the north is a footpath which forms part of the famous Bay Run, which is a 7km walking/cycling path around Iron Cove.

The subject site does not make provision for any off-street car parking. Parking for staff, patrons, gym-goers, rowers and visitors occurs from within nearby on and off-street parking areas, including the public car parks located immediately east of the building as well as the eastern corner of Brett Park, opposite the site. On-street parking associated with the premises primarily occurs along Henley Marine Drive, Formosa Street, Sisters Crescent, Day Street, Tranmere Street and Day Street – i.e. the streets surrounding Brett Park. Notwithstanding the above, many patrons to Aqua Luna arrive by taxi or Uber, given the convenient location just off Victoria Road.

A recent aerial image of the site and its surroundings is reproduced on the following page, along with a series of Streetview images.



Figure 2.1 – Aerial map (Source: Nearmap)

22147 | 131P Henley Marine Drive, Drummoyne | DP 752023





Figure 2.3 – Streetview image of Henley Marine Dr, looking west (Source: Google Maps)



Figure 2.4 – Streetview image of Henley Marine Dr, looking east (Source: Google Maps)

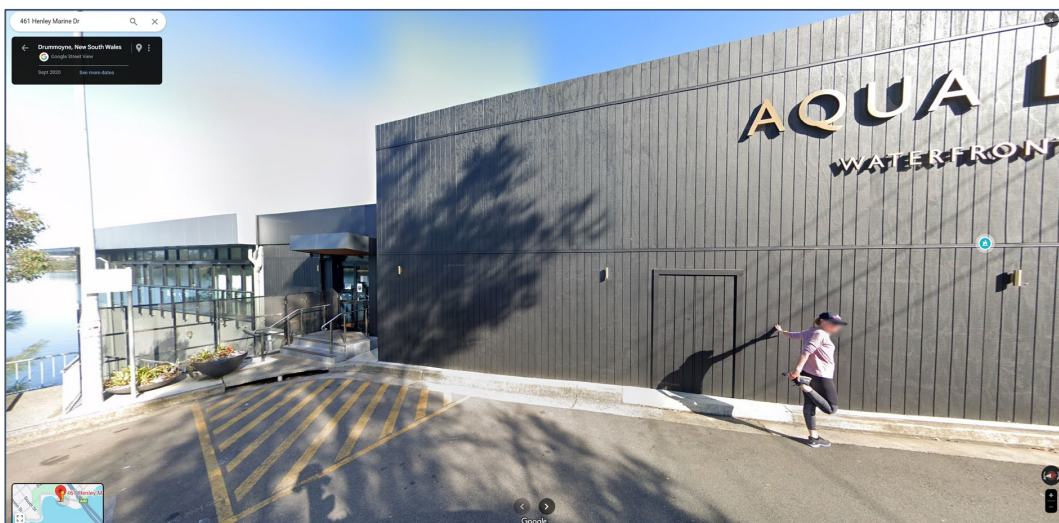


Figure 2.5 – Streetview image of Aqua Luna loading bay and eastern façade from public car park (Source: Google Maps)

23147 | 131B Henley Marine Drive, Drummoyne | BP | 31.11.24



Figure 2.6 – Streetview image of existing building from pontoon, looking north (Source: Google Maps)

## 2.2 Planning Context

The site is zoned RE1 Public Recreation under the Canada Bay LEP 2013, as noted indicated in the map below. There are no height of building or floor space ratio controls which apply to the site.

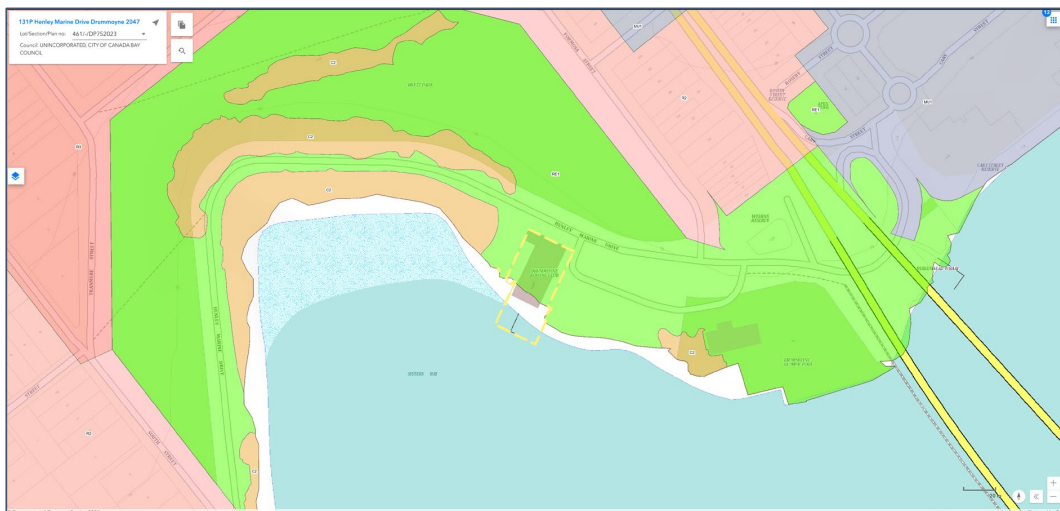


Figure 2.7 – Zoning map (Source: ePlanning Spatial Viewer)

## 2.3 Road Network

The Transport for NSW (TfNSW) road hierarchy comprises the following road classifications:

- State Roads: Freeways, Motorways and Primary Arterial Roads (TfNSW managed)
- Regional Roads: Secondary or Sub-Arterial (Council managed, partly funded by the State)
- Local Roads: Collector and Local Access Roads (Council managed)



The road hierarchy in the vicinity of the site is shown in the figure below, whilst the key roads and intersections are summarised as follows:

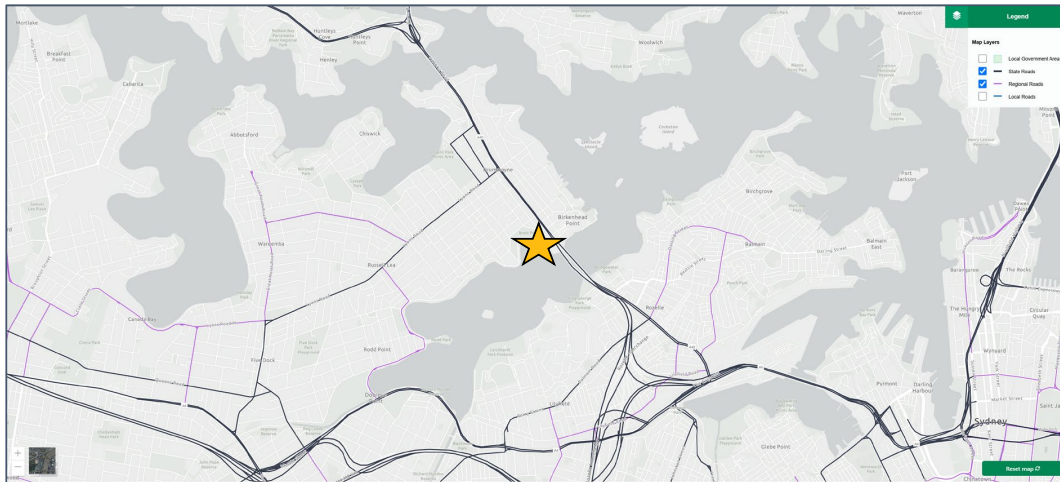


Figure 2.8 – Road Hierarchy (Source: Transport for NSW)

- Victoria Road is classified as a State Road and provides another major east-west road link in the Sydney area, linking Rozelle to Parramatta. It typically carries three traffic lanes in each direction in the vicinity of the site, with turning lanes provided at key intersections and Bus Lanes/Clearway lanes during peak periods.
- Lyons Road and Great North Road (south of Lyons Road) are also classified as State Roads which provide a key road link through the Drummoyne, Russell Lee & Five Dock areas, linking Victoria Road to Parramatta Road. They carry one to two traffic lanes in each direction, with kerbside parking generally permitted outside of peak periods.
- Brent Street, Henley Marine Drive (between Brent Street & Timbrell Drive) & Timbrell Drive are all classified as Regional Roads which provide a key north-south road link between Dobroyd Parade & Lyons Road. They typically carry one traffic lane in each direction in the vicinity of the site, with kerbside parking generally permitted.
- Henley Marine Drive (east of Brent Street and west of Timbrell Drive) is a local road which provides vehicular and pedestrian access to frontage properties. Two-way traffic flow is permitted, with kerbside parking generally permitted.

## 2.4 Public Transport

The nearby public transport services are shown in the figure on the following page. The nearest bus stop is located approximately 350m walking distance north-west of the site, which is serviced by the 500, 500N, 500X, 501, 503, 504, 505, 506 & 507 services.



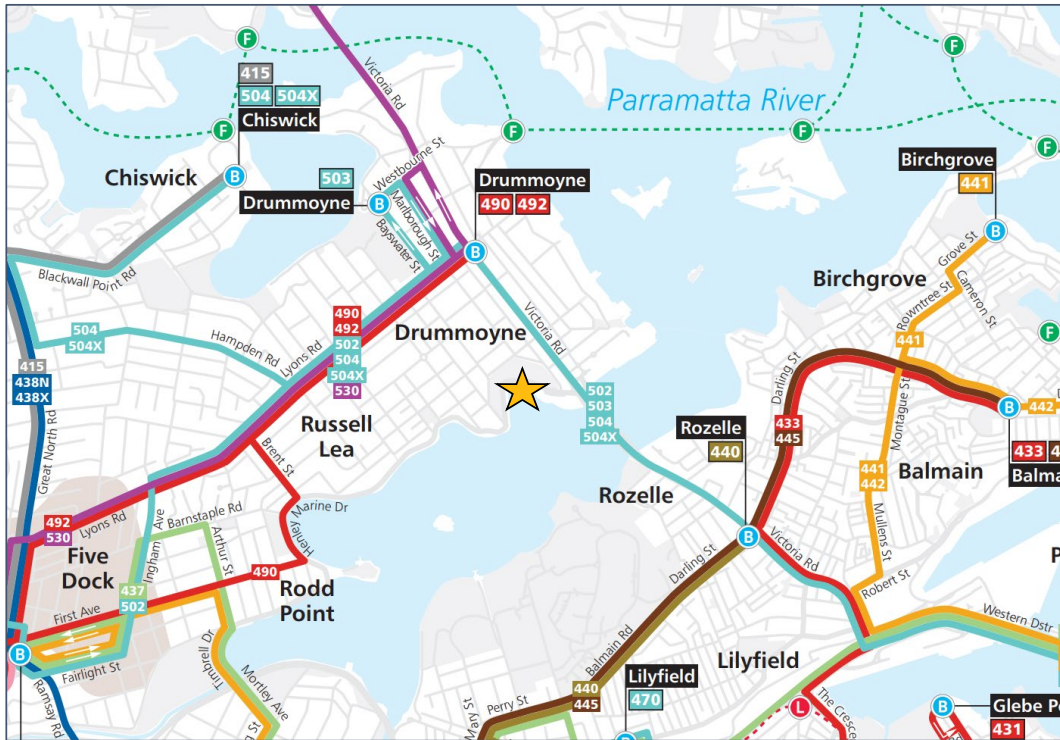


Figure 2.9 – Existing Public Transport Map (Source: Transport for NSW)

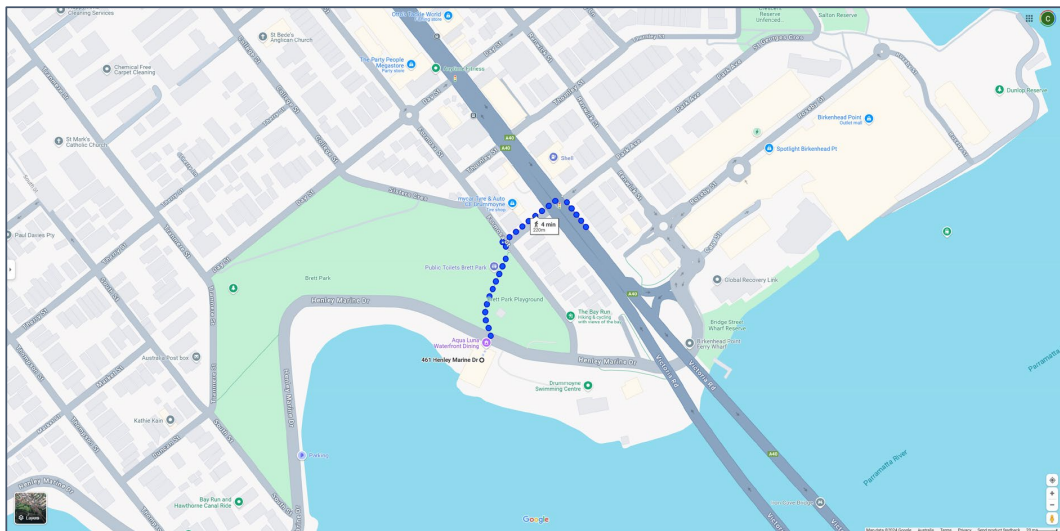


Figure 2.10 – Walking distance to/from nearest bus stop (Source: Transport for NSW)

Research suggests that proximity to bus services influence the travel mode choice for areas within 400m walking distance (approximately 5 minutes) of a bus stop. As such, Aqua Luna has good potential for staff and patrons of the facility to utilise bus for their trip to/from venue.

## 2.5 Active Transport

In addition to the public transport services available in the vicinity of the site, there is also a good level of pedestrian connectivity, including safe and convenient footpaths to the abovementioned bus stop. All existing footpaths in the surrounding area are of good quality, with appropriate widths and pram ramps provided at most intersections.

The existing bicycle network in the vicinity of the site is reproduced in the figure below, which shows there are a number of formal and informal cycle routes throughout the surrounding area.

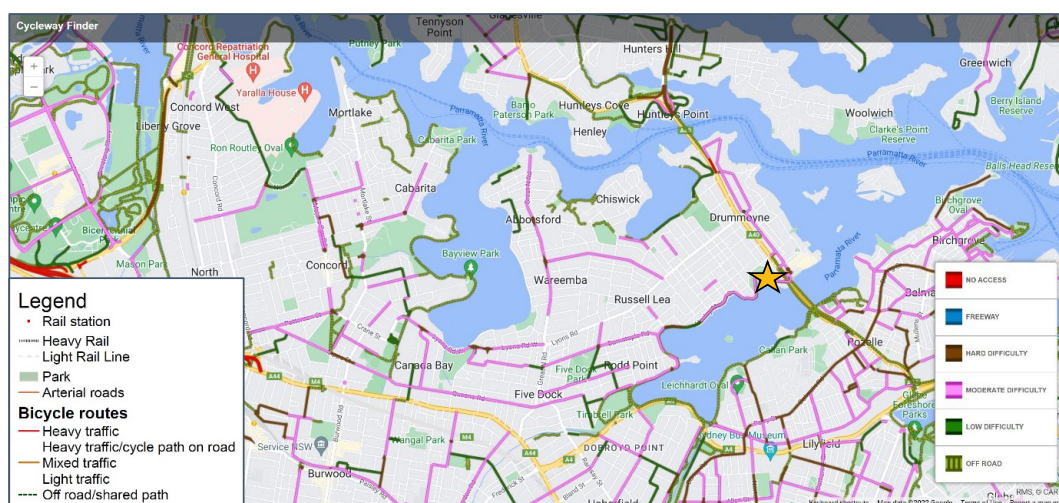


Figure 2.11 – Cycle Map (Source: Transport for NSW)

The *Planning Guidelines for Walking and Cycling* identify a number of city-scale design principles that can assist the creation of walkable and cyclable cities and neighbourhoods. These principles emphasise urban renewal and the creation of compact, mixed use, accessible centres around public transport stops. At the neighbourhood scale, design principles can be reinforced through the creation of local and accessible centres and neighbourhoods with connected street patterns and road design which aim to reinforce local walking and cycling networks.

In particular, the *Guidelines* note that increased population density is an important element in creating a walkable and cyclable city. A compact development brings activities close together, making them more accessible by foot or by bicycle, without the need to use a car. Increased population density also enhances the viability of public transport services.

## 2.6 Existing & Approved Operational Characteristics

In April 2011, Council approved the change of use of the first-floor level of the existing building on the site from a registered club (Drummoyne Rowing Club) to a café, restaurant and bar, under DA117/2011.

In July 2016, Council approved DA2016/0126, involving the alterations and additions of the restaurant (no change to approved hours of operation or number of seats), and construction of a new café with operating hours of 7am-4pm Monday-Sunday.

In this regard, the approved hours of operation of the restaurant are specified in consent condition 74 of DA2016/0126, and restricted to between:

- Monday-Wednesday 8am-11pm
- Thursday-Saturday 8am-12am (midnight)
- Sunday 10am-10pm

Other existing and approved operational characteristics are:

- Maximum seating capacity of the restaurant (and café) of 240
- Acoustic restrictions
- All deliveries must occur between 7am-8pm weekdays or 9am-5pm weekends
- Waste and recycling must occur between 10am-2pm weekdays and limited to 3 collections per week

## 2.7 Existing Parking Demand

In order to determine the existing parking demand in the vicinity of the site, parking accumulation surveys were undertaken by independent contractor Trans Traffic Survey on Friday 13<sup>th</sup> October (5pm-12 midnight), Saturday 14<sup>th</sup> October (5pm-12 midnight) and Sunday 15<sup>th</sup> October (11am-5:30pm) 2023, to correspond with the restaurant's typical busiest trading hours.

The results of the parking surveys are summarised in the graphs on the following page. It is pertinent to note in this regard, that the survey days and dates were chosen as the restaurant had large bookings at the time the parking surveys were undertaken, therefore the graphs represent somewhat of a worst-case scenario with respect to the parking demand. In summary:

- There are in the order of 378 publicly accessible parking spaces located within approximately 200m of the site, including on and off-street areas
- The peak parking demand during the Friday survey period occurred at 6pm when there were 246 parked cars recorded – i.e. 132 spaces remained available
- The peak parking demand during the Saturday survey period occurred at 7pm when there were 240 parked cars recorded – i.e. 138 spaces remained available
- The peak parking demand during the Sunday survey period occurred at 3pm when there were 246 parked cars recorded – i.e. 101 spaces remained available

A copy of the parking accumulation survey results are provided in Appendix B.

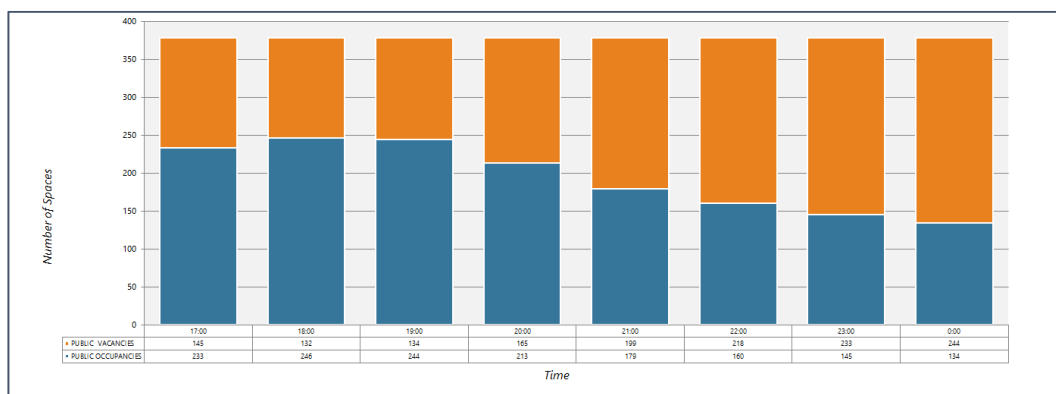


Figure 2.12 – Existing Friday afternoon/evening parking demand, including the restaurant (Source: Trans Traffic Survey)

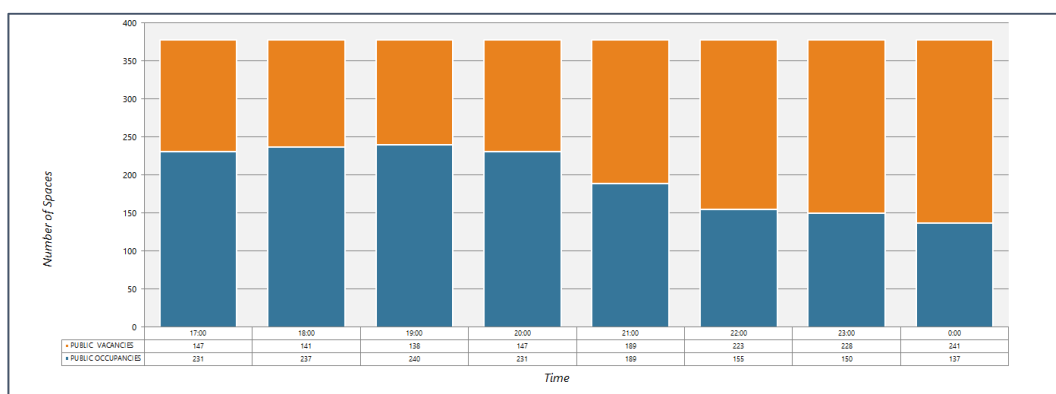


Figure 2.13 – Existing Saturday afternoon/evening parking demand, including the restaurant (Source: Trans Traffic Survey)

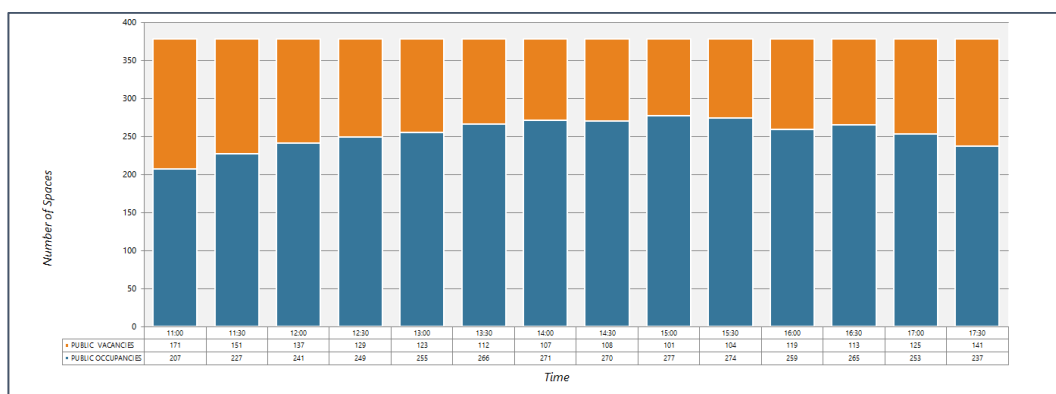


Figure 2.14 – Existing Sunday lunch/afternoon parking demand, including the restaurant (Source: Trans Traffic Survey)

## 2.8 Existing Surrounding Traffic Controls

The existing traffic controls in the vicinity of the site comprise:

- Traffic signals along Victoria Road where it intersects with Park Avenue and also Day Street
- a 40km/h High Pedestrian Activity speed limit along Henley Marine Drive in the vicinity of Aqua Luna
- a roundabout at the intersection of Day Street & Formosa Street
- a raised pedestrian crossing in Henley Marine Drive, directly outside Aqua Luna
- speed humps and pedestrian refuge island located along Henley Marine Drive

23147 | 131B Henley Marine Drive, Drummoyne | BP | 31.11.24

## 2.9 Existing Surrounding Parking Restrictions

The existing on-street parking restrictions in the surrounding area comprise:

- 2P restrictions within the outdoor car park on the eastern side of the building during business hours, with 4P restrictions outside of business hours
- 2P restrictions within the Brett Park outdoor car park opposite the site during business hours, with 4P restrictions outside of business hours
- 2P restrictions along the northern side of Henley Marine Drive, in the vicinity of the site, with unrestricted parking permitted outside of those hours
- 2P parking restrictions along both sides of Formosa Street, 8am-6pm daily (Permit Holders Excepted outside residential properties)
- 2P parking restrictions along the northern side of Sisters Crescent, 8am-6pm Monday-Saturday daily (Permit Holders Excepted), with unrestricted kerbside parking permitted on the southern side of the road, outside Brett Park
- Unrestricted parking elsewhere along Henley Marine Drive, where a kerbside parking lane exists
- No Stopping restrictions along both sides of Henley Marine Drive, directly outside the site, in the vicinity of the raised pedestrian crossing
- A Bus Zone located on the southern side of Henley Marine Drive, just east of the site
- Unrestricted parking along both sides of Tranmere Street
- Unrestricted parking along both sides of South Street



### 3. Proposed Development

#### 3.1 Development Description

The proposal seeks to introduce “function centre” as a Schedule 1 – Additional Permitted Use under the LEP, primarily relating to the Aqua Luna restaurant which is located on the first-floor level of the existing building.

As noted in the foregoing, Aqua Luna currently has development consent for up to 240 restaurant patrons on site at any given time, 7 days per week, and the PP does not seek to change this.

No works are proposed to the existing building, including the gymnasium or boat shed on the lower levels of the building.

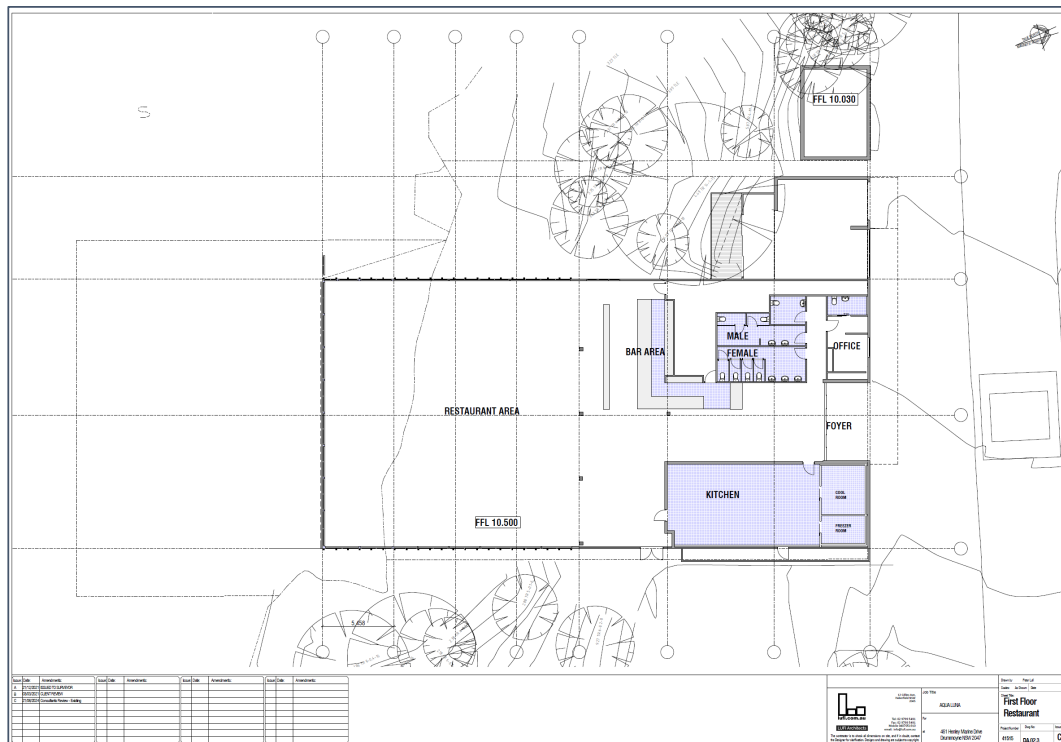


Figure 3.1 – Proposed first floor restaurant (Source: LUFi Architects)

#### 3.2 Waste Collection & Deliveries

The approved waste collection and delivery hours of the restaurant are specified in consent condition 74 of DA2016/0126, and restricted to between:

- All deliveries must occur between 7am-8pm weekdays or 9am-5pm weekends
- Waste and recycling must occur between 10am-2pm weekdays and limited to 3 collections per week

No changes are proposed to the above approved hours.

## 4. Traffic Impact Assessment

### 4.1 Traffic Generation Guidelines

The traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing and/or approved uses, and its impact on the operational performance of the surrounding road network, particularly during the weekday morning and afternoon road network peak periods.

An indication of the traffic generation potential of the existing and proposed uses on the site is provided by reference to the following documents:

- RMS Guide to Traffic Generating Developments 2002 (RMS Guide)
- RMS Technical Direction 2013/04a (TDT)
- Transport for NSW's Draft Guide to Transport Impact Assessment 2024

### 4.2 Existing Development Traffic Generation

The existing development on the site is defined by the RMS Guide as a "restaurant", which specifies the following trip rates:

#### Rates.

Evening peak hour vehicle trips = 5 per 100 m<sup>2</sup> gross floor area.  
Daily vehicle trips = 60 per 100m<sup>2</sup> gross floor area.

The existing restaurant has a floor area of approximately 850m<sup>2</sup> (including kitchen, bathrooms, bar and BOH). Therefore, based on the above RMS trip generation rate, the existing restaurant on the site has a theoretical traffic generation potential of approximately 42 vehicle trips during the weekday afternoon peak hour (vph) – i.e. 21 trips TO & 21 trips FROM.

### 4.3 Proposed Development Traffic Generation

As noted in the foregoing, the proposal seeks to introduce "function centre" as a Schedule 1 – Additional Permitted Use under the LEP. No works are proposed to the existing building, including the gymnasium or boat shed on the lower levels of the building.

As such, the Planning Proposal will not result in any change to the existing traffic generation potential on the site.

Accordingly, the road network operation is expected to remain at the same level of service and is therefore supportable on traffic grounds.

## 5. Access, Parking & Servicing Assessment

### 5.1 Applicable Car Parking Rates

The off-street car parking rates applicable to the Planning Proposal are specified in Council's *Canada Bay DCP (August 2023), Part B, Section B3 – Vehicle and Bicycle Parking and Access* document in the following terms:

Land use	Minimum parking requirements
<b>Retail</b>	
Restaurants, Cafes, Take-away food & drink premises	Whichever is the greater of: <ul style="list-style-type: none"> <li>• 1 space per 6m<sup>2</sup> of serviced area, or</li> <li>• 1 space per 4 seats.</li> </ul>

Figure 5.1 – Car parking rates (Source: Canada Bay DCP, Part B, Section B3)

### 5.2 Existing Car Parking Requirements

Application of the above parking rates to the existing serviced floor area of approximately 400m<sup>2</sup> and maximum seating capacity of 240, yields a parking requirement of 67 spaces (based on the *per m<sup>2</sup>* rate, compared to the 60 spaces required under the *per seat* rate).

### 5.3 Proposed Car Parking Requirements

As noted in the foregoing, the proposal seeks to introduce “function centre” as a Schedule 1 – Additional Permitted Use under the LEP. The existing floor area, including serviced floor area, is to remain unchanged.

As such, the Planning Proposal will not result in any change to the existing parking requirement of Aqua Luna.

Furthermore, the parking accumulation survey results that were conducted as part of this study indicates that there is substantial spare car parking capacity available within a short walking distance of the subject site on a typical Friday & Saturday afternoon/evening as well as a Sunday lunch/afternoon.

In the circumstances it is considered that the existing Aqua Luna does not and will not have any unacceptable parking implications.



## 6. Conclusion

In summary, the Planning Proposal seeks to introduce “function centre” as a Schedule 1 – Additional Permitted Use under the LEP. The subject of this PP relates to the first-floor level of the existing building on the subject site located at 131P Henley Marine Drive, Drummoyne, which is currently occupied by the Aqua Luna restaurant.

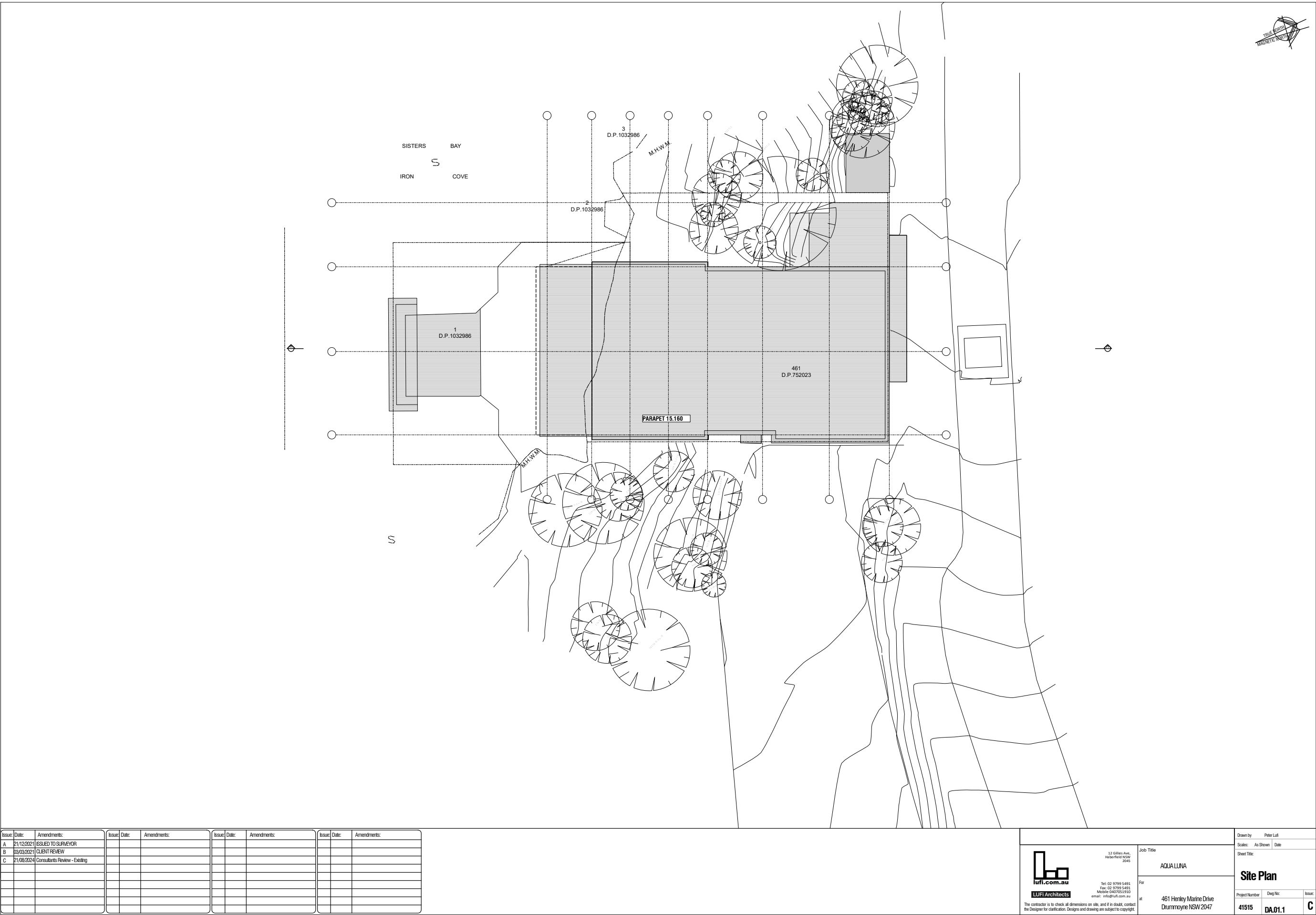
Based on the findings contained within this report, the following conclusions are made:

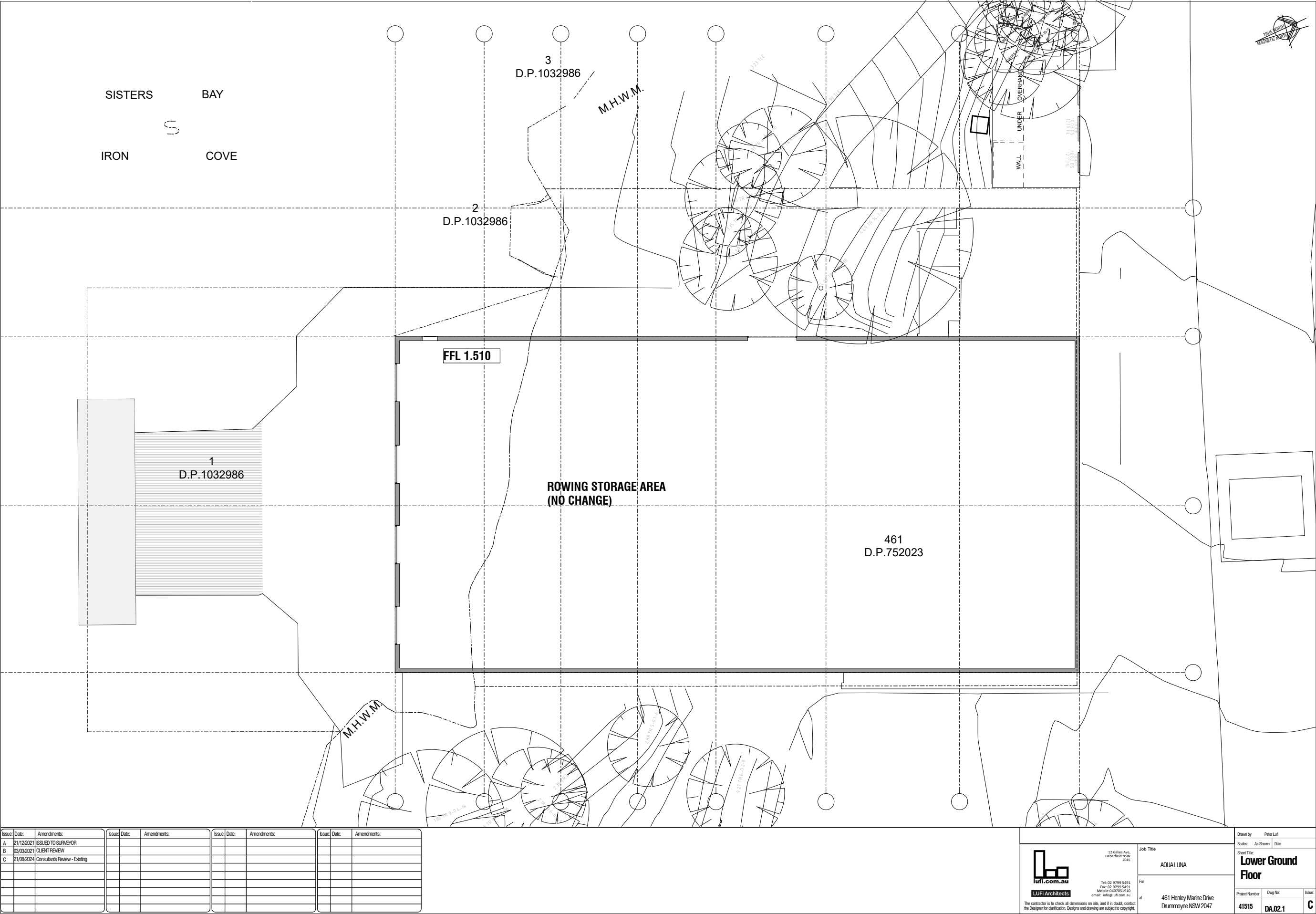
- the site is located within 400m walking distance to bus services along Victoria Road which also provide access to railway stations
- the PP will not result in any change in traffic generation potential to Aqua Luna, such that the PP will clearly not result in any unacceptable traffic or environmental capacity implications to the surrounding road network
- the PP will not result in any increase in parking demand, given the floor area and maximum seating capacity of Aqua Luna will remain unchanged
- car parking accumulation surveys undertaken on a typical Friday, Saturday & Sunday as part of this study during large Aqua Luna restaurant bookings, which indicates that there is spare capacity within easy walking distance of the site
- existing operational hours, loading and waste collection, all remain unchanged as part of the PP
- No works are proposed to the existing building, including the gymnasium or boat shed on the lower levels of the building.

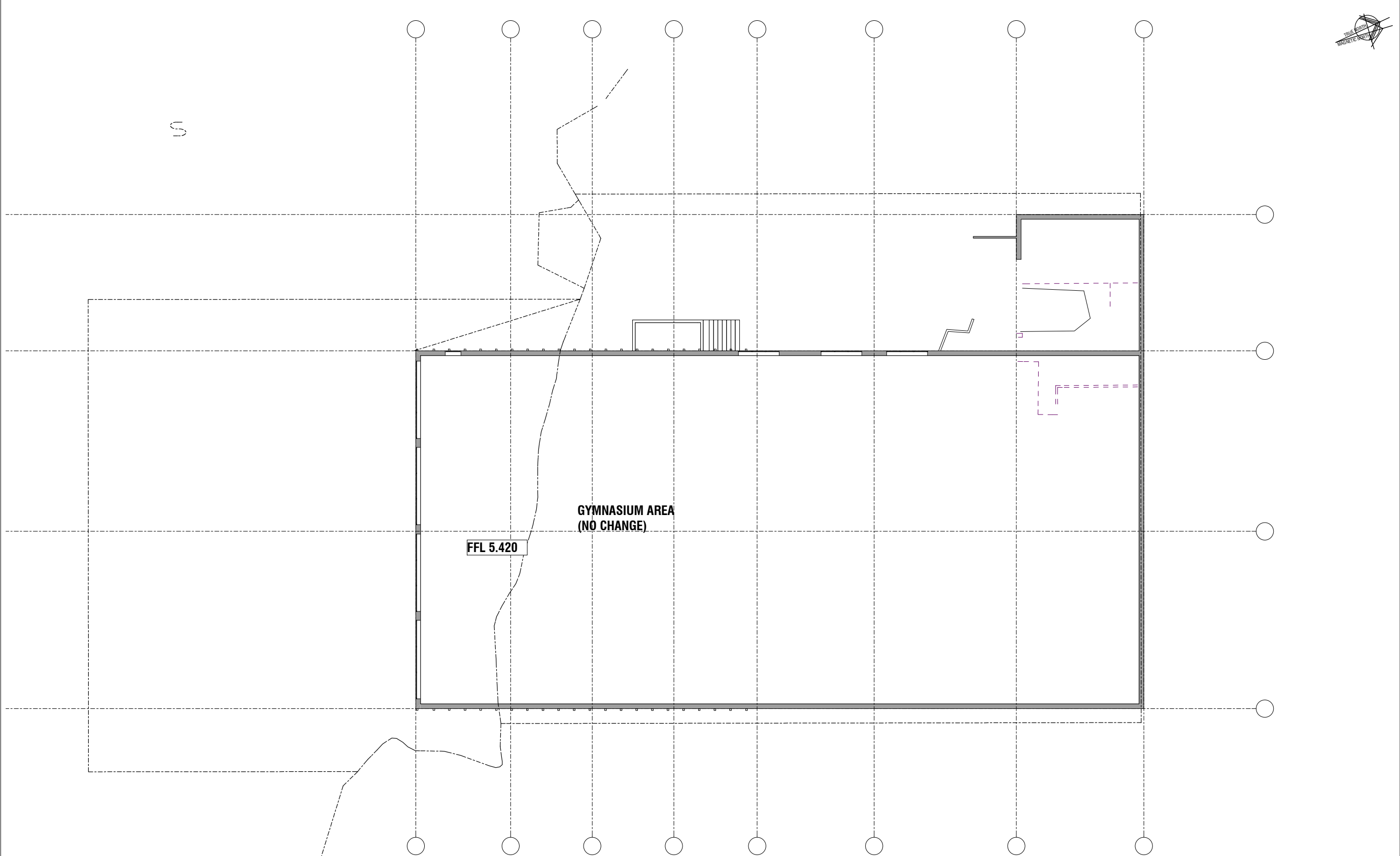
In light of the foregoing assessment, it is therefore concluded that the proposed development is supportable on vehicular access, traffic, parking and servicing grounds and will not result in any unacceptable implications.


## **Appendix A**

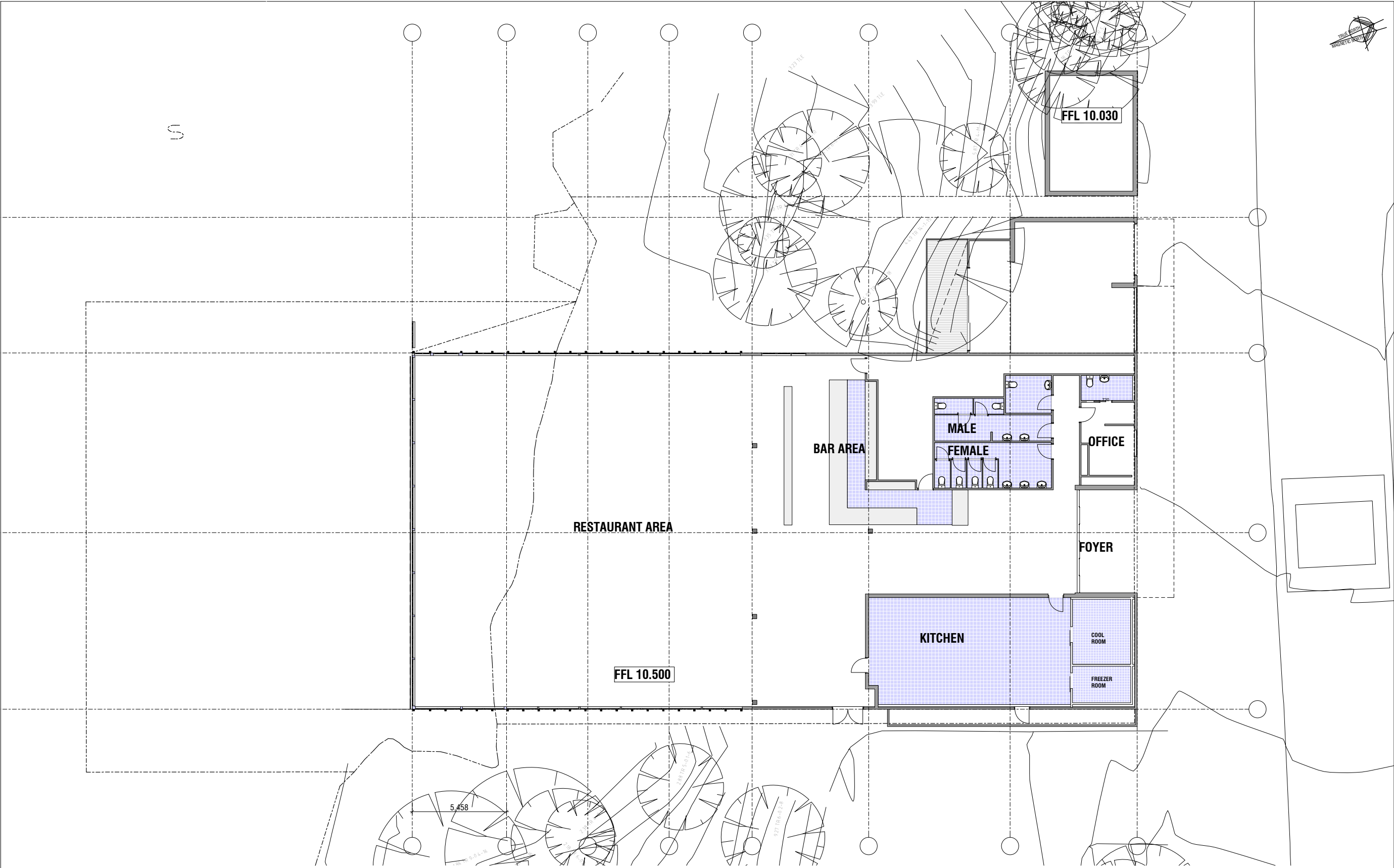
### Proposed Architectural Plans




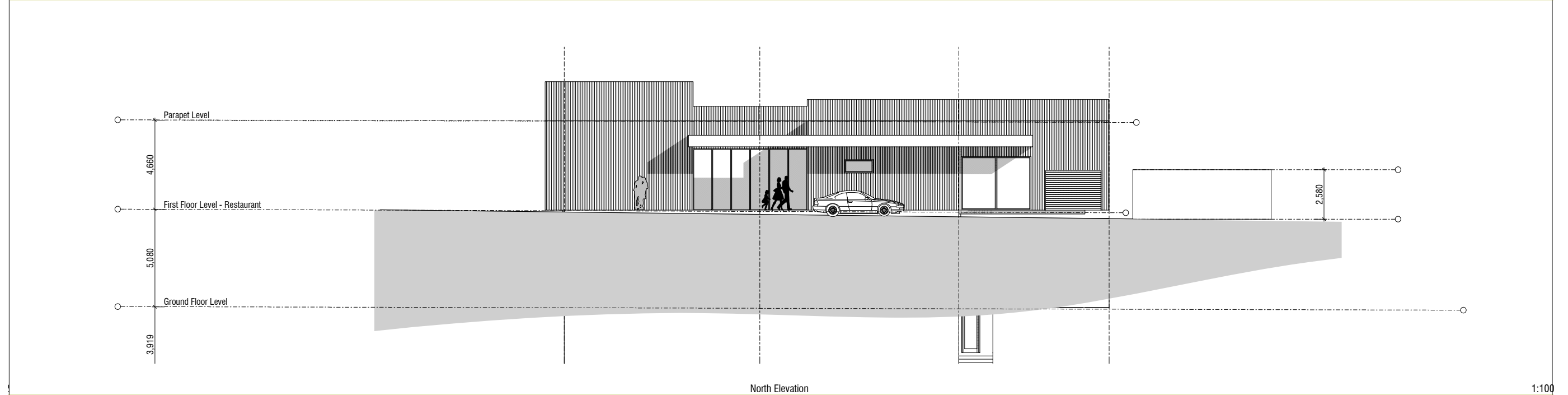
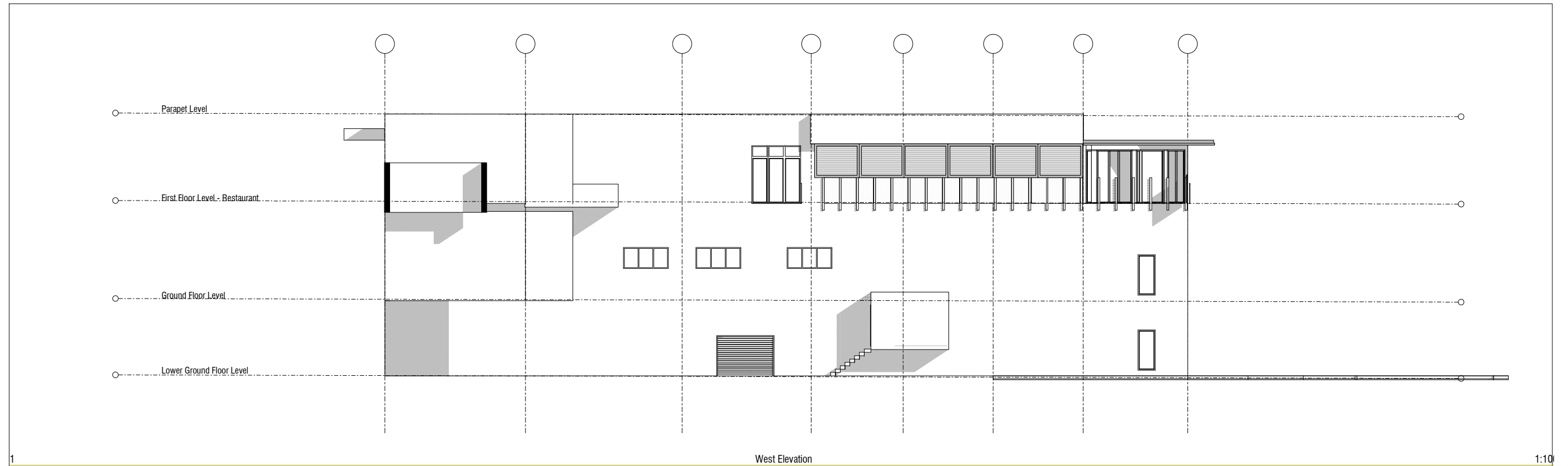


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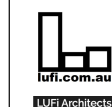
 <b>Lufi Architects</b>	12 Gilles Ave, Haberfield NSW 2045	Job Title   AQUA LUNA	Drawn by: Peter Luff Scales: As Shown    Date:
	Tel: 02 9789 5481 Fax: 02 9789 5481 Mobile 0407051910 email: info@lufi.com.au	For  at	Sheet Title:   <b>Ground Floor</b>
The contractor is to check all dimensions on site, and if in doubt, contact the Designer for clarification. Designs and drawing are subject to copyright.		461 Henley Marine Drive Drummoyne NSW 2047	41515    DA.02.2    C

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 <b>Lufi Architects</b>	12 Gilles Ave, Haberfield NSW 2045	Job Title   AQUA LUNA	Drawn by: Peter Luff Scales: As Shown Date	
	Tel: 02 9789 5481 Fax: 02 9789 5481 Mobile 0407 053510 email: info@lufi.com.au	For   at	Sheet Title <b>First Floor Restaurant</b>	Project Number <b>41515</b>
	The contractor is to check all dimensions on site, and if in doubt, contact the Designer for clarification. Designs and drawing are subject to copyright.	461 Henley Marine Drive Drummoyne NSW 2047	Drawn by: Peter Luff Scales: As Shown Date	Drawn by: Peter Luff Scales: As Shown Date



Issue	Date	Amendments	Issue	Date	Amendments	Issue	Date	Amendments	Issue	Date	Amendments
A	21/12/2021	ISSUED TO SURVEYOR									
B	03/03/2021	CLIENT REVIEW									
C	21/08/2024	Consultants Review - Existing									



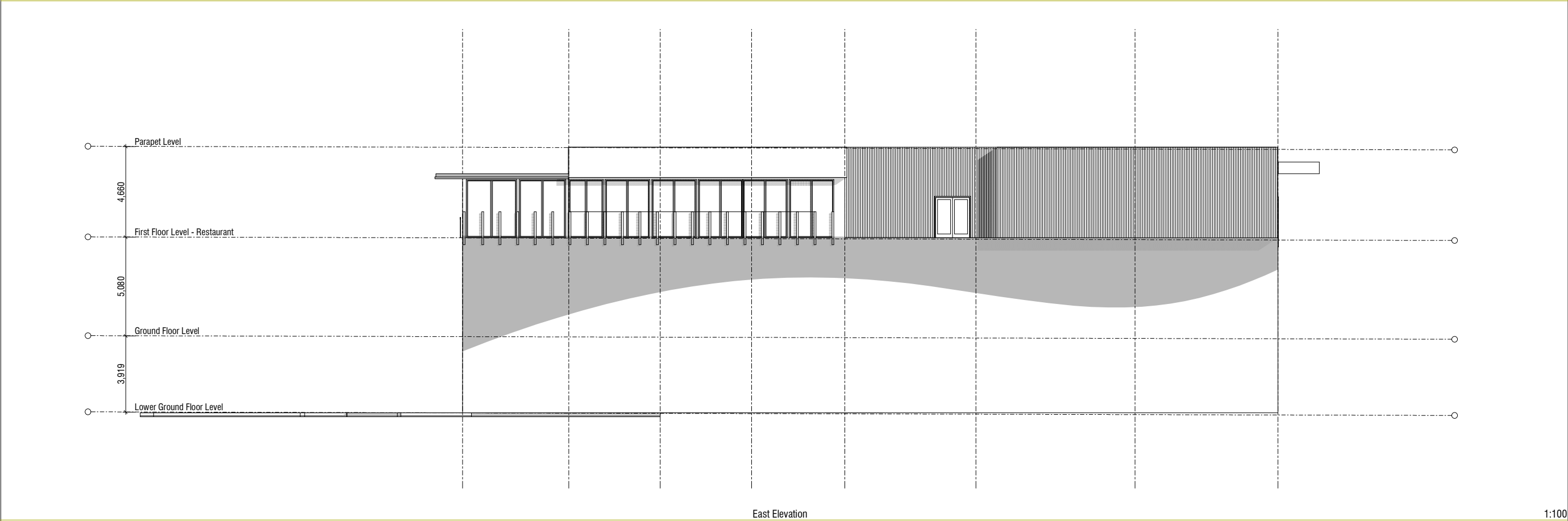
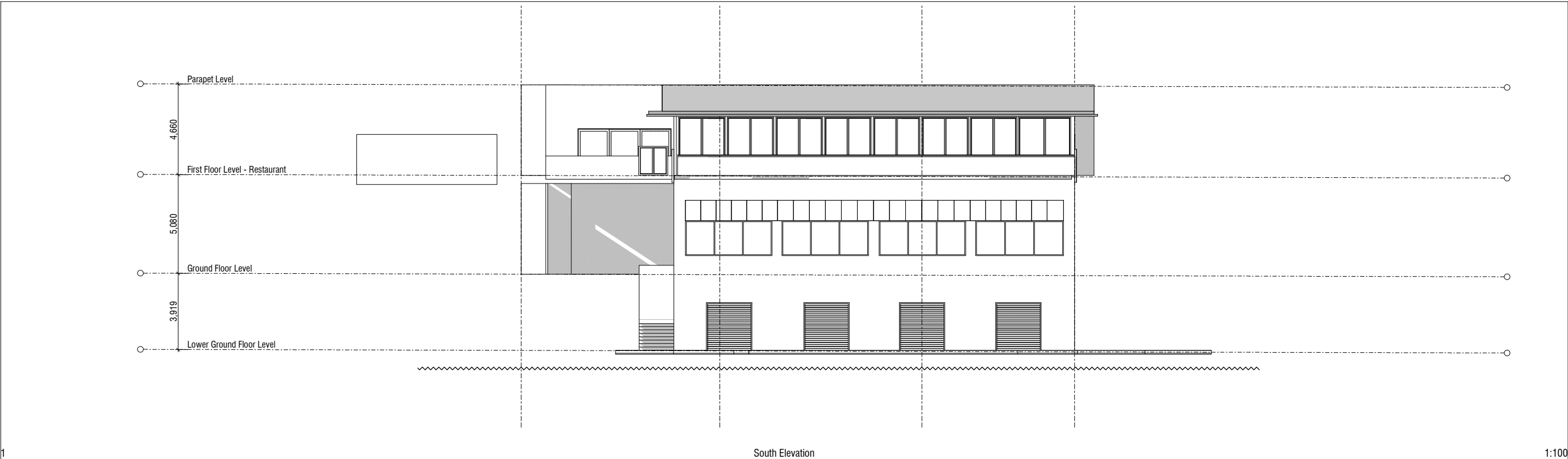
12 Gillies Ave,  
Haberfield NSW  
2045


Tel: 02 9799 5491  
Fax: 02 9799 5491  
Mobile: 0407 7051 910  
email: info@lufi.com.au

The contractor is to check all dimensions on site, and if in doubt, contact the Designer for clarification. Designs and drawing are subject to copyright.

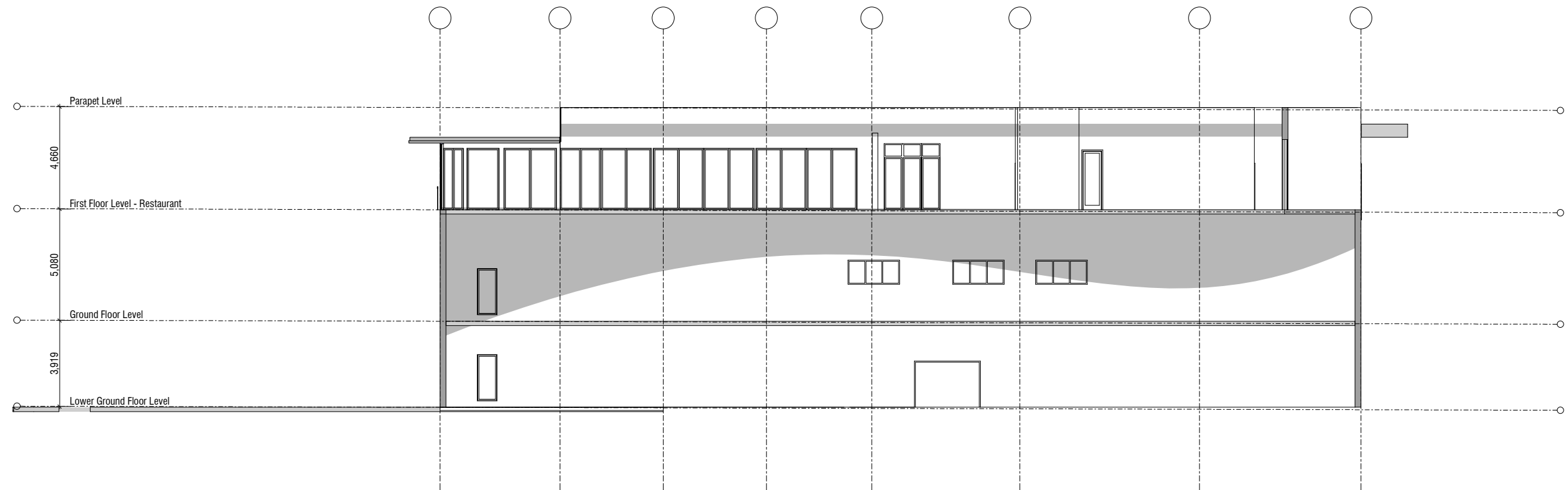
Job Title  
AQUA LUNA  
For  
461 Henley Marine Drive  
Drummoyne NSW 2047

Drawn by	Peter Lufi
Scale:	As Shown
Sheet Title:	West & North Elevations
Project Number	41515
Dwg No:	DA.03.1
Issue:	C

[illegible]

 <b>Lufi Architects</b>	12 Gilles Ave, Haberfield NSW 2045	Job Title   AQUA LUNA	Drawn by: Peter Luff Scales: As Shown Date	
	Tel: 02 9789 5481 Fax: 02 9789 5481 Mobile 0407053910 email: info@lufi.com.au	For   at	Sheet Title: <b>East &amp; South Elevations</b>	
	461 Henley Marine Drive Drummoyne NSW 2047		Project Number <b>41515</b>	Drawn No: <b>DA.03.2</b>
The contractor is to check all dimensions on site, and if in doubt, contact the Designer for clarification. Designs and drawing are subject to copyright.			Issue: <b>C</b>	

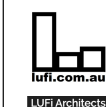




Section

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Issue	Date	Amendments	Issue	Date	Amendments	Issue	Date	Amendments	Issue	Date	Amendments
A	21/12/2021	ISSUED TO SURVEYOR									
B	03/03/2021	CLIENT REVIEW									
C	21/08/2024	Consultants Review - Existing									



12 Gillies Ave,  
Haberfield NSW  
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Tel: 02 9799 5491  
Fax: 02 9799 5491  
Mobile 0407051910  
email: info@lufi.com.au

The contractor is to check all dimensions on site, and if in doubt, contact the Designer for clarification. Designs and drawing are subject to copyright.

Job Title  
AQUA LUNA  
For  
461 Henley Marine Drive  
Drummoyne NSW 2047

Drawn by	Peter Lufi
Scales:	As Shown
Sheet Title:	
Project Number	41515
Dwg No:	DA.04.1
Issue:	C

Section W & X

## **Appendix B**

### Parking Accumulation Survey Results

Parking Occupancy

# TRANS TRAFFIC SURVEY

Parking Occupancy Survey
Survey Period
Survey Location
Survey Date

Survey Point	Street	Location	Size	Remarks	Clear Way	Parking Occupancy											
						1	2	3	4	5	6	7	8	9	10	11	12
1	Buck St	Old Buck St to Jackson St	2	Unpaved		1	1	1	1	1	1	1	1	1	1	1	
2				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
3		Jackson St to Jackson Street Dr	2	No Driveway		1	1	1	1	1	1	1	1	1	1	1	
4				Unpaved		1	1	1	1	1	1	1	1	1	1	1	
5				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
6	Hobby Street Dr to Jackson St		10	Unpaved		1	1	1	1	1	1	1	1	1	1	1	
7				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
8				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
9		Jackson St to Hobby St	2	No Driveway		1	1	1	1	1	1	1	1	1	1	1	
10				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
11	Hobby Street Dr	Old St to Jackson St	100	No Driveway		1	1	1	1	1	1	1	1	1	1	1	
12				Unpaved		1	1	1	1	1	1	1	1	1	1	1	
13				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
14				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
15				Unpaved		1	1	1	1	1	1	1	1	1	1	1	
16				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
17				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
18				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
19				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
20				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
21	Jackson St	Old St to Jackson St	100	No Driveway		1	1	1	1	1	1	1	1	1	1	1	
22				Driveway		1	1	1	1	1	1	1	1	1	1	1	
23				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
24				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
25				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
26	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
27				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
28				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
29				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
30				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
31	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
32				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
33				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
34				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
35				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
36	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
37				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
38				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
39				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
40				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
41	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
42				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
43				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
44				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
45				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
46	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
47				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
48				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
49				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
50				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
51	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
52				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
53				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
54				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
55				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
56	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
57				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
58				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
59				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
60				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
61	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
62				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
63				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
64				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
65				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
66	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
67				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
68				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
69				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
70				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
71	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
72				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
73				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
74				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
75				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
76	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
77				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
78				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
79				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
80				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
81	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
82				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
83				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
84				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
85				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
86	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
87				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
88				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
89				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
90				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
91	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
92				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
93				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
94				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
95				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
96	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
97				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
98				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
99				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
100				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
101	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
102				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
103				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
104				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
105				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
106	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
107				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
108				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
109				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
110				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
111	Jackson St	Old St to Jackson St	100	Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
112				Driveway (See Note 1)		1	1	1	1	1	1	1	1	1	1	1	
113				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
114				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
115				No Driveway		1	1	1	1	1	1	1	1	1	1	1	
116																	

Category	Blue Objects	Orange Objects	Total Objects
Category 1	65	35	100
Category 2	65	35	100
Category 3	65	35	100
Category 4	65	35	100
Category 5	55	45	100
Category 6	55	45	100
Category 7	55	45	100
Category 8	55	45	100
Category 9	55	45	100
Category 10	55	45	100

Department	Male	Female
HR	20	15
Finance	18	17
Marketing	22	13
Sales	25	10
IT	20	15
Operations	23	12
Production	21	14
Quality Control	19	16
Logistics	24	11
Research & Development	17	18

# TRANS TRAFFIC SURVEY

Map and Surveyed Area

trafficsurvey.com.au





## Local Planning Panel Minutes

### MINUTES of the CITY OF CANADA BAY LOCAL PLANNING PANEL

<b>Date of Panel meeting</b>	17 February 2025
<b>Location</b>	Hudson Room, City of Canada Bay Council
<b>Panel members</b>	Chris Wilson, Chair Toney Hallahan, Expert Member Garry Chapman, Expert Member Ruth Frettingham, Community Member
<b>Council staff</b>	Paul Dewar, Manager Strategic Planning Lucy Langley, Coordinator Strategic Planning Anthony Wynen, Senior Strategic Planner
<b>Apologies</b>	Nil
<b>Declarations of interest</b>	Nil

A meeting of the Local Planning Panel was held in the Hudson Room, City of Canada Bay Council, Drummoyne on 17 February 2025 in relation to a Planning Proposal at 131P Henley Marine Drive, Drummoyne. Please note Planning Proposal meetings are not public meetings and therefore are not open to the public.

A site inspection was conducted by Panel members and Council staff from 11.00am to 11.30am.

The applicant and their representatives addressed the Panel from 12.30pm to 12.45pm.

The planning proposal meeting concluded at 1.00pm.

#### ITEM 1: PLANNING PROPOSAL; PP2024/0007; 131P HENLEY MARINE DRIVE, DRUMMOYNE

This proponent-initiated Planning Proposal seeks to introduce a new clause in Schedule 1 which enables additional permitted uses on the site in the form of function centres.

The Panel's role is to provide advice to Council for their consideration. In providing advice, the Panel considered the strategic merit and site-specific merit of the Planning Proposal.

The Panel considered the Council staff report (including attachments) and heard from the applicant and their representatives in their address to the Panel, together with matters observed during the site inspection.

## Local Planning Panel Minutes

### RESOLVED

The Panel:




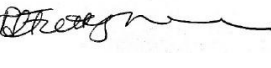
1. Notes that the site is currently being used as a function centre and the purpose of the planning proposal is to make the use permissible.
2. Notes that part of the site is located below mean high water mark and is subject to the Biodiversity and Conservation SEPP 2021.
3. Supports the planning proposal in principle subject to:
  - a. the matters raised by Council in their report to the Panel being satisfactorily addressed
  - b. the proponent clarifying the implication of the Environmental Protection zoning applying to part of the land under the Biodiversity and Conservation SEPP.
  - c. The proposal being updated to include all parcels of land to which the proposed additional permitted use will apply
4. Notes the key matters relating to traffic, noise and parking potentially affecting local amenity will need to be appropriately addressed in any future development application.

### VOTING

The decision was unanimous.

### ADOPTION OF MINUTES:

We, the undersigned members of the Canada Bay Local Planning Panel, certify that these Minutes are an accurate record of the meeting of 17 February 2025:

PANEL MEMBERS	
Chris Wilson, Chair 	Toney Hallahan, Expert Member 
Garry Chapman, Expert Member 	Ruth Frettingham, Community Member 

# Affordable Housing Policy

## 1. Purpose

Council is committed to enabling affordable housing in the City of Canada Bay to maintain a diverse, vibrant and healthy community and to alleviate housing stress experienced by some individuals and families in the private rental housing market.

The purpose of this policy is to establish the City of Canada Bay's (Council) approach to affordable housing. The policy:

- Defines the type of housing referred to in this policy
- Outlines Council's principles (role and approach) to affordable housing
- Clarifies the intent of Council's involvement in affordable housing
- Provides management guidelines for the ongoing operation of affordable housing units owned by Council (refer to Affordable Housing Management Guideline).

## 2. Scope

The policy applies to housing types in the categories **bolded and highlighted** below:

THE HOUSING SUPPLY CONTINUUM							
Emergency shelters/ crisis accommodation	Transitional/ supported housing	Social housing (including public housing)	<b>Affordable (community rental) housing</b>	<b>Affordable home ownership/ shared ownership</b>	<b>Private market affordable rental housing</b> (including boarding houses and student accommodation, which may be government subsidised)	Private market rental housing	Home ownership
Government subsidised housing (including housing provided by the government and the community sector)			Non-market housing (community housing sector)		Market housing		

## 3. Definitions

Term	Meaning
Affordable Housing	Housing for very low income households, low income households or moderate income households, if the household has a gross income within

# Affordable Housing Policy

	the range of percentages set out in clause 13 of the <i>State Environmental Planning Policy (Housing) 2021</i> .
Affordable Housing Dwellings	Dwelling that has been obtained by Council through planning mechanisms or purchase, for the purpose of affordable housing.
Local Environmental Plan (LEP)	A legal document prepared by Council and approved by the State Government to regulate land use and development
Development Control Plan (DCP)	A plan to provide detailed planning and design guidelines to support the planning controls in the Local Environmental Plan
Inclusionary Zoning	Statutory planning controls requiring affordable housing to be incorporated in a development project, or the proponent makes cash contribution for the obligation to be discharged off-site

## 4. Policy Principles

The policy provides a set of principles to guide Council's endeavors in support of affordable housing. This includes Council's position when working with other levels of government; the management of Council owned affordable housing dwellings; and the development of plans, strategies and actions relating to affordable housing and their implementation.

The policy does not address general housing needs and housing targets for the local government area.

The following principles encapsulate Council's role and approach to affordable housing:

- Produce - Council supports the production of affordable housing stock; whether through inclusionary zoning, voluntary planning agreements or working with developers to encourage appropriately designed affordable housing.
- Promote – Council aims to provide a diverse range of housing types and sizes for varying stages of life, including adaptable housing for people with a disability.
- Retain - Council undertakes the role of advocacy, and where possible, undertake mitigation to reduce further loss to affordable housing stock

## 5. Rational for Council Involvement in Affordable Housing

Council's involvement in affordable housing is intended to contribute towards:

- Maintaining a diverse community to ensure a socially, economically and environmentally vibrant and healthy community;
- Promoting affordable housing provision by private, government and non-government sectors; as well as the production of diverse housing types and sizes;
- Improvements to affordable housing policy at all levels of government.

## 6. Ownership of Affordable Housing

Affordable Housing dwellings dedicated to Council under the *Environmental Planning and Assessment Act* section 7.32 and 7.33 or any other means, are to be transferred in property title to the City of Canada Bay Council.

# Affordable Housing Policy

## **7. Affordable Housing Management**

Affordable Housing properties under ownership of City of Canada Bay Council, or a Council nominated recipient, are to be managed by a registered Community Housing Provider endorsed by Council.

Where monetary contributions are received by the City of Canada Bay Council in lieu of affordable housing dwellings, the contribution funds are to be held by Council for the purpose of maintaining or increasing the affordable housing portfolio

## **8. Affordable Housing Management Guideline**

Council has adopted an *Affordable Housing Management Guideline* which aims to assist local residents and/or local employees on very low, low or moderate weekly incomes to access affordable rental housing in the Local Government Area by:

- Improving access to rental housing that is affordable for very low to moderate income households, and in turn alleviate housing stress;
- Ensuring the affordable rental housing mix is appropriate to the changing needs of households with regard to size and type, location, sustainability and community connectedness;
- Ensuring that the quality of affordable housing dwellings is generally equivalent to other dwellings provided on the site or in the area.

## **9. Laws and Standards**

- Local Government Act 1993
- Environmental Planning and Assessment Act 1979
- City of Canada Bay Local Environmental Plan 2013
- State Environmental Planning Policy (Housing) 2021

## **10. Related City of Canada Bay Policies and Procedures**

- City of Canada Bay Affordable Housing Position Paper
- Affordable Housing Management Guideline

## **11. Consultation**

This policy was publicly exhibited from [x] and [x].

## **12. Approval Status**

The General Manager / Council approved this policy on [insert date].

# Affordable Housing Policy

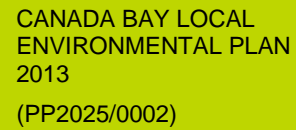
## 13. Approval History

Stage	Date	Comment	ECM ID
Original Policy	07/08/2007	Approved by Council	
Reviewed	15/08/2017	Update ownership and management requirements	
Reviewed	xx/xx/2025	Updates to reflect DAIP policy	

## 14. Ownership and Approval

Responsibility	Role
Author	MD
Owner	Strategic Planning
Approver	City of Canada Bay Council





CANADA BAY LOCAL  
ENVIRONMENTAL PLAN  
2013  
(PP2025/0002)

## PLANNING PROPOSAL – Affordable Housing Contribution Scheme

PP2025/0002

5 March 2025

## Table of Contents

<b>Introduction</b>	<b>3</b>
<b>Part 1 - Objectives or Intended Outcomes</b>	<b>4</b>
<b>Part 2 - Explanation of Provisions</b>	<b>5</b>
<b>Matters for Consideration</b>	<b>8</b>
<b>Section A – Need for the planning proposal</b>	<b>8</b>
<b>Section B – Relationship to the strategic planning framework</b>	<b>8</b>
<b>Section C – Environmental, social and economic impact</b>	<b>12</b>
<b>Section E – State and Commonwealth interests</b>	<b>13</b>
<b>Part 4 – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies</b>	<b>14</b>
<b>Part 5 - Community Consultation</b>	<b>15</b>
<b>Part 6 - Project Timeline</b>	<b>16</b>
<b>Appendix A – Draft Affordable Housing Contribution Scheme</b>	<b>17</b>

## Introduction

This planning proposal (the Proposal) seeks to amend the Canada Bay Local Environmental Plan (CBLEP) 2013 to:

- provide for an updated Affordable Housing Contributions Scheme to apply. The updated scheme comprises housekeeping amendments to simplify calculations and updates to reflect Council policies.
- include a general provision authorising the imposition of a condition requiring a contribution toward affordable housing calculated in accordance with section 48 of the State Environmental Planning Policy (Housing) 2021

The Proposal has been prepared in accordance with section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and addresses the requirements of cl 3.8 (3) of the EP&A Act 'on the preparation of planning proposals under section 3.33 to give effect to the district strategic plan'. It is also in accordance with the *Local Environmental Plan Making Guideline (August 2023)*.

## Part 1 - Objectives or Intended Outcomes

The objective of the Proposal is to amend the Canada Bay Local Environmental Plan 2013 (CBLEP) to:

- implement housekeeping amendments to the Canada Bay Affordable Housing Contribution Scheme to simplify the application and reflect Council's DAIP and needs of the community; and
- clarify that the affordable housing contribution under Chapter 2 'Affordable Housing', Part 3 Retention of existing affordable rental housing' of the Housing SEPP applies to the entire LGA

## Part 2 - Explanation of Provisions

### **Proposal**

The Proposal seeks to amend the CBLEP 2013 to:

- provide for an updated Affordable Housing Contributions Scheme to apply. The updated scheme comprises housekeeping amendments to simplify calculations and updates to reflect Council policies.
- include a general provision authorising the imposition of a condition requiring a contribution toward affordable housing calculated in accordance with section 48 of the State Environmental Planning Policy (Housing) 2021

### **Amended maps**

The Proposal does not seek to amend any of the current LEP maps.

### **Amended clause**

The Proposal is seeking to amend clause 6.12 to:

(1) Amend the definition of Affordable Housing Contributions Scheme to the date that Council adopts the updated Affordable Housing Contributions Scheme. The proposed change is highlighted red in the existing clause 6.12(10) below.

*(10) In this clause—*

*affordable housing contribution area means the following areas shown on the Affordable Housing Contribution Scheme Map—*

- (a) Burwood affordable housing contribution area,*
- (b) 160 Burwood Road Concord affordable housing contribution area,*
- (c) Homebush affordable housing contribution area,*
- (d) Kings Bay affordable housing contribution area,*
- (e) Rhodes East affordable housing contribution area,*
- (f) Rhodes West affordable housing contribution area,*
- (g) 1 Ramsay Road Five Dock affordable housing contribution area.*

*Affordable Housing Contributions Scheme means the Affordable Housing Contributions Scheme adopted by the Council on [xx] April 2025.*

*Area 4 means the land identified as “Area 4” on the Additional Local Provisions Map.*

*relevant floor area of a building means the gross floor area of the building that is to be used for residential purposes excluding the floor area that is—*

- (a) to be used to provide affordable housing or public housing, or*
- (b) to be used for community facilities, schools, public roads or public utility undertakings, or*

(2) to include a clarification that Council can apply a condition requiring an affordable housing contribution where development results in the loss of existing affordable rental housing. The proposed additional provision within clause 6.12 of the Canada Bay LEP (subject to Parliamentary Counsel review) is:

- (11) Notwithstanding subclause (1), subclause (12) applies to development to which s47(1) of the State Environmental Planning Policy (Housing) 2021 applies.
- (12) The consent authority, may when granting development consent to development to which this subclause applies, impose a condition requiring a contribution towards affordable housing calculated in accordance with s48 of the State Environmental Planning Policy (Housing) 2021

### **Updated Affordable Housing Contribution Scheme.**

The update to the Affordable Housing Contribution Scheme incorporates housekeeping updates and a simplified calculation to ascertain the level of monetary contribution payable (in lieu of dwelling dedication). The revised Scheme can be found at Appendix A, with the changes to the scheme highlighted red. In summary changes include:

- Inclusion or amendment of definitions for Affordable Housing, Affordable Rental Housing, Equivalent monetary contribution, Key workers, Net saleable area, contribution rate and social housing.
- Amendments to the objectives of the plan to reflect Council's Disability Inclusion Action Plan (DAIP) and updated Affordable Housing Policy
- Summary of applicable affordable housing contribution percentage within each identified area subject to the Scheme
- Explanation of relationship with other affordable housing provisions under State Environmental Planning Policy (Housing) 2021
- Updated to Affordable Housing Policy section to reflect corresponding changes to Council's affordable housing policy
- Reinforcement of Council's preference for the dedication of completed affordable housing dwellings.
- Apply a dollar rate per sqm based on the average median strata dwelling price across the LGA.
- Revised and new calculation examples for dwelling dedication and financial contributions.
- Explanation as to how the equivalent monetary contribution rate is calculated
- Deletion of requirements which are relevant to the ongoing management of affordable housing by Council which will be included within Council's updated Affordable Housing Management Guidelines.



**Assessment Criteria****a) Does the proposal have strategic merit? Will it:**

- **Give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, and/or corridor/precinct plans applying to the site. This includes any draft regional, district or corridor/precinct plans released for public comment or a place strategy for a strategic precinct including any draft place strategy; or;**

The Proposal will give effect the Objectives and Priorities of the Greater Sydney Region Plan and Eastern District Plan seeking to provide greater housing supply, diversity and affordability. These include:

Greater Sydney Region Plan:

- 10 - Greater housing supply and
- 11 - Housing is more diverse and affordable.

Eastern District Plan:

- Planning Priority E5 'Providing housing supply, choice and affordability with access to jobs, services and public transport' and
- Action 17 'Facilitate an Affordable Rental Housing Target Scheme following development of implementation arrangements'.

- **Demonstrate consistency with the relevant LSPS or strategy that has been endorsed by the Department or required as part of a regional or district plan;**

The Proposal is consistent with Council LSPS action 5.5 and Council's Local Housing Strategy. Council's AHCS was adopted in 2020 as part of the implementation of Council LSPS LEP amendment. This proposal seeks to provide housekeeping updates and is consistent with the adopted approach of Council.

- **Respond to a change in circumstances that has not been recognised by the existing planning framework.**

The Proposal is primarily housekeeping updates to respond to best practice and operational feedback on the current AHCS.

**b) Does the proposal have site specific merit, having regard to the following?**

- **the natural environment on the site to which the proposal relates and other affected land (including known significant environmental areas, resources or hazards)**

The Proposal does not seek to include any additional sites subject to the AHCS. The proposal will not have any impact on the natural environment of sites already identified within the AHCS.

- **existing uses, approved uses, and likely future uses of land in the vicinity of the land to which the proposal relates**

The AHCS facilitates the provision of affordable housing within the City of Canada Bay LGA. Where dedication of housing is provided this will enable affordable housing within the vicinity of new development. The AHCS outlines that dedication of completed affordable dwellings is Council's preference where possible.

- **services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision.**

This Proposal does not propose an increase in density and is not expected to result in any additional burden on existing public infrastructure.

## **Matters for Consideration**

### **Section A – Need for the planning proposal**

#### **Q1. Is the planning proposal a result of any strategic study or report?**

This Proposal is consistent with the City of Canada Bay's Local Strategic Planning Statement and Local Housing Strategy and reflect the implementation on ongoing actions to facilitate affordable housing within the LGA.

#### **Q2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?**

The Proposal is the only means to achieve the intended outcome as amendments to CBLEB 2013 are required.

### **Section B – Relationship to the strategic planning framework**

#### **Q3. Will the planning proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?**

##### *Regional Plan*

A Metropolis of Three Cities – the Greater Sydney Region Plan is the NSW Government's overarching strategic document for growth and change in Sydney. The 20 year plan with a 40 year vision seeks to transform Sydney into a metropolis of three cities being the Western Parkland City, the Central River City and the Eastern Harbour City. The City of Canada Bay is located within the Eastern Harbour City.

To achieve the vision, the plan proposes 10 directions, 40 objectives and associated strategies. Objectives of particular relevance to this Proposal include: 10 - Greater housing supply and 11 - Housing is more diverse and affordable.

This Proposal is consistent with several relevant directions, objectives and strategies of the plan. Specifically, it will increase the supply of affordable housing and improve housing diversity and choice.

#### *District Plan*

The Eastern City District Plan sets out how 'A Metropolis of Three Cities – the Greater Sydney Region Plan applies to local areas. The district plan requires councils to develop local housing strategy and actions to address the range of housing needs in their LGAs, including affordable housing.

The Proposal is consistent with Planning Priority E5 'Providing housing supply, choice and affordability with access to jobs, services and public transport' and Action 17 'Facilitate an Affordable Rental Housing Target Scheme following development of implementation arrangements'.

The City of Canada Bay Council adopted an Affordable Housing Contribution Scheme on 18 August 2020 to address Action 17 of the District Plan. The Scheme has been amended to include additional land numerous times. This proposal seeks on to make housekeeping updates and simply the calculation of contributions under the Scheme.

#### **Q4. Is the planning proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GCC, or another endorsed local strategy or strategic plan?**

The Proposal is in accordance with Council's LSPS and consistent with LSPS action 5.5.

#### **Q5. Is the planning proposal consistent with any other applicable State and regional studies or strategies?**

There are no applicable State and regional studies that would apply to the Proposal.

#### **Q6. Is the planning proposal consistent with applicable State Environmental Planning Policies?**

The Proposal is consistent with the relevant SEPP's that apply to the City of Canada Bay LGA.

*Table 1: Consistency with SEPPs*

SEPP Title	Consistency
SEPP (Biodiversity and Conservation) 2021	The Proposal does not contain provisions that would affect the application of the SEPP.
SEPP (Exempt and Complying Development Codes) 2008	The Proposal does not contain provisions that would affect the application of the SEPP.

SEPP Title	Consistency
SEPP (Housing) 2021	The Proposal is consistent with the Housing SEPP, facilitating the provision of affordable housings or monetary contributions in lieu of dwelling dedication.
SEPP (Industry and Employment) 2021	This Proposal does not contain provisions that would affect the application of the SEPP.
SEPP (Planning Systems) 2021	This Proposal does not contain provisions that would affect the application of the SEPP.
SEPP (Precincts – Central River City) 2021	Not applicable
SEPP (Eastern Harbour City) 2021	This PP does not contain provisions that would affect the application of the SEPP.
SEPP (Precincts – Regional) 2021	Not applicable
SEPP (Precincts – Western Parkland City) 2021	Not applicable
SEPP (Primary Production) 2021	Not applicable
SEPP (Resilience and Hazards) 2021	This Proposal does not contain provisions that would affect the application of the SEPP.
SEPP (Resources and Energy) 2021	This Proposal does not contain provisions that would affect the application of the SEPP.
SEPP (Sustainable Buildings) 2021	This Proposal does not contain provisions that would affect the application of the SEPP.
SEPP (Transport and Infrastructure) 2021	This Proposal does not contain provisions that would affect the application of the SEPP.

**Q7. Is the planning proposal consistent with applicable Ministerial Directions (section 9.1 Directions) or key government priority?**

The Proposal is consistent with the Local Planning Directions which apply to the City of Canada Bay LGA.

*Table 2: Consistency with Ministerial Directions*

Direction	Comments
<b>Focus area 1: Planning Systems</b>	
1.1 Implementation of Regional Plans	The Proposal is consistent with A Metropolis of Three Cities – The Greater Sydney Region Plan.

Direction	Comments
1.3 Approval and Referral Requirements	The Proposal will be subject to consultation with state authorities as required by the Gateway Determination. The amendment to the Scheme does not require concurrence, consultation or referral provisions or identifies any designated development
1.4 Site Specific Provisions	Consistent. This Proposal does not include any site-specific provisions.
1.4A Exclusion of Development Standards from Variation	Not applicable
<b>Focus area 1: Planning Systems – Place-based</b>	
1.5 Parramatta Road Corridor Urban Transformation Strategy	The existing Scheme applies to specific sites within the Parramatta Road corridor as a result of feasibility testing. The Proposal seeks to provide clarification that affordable housing contributions required under Chapter [x] Retention of Affordable Rental Housing applies across the LGA, but does not seek to identify any additional specific sites.
1.6 – 1.22	Not applicable
<b>Focus area 3: Biodiversity and Conservation</b>	
3.1 Conservation Zones	Not applicable
3.2 Heritage Conservation	Consistent. The Proposal will not adversely impact the ongoing conservation of heritage items.
3.3 – 3.6	Not applicable
3.7 Public Bushland	Consistent. The Proposal does not adversely impact the protection of bushland in urban areas.
3.8 Willandra Lakes Region	Not applicable
3.9 Sydney Harbour Foreshores and Waterways Area	Consistent, the Proposal does not adversely impact the protection of the Sydney harbour foreshore.
3.10 Water Catchment Protection	Not applicable
<b>Focus area 4: Resilience and Hazards</b>	
4.1 Flooding	The Proposal is consistent with the objectives of the Direction.

Direction	Comments
4.2 Coastal Management	The Proposal is consistent with the objectives of the Direction.
4.3 Planning for Bushfire Protection	Not applicable
4.4 Remediation of Contaminated Land	The Proposal will not adversely impact the remediation of contaminated land. The proposal is a result of housekeeping updates to a Scheme already permitted under the City of Canada Bay planning controls and does not introduce or intensify development.
4.5 Acid Sulfate Soils	The Proposal does include areas within the LGA impacted by acid sulfate soils. However, the proposal is a result of housekeeping updates to a Scheme already permitted under the City of Canada Bay planning controls and does not introduce or intensify development.
<b>Focus area 5: Transport and Infrastructure</b>	
5.1 Integrating Land Use and Transport	Consistent, the proposal is a result of housekeeping updates to a Scheme already permitted under the City of Canada Bay planning controls and does not introduce or intensify development.
5.2 Reserving Land for Public Purposes	Consistent, the proposal does not relate to the reservation of land for public purposes.
<b>Focus area 6: Housing</b>	
6.1 Residential Zones	Consistent, the proposal facilitates provision of affordable housing and future housing needs within the City of Canada Bay LGA.
<b>Focus area 7: Industry and Employment</b>	
7.1 Employment Zones	Consistent. The proposal is a result of housekeeping updates to a Scheme already permitted under the City of Canada Bay planning controls and does not introduce or intensify development.

### Section C – Environmental, social and economic impact

#### **Q8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?**

The proposed changes are minor or administrative in nature and are unlikely to impact critical habitats, threatened species, populations or ecological communities.

#### **Q9. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?**



The proposed changes are minor or administrative in nature and are unlikely to result in any adverse environmental effects.

**Q10. Has the planning proposal adequately addressed any social and economic effects?**

The Proposal is seeking to address needed types of housing and affordability. The proposed changes are unlikely to result in any adverse social or economic effects.

**Section D – Infrastructure (Local, State and Commonwealth) Q11. Is there adequate public infrastructure for the planning proposal?**

This Proposal does not propose an increase in density and is not expected to result in any additional burden on existing public infrastructure.

**Section E – State and Commonwealth interests**

**Q12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?**

No consultation has been undertaken with federal public authorities and government agencies prior to preparing this Proposal.

**Part 4 – Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies**

The Proposal does not seek to amend any of the current LEP map sheets.

## Part 5 - Community Consultation

It is intended to publicly exhibit the draft plan for a minimum period of 28 days.

Council intends to consult with the Department of Planning, Housing and Infrastructure in respect of the Proposal:

## Part 6 - Project Timeline

It is anticipated the Proposal will take a minimum of **6** months to finalise from the issue of a Gateway determination. An indicative project timeline for this minimum period is provided below.

Action	Timeframe
Submission for Gateway	April 2025
Gateway Determination	May 2025
Government Agency Consultation	May - June 2025
Exhibition Period	May – June 2025
Consideration of submissions	June – July 2025
Council Meeting	July 2025
Date of submission to the Department for drafting and finalisation	August 2025

## Appendix A – Draft Affordable Housing Contribution Scheme



STRATEGIC  
PLANNING POLICYCITY OF CANADA BAY  
AFFORDABLE HOUSING CONTRIBUTION SCHEME

Date of original adoption:

18/08/2020

Dates revised:

16/06/2021, 18/10/2022, 28/03/2023,

[X]/[X]/2025

Effective date:

25/08/2023



Version	Date	Author	Amendment
2.0	Revised* 15/6/21 Effective** 31/10/21	T.Kao	<ul style="list-style-type: none"> <li>Rhodes West Contribution Area added to AHCS</li> <li>References to annual indexation are corrected to quarterly indexation</li> </ul>
3.0	Revised* 18/10/2022 Effective** 31/3/2023	K.Judd	<ul style="list-style-type: none"> <li>1-7 Ramsay Rd, Five Dock Contribution Area added to AHCS</li> </ul>
4.0	Revised* 28/03/2023 Effective** 25/8/2023	H. Wilkins	<ul style="list-style-type: none"> <li>Contribution for 160 Burwood Rd, Concord (Bushells site) from 5% to 10%</li> </ul>
5.0		L. Langley	<ul style="list-style-type: none"> <li>Housekeeping amendments</li> </ul>

Note: \*Revision Date is the date of Council adoption of the revised Affordable Housing Contribution Scheme. \*\*Effective Date is the date of *Canada Bay Local Environmental Plan* Amendment gazettal to include the affected land under Cause 6.12.

## TABLE OF CONTENTS

<b>SECTION 1: STRATEGIC CONTEXT AND BACKGROUND.....</b>	<b>3</b>
1.1 Introduction.....	1
1.2 Context.....	1
1.3 Objectives of the AHCS.....	2
1.4 Where does the AHCS apply? .....	2
1.5 What type of development does the AHCS apply to?.....	6
1.6 Overview- Affordable Housing Need in City of Canada Bay.....	6
1.7 Legislative basis for Affordable Housing Contributions .....	9
1.8 Relationship to other affordable housing provisions in the LGA .....	10
1.9 Affordable housing principles.....	11
1.10 Definitions.....	12
<b>SECTION 2: AFFORDABLE HOUSING CONTRIBUTIONS .....</b>	<b>15</b>
2.1 Contribution rates .....	15
2.2 Dedication of dwellings .....	16
2.3 Equivalent monetary contribution.....	20
2.4 Dedication of Land.....	22
2.5 Development that is exempt from the affordable housing contribution scheme ....	24
2.6 Conditions of consent for affordable housing .....	24
<b>SECTION 3: ADMINISTRATION AND IMPLEMENTATION .....</b>	<b>25</b>
3.1 How to make a contribution .....	25
3.2 Indexing of payments .....	26
3.3 Processes for the distribution and management of funds.....	26
3.4 Registered community housing providers and delivery program .....	26
3.5 Monitoring and review of scheme .....	27
<b>APPENDICES:</b>	
1. Appendix A- Local Housing Needs Assessment (Canada Bay Local Housing Strategy- SGS Economics and Planning 2019)	
2. Appendix B- Affordable Housing Viability Assessment	
3. Appendix C- References	

City of Canada Bay Council  
Affordable Housing Contribution Scheme

## SECTION 1: STRATEGIC CONTEXT AND BACKGROUND

### 1.1 Introduction

The City of Canada Bay Affordable Housing Contributions Scheme (the AHCS), sets out how, where, and at what rate development contributions are collected by the Council for affordable housing.

The AHCS has been prepared in accordance with the requirements of Section 7.32(1)(c) of the *Environmental Planning and Assessment Act 1979* and *State Environmental Planning Policy (Housing) 2021*.

It is consistent with the Eastern City District Plan which identifies opportunities to support affordable rental housing, particularly for key workers and skilled workers in targeted employment areas.

### 1.2 Context

In Sydney over the last 20 years, a growing population combined with a decrease in average household size has led to an increase in the demand for housing. This demand has exceeded the supply of new dwellings and has contributed to increased housing costs, which affects the ability of very low to moderate income households to live in large parts of the Eastern City District, including desirable locations such as the City of Canada Bay.

Unless there is intervention to support the provision of designated Affordable Housing, particularly in significant redevelopment areas such as Rhodes East and in the Parramatta Road Corridor, urban renewal is likely to push prices and rents that are already beyond the capacity of many households even further out of reach.

Council is committed to enabling Affordable Housing in the City of Canada Bay to maintain a diverse, vibrant and healthy community and to alleviate housing stress experienced by some individuals and families in the private rental housing market. This commitment is set out in the Canada Bay Community Strategic Plan - *Our Future 2036* which identifies housing affordability as a challenge, and recognises the need to supply housing for purchase and rental across a range of income levels to ensure a broad cross-section of the community can enjoy living and working in the City. This approach is reinforced in the City of Canada Bay Local Strategic Planning Statement (the LSPS) which sets out a land-use vision that includes housing affordability and includes actions requiring Council to address Affordable Housing.

The City of Canada Bay Housing Strategy supports the LSPS, providing an evidence base and the following vision for Affordable Housing in Canada Bay:

*Affordability of housing will be addressed through the requirement for major redevelopment sites to provide affordable housing that can be managed by community housing providers. This will allow key workers and households on low-moderate incomes to live within the City of Canada Bay, and retain social and economic diversity. (SGS 2019: p 12).*

This Affordable Housing Contribution Scheme is a key step towards meeting that vision.

City of Canada Bay Council  
Affordable Housing Contribution Scheme

### 1.3 Objectives of the AHCS

The objectives of the City of Canada Bay AHCS are to:

- recognise the provision of Affordable Rental Housing as critical infrastructure to support sustainable growth
- contribute to meeting the needs of very low to moderate income households for Affordable Housing in the City of Canada Bay, including providing accessible housing for all;
- Affordable Housing is constructed to a level consistent with other housing in the LGA
- provide certainty around the requirements for Affordable Housing in the City of Canada Bay, including the rate for contributions and how contributions will be collected
- ensure that contribution rates for Affordable Housing are viable and are evidence- based.

### 1.4 Where does the AHCS apply?

The AHCS applies to the City of Canada Bay Local Government Area. The following affordable housing contribution areas are identified within LGA:

- 1) Rhodes West and Rhodes East as shown in Figure 1.1, below; and
- 2) The Parramatta Road Corridor Urban Transformation Strategy Precinct Areas of Homebush, Burwood, and Kings Bay as shown in Figure 1.2, below; and
- 3) 160 Burwood Rd, Concord (Bushell 's site) at Figure 1.3, below; and
- 4) 1-7 Ramsay Road, Five Dock at Figure 1.4 below,
- 5) Other areas within the City of Canada Bay where a Planning Proposal is approved for residential or mixed-use development and an uplift of land value is created, and where Council resolves to include the area in this AHCS scheme and the Canada Bay LEP.

These lands are collectively referred to as “the Affordable Housing Contribution Areas”.

Additional land may be added to the AHCS by amendment of this document via Council resolution and amendment of the Canada Bay LEP.

### 1.5 Summary of Affordable Housing Contribution %

Land	Affordable Housing Contribution %
Area 4 Rhodes West	3.5%
Rhodes West (except for Area 4)	5%
Burwood affordable housing contribution area	4%
Homebush affordable housing contribution area (except for 3 King St, Concord West and 176 – 184 George St, Concord West)	4%
Kings Bay affordable housing contribution area	4%
3 King St, Concord West	5%
176 – 184 George St, Concord West	5%
Rhodes East affordable housing contribution area	5%
1 -7 Ramsay Rd, Five Dock	5%
160 Burwood Rd, Concord	10%

Owner: Planning and Environment – Strategic Planning  
Last revised: DRAFT MARCH 2025

Page 2 of 36

City of Canada Bay Council  
Affordable Housing Contribution Scheme



**Figure 1.1a: Rhodes East Affordable Housing Contribution Area**



**Figure 1.1b: Rhodes West Affordable Housing Contribution Area**

Owner: Planning and Environment – Strategic Planning  
Last revised: DRAFT MARCH 2025

Page 3 of 36

City of Canada Bay Council  
Affordable Housing Contribution Scheme



**Figure 1.2a: Homebush Affordable Housing Contribution Area**



**Figure 1.2b: Burwood Affordable Housing Contribution Area**

Owner: Planning and Environment – Strategic Planning  
Last revised: DRAFT MARCH 2025

Page 4 of 36

City of Canada Bay Council  
Affordable Housing Contribution Scheme



**Figure 1.2c: Kings Bay Affordable Housing Contribution Area**



**Figure 1.3: 160 Burwood Road, Concord Affordable Housing Contribution Area**

Owner: Planning and Environment – Strategic Planning  
Last revised: DRAFT MARCH 2025

Page 5 of 36



City of Canada Bay Council  
Affordable Housing Contribution Scheme



**Figure 1.4: 1- 7 Ramsay Road, Five Dock Affordable Housing Contribution Area**

## 1.6 What type of development does the AHCS apply to?

The AHCS applies to all new development in the Affordable Housing Contribution Areas defined by the maps in section 1.2 of this AHCS, except for:

- Development for non-residential floorspace (unless identified as adaptable floor space)
- Exempt development
- A dwelling house that results in the creation of less than 200sqm of residential floor space
- Refurbishment or repair of a building that results in additional residential floorspace less than 100 sqm
- Development for the purposes of Affordable Housing or Social Housing.
- Development of community facilities, public roads or public utility undertakings.

## 1.7 Overview- Affordable Housing Need in City of Canada Bay

### Evidence

Council has assembled a comprehensive evidence base that considers both the need for and viability of requiring Affordable Housing provision as part of development in the LGA. This has supported the development of the AHCS and is referenced in this section and throughout the document, with details provided in the appendices. The evidence base includes LGA-wide information such as the Housing

Owner: Planning and Environment – Strategic Planning  
Last revised: DRAFT MARCH 2025

Page 6 of 36

City of Canada Bay Council  
Affordable Housing Contribution Scheme

Strategy, and locality-based Affordable Housing reports, including the following documents.

- Council's Affordable Housing Policy (2007, revised August 2017)
- City of Canada Bay Housing Strategy (SGS Economics and Planning) 2019
- Draft Affordable Housing Program Rhodes East (Hill PDA) 2017
- Affordable Rental Housing -Evidence report Rhodes East (Hill PDA) 2017
- Draft Affordable Housing Program- Parramatta Road Corridor (AEC Consulting) 2019
- Affordable Housing Program- Parramatta Road Corridor Background Analysis (AEC Consulting) 2018
- Feasibility analysis undertaken by the Department of Planning, Industry and Environment for Rhodes Gateway West (Jones Lang LaSalle) 2020
- 1 Ramsay Road, Five Dock – Affordable Housing Feasibility Analysis (Atlas Urban Economics) 2021

### Overview

As for many Councils within the Greater Sydney Region, the decline in the affordability of housing is a key issue for the City of Canada Bay. Over the last 20 years there has been an ongoing decline in the proportion of housing stock available for Very Low to Moderate income households in particular. The desirable location and proximity of the LGA, together with the upward pressure on property prices and the increasing cost of living, is expected to cause further declines in affordability over future decades. This will lead to increased demand for Affordable Housing and Social Housing.<sup>1,2</sup>

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<sup>1</sup>SGS Economics and Planning for City of Canada Bay Council (2019) Canada Bay Housing Strategy.

<sup>2</sup>AEC for City of Canada Bay Council (2019) Affordable Housing Program Parramatta Road Corridor.

City of Canada Bay Council  
Affordable Housing Contribution Scheme

The lack of Affordable Rental Housing will have the effect of displacement within the City of Canada Bay, with very low-moderate income earners at risk of being forced away from the area. This would lead to a less diverse community, the migration of young people to other areas and a reduced labour force of key workers available to support the local economy.<sup>3</sup>

One of the key findings of The City of Canada Bay's Housing Strategy is that housing in the LGA is becoming less affordable- particularly for young families moving into larger dwellings with more than two bedrooms.<sup>4</sup>

#### **Affordable and Social Housing Demand<sup>5</sup>**

The Housing Strategy describes households who are in need of Affordable Housing as those who, due to financial stress (and potentially other reasons), are either:

- Unable to access market housing (including homeless persons)
- Have low household incomes and spend a high proportion of this income on rent (i.e. are experiencing rental stress)<sup>6</sup>

Research undertaken by SGS Economics and Planning for the Housing Strategy found that at the time of the 2016 Census, 42% of households renting in the City of Canada Bay LGA were experiencing rental stress (paying more than 30% of household income on rent). Of the 3,780 households currently experiencing rental stress, 2,224 were experiencing severe rental stress (paying more than 50% of household income on rent). This has a significant impact on lower income households, including key workers, sole parents, older persons and students.

This level of rental stress translated to a demand for 5,058 social and affordable housing dwellings within Canada Bay, is illustrated in Figure 1.4 below: Canada Bay households living in social housing also contributes to this demand.

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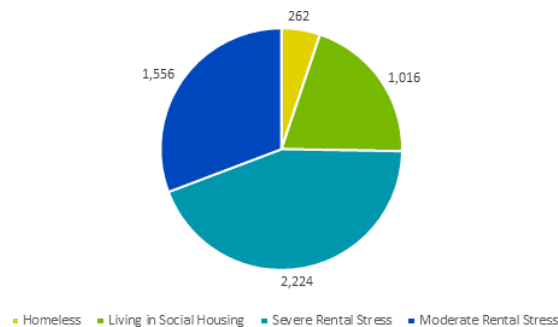
<sup>3</sup> Affordable Housing Discussion Paper and Action Plan- Warringah Council (2015) in Hill PDA (2017 Affordable Housing Program Rhodes East)

<sup>4</sup> SGS Economics and Planning for City of Canada Bay Council (2019) Canada Bay Housing Strategy.

<sup>5</sup> Information in this section from SGS Economics and Planning for City of Canada Bay Council (2019) Canada Bay Housing Strategy.

<sup>6</sup> This definition excludes those who are homeowners and are experiencing mortgage stress. This cohort is typically excluded, as these households have the option of liquidating their asset and entering the rental market. (source: SGS Economics and Planning 2019).

City of Canada Bay Council  
Affordable Housing Contribution Scheme



**Figure 1.5: Current Demand (by number of households) for Social and Affordable Housing**

Source: ABS Census 2016, ABS Homelessness Estimate (Cat. 2049.0), SGS Economics & Planning 2018

Over the 20-year period spanning from 2016 to 2036, the City of Canada Bay is expected to accommodate a high level of population growth, with the population predicted to increase from approximately 88,000 in 2016 to 120,000 in 2036.

Demand for social and affordable housing is expected to grow by approximately 770 dwellings to 2026 and up to 1,997 additional dwellings between 2016 and 2036. When added to current demand, this results in a total demand of 7,056 dwellings (i.e. 14% of all dwellings in Canada Bay). This represents an average annual growth rate of 1.7%, compared to an annual growth of 1.5% across NSW.<sup>7</sup>

In addition to population growth pressures, the redevelopment of land in urban renewal precincts such as Rhodes Planned Precinct and the Parramatta Road Corridor is likely to place upward pressure on property values. Unless there is intervention to support the provision of designated Affordable Housing, urban renewal is likely to push already high purchase prices and rents further out of reach of very low to moderate income households.

#### Current supply of Affordable Housing<sup>8</sup>

In 2016, Canada Bay had a stock of 1,187 social and affordable housing dwellings. Of these, the majority (816) were public housing dwellings, 331 were community housing dwellings and 40 were National Rental Affordability Scheme (NRAS) dwellings (SGS Economics and Planning). It is noted that NRAS is currently being phased out by the Australian Government.

When considering this supply against current demand, SGS found that in 2016, there was consequently a shortfall of 3,871 affordable and social dwellings in the Canada Bay LGA.

<sup>7</sup>Ibid

<sup>8</sup>Information sourced from <sup>8</sup>SGS Economics and Planning for City of Canada Bay Council (2019) Canada Bay Housing Strategy.

City of Canada Bay Council  
Affordable Housing Contribution Scheme

## 1.8 Legislative basis for Affordable Housing Contributions

Section 7.32 of the Environmental Planning and Assessment Act (EP&A Act) allows Council to levy contributions for affordable housing if a State Environmental Planning Policy (SEPP) identifies a need for Affordable Housing in the LGA.

In April 2018, State Environmental Planning Policy No 70 – Affordable Housing (Revised Schemes) (SEPP 70) was amended to apply to the City of Canada Bay. The SEPP provided a mechanism for Councils to develop schemes and levy developer contributions for Affordable Housing via conditions of consent. The SEPP now applies to all Councils in the Greater Sydney Region. In November 2021, SEPP 70 was consolidated into State Environmental Planning Policy (Housing) 2021.

Clause 14 of State Environmental Planning Policy (Housing) 2021 states there is a need for affordable housing within each area of the State.

Under Section 7.32(3)(b) of the EP&A Act, any condition imposed on a development consent must be authorised by a Local Environmental Plan (LEP) and be in accordance with an affordable housing contribution scheme for dedications or contributions set out in, or adopted by, the LEP.

Clause 6.12 of the City of Canada Bay LEP 2013 authorises this AHCS, as follows:

### Part 6 Local Provisions

#### 6.12 Affordable housing

(1) This clause applies to development on land in an affordable housing contribution area that involves—

- (a) the erection of a new building with a gross floor area of more than 200 square metres, or
- (b) alterations to an existing building that will result in the creation of more than 200 square metres of gross floor area that is intended to be used for residential purposes, or
- (c) the demolition of existing floor area and the subsequent creation, whether for the same or a different purpose, of more than 100 square metres of gross floor area.

(2) The consent authority may, when granting development consent to development to which this clause applies, impose a condition requiring a contribution equivalent to the applicable **affordable housing levy contribution** for the development specified in subclauses (2A)–(6A).

(2A) The affordable housing levy contribution for development in Area 4 of the Rhodes West affordable housing contribution area is 3.5% of the relevant floor area that exceeds the floor space achieved by applying a floor space ratio of 1.76:1.

(3) The affordable housing levy contribution for development in the following affordable housing contribution areas is 4% of the relevant floor area—

- (a) the Burwood affordable housing contribution area,
- (b) the Homebush affordable housing contribution area, except for 3 King Street, Concord West and 176–184 George Street, Concord West,
- (c) the Kings Bay affordable housing contribution area.

(4) The affordable housing levy contribution for development on land at 3 King Street, within the Homebush affordable housing contribution area, is 5% of the relevant floor area that exceeds the floor space achieved by applying a floor space ratio of 0.5:1.

Owner: Planning and Environment – Strategic Planning  
Last revised: DRAFT MARCH 2025

Page 10 of 36

City of Canada Bay Council  
Affordable Housing Contribution Scheme

- (5) The affordable housing levy contribution for development on land at 176–184 George Street, Concord West, within the Homebush affordable housing contribution area, is 5% of the relevant floor area that exceeds the floor space achieved by applying a floor space ratio of 1.0:1.
- (6) The affordable housing levy contribution for development in the following affordable housing contribution areas is 5% of the relevant floor area—
- (a) the Rhodes East affordable housing contribution area,
  - (b) 1 – 7 Ramsay Road, Five Dock;
- (6A) The affordable housing levy contribution for development on land in the Rhodes West affordable housing contribution area, except for Area 4, is 5% of the relevant floor area that exceeds the floor space achieved by applying the maximum floor space ratio that was shown for the land on the [Floor Space Ratio Map](#) immediately before the commencement of this subclause.
- (7) The affordable housing levy contribution for development on land at 160 Burwood Road Concord contribution area is 10% of the relevant floor area.
- (8) A condition imposed under this clause must provide for the affordable housing levy contribution to be satisfied—
- (a) by dedication in favour of the Council of land comprising—
    - (i) 1 or more dwellings, each having a gross floor area of not less than 50 square metres, with any remainder paid as a monetary contribution to the Council, or
    - (ii) other land approved by the Council in accordance with the Affordable Housing Contributions Scheme, with any remainder paid as a monetary contribution to the Council, or
  - (b) if the person chooses, by monetary contribution paid to the Council.
- (9) The rate at which a dedication of land or monetary contribution is taken to be equivalent to the relevant floor area for the purposes of the affordable housing levy contribution is to be calculated in accordance with the Affordable Housing Contributions Scheme.
- (10) To avoid doubt—
- (a) it does not matter whether the floor area, to which a condition under this clause relates, was in existence before, or is created after, the commencement of this clause, or whether the floor area concerned replaces an existing area, and
  - (b) the demolition of a building, or a change in the use of land, does not give rise to a claim for a refund of an affordable housing contribution.
- (11) Notwithstanding subclause (1), subclause (12) applies to development to which s47(1) of the State Environmental Planning Policy (Housing) 2021 applies’.
- (12) The consent authority, may when granting development consent to development to which this subclause applies, impose a condition requiring a contribution towards affordable housing calculated in accordance with s48 of the State Environmental Planning Policy (Housing) 2021
- (12) In this clause—  
**affordable housing contribution area** means the following areas shown on the [Affordable Housing Contribution Scheme Map](#)—
- (a) Burwood affordable housing contribution area,
  - (b) 160 Burwood Road Concord affordable housing contribution area,
  - (c) Homebush affordable housing contribution area,

City of Canada Bay Council  
Affordable Housing Contribution Scheme

- (d) Kings Bay affordable housing contribution area,
- (e) Rhodes East affordable housing contribution area,
- (f) Rhodes West affordable housing contribution area,
- (g) 1 - 7 Ramsay Road affordable housing contribution area.

**Affordable Housing Contributions Scheme** means the Affordable Housing Contributions Scheme adopted by the Council on [X] April 2025.

**Area 4** means the land identified as “Area 4” of the Rhodes West affordable housing contribution area on the [Additional Local Provisions Map](#).

**relevant floor area** of a building means the gross floor area (GFA) of the building that is to be used for residential purposes excluding the floor area that is—

- (a) to be used to provide affordable housing or public housing, or
- (b) to be used for community facilities, schools, public roads or public utility undertakings, or
- (c) on land in Zone IN1 General Industrial.

## 1.9 Relationship to other Affordable Housing provisions in the LGA

### State Environmental Planning Policy (Housing) 2021 (Housing SEPP)

The requirement to provide affordable housing in relation to residential development pursuant to Chapter 2 Part 2 In-fill affordable housing or section 156 of Chapter 4 of the Housing SEPP is in addition to the requirements of this Affordable Housing Contribution Scheme.

Any requirement to provide a monetary contribution under Chapter 2 Part 3 Retention of affordable rental housing is to be in accordance with Section 3 of this Affordable Housing Contribution Scheme.

### City of Canada Bay Local Environmental Plan 2013

The Affordable Housing Contributions Scheme is affected by the inclusionary zoning provisions in the City of Canada Bay Local Environmental Plan 2013 which are authorised under the Environmental Planning and Assessment Act 1979 and the State Environmental Planning Policy (Housing) 2021.

Under these provisions all residential development in the nominated locations (unless excluded) is required to provide Affordable Housing contributions. This can be achieved by dedicating Affordable Housing dwellings on-site or by a monetary contribution or by land dedication of suitable land to Council.

### City of Canada Bay Local Strategic Planning Statement

The City of Canada Bay Local Strategic Planning Statement sets out the following Affordable Housing provisions:

- Action 2.1 includes Council’s intention for 5% of new housing to be provided as Affordable Housing in the Rhodes Peninsula.
- Action 5.1 states that an Affordable Housing Contributions Scheme will be prepared for the Parramatta Road Corridor.
- Action 5.5 requires a minimum of 5% of the Gross Floor Area of new development to be dedicated as Affordable Housing for: Planned Precincts; Parramatta Road Corridor precincts;

Owner: Planning and Environment – Strategic Planning  
Last revised: DRAFT MARCH 2025

Page 12 of 36



City of Canada Bay Council  
Affordable Housing Contribution Scheme

and where there is an increase in density arising from a planning proposal. It also states that an affordable housing contribution plan is required before the rezoning of above precincts/sites.

Owner: Planning and Environment – Strategic Planning  
Last revised: DRAFT MARCH 2025

Page 13 of 36

City of Canada Bay Council  
Affordable Housing Contribution Scheme

### Voluntary Planning Agreements

Council has a Planning Agreements Policy which sets out its policy, principles and procedures relating to planning agreements under section 7.4 of the Environmental Planning and Assessment Act 1979.

The minimum requirements for Affordable Housing as set out in this AHCS will apply to applicable development regardless whether a Voluntary Planning Agreement is negotiated with Council. In some instances, additional Affordable Housing contributions will be negotiated and required in a Voluntary Planning Agreement.

Where Council is negotiating the terms of a proposed planning agreement that includes provision for Affordable Housing in connection with a development application or proposed development application, it will follow the requirements set out in the Environmental Planning and Assessment Act 1979 and the Environmental Planning and Assessment Regulation 2021.

### City of Canada Bay Affordable Housing Policy

The City of Canada Bay Affordable Housing Policy provides a set of principles and clarifies the intent of Council's involvement in affordable housing. The principles are:

- **Produce** - Council supports the production of affordable housing stock; whether through inclusionary zoning, voluntary planning agreements or working with developers to encourage appropriately designed affordable housing.
- **Promote** – Council aims to provide a diverse range of housing types and sizes for varying stages and circumstances of life, including affordable housing for key workers, adaptable housing for people with a disability and housing for families and individuals escaping domestic violence.
- **Retain** - Council undertakes the role of advocacy, and where possible, undertake mitigation to reduce further loss to affordable housing stock

### 1.10 Conditions for imposition of an Affordable housing contribution

Before an Affordable Housing Contribution is imposed, the consent authority is required to consider the conditions set out in Clause 15 of the SEPP (Housing) 2021:

- (a) affordable housing must aim to create mixed and balanced communities,
- (b) affordable housing must be created and managed so that a socially diverse residential population, representative of all income groups, is developed and maintained in a locality,
- (c) affordable housing must be made available to very low, low and moderate income households, or a combination of the households,
- (d) affordable housing must be rented to appropriately qualified tenants and at an appropriate rate of gross household income,
- (e) land provided for affordable housing must be used for the purposes of the provision of affordable housing,
- (f) buildings provided for affordable housing must be managed to maintain their continued use for affordable housing,

Own  
Last revised: DRAFT MARCH 2025

City of Canada Bay Council  
Affordable Housing Contribution Scheme

- (g) affordable housing must consist of dwellings constructed to a standard that, in the opinion of the consent authority, is consistent with other dwellings in the area.

### 1.11 Definitions

<b>Affordable Housing</b>	As defined by Environmental Planning and Assessment Act 1979: means housing for very low-income households, low income households or moderate-income households, being such households as are prescribed by the regulations or as are provided for in an environmental planning instrument.
<b>Affordable Rental Housing</b>	Is rental housing that is owned by the City of Canada Bay that is managed by a registered Community Housing Provider and rented to Very Low, Low and Moderate income households.
<b>Equivalent monetary contribution</b>	Monetary contributions in lieu of dedication of completed dwellings. The dollar contribution rate is expressed as a dollar amount of floorspace (GFA) required. The dollar contribution rate is indexed quarterly. The monetary contribution amount defines the dollar value of a contribution in-lieu of (instead of) dwellings in-kind. This dollar amount forms the basis of cash or contribution of land.
<b>Dwelling in-kind</b>	Completed dwellings dedicated (gifted) to Council in perpetuity
<b>Gross Floor Area (GFA)</b>	As defined by Canada Bay Local Environmental Plan 2013: The sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes: a) the area of a mezzanine, and b) habitable rooms in a basement or an attic, and c) any shop, auditorium, cinema, and the like, in a basement or attic, but excludes: d) any area for common vertical circulation, such as lifts and stairs, and e) any basement: f) storage, and g) vehicular access, loading areas, garbage and services, and h) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and i) car parking to meet any requirements of the consent authority (including access to that car parking), and j) any space used for the loading or unloading of goods (including access to it), and k) terraces and balconies with outer walls less than 1.4 metres high, and l) voids above a floor at the level of a storey or storey above.
<b>Housing affordability</b>	Refers to the relationship between expenditure on housing cost (whether a mortgage payment or a rental payment) and household incomes. A common benchmark measure is no more than 30% of gross household income is spent on housing costs.

Owner: Planning and Environment – Strategic Planning  
Last revised: DRAFT MARCH 2025

Page 15 of 36

City of Canada Bay Council  
Affordable Housing Contribution Scheme

<b>Inclusionary zoning</b>	A planning intervention by government that mandates a certain proportion of development is required (or included) as Affordable Housing dwellings as a condition of planning consent. This mandatory requirement is specified as a certain proportion of Affordable Housing to be 'included' within the development.
<b>Key workers</b>	Persons permanently employed in the following sectors in the City of Canada Bay or surrounding region: <ul style="list-style-type: none"> <li>• Health services (incl. support and ancillary staff)</li> <li>• Childcare</li> <li>• Public primary or secondary education (incl. support and ancillary staff)</li> <li>• Emergency services (incl. support and ancillary staff)</li> <li>• Public transport</li> <li>• City of Canada Bay employee</li> <li>• Retail</li> <li>• Labourers</li> <li>• Manufacturing</li> <li>• Hospitality</li> </ul>
<b>Land in-kind</b>	Dedication to the City of Canada Bay of land for affordable housing
<b>Net Saleable Area (NSA)</b>	A term used for residential property which refers to the internal floor area including internal walls, mezzanines, bathrooms and hallways but excludes common spaces and uncovered areas such as balconies, patios and verandahs.
<b>Contribution rate (%)</b>	The percentage contribution rate that is used in the calculation of completed dwellings to be dedicated (gifted) to Council in perpetuity monetary contribution for a relevant development and is adjusted quarterly to take into account indexation.
<b>Very Low, Low &amp; Moderate income households</b>	As defined in State Environmental Planning Policy (Housing) 2021, Very Low to Moderate income households are those households whose gross incomes fall within the following ranges of percentages of the median household income for the time being for the Sydney Statistical Division according to the Australian Bureau of Statistics: <ul style="list-style-type: none"> <li>• Very low-income household &lt; 50%</li> <li>• Low income household 50% -80%</li> <li>• Moderate income household 80% to 120%</li> </ul>
<b>Registered Community Housing Provider</b>	Community housing providers who are registered under the National Regulatory System of Community Housing. In NSW a community housing provider must be registered by the Registrar of Community Housing to receive assistance from the Department of Family and Community Services or the NSW Land and Housing Corporation.
<b>Social housing</b>	Social housing is secure and affordable rental housing for people on low incomes. It includes public, community and Aboriginal housing. Public housing is managed by Department of Communities and Justice while community housing is managed by non-government organisations (community housing providers).

City of Canada Bay Council  
Affordable Housing Contribution Scheme

## SECTION 2: AFFORDABLE HOUSING CONTRIBUTIONS

### 2.1 Contribution rates (%)

Affordable Housing contributions are in addition to other contributions including local infrastructure contributions (s7.11 or s7.12) and special infrastructure contributions (Subdivision 4 of the Act).

All development in the Affordable Housing Contribution Areas must contribute to Affordable Housing, required through a condition of development consent. Contributions must meet the following requirements:

- A contribution is to be calculated in accordance with the requirements of this section. There are no savings or credits for floor space that may exist on the site, even if the building is being adapted or reused.
- If the contribution is less than 50 sqm then it must be made as a monetary contribution.
- A contribution in some instances may comprise a combination of in-kind dedication and monetary contribution.
- Adaptable floor area (from existing commercial/industrial to residential) is calculated in the total residential gross floor area for the purpose of calculating an Affordable Housing contribution.
- In all instances Council will require evidence that the condition of consent has been satisfied prior to the granting of a Construction Certificate.

The rates (%) of Affordable Housing contributions required under the AHCS are as follows:

#### Rhodes East and Rhodes West Affordable Housing Contribution Areas

**Rhodes East Affordable Housing Contribution Area:** 5% of the total gross floor area that is to be used for residential uses.

**Rhodes West Affordable Housing Contribution Area:** 5% of the additional gross floor area that is to be used for residential uses (except for 4 Mary Street and 1-9 Marquet Street in Rhodes where 3.5% of the additional gross floor area applies)<sup>9</sup>

#### Parramatta Road Corridor Affordable Housing Contribution Areas:

- **Kings Bay Affordable Housing Contribution Area** - 4% of the total gross floor area that is to be used for residential uses.
- **Burwood Affordable Housing Contribution Area** - 4% of the total gross floor area that is to be used for residential uses.
- **Homebush Affordable Housing Contribution Area** - 4% of total gross floor area (except for 3 King St and 176 George Street in Concord West where 5% of additional gross floor area applies)<sup>10</sup>

<sup>9</sup> With regard to the Rhodes West Affordable Housing Contribution Area (Rhodes Gateway West) additional gross floor area is taken to mean any additional floor area that is granted development approval in addition to what is permissible under the Canada Bay LEP as at October 2020, with the exception of 4 Mary Street and 1-9 Marquet Street where additional gross floor area is taken to mean any additional floor area that is granted development approval in addition to what is permissible under the Canada Bay LEP as at October 2020.

City of Canada Bay Council  
Affordable Housing Contribution Scheme

#### **160 Burwood Road, Concord Affordable Housing Contribution Area:**

**160 Burwood Road, Concord:** 10% of the total gross floor area that is to be used for residential uses.

#### **1-7 Ramsay Road Affordable Housing Contribution Area:**

**1 – 7 Ramsay Road, Five Dock:** 5% of the total gross floor area that is to be used for residential uses.

A detailed justification for the above rates and description of the viability testing for each of the locations can be found in Appendix B.

There are three methods by which a contribution requirement may be satisfied:

- Dedication of completed dwellings (refer section 2.2);
- Making an equivalent monetary contribution (refer section 2.3); or
- Contribution of land for Affordable Housing (refer section 2.4).

Council's preference is for Affordable Housing contributions to be satisfied through the dedication of completed dwellings. When submitting a DA, the documentation should confirm the dwellings which are to be dedicated on completion and must be accepted by Council and its nominated Community Housing Provider (CHP).

Should the dwellings proposed for dedication be deemed unsuitable by Council, cash contributions in lieu of dwellings dedicated will be the method of contribution. The cash contribution will be calculated in accordance with section 2.3.

## **2.2 Dedication of dwellings**

The Affordable Housing contribution requirement is to be satisfied through the dedication of completed dwellings free of cost, and to the satisfaction of Council. The completed dwellings must be purposed as Affordable Rental Housing and meet the following requirements:

- Align with the Affordable Housing principles in Section 1. 7.
- The location, size and quality of the Affordable Housing dwellings are to be to the satisfaction of Council and its nominated CHP and generally consistent with the standard of new housing in the LGA. They should not be distinguishable from market housing within the LGA. If not to its satisfaction, Council may require the contribution to be satisfied by way of an equivalent monetary contribution.
- Completed dwellings (and land) are dedicated to Council in perpetuity and free of cost. Council or its CHP will be responsible for rental arrangements.
- Total gross floor area (GFA) exceeds 50sqm. If the GFA is less than 50sqm, a monetary contribution will instead be payable (as described in section 2.3 of the AHCS).
- The internal living space (net saleable area, NSA) of the completed dwellings is to be a similar efficiency ratio to the overall residential dwellings.
- The dwellings shall meet the minimum sustainability and energy-efficiency requirements set out in the City of Canada Bay LEP and DCP.
- **Adaptable housing provision to be provided in accordance with the City of Canada Bay DCP.**
- Where only part of a contribution is satisfied through dedication of completed dwellings, any remaining requirement is to be paid as a monetary contribution.

<sup>10</sup> The affordable housing contributions rates in the Homebush Scheme Area are different for the sites at 3 King St and 176 George St, West Concord, as these are subject to negotiated Voluntary Planning Agreements where an agreement was made that 5% of additional gross floor area would be required as affordable housing contributions.

City of Canada Bay Council  
Affordable Housing Contribution Scheme

**CALCULATING DWELLING CONTRIBUTION FOR 5% RATE (APPLIES TO RHODES EAST & 1-7 RAMSAY ROAD FIVE DOCK AFFORDABLE HOUSING CONTRIBUTION AREAS)**

**Calculating the Contribution - Residential development**

**Calculation:** Gross floor area x 5% = required affordable housing square metre provision

**Example:** A development application for a new residential development comprising 8,000sqm of GFA.

$$= 8,000\text{sqm} \times 5\%$$

$$= 400\text{sqm affordable housing GFA required to be dedicated}$$

**Calculating the Contribution - Mixed-use development**

**Calculation:** Total GFA - non-residential GFA = residential GFA

**Residential GFA x 5% = required affordable housing square metre provision**

**Example:** A development application for a new 8,000sqm mixed use development comprising 7,000sqm of residential GFA and 1,000sqm of non-residential GFA.

$$= 8,000\text{sqm} - 1,000\text{sqm} = 7,000\text{sqm Residential GFA}$$

$$= 7,000\text{sqm} \times 5\%$$

$$= 350\text{sqm affordable housing GFA required to be dedicated}$$

**Calculating the Contribution - Adaptable Use**

A change of use of an existing non-residential use to a residential use would attract an affordable housing contribution.

Affordable Housing contribution provision:

$$= \text{contribution rate (\%)} \times \text{converted residential gross floor area}$$

**Example:** A development application for a conversion of a of an existing 2,000sqm commercial/ industrial space to residential GFA.

$$= 5\% \times 2,000\text{sqm}$$

$$= 100 \text{ sqm affordable housing GFA required to be dedicated}$$



City of Canada Bay Council  
Affordable Housing Contribution Scheme

**CALCULATING DWELLING CONTRIBUTION FOR 4% RATE (APPLIES TO HOMEBUSH\*, BURWOOD AND KINGS BAY AFFORDABLE HOUSING CONTRIBUTION AREAS)**

*\*Excluding 3 King St and 176 George Street in Concord West.*

**Calculating the Contribution - Residential development**

**Calculation:** Gross floor area x 4% = required affordable housing square metre provision.

**Example:** A development application for a new residential development comprising 8,000 square metres of GFA.

$$= 8,000\text{sqm} \times 4\%$$

$$= 320\text{sqm affordable housing GFA required to be dedicated}$$

**Calculating the Contribution - Mixed-use development**

**Calculation:** Subtract the non-residential gross floor area from the total building gross floor area to determine the residential gross floor area

Therefore: **Total GFA - non-residential GFA = residential GFA**

**Residential GFA x 4% = required affordable housing square metre provision**

**Example:** A development application for a new 8,000sqm mixed use development comprising 7,000sqm of residential GFA and 1,000sqm of non-residential GFA.

$$= 8,000\text{sqm} - 1,000\text{sqm} = 7,000\text{sqm Residential GFA}$$

$$= 7,000\text{sqm} \times 4\%$$

$$= 280\text{sqm affordable housing GFA required to be dedicated}$$

**Calculating the Contribution - Adaptable Use**

A change of use of an existing non-residential use to a residential use would attract an affordable housing contribution.

Monetary contribution provision:

$$= \text{contribution rate} \times \text{converted residential gross floor area}$$

**Example:** A development application for a conversion of an existing 2,000sqm commercial/industrial space to residential GFA.

$$= 4\% \times 2,000\text{sqm}$$

$$= 80\text{sqm affordable housing GFA required to be dedicated}$$

City of Canada Bay Council  
Affordable Housing Contribution Scheme

**CALCULATING DWELLING CONTRIBUTION FOR 5% of Additional Gross Floor Area (APPLIES TO RHODES WEST\* & 3 KING ST AND 176 GEORGE STREET CONCORD WEST AFFORDABLE HOUSING CONTRIBUTION AREAS)**

*\*Excluding 4 Mary Street and 1-9 Marquet Street, Rhodes*

**Calculating the Contribution - Residential development**

**Calculation:**

**Additional gross floor area<sup>#</sup> x 5% = required affordable housing square metre provision.**

**#Additional gross floor area** = Subtract the residential gross floor area permissible under the *Canada Bay Local Environmental Plan* prior to the amended development controls, from the proposed residential gross floor area.

**Example:** A development application for a new residential development comprising 8,000sqm of additional GFA.

$$\begin{aligned} &= 8,000\text{sqm additional GFA} \times 5\% \\ &= 400\text{sqm affordable housing GFA required for dedication} \end{aligned}$$

**Calculating the Contribution - Mixed-use development**

**Calculation: Total GFA – permissible GFA under LEP = Additional GFA**

**Additional GFA x (Residential GFA ÷ Total GFA) = Additional Residential GFA**

**Additional Residential GFA x 5% = required affordable housing square metre provision**

**Example:** A development application for a new development is for a total of 10,000sqm GFA (comprised of 9,000sqm residential GFA and 1,000sqm non-residential GFA). Previously under the LEP, a maximum 7,000sqm GFA was permitted.

$$\begin{aligned} \text{Additional GFA} &= 10,000\text{sqm} - 7,000\text{sqm} \\ &= 3,000\text{sqm} \end{aligned}$$

$$\begin{aligned} \text{Additional Residential GFA} &= 3,000\text{sqm} \times (9,000\text{sqm} \div 10,000\text{sqm}) \\ &= 2,700\text{sqm} \end{aligned}$$

$$\begin{aligned} \text{Dwelling Contribution Required} &= 2,700\text{sqm} \times 5\% \\ &= 135\text{sqm affordable housing GFA required for dedication} \end{aligned}$$

**Calculating the Contribution - Adaptable Use**

A change of use of an existing non-residential use to a residential use would attract an affordable housing contribution.

Affordable Housing contribution provision:

$$= \text{contribution rate (\%)} \times \text{converted residential gross floor area}$$

**Example:** A development application for a conversion of an existing 2,000sqm commercial/industrial space to residential GFA.

$$\begin{aligned} &= 5\% \times 2,000\text{sqm} \\ &= 100\text{sqm affordable housing GFA required to be dedicated} \end{aligned}$$

City of Canada Bay Council  
Affordable Housing Contribution Scheme

**CALCULATING DWELLING CONTRIBUTION FOR 3.5% of Additional Gross Floor Area (APPLIES TO 4 MARY STREET & 1-9 MARQUET STREET RHODES AFFORDABLE HOUSING CONTRIBUTION AREAS)**

**Calculating the Contribution - Residential development**

**Calculation:**

**Additional gross floor area<sup>#</sup> x 3.5% = required affordable housing square metre provision.**

**#Additional gross floor area** = Subtract the residential gross floor area permissible under the *Canada Bay Local Environmental Plan* prior to the amended development controls, from the proposed residential gross floor area.

**Example:** A development application for a new residential development comprising 8,000sqm of additional GFA.

$$= 8,000\text{sqm additional GFA} \times 3.5\%$$

$$= 280\text{sqm affordable housing GFA required to be dedicated}$$

**Calculating the Contribution - Mixed-use development**

**Calculation: Total GFA – permissible GFA under LEP = Additional GFA**

**Additional GFA x (Residential GFA ÷ Total GFA) = Additional Residential GFA**

**Additional Residential GFA x 5% = required affordable housing square metre provision**

**Example:** A development application for a new development is for a total of 10,000sqm GFA (comprised of 9,000sqm residential GFA and 1,000sqm non-residential GFA). Previously under the LEP, a maximum 7,000sqm GFA was permitted.

$$\text{Additional GFA} = 10,000\text{sqm} - 7,000\text{sqm}$$

$$= 3,000\text{sqm}$$

$$\text{Additional Residential GFA} = 3,000\text{sqm} \times (9,000\text{sqm} \div 10,000\text{sqm})$$

$$= 2,700\text{sqm}$$

$$\text{Dwelling Contribution Required} = 2,700\text{sqm} \times 3.5\%$$

$$= 94.5\text{sqm affordable housing GFA required for dedication}$$

**Calculating the Contribution - Adaptable Use**

A change of use of an existing non-residential use to a residential use would attract an affordable housing contribution.

Affordable Housing contribution provision:

$$= \text{contribution rate} \times \text{converted residential gross floor area}$$

**Example:** A development application for a conversion of an existing 2,000sqm commercial/industrial space to residential GFA.

$$= 3.5\% \times 2,000\text{sqm}$$

$$= 70\text{sqm affordable housing GFA required to be dedicated}$$

City of Canada Bay Council  
Affordable Housing Contribution Scheme

**CALCULATING DWELLING CONTRIBUTION FOR 10% RATE (APPLIES TO 160 BURWOOD ROAD CONCORD AFFORDABLE HOUSING CONTRIBUTION AREAS)**

**Calculating the Contribution - Residential development**

**Calculation:** Gross floor area x 10% = required affordable housing square metre provision.

**Example:** A development application for a new residential development comprising 8,000sqm of GFA.

$$= 8,000\text{sqm} \times 10\%$$

$$= 800\text{sqm affordable housing GFA required to be dedicated}$$

**Calculating the Contribution - Mixed-use development**

**Calculation:** Total GFA - non-residential GFA = residential GFA

**Residential GFA x 10% = required affordable housing square metre provision**

**Example:** A development application for a new 8,000sqm mixed use development comprising 7,000sqm of residential GFA and 1,000sqm of non-residential GFA.

$$= 8,000\text{sqm} - 1,000\text{sqm} = 7,000\text{sqm Residential GFA}$$

$$= 7,000\text{sqm} \times 10\%$$

$$= 700\text{sqm affordable housing GFA required to be dedicated}$$

**Calculating the Contribution - Adaptable Use**

A change of use of an existing non-residential use to a residential use would attract an affordable housing contribution.

Affordable Housing contribution provision:

$$= \text{contribution rate} \times \text{converted residential gross floor area}$$

**Example:** A development application for a conversion of an existing 2,000sqm commercial/ industrial space to residential GFA.

$$= 10\% \times 2,000\text{sqm}$$

$$= 200\text{sqm affordable housing GFA required to be dedicated}$$

**Note:** If the dedication of dwellings is in deficit of more than 1 sqm, the remaining balance of the GFA is paid as a monetary contribution using the methodology detailed in section 2.3.

If the dedication of dwellings exceeds the gross floor area required, the amount is not recoverable by the developer. Each affordable housing dwelling is required to have a gross floor area of 50sqm or greater.

Where dedication of dwellings exceeds the GFA requirement, there is no offset available against other contributions.

City of Canada Bay Council  
Affordable Housing Contribution Scheme

## 2.3 Equivalent monetary contribution

Where an offer to satisfy an Affordable Housing contribution requirement by dedication of completed dwellings is not accepted by Council, the contribution requirement may be satisfied by making an equivalent monetary contribution.

The equivalent monetary contribution is calculated by multiplying the applicable contribution rate (%) by a dollar rate and multiplied by the applicable residential GFA.

The current dollar rate for the September 2024 quarter is **\$11,422/sqm per sqm GFA**. The dollar rate is based on the median strata dwelling price in the Canada Bay LGA.

The equivalent monetary contribution rate against various contribution rates (%) is shown below, rounded to the nearest dollar.

Equivalent Monetary Contribution	Contribution rate (%)	(\$/sqm GFA)
\$11,422/sqm GFA based on \$1,028,000 (September 2024)	3.5%	\$400
	4%	\$457
	5%	\$571
	6%	\$685
	7%	\$800
	8%	\$914
	9%	\$1,028
	10%	\$1,142

The equivalent monetary contribution rate is calculated based on the median strata dwelling price for the City of Canada Bay (as shown in the Department of Communities and Justice (DCJ) Sales and Rent Reports). Indexation adjustments are made to the equivalent monetary contribution rate. Council's website lists the current equivalent monetary contribution amount as indexed.

The monetary contribution rate is reviewed and indexed quarterly as per Section 3.2 of this Scheme, with reference to median prices for the City of Canada Bay shown in the current NSW Family and Community Services Sales and Rent Reports.

The current contributions rates are provided within the AHCS Summary Table on Council's website at <https://www.canadabay.nsw.gov.au/development/plans-policies-and-controls/development-contribution-plans>.

The first two examples below show how the equivalent monetary contribution is calculated in circumstances where dedication of dwellings in-kind is not accepted by Council, and a monetary contribution is required to satisfy the Affordable Housing contribution requirement.

### CALCULATING EQUIVALENT MONETARY CONTRIBUTIONS (ALL CONTRIBUTION AREAS)

City of Canada Bay Council  
Affordable Housing Contribution Scheme

#### Calculating the Contribution - Residential development

(for 3 King St and 176 George Street in Concord West, Additional Gross Floor Area<sup>#</sup> x 5% = required affordable housing square metre provision)

**Calculation: Equivalent monetary contribution rate x Contribution rate (%) x GFA**

$$= \$11,422/\text{sqm} \times 5\% \times \text{additional residential GFA}$$

**#Additional gross floor area** = Subtract the residential gross floor area permissible under the Canada Bay Local Environmental Plan prior to the amended development controls, from the proposed residential gross floor area.

**Example:** A development application for a new residential development comprising 8,000sqm of additional GFA.

$$\begin{aligned} \text{Monetary contribution} &= \$11,422/\text{sqm} \times 5\% \times 8,000\text{sqm} \\ &= \$4,568,800 \end{aligned}$$

#### Calculating the Contribution - Mixed-use development

(for 4 Mary Street and 1-9 Marquet Street in Rhodes, Additional Gross Floor Area<sup>#</sup> x 3.5% = required affordable housing square metre provision)

**Calculation:** Subtract the maximum permitted gross floor area under the LEP from the total gross floor area multiplied by the proportion of residential to total GFA proposed to determine the additional residential gross floor area.

Multiply the equivalent monetary contribution with the contribution rate (%) and the additional residential gross floor area.

Therefore: **Total GFA – permissible GFA under LEP = Additional GFA**

**Additional GFA x (Residential GFA ÷ Total GFA) = Additional Residential GFA**

**Monetary contribution = Equivalent monetary contribution rate x Contribution rate (%) x Additional Residential GFA**

**Example:** A development application in Rhodes East for a new development is for 10,000sqm GFA (comprised of 9,000sqm residential GFA and 1,000sqm non-residential GFA). Previously under the LEP, a maximum 7,000sqm GFA was permitted.

$$\begin{aligned} &= 10,000\text{sqm} - 7,000\text{sqm} = 3,000\text{sqm Additional GFA} \\ &= 3,000\text{sqm} \times (9,000\text{sqm} \div 10,000\text{sqm}) \\ &= 2,700\text{sqm Additional Residential GFA} \end{aligned}$$

$$\begin{aligned} \text{Monetary contribution} &= \$11,422/\text{sqm} \times 3.5\% \times 2,700\text{sqm} \\ &= \$1,079,379 \end{aligned}$$

The next two examples show where dedication of completed dwellings is insufficient to satisfy the Affordable Housing contribution requirement and an equivalent monetary contribution is additionally required.

#### CALCULATING DWELLING CONTRIBUTION AND EQUIVALENT MONETARY CONTRIBUTION AT 5% RATE (ALL CONTRIBUTION AREAS)

(for Rhodes East and 1-7 Ramsay Road, Five Dock, Residential Gross Floor Area x 5% = required

Owner: Planning and Environment – Strategic Planning  
Last revised: DRAFT MARCH 2025

Page 25 of 36

City of Canada Bay Council  
Affordable Housing Contribution Scheme

*affordable housing square metre provision)*

#### **Calculating the Contribution - Residential development**

**Calculation:** Gross floor area x 5% = required affordable housing square metre provision

**Example:** A development application for a new residential development comprising 8,000 square metres of GFA.

$$= 8,000\text{sqm} \times 5\%$$

$$= 400\text{sqm affordable housing GFA required to be dedicated}$$

Four 2-bedroom units (each measuring 90sqm GFA) are dedicated to Council on completion. This totals 360sqm GFA of dedicated affordable housing GFA. There is a shortfall of 40sqm GFA to satisfy the Affordable Housing contribution requirement.

An equivalent monetary contribution of \$24,444 is additionally made. This is calculated as follows:

$$= \$11,422/\text{sqm} \times 5\% \times 40\text{sqm GFA}$$

In total, the Affordable Housing contributions in this example are four 2-bedroom units dedicated on completion and a monetary contribution of \$22,844 is made.

#### **Calculating the Contribution - Mixed-use development**

**Calculation:** Total GFA - non-residential GFA = residential GFA

**Residential GFA x 5% = required affordable housing square metre provision**

**Example:** A development application for a new 8,000sqm mixed use development comprising 7,000sqm of residential GFA and 1,000sqm of non-residential GFA.

$$= 8,000\text{sqm} - 1,000\text{sqm} = 7,000\text{sqm Residential GFA}$$

$$= 7,000\text{sqm} \times 5\%$$

$$= 350\text{sqm affordable housing GFA required to be dedicated}$$

Five 1-bedroom units (each measuring 68sqm GFA) are dedicated to Council on completion. This totals 340sqm GFA of dedicated affordable housing GFA. There remains a shortfall of 10sqm GFA to satisfy the Affordable Housing contribution requirement.

An equivalent monetary contribution of \$6,111 is additionally made. This is calculated as follows:

$$= \$11,422/\text{sqm} \times 5\% \times 10\text{sqm GFA}$$

In total, the Affordable Housing contributions in this example are five 1-bedroom units dedicated on completion and a monetary contribution of \$5,711 is made.

#### **Calculating the Contribution - Adaptable Use**

A change of use of an existing non-residential use to a residential use would attract an affordable housing contribution.

Affordable Housing contribution provision:

$$= \text{contribution rate (\%)} \times \text{converted residential gross floor area}$$

**Example:** A development application for a conversion of a of an existing 2,000sqm commercial/ industrial space to residential GFA.

$$= 5\% \times 2,000\text{sqm}$$

$$= 100\text{sqm affordable housing GFA required to be dedicated}$$

One 2-bedroom unit (measuring 89sqm GFA) is dedicated to Council on completion. There remains

Owner: Planning and Environment – Strategic Planning  
Last revised: DRAFT MARCH 2025

Page 26 of 36

City of Canada Bay Council  
Affordable Housing Contribution Scheme

a shortfall of 11sqm GFA to satisfy the Affordable Housing contribution.

A equivalent monetary contribution of \$6,722 is additionally made. This is calculated as follows:

$$= \$11,422/\text{sqm} \times 5\% \times 11\text{sqm GFA}$$

In total, the Affordable Housing contributions in this example are a 2-bedroom unit dedicated on completion and a monetary contribution of \$6,282 is made.



City of Canada Bay Council  
Affordable Housing Contribution Scheme

## 2.4 Dedication of Land

The acceptability of land for dedication (as an alternative to dedication of dwellings or monetary contribution) is subject to Council's discretion and approval, in consultation with the community housing sector and Council's nominated CHP. The following requirements are identified to guide the assessment of suitability.

- Minimum area of 800sqm
- Within 5-min walking catchment (400m) of bus station or 10-min walking catchment (800m) of train station
- Not be subject to environmental constraints, in particular:
  - Be of residential building quality, not contaminated or require remediation
  - Be of good quality building land, not subject to flooding or flood constraints
- Have access, locational and site characteristics comparable to the proposed residential development.

The value of the dedicated land (assuming the associated floorspace potential is not transferred/ realised elsewhere on the site) should be equivalent to the monetary contribution calculated under the AHCS.

If the floorspace potential of the dedicated land is able to be transferred and developed elsewhere on the site, the land should be dedicated to Council at nominal cost (\$200/sqm to cover cost of legal and administrative matters) and a monetary contribution will still be required for affordable housing.

If the floorspace potential of the dedicated land is not transferred and developed elsewhere on the site, the expertise of a valuer/ land economist is required. In this circumstance, the following steps are relevant for the dedication of land as a contribution.

- Assess if the land to be dedicated meets with the identified requirements
- If land is suitable for dedication, identify the proposed land in a subdivision plan to be approved by Council
- Calculate the equivalent monetary contribution payable
- Obtain independent valuation of land to be dedicated
- If the assessed land value is less than the equivalent monetary contribution payable, subject to acceptability by Council, pay the difference in monetary contribution.

If the assessed land value exceeds the equivalent monetary contribution, no offset or refund is applicable.

A development application must include the following information:

- The quantum and location of land to be dedicated and any residual amount for which a monetary contribution is required
- Identify on the subdivision plans the land proposed for dedication
- Demonstrate the value of the land to be dedicated against the equivalent monetary contribution
- Demonstrate the appropriateness of the land proposed for dedication with reference to the principles of the AHCS.

City of Canada Bay Council  
Affordable Housing Contribution Scheme

#### **CALCULATING A LAND DEDICATION CONTRIBUTION (ALL CONTRIBUTION AREAS)**

Land dedicated may contribute to satisfying the Affordable Housing contribution requirement. The value of land dedicated is deducted from the equivalent monetary contribution amount and any shortfall may be satisfied by a monetary contribution.

The value of land dedicated depends on whether the floorspace potential associated with that land has been transferred to the rest of the site.

If the floorspace potential has been transferred for development elsewhere on the site, a nominal value will be ascribed to the land dedicated (\$200/sqm).

If the floorspace potential has not been transferred for development elsewhere on the site, a valuation of the land dedicated is required.

#### **Calculating the Contribution - Residential development**

**Example:** A development in the Kings Bay Precinct proposes new residential floorspace of 4,000sqm GFA. The affordable housing contribution rate of 4% is applied to the residential GFA as follows:

An equivalent monetary contribution of \$1,840,000 ( $\$11,500 \times 4\% \times 4,000\text{sqm}$ ) is required.

If contribution through land dedication is proposed, consideration should be given to whether the floorspace potential associated with the dedicated land can be transferred and developed elsewhere on the site, or if the floorspace potential is foregone with the land that is dedicated.

These two scenarios are illustrated below:

- Scenario 1 - floorspace potential cannot be transferred/ developed elsewhere
  - If the land proposed for dedication is valued at \$2,000,000, its value exceeds the equivalent monetary contribution of \$1,840,000 required. If accepted for dedication, no offset or refund is applicable.
  - If the land proposed for dedication is valued at \$1,500,000, its value is less than the equivalent monetary contribution of \$1,840,000 required. A monetary contribution of \$340,000 is required.
- Scenario 2 - floorspace potential can be transferred and developed elsewhere on the site
  - The land should be transferred to Council at nominal value (\$200/sqm).
  - If the land proposed for dedication measured 800sqm, a monetary contribution of \$1,562,720 would be required, calculated below:

$$\begin{aligned}
 &= \$1,840,000 - \$160,000 \text{ (800sqm} \times \$200/\text{sqm)} \\
 &= \$1,680,000
 \end{aligned}$$

City of Canada Bay Council  
Affordable Housing Contribution Scheme

## 2.5 Development that is exempt from the affordable housing contribution scheme

The following development is exempt from the AHCS:

- a) Development for non-residential floorspace (unless identified as adaptable floor space)
- b) Exempt development
- c) A dwelling house that results in the creation of less than 200sqm of residential floor space;
- d) Refurbishment or repair of a building that results in additional residential floorspace less than 100 sqm
- e) Development for the purposes of Affordable Housing or social housing
- f) Development of community facilities, public roads or public utility undertakings.

The justification for granting exemptions to these development categories is:

- In the case of a) and f), above, the development of non-residential floorspace and community facilities, public roads or public utility undertakings are excluded from Affordable Housing contributions. This is because they are considered to have community value due to their ability to accommodate jobs (commercial or community development) and/ or community services (community facilities).
- In the case of b), c), and d), the works are considered to be of a minor nature and imposition of an Affordable Housing contribution is considered a disproportionate burden in such minor circumstances.
- In the case of e), development for the purposes of affordable or social housing will already contribute substantially to the aims of the AHCS.

## 2.6 Conditions of consent for affordable housing

Council will levy developer contributions for Affordable Housing via conditions of consent.

The condition of consent must include the following information:

- a) The total residential gross floor area of the development that was used to calculate the contribution or the monetary contribution required.
- b) the different floor areas that can contribute to the total contribution amount (this only applies in instances where rates differ between development types or between commercial and residential floor space)
- c) the relevant contribution rates (%)
- d) the indexation period at time of determination (for any monetary contributions).
- e) a requirement to demonstrate that the title of any dwellings will be transferred to a community housing provider or council prior to the granting a Construction Certificate.
- f) a requirement to make any monetary payment at a specified time or stage in the development application process
- g) a requirement that any dwellings that will be dedicated are shown on approved plans in the same development application and referenced in the affordable housing condition.
- h) The dedicated Affordable Housing is to be constructed to a standard which in the opinion of Council is consistent with other dwellings in the development.
- i) If a staged development, Affordable Housing must be provided at each stage.

City of Canada Bay Council  
Affordable Housing Contribution Scheme

## **SECTION 3: ADMINISTRATION AND IMPLEMENTATION**

### **3.1 How to make a contribution**

All development to which this AHCS applies (other than development excluded by Canada Bay LEP 2013) is required to provide Affordable Housing. This requirement will be by way of a condition of development consent.

There are three different ways to make the required Affordable Housing contribution. The first (and preferred way) is the dedication of affordable housing dwellings to Council. Secondly where it is not possible or practical for Affordable Housing to be dedicated an equivalent monetary contribution can be made. The third and least preferred is the dedication of land and is expected to apply in exceptional situations.

A contribution requirement forms part of a development consent. Council will require evidence that the Affordable Housing contribution requirement is satisfied prior to granting of any construction certificate or complying development certificate. Where no construction certificate is required, evidence that the Affordable Housing contribution requirement is satisfied will be required by Council before commencement of use/occupation.

The AHCS also includes a methodology for the dedication of land, however it is expected that this approach would only occur in exceptional circumstances.

#### **Dedicating Affordable Housing dwellings**

Where Affordable Housing is proposed to be dedicated on site, the applicant must transfer the titles of the dwellings to Council. An agreement to transfer the titles must be made and evidence provided to Council prior to the granting of a Construction Certificate.

Council must be satisfied that the nominated dwellings achieve the affordable housing principles and design details as set out in this Scheme. Where appropriate Council will seek comment from the Community Housing Provider to ensure this.

Council and the Community Housing Provider (as appropriate) will also consider the suitability of the proposed dedication and quantum of dwellings from an operational perspective, that is, the cost implications of management and maintenance.

The Affordable Housing contribution will be satisfied when the title is transferred to Council prior to issue of an Occupancy Certificate.

#### **Paying a monetary contribution**

Where an applicant is to make a monetary contribution towards Affordable Housing the amount of the contribution will be specified in the condition of development consent. The contribution must be paid to Council prior to the issue of any Construction Certificate.

If the applicant is unable to pay the monetary contribution at Construction Certificate stage, evidence must be provided to Council to this effect and arrangements made for Council to secure payment such as a Bank Guarantee or equivalent at a later stage in the development period.

City of Canada Bay Council  
Affordable Housing Contribution Scheme

### Dedicating land

Where land is proposed to be dedicated as a contribution, Council will ensure the proposed land satisfies Council's requirements and refer the application to a preferred CHP for comment.

Council will undertake an assessment of the appropriateness of land proposed for dedication with reference to the affordable housing principles and comment received from the preferred CHP.

### 3.2 Indexing of payments

Contribution rates will be adjusted quarterly within one week of the first of March, June, September and December, to ensure that the contributions reflect the costs associated with the provision of affordable housing over time. Rates will be adjusted with reference to movement in the median price for strata dwellings in the City of Canada Bay LGA. All monetary contributions must be indexed at the time of payment to ensure funds received will cover the full costs of delivering the required affordable housing contributions.

The median strata price is published quarterly in the NSW Government Rent and Sales Report, Table: Sales Price - Greater Metropolitan Region - Strata.

The formula for the adjustment is:

**Next Quarter's Contribution Rate = Current Contribution Rate x (MDP2/MDP1)**

Where:

**MDP1** is the median strata dwelling price for the PREVIOUS quarter

**MDP2** is the median strata dwelling price for the CURRENT quarter

The City of Canada Bay's website will display the current rates within the *AHCS Summary Table*.

### 3.3 Processes for the distribution and management of funds

Contributions will be pooled and managed by Canada Bay Council or its nominated Community Housing Provider until there is sufficient funding available to issue a tender or request for expressions of interest. Any financial return resulting from the management of funds in waiting is to be used for the purpose of developing Affordable Housing in accordance with this Scheme.

Rental income received from Affordable Housing stock will be managed in accordance with the terms outlined in Council's Affordable Housing policy. This will ensure returns are re-invested in Affordable Housing stock in the form of property maintenance and renewal and replacement.

### 3.4 Registered community housing providers and delivery program

Affordable Housing properties acquired or achieved under this AHCS or by any other means, are to be transferred in property title to the City of Canada Bay Council. Alternatively, the City of Canada Bay Council may nominate a Community Housing Provider, to which the property title is transferred.

City of Canada Bay Council  
Affordable Housing Contribution Scheme

Council will outsource the management of the Affordable Housing contributions and dwellings to a Housing Manager with demonstrated experience and expertise in the management of Affordable Housing. Selection of the Housing Manager to manage the dwellings will be conducted in accordance with Council's Procurement Policy. Council will enter into a management agreement for the affordable rental housing dwellings with the successful Housing Manager following the selection process.

A Council inter-departmental Affordable Housing Steering Committee will be involved in the ongoing management of the Affordable Housing program and preparation of a management agreement that clearly delineate the responsibilities of both Council and the Community Housing Provider. Council will also provide a delivery program that outlines how funds raised or dwellings provided under the AHCS will be used and requirements for reporting and transparency.

### **3.5 Monitoring and review of scheme**

The AHCS will be reviewed by the Affordable Housing Steering Committee on an annual basis. Key considerations will include:

- A review of evidence relating to the Affordable Housing Contribution Scheme where monitoring identifies issues or considerable change in market conditions.
- number of delivered affordable housing dwellings
- total amount of funds in waiting
- allocation of funding within that year
- Size, type, quality and locational appropriateness of dwellings
- Retention and use of affordable housing revenue by Council

City of Canada Bay Council  
Affordable Housing Contribution Scheme

### **Affordable Housing Covenants**

The affordable housing covenant ensures the benefits of affordable housing are secured in accordance with this Program in the long term.

The affordable housing covenant will be required to be registered, before the date of the issue of the occupation certificate, against the title of the property, in accordance with section 88E of the Conveyancing Act 1919. The covenant will:

- require Affordable Rental Housing to be retained as affordable rental housing in perpetuity;
- require Affordable Rental Housing to be managed in accordance with the Affordable Rental Housing Principles;
- allow at the sole discretion of Council for the removal of the covenant to facilitate the sale of affordable rental housing where Council is satisfied equivalent or better replacement stock is to be provided within the LGA; and
- allow for the lifting of the covenant at the sole discretion of Council in the circumstance that the eligible community housing provider becomes insolvent and another eligible community housing provider, or the Council, is unable or unwilling to take over the interest in the asset.

## Local Planning Panel Minutes

### MINUTES OF THE CITY OF CANADA BAY LOCAL PLANNING PANEL

<b>Date of Panel meeting</b>	20 <sup>th</sup> March 2025
<b>Location</b>	Hudson Room, City of Canada Bay Council
<b>Panel members</b>	Jason Perica (Chair) Judy Clark (Expert Member) Stephen Alchin (Expert Member) Anne Potter (Community Member)
<b>Council staff</b>	Paul Dewar, Helen Wilkins, Lucy Langley
<b>Apologies</b>	Nil
<b>Declarations of interest</b>	Nil

A meeting of the Local Planning Panel was held in the Hudson Room, Canada Bay Civic Centre, Drummoyne on Thursday, 20<sup>th</sup> March 2025 in relation to the Affordable Housing Contribution Scheme.

Please note Planning Proposal meetings are not public meetings and therefore are not open to the public.

### ITEM 2 – AFFORDABLE HOUSING CONTRIBUTION SCHEME

This Council-initiated Planning Proposal seeks to:

1. Amend the date in the definition of 'Affordable Housing Contributions Scheme' to reference the revised scheme which incorporates housekeeping updates.
2. Clarify that the affordable housing contribution under Chapter 2 'Affordable Housing' of the Housing SEPP applies to the entire LGA. The Panel's role is to provide advice to Council for their consideration. In providing advice, the Panel considered the strategic merit and site-specific merit of the Planning Proposal.

The Panel considered the Council staff report (including attachments) and a briefing by Council staff.

### RECOMMENDATION

The Panel:

1. Endorses the Planning Proposal for submission to the Department of Planning, Housing and Infrastructure for a Gateway determination.
2. Notes and supports an intended wider future review of the Affordable Housing Contribution Scheme. The Panel encourages the Council to ensure the latest data is used regarding land cost and construction costs, given escalating prices over time. The



## Local Planning Panel Minutes

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Panel notes, as an example, that the Valuer General's data for Canada Bay shows residential land values have increased approximately 50% since 2020/21.


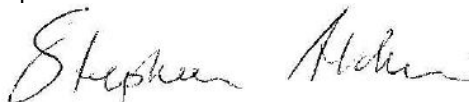

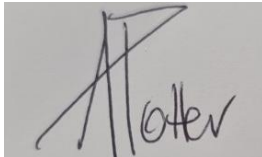
### **VOTING**

The decision was unanimous.

## Local Planning Panel Minutes

### ADOPTION OF MINUTES:

We, the undersigned members of the Canada Bay Local Planning Panel, certify that these Minutes are an accurate record of the meeting of 20 March 2025.

PANEL MEMBERS	
Jason Perica 	Stephen Alchin 
Judy Clark 	Anne Potter 

## **CITY OF CANADA BAY TRAFFIC COMMITTEE MEETING**

### **AGENDA**

Notice is hereby given that a City of Canada Bay Traffic Committee Meeting will be held:

Electronically via email

**Thursday, 13 March 2025**

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



## Table of Contents

<b>1</b>	<b>WELCOME/ACKNOWLEDGEMENT OF COUNTRY .....</b>	<b>4</b>
<b>2</b>	<b>APOLOGIES .....</b>	<b>4</b>
<b>3</b>	<b>DISCLOSURES OF PECUNIARY AND NON-PECUNIARY INTEREST .....</b>	<b>4</b>
<b>4</b>	<b>CONFIRMATION OF MINUTES .....</b>	<b>4</b>
<b>5</b>	<b>REPORTS .....</b>	<b>5</b>
Item 5.1	Greenlees Avenue, Concord - Angled parking bays.....	5
Item 5.2	Hampden Road, Russell Lea - Proposed Refuge Island and Linemarking Changes .....	97
Item 5.3	Rhodes West Station Precinct - Marquet and Walker Streets - Public Domain Concept.....	102
Item 5.4	Items Approved Under Temporary Delegation .....	108
<b>6</b>	<b>GENERAL BUSINESS .....</b>	<b>109</b>

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**1 WELCOME/ACKNOWLEDGEMENT OF COUNTRY**

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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.

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**2 APOLOGIES**

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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.

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**3 DISCLOSURES OF PECUNIARY AND NON-PECUNIARY INTEREST**

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

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**4 CONFIRMATION OF MINUTES****4.1 MINUTES OF CITY OF CANADA BAY TRAFFIC COMMITTEE MEETING HELD  
13 FEBRUARY 2025**

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**STAFF RECOMMENDATION**

That the minutes of the City of Canada Bay Traffic Committee Meeting of 13 February 2025 copies of which were previously circulated, are hereby confirmed as a true and correct record of the proceedings of that meeting.

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**5 REPORTS****ITEM 5.1 GREENLEES AVENUE, CONCORD - ANGLED PARKING BAYS****Author** Traffic Engineer**Attachments:**

1. TTPA Majors Bay Road Traffic and Parking Study
2. Greenlees Avenue - Angled Parking Bays

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**STAFF RECOMMENDATION**

1. That 90-degree angled parking bays, Mobility Parking Space, No Parking and Motorcycle Parking space be installed on Greenlees Avenue, Concord as outlined in the attached plans.
  2. That a shared path and kerb islands be installed on Greenlees Avenue, Concord as outlined in the attached plans.
- 

**EXECUTIVE SUMMARY**

This report seeks the Committee's consideration to provide additional angled parking bays and a shared path on Greenlees Avenue, Concord.

**BACKGROUND/DISCUSSION**

In 2019, the City of Canada Bay worked with the local community to create a Place Plan to enhance the Majors Bay Road Shopping Village in Concord. One of the key concerns raised by local residents and businesses was parking in the area. The Concord Chamber of Commerce requested Council at the time to investigate the existing supply and demand for parking in the area.

A workshop was held with the community in August 2019 to explore key issues and potential solutions. This information was used as part of a brief for consultants, Transport and traffic Planning Associates (TTPA), who were engaged to investigate parking in the area. A final report was received in November 2019 which was used to inform a number of proposals over the years with the aim to improve parking in the subject area. A copy of this report has been attached for additional background information.

Whilst much of the implemented proposals over the years have focused on altering existing or implementing new parking restrictions, this proposal implements new additional angled parking bays on Greenlees Avenue. The proposed location is within close proximity to the Shopping Village that could support additional parking in compliance with the relevant standards whilst addressing additional concerns raised by the Community related to insufficient parking during the Winter Sport months.

To further improve pedestrian movements and cyclist accessibility in the vicinity, the kerb islands have been redesigned with an additional shared path to link the existing path along the western side of Greenlees Park to Ian Parade.

**TIMING / CONSULTATION AND / OR RISK CONSIDERATIONS**

Council has undertaken community consultation through letterbox drop with the surrounding properties from 25 February 2025 to 5 March 2025. The proposal does not directly impact any residential frontages.

A total of 1 response was received in support of the proposal. The resident has also requested for additional footpath connections to be constructed on the southern side of Greenlees Avenue, fronting Jessie Stewart Reserve, between Gallipoli Street and Rhonda Place. Concerns were also raised regarding the boats and trailers parking surrounding the park.

Council has noted the request to investigate the additional footpath connection in a future year program and to review the parking requirements for boats and trailers surrounding the park to improve sightlines for pedestrians and cyclists.

**FINANCIAL CONSIDERATIONS**

The works have been allocated within Council's 2024 - 2025 Capital Works budget with the works to be completed this financial year.



**TRANSPORT AND TRAFFIC PLANNING ASSOCIATES**  
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## Majors Bay Road Business/Commercial Area

### Parking Study and Assessment

Ref: 237/2019  
Date: 20 November 2019  
Issue: A

## Table of Contents

<b>1.0 INTRODUCTION .....</b>	<b>1</b>
1.1 Introduction .....	1
1.2 Objectives .....	2
1.3 Report .....	3
<b>2.0 PARKING SUPPLY/INVENTORY .....</b>	<b>4</b>
2.1 Parking Survey .....	4
2.2 Survey methodology.....	4
2.3 Parking Supply .....	4
<b>3.0 PARKING DEMAND/OCCUPANCY .....</b>	<b>7</b>
3.1 Peak Parking Occupancy .....	7
3.2 Peak-Hour Parking Occupancy .....	11
<b>4.0 COMMUNITY ENGAGEMENT .....</b>	<b>14</b>
4.1 Introduction .....	14
4.2 Community's Ideas for Traffic Management and Proposed Solutions.....	14
<b>5.0 PROPOSED PARKING ARRANGEMENTS .....</b>	<b>21</b>
<b>6.0 BUSINESS CASE FOR BREWER STREET MULTI-STOREY     CARPARK.....</b>	<b>32</b>

## List of Appendices

Appendix A	Summary of Parking Supply and Restrictions
Appendix B	Parking Occupancy Survey Results
Appendix C	Summary of Peak Parking Occupancy
Appendix D	Parking Occupancy Profiles
Appendix E	Summary of Peak-Hour Parking Occupancy
Appendix F	Costs and Revenues Calculation

Transport and Traffic Planning Associates

## 1.0 Introduction

### 1.1 Introduction

The Majors Bay Road Business/Commercial Area Parking Study and Assessment (study) was undertaken by TTPA, as commissioned by the City of Canada Bay. The study was to assess the existing parking demand and to guide the provisions for the existing parking demand created by a range of existing developments proposed within and immediately adjacent to the Majors Bay Business/commercial area (subject site). The subject site is shown in Figure 1.1.

**Figure 1.1: Subject Site**



Ref. 237/2019

1

### Transport and Traffic Planning Associates

The study covers the following on-street and off-street parking spaces:

#### On-Street Parking

- ❖ Brewer Street between Spring Street and Majors Bay Road
- ❖ Wellbank Street between Warbrick Street and Cormiston Avenue
- ❖ Jellicoe Street between Warbrick Street and Majors Bay Road
- ❖ Gallipoli Street between Warbrick Street and Majors Bay Road
- ❖ Jones Street between End and Majors Bay Road
- ❖ Little Cormiston Avenue between Cormiston Avenue and Majors Bay Road
- ❖ Trafalgar Parade between Majors Bay Road and 17 Trafalgar Parade
- ❖ Davidson Avenue between Majors Bay Road and 17 Davidson Avenue
- ❖ Spring Street between Brewer Street and Wellbank Street
- ❖ Bent Street between End and Wellbank Street
- ❖ Warbrick Street between Wellbank Street and Gallipoli Street
- ❖ Cormiston Avenue between Shackel Avenue and Wellbank Street
- ❖ Majors Bay Road between Brewer Street and Correys Avenue

#### Off-Street Carpark

- ❖ Wellbank Street Carpark
- ❖ Brewer Street Carpark

The study area comprises of 597 parking spaces (58 off-street and 539 on-street spaces).

The area predominantly consists of retail/commercial and medium-density residential dwellings along Majors Bay Road and Wellbank Street and Brewer Street and low-density residential dwellings along Spring Street/Warbrick Street and Cormiston Avenue. Parking around the area is predominantly used for residents and visitors of the business/commercial area.

## 1.2 Objectives

The current parking demand is influenced by the local site and surrounding

Ref. 237/2019

2



### Transport and Traffic Planning Associates

developments and needs to accommodate the various local land use activities, current residential and commercial land uses as well as the number of residents and visitors. The study was to examine existing supply and demand for car parking, review the demand rates, develop and investigate options to address parking issues identified through the study of the current supply and demand of the off-street and on-street parking. The study was to measure, analyse, and present the existing parking characteristics within the study area in an efficient and cost-effective manner to make a thorough and compelling basis for decisions on parking issues by the Council. Since public support is vital to implement a parking strategy, the parking study needed to address the issues related to residents, businesses, and other users, which included:

- ❖ Maximise the use of the existing parking supply and its replacement for both residents and visitors
- ❖ Improve the trading of existing and future businesses within the subject site.
- ❖ Consider disabled parking needs.
- ❖ Encourage sustainable transport modes including walking and cycling, and public transport
- ❖ Encourage innovative sustainability initiatives such as car share schemes.
- ❖ Integrate parking management with land use planning and public transport.

The report also provides a strategic business case for the redevelopment of Council's Brewer Street Carpark to inform the cost-benefit for the provision of additional car parking spaces.

## 1.3 Report

This report includes the following sections:

- ❖ Introduction
- ❖ Existing conditions and survey results
- ❖ Parking demand and utilisations
- ❖ Recommended parking arrangements
- ❖ The strategic business case for multi-storey carpark

Ref. 237/2019

3

## Transport and Traffic Planning Associates

## 2.0 Parking Supply/Inventory

### 2.1 Parking Survey

Parking surveys were undertaken to establish the number of available spaces and the demand for parking within the study area. The surveys, undertaken at hourly intervals, recorded the number of potential parking spaces and their utilisation. The surveys were conducted at the following dates:

- ❖ Weekday – Wednesday, 25 September 2019 and Thursday, 26 September 2019 between 5 am to 10 pm. This survey aimed to determine the parking situation on a typical weekday with residents vacating parking spaces when driving to work in the morning, spaces being occupied by visitors to the area during the daytime and residents occupying parking spaces when returning from work in the evening.
- ❖ Weekend – Saturday, 19 October 2019 and Sunday 20 October 2019 between 8 am and 6 pm. The weekend survey aimed to determine the parking situation on a typical weekend. The surveys would provide an indication of the busiest streets during the weekend and provide guidance towards implementing a reasonable strategy.

### 2.2 Survey methodology

In order to maintain consistency throughout the survey data, surveyors assumed the number of parking spaces on the street was the maximum number of spaces which could legally fit within the area.

### 2.3 Parking Supply

The existing business/commercial area parking comprises largely of on-street public parking. The on-street parking provides a mixture of parallel and angled parking spaces depending on the available road width and adjoining roads and property accesses. There are also two off-street car parks, located to the southeast corner of Majors Bay Road/

Ref. 237/2019

4

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Brewer Street intersection and south of Wellbank Street between Majors Bay Road and Cormiston Avenue, that provide some publicly accessible parking.

The on-street parking including a combination of short-term parking, as short as 10 and 30 minutes in some locations, medium-term parking (1-3 hours) and unrestricted (all day) parking. Generally, the all-day parking is located further away from the minor street areas of the business/commercial area along Davidson Avenue, Cormiston Avenue, Little Cormiston Avenue, Jones Street, Gallipoli Street, Jellicoe Street, Warbrick Street, Spring Street, and Bent Street.

1 car share space is available on the northwestern corner of Majors Bay Road/Wellbank Street intersection.

7 disabled spaces are available at the following locations:

- ❖ 1 space within the Brewer Street Carpark
- ❖ 3 spaces on Majors Bay Road (2 spaces between Trafalgar Parade and Wellbank Street and 1 space between Wellbank Street and Jellicoe Street)
- ❖ 1 space on Jellicoe Street east of Majors Bay Road
- ❖ 2 spaces on Davidson Avenue west of Majors Bay Road

The parking supply and restrictions of the study area surveyed are illustrated in Figures 2.1A and 2.1B. A summary of the parking supply and restrictions is provided in Appendix A.

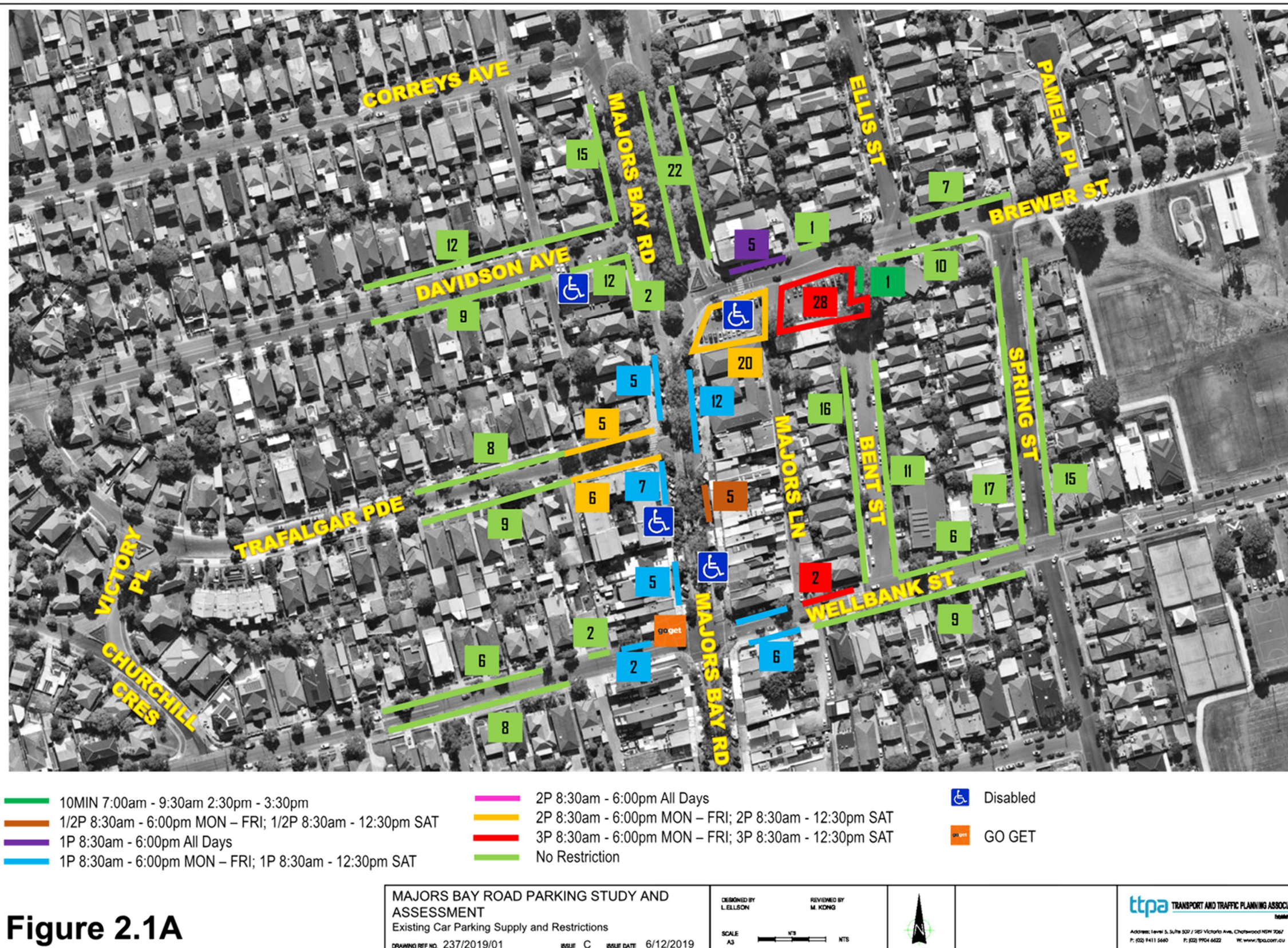
Details of these surveys are provided in Appendix B.

The distribution of the car parking restrictions is summarised in Table 2.1 and provided in Figure 2.2.

Ref. 237/2019

5









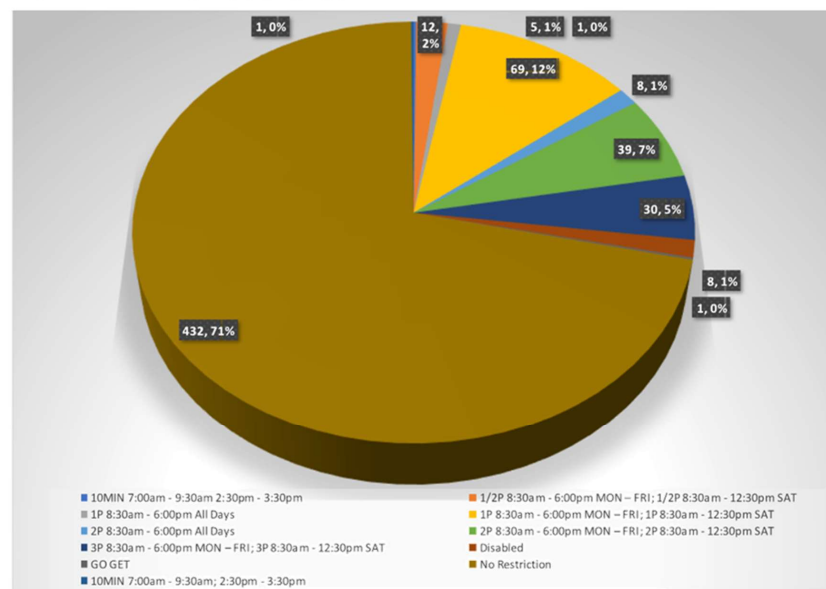


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**Table 2.2. Parking Supply by Type of Restrictions**

Car Parking Restrictions	No. of Spaces
10MIN 7:00am - 9:30am 2:30pm - 3:30pm	1
1/2P 8:30am - 6:00pm Mon - Fri; 1/2P 8:30am - 12:30pm SAT	12
1P 8:30am - 6:00pm All Days	5
1P 8:30am - 6:00pm Mon - Fri; 1P 8:30am - 12:30pm SAT	70
2P 8:30am - 6:00pm All Days	8
2P 8:30am - 6:00pm Mon - Fri; 2P 8:30am - 12:30pm SAT	40
3P 8:30am - 6:00pm Mon - Fri; 3P 8:30am - 12:30pm SAT	30
Disabled	7
GO GET	1
No Restriction	423

**Figure 2.2. Parking Supply by Type of Restrictions**



Ref. 237/2019

6









**Peak Occupancy**  
 <50%  
 50% - 75%  
 75% - 85%  
 >=85% - 99%  
 100%

Disabled  
 GO GET

**Figure 3.1A(ii)**

MAJORS BAY ROAD PARKING STUDY AND  
ASSESSMENT  
Existing Peak Parking Occupancy (WEDNESDAY)  
DRAWING REF NO. 237/2019/01 ISSUE B ISSUE DATE 10/11/2019

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L. ELLISON  
SCALE  
A3

REVIEWED BY  
M. KONG  
NTS



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**Peak Occupancy**  
 <50%  
 50% - 75%  
 75% - 85%  
 >=85% - 99%  
 100%

Disabled  
 GO GET

**Figure 3.1B(ii)**

MAJORS BAY ROAD PARKING STUDY AND  
ASSESSMENT  
Existing Peak Parking Occupancy (THURSDAY)  
DRAWING REF NO. 237/2019/01 ISSUE B ISSUE DATE 10/11/2019

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1/25

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**Peak Occupancy**  
 <50%  
 50% - 75%  
 75% - 85%  
 >=85% - 99%  
 100%

Disabled  
 GO GET

**Figure 3.1C(ii)**

MAJORS BAY ROAD PARKING STUDY AND  
ASSESSMENT  
Existing Peak Parking Occupancy (SATURDAY)  
DRAWING REF NO. 237/2019/01 ISSUE B ISSUE DATE 10/11/2019

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**Peak Occupancy**  
 <50%  
 50% - 75%  
 75% - 85%  
 >=85% - 99%  
 100%

Disabled  
 GO GET

**Figure 3.1D(ii)**

MAJORS BAY ROAD PARKING STUDY AND  
ASSESSMENT  
Existing Peak Parking Occupancy (SUNDAY)  
DRAWING REF NO. 237/2019/01 ISSUE B ISSUE DATE 10/11/2019

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## 3.0 Parking Demand/Occupancy

### 3.1 Peak Parking Occupancy

It is noted that these peaks do not coincide but create a picture of the occupancy observed on-street in the business/commercial area.

The peak parking occupancy are illustrated in Figure 3.1A (Wednesday), Figure 3.1B (Thursday), Figure 3.1C (Saturday) and Figure 3.1D (Sunday).

A summary of the peak parking occupancy based on road and restrictions is provided in Appendix C while the parking occupancy profiles of on each road are shown in Appendix D.

Occupancy profiles for all parking spaces (unrestricted and restricted) on Wednesday, Thursday, Saturday and Sunday are illustrated on Figure 3.1A. The data shows that occupancy rates for most streets in the business/commercial area increases after 8 am and reduces after 6 pm (on Wednesday) and after 8 pm (on Thursday) during the weekdays and increases after 10 am and reduces after 3pm (on Saturday and Sunday). These indicate that these streets cater mostly to the visitors' parking demand in the business/commercial area.

The parking occupancy profiles for restricted spaces for the nominated surveyed days are presented on Figure 3B.

The profiles indicate:

- Wednesday: More than 85% occupancy between 1.30pm and 2.30pm with maximum occupancy of 87%
- Thursday: More than 85% occupancy between 10am and 1pm with maximum occupancy of 99%

Ref. 237/2019

7

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- Saturday: More than 85% occupancy between 9.30pm and 2.30pm with maximum occupancy of 91%
- Sunday: More than 85% occupancy between 10.30pm and 1.30pm with maximum occupancy of 91%

In practice, vehicles are often parked with gaps greater than required for pulling out of a parking space. Drivers generally perceive that a carpark is full when it has reached over 85% capacity and often will not enter the car parking area even though spaces are available. An 85% capacity usage has also been found to be the point at which a driver seeking a parking space can find one with only a short search. Therefore, it can be assumed that full capacity is reached when parking occupancy is over 85%.

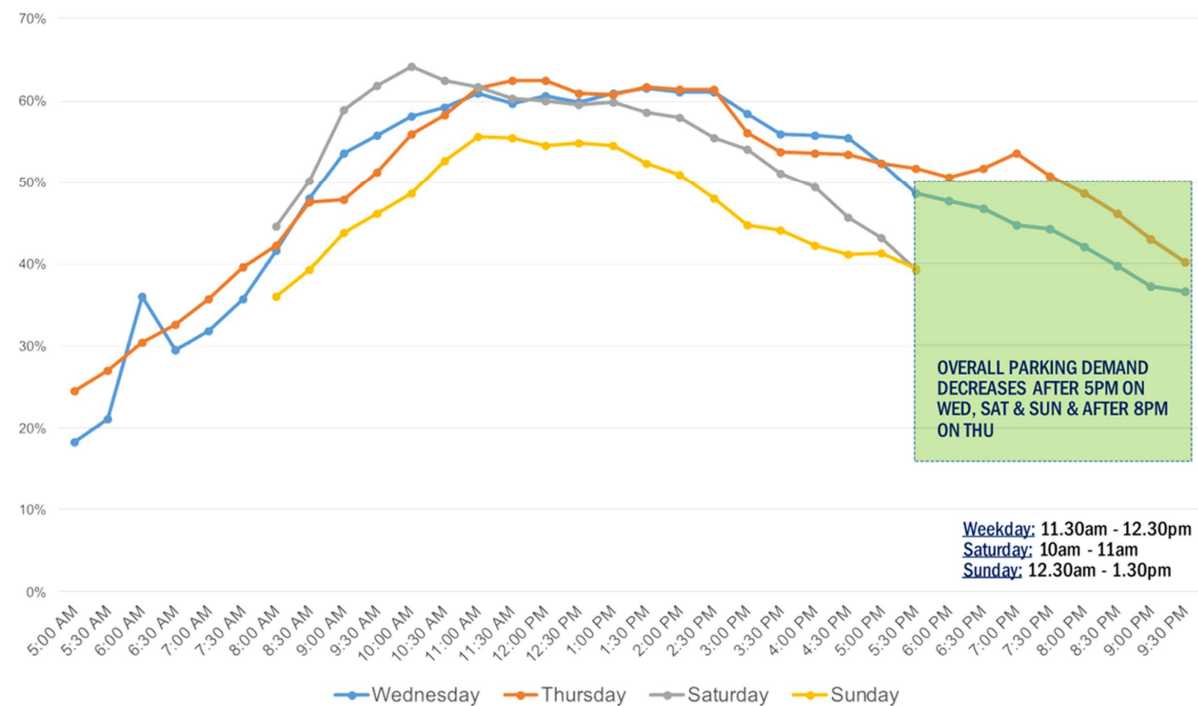
Based on the above, the restricted spaces within the Majors Bay Road Commercial/Business area are being well utilised and expansion of these restrictions is warranted.

Ref. 237/2019

8

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Figure 3.1A. Overall Parking Occupancy Profiles (%) on Wednesday, Thursday, Saturday and Sunday



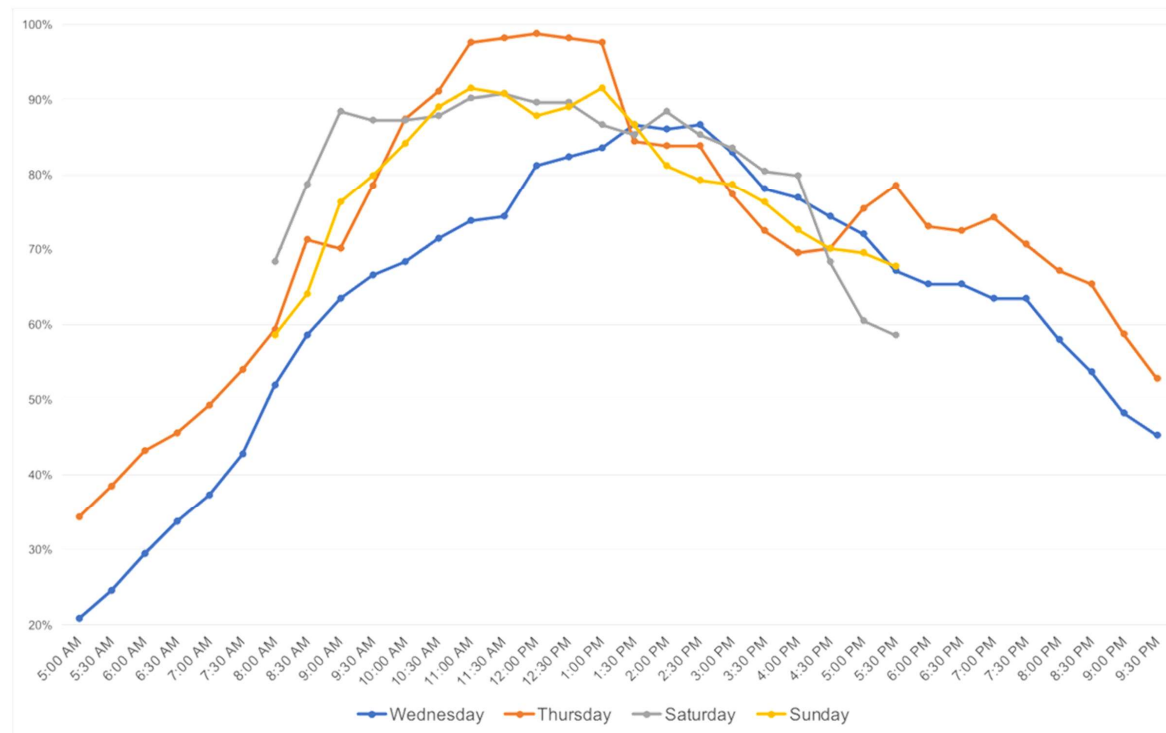
Ref. 237/2019

9



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Figure 3.1A. Restricted Parking Occupancy Profiles (%) on Wednesday, Thursday, Saturday and Sunday



Ref. 237/2019

10

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### 3.2 Peak-Hour Parking Occupancy

Based on the Table 3.1, it is identified that the peak periods occur during the following time:

- Wednesday and Thursday: Between 11.30am and 12.30pm
- Saturday: Between 10am and 11am
- Sunday: Between 12.30am and 1.30pm

**Table 3.1. Parking Occupancy Profile (%) on Wednesday, Thursday, Saturday and Sunday**

Day	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Wed	51.9%	67.4%	72.2%	76.5%	76.5%	75.2%	74.7%	72.2%	70.7%	66.4%
Thu	52.2%	59.2%	69.1%	78.3%	78.7%	76.2%	77.5%	70.2%	68.4%	66.9%
Sat	55.5%	72.9%	79.5%	77.4%	74.9%	75.2%	72.6%	68.8%	63.1%	54.9%
Sun	45.5%	53.7%	60.8%	67.4%	66.8%	68.6%	64.3%	57.5%	55.0%	52.9%

The parking occupancy by type of restrictions during the peak hour for each day were investigated and summarised in Table 3.2. A summary of parking occupancy during the peak hour by roads and restrictions are provided in Appendix E.

**Table 3.2. Peak-Hour Parking by Type of Restrictions**

Restrictions	Capacity	Peak-Hour Occupancy							
		Wednesday		Thursday		Saturday		Sunday	
		No	%	No	%	No	%	No	%
10-Minute	1	1	100%	1	100%	1	100%	1	100%
1/2P	12	12	100%	12	100%	11	92%	12	100%
1P	75	66	88%	73	97%	63	84%	73	97%
2P	48	38	79%	43	90%	29	60%	45	94%
3P	30	29	97%	30	100%	15	50%	29	97%
Disabled	7	5	71%	7	100%	6	86%	7	100%
GO GET	1	1	100%	1	100%	1	100%	1	100%
NR	423	303	72%	309	73%	212	50%	248	59%
<b>Total</b>	<b>597</b>	<b>455</b>	<b>76%</b>	<b>476</b>	<b>80%</b>	<b>338</b>	<b>57%</b>	<b>416</b>	<b>70%</b>

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The general impression of the peak occupancy of public parking is summarised as follows:

- ❖ Only 80% of the unrestricted spaces are occupied.
- ❖ The unrestricted parking along Brewer Street, Wellbank Street, Jellicoe Street, Spring Street, Bent Street and Gallipoli Street which are near the commercial/business premises, show increased in occupancy profile between 11 am and 2pm, indicating that these spaces are used for short-term parking.
- ❖ The unrestricted on-street spaces along Jones Street, Little Cormiston Avenue, Cormiston Avenue, and Warbrick Street away from the business/commercial area are less intensively used.
- ❖ The short- (10-minute and ½ P) and medium-term (1P, 2P and 3P) as well as disabled space are fully utilised during the peak periods. These spaces which are close to commercial/business premises are very intensively used.
- ❖ The survey data also shows that occupancy rates are generally higher at between 11 am and 2pm, suggesting that these spaces are used for short term parking, from patrons to shops along Majors Bay Road.
- ❖ Late night shopping day on Thursday have similar car parking demand than the demand on Wednesday due to the lack of large retail development in the business/commercial area.
- ❖ Parking occupancy rates over weekdays and Sunday are higher (70%-80%) as compared to Saturday (57%).

Streets with 85% or higher occupancy over the survey period provides a clear indication of streets that need further investigations and possible change of parking restrictions and provisions.

The following streets were found to fit this criterion during the weekdays:

- ❖ Jellicoe Street - 2P and Disabled
- ❖ Brewer Street Carpark - 10-Minute, 2P, 3P and Disabled
- ❖ Majors Bay Road - 1/2P, 1P and Disabled
- ❖ Trafalgar Parade - 2P

Ref. 237/2019

12

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- ❖ Wellbank Street - 1P and 3P

The following streets were found to fit this criterion during the weekend:

- ❖ Brewer Street - 1P
- ❖ Jellicoe Street - 2P and Disabled
- ❖ Brewer Street Carpark - 10-Minute, 2P, 3P and Disabled
- ❖ Majors Bay Road - 1/2P, 1P and Disabled
- ❖ Trafalgar Parade - 2P
- ❖ Wellbank Street Carpark - 2P
- ❖ Wellbank Street - 1P and 3P

The proposed change of car parking restrictions to address the highly occupied parking spaces are presented in Section 5 of the report.

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## 4.0 Community Engagement

### 4.1 Introduction

As part of the Majors Bay Road Place Plan, stakeholder and community engagement activities were completed in 20 August 2019. The participants submitted their ideas/suggestions for the business/commercial area. The following details the parking-related community responses:

### 4.2 Community's Ideas for Traffic Management and Proposed Solutions

The following details the community's transport and traffic-related ideas and associated TTPA's proposed mitigation measures. The key messages from the consultation with the community were reviewed to inform the proposed car parking strategy.

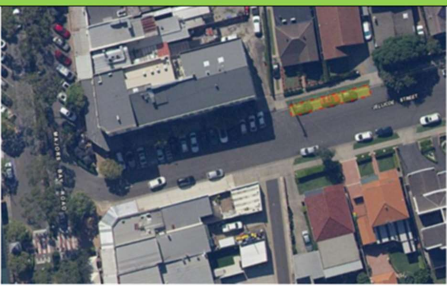
Ideas/Suggestions made by the Community

No.	Idea	Proposed Mitigation Measures
1	Create a multi-level car park at Brewer Street – suggestion: staff from local businesses should be able to park at a newly created Brewer Street carpark freeing up parking around the retail precinct for business owners.	See Section 6 for business case for multi-level carpark at Brewer Street. With the conversion of the on-street parking around the retail precinct to short-term and medium-term parking, long-term on-street parking by staff can be accommodated by the remaining unrestricted spaces while the nearby on-street spaces will serve the precinct.
2	Create more parking at Jellicoe Street with possibility of angled parking	Convert existing unrestricted 3 parallel spaces along Jellicoe Street (northern edge) east of Majors Bay Road to 7 – 90-degree spaces (subject to road widening) with 2P 8:30am - 6:00pm MON – FRI; 2P 8:30am - 12:30pm SAT restrictions. See the following figure. This will require widening of the roadway by approximately 1m.

Ref. 237/2019

14

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No.	Idea	Proposed Mitigation Measures
		
3	Encourage business owners and employees to park further away.	See response to Item 1. Council to consult with business owner on ways to encourage staff/employees to park outside of the retail precinct and provide indicative parking locations where there are availabilities of unrestricted on-street spaces
4	Add in 15-minute parking at key businesses in peak times. Peak times suggested as: - Weekdays: 8.30 – 10.00am - Weekdays: after 3pm - Saturday: all day (due to sports in the area, people park all day) - Sunday: from 11am	See Section 5 for proposed 2 spaces within Brewer Street Carpark for 1/4 8:30am - 6:00pm ALL DAYS restrictions. It is also proposed to convert 14 spaces along Majors Bay Road to 1/2P 8:30am - 6:00pm MON – FRI; 1/2P 8:30am - 12:30pm SAT.
5	Create additional parking around Edwards Park as the overflow ends up on and around Majors Bay Road.	Council to review the provision of 90-degree parking spaces south of Edward Park along the northern edge of Wellbank Street between Ian Parade and Warbrick Street. See the following figure.

Ref. 237/2019

15




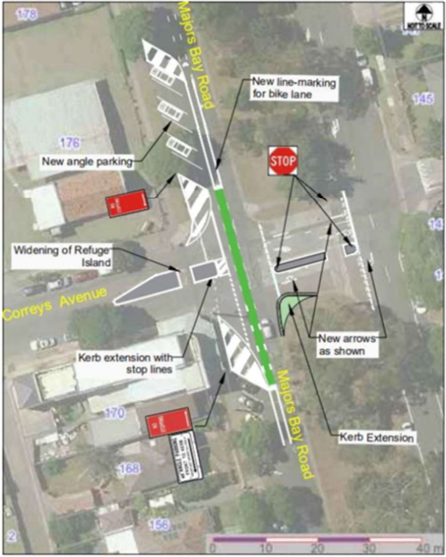
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No.	Idea	Proposed Mitigation Measures
		 <p><i>Note: Drainage and stormwater are key constraints within the suggested location due to being a relative low point.</i></p> <p>Council to review the provision of free-shuttle services with stops on the major origin and destination points and along the external perimeter of the business area to encourage the use of public transport and on-street parking away from Edwards Park during special events. Transport Access Guide to be provided on Council's and event's website to inform visitors of active transport provision within the area.</p>
6	At Trafalgar Parade and any similar side streets use line marking to create more spaces – currently people may take up one space which two cars could fit in.	Installation of parallel parking bay linemarking generally does not increase parking efficiency. This is due to the relevant Australian Standards which are designed to accommodate a wide range of vehicle sizes.
7	Look at the possibility of creating extra parking at Greenlees Park and Rothwell Park - suggestion to use angled parking	Additional parking study to be completed within 200m walking distance of Greenlees Park and Rothwell Park during special events. Council to review the provision of 90-degree parking spaces (subject to road widening) along the northern edge of Greenlees Avenue west of Ian Parade. This will require widening of the roadway by approximately

Ref. 237/2019

16

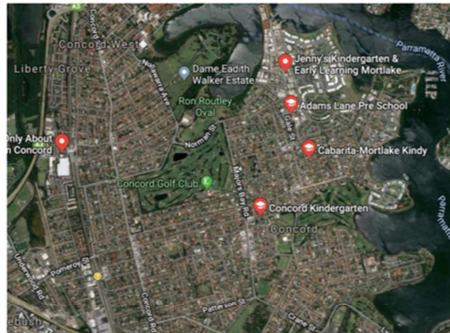
Transport and Traffic Planning Associates

No.	Idea	Proposed Mitigation Measures
		<p>1m. See the following figure.</p> <p><i>Note: Drainage and stormwater are key constraints as there are large stormwater inlets in Greenlees Avenue within the suggested location due to being a relative low point.</i></p> 
8	<p>Create more angled parking at Prince Henry Place gardens (northern end of MBR)</p>	<p>Council to convert 3 parallel "No Parking" zone spaces to 6 45-degree unrestricted angled car parking spaces along Majors Bay Road (western edge) north of Correys Avenue. See the following figure.</p> 

Ref. 237/2019

17

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No.	Idea	Proposed Mitigation Measures
9	Use smart parking with sensor parking trial in the area	Council to investigate installation of parking sensor technology as part of an integrated parking solution to ensure parking compliance within the specified hours. Such method has been proven successful for the Marlborough Street Carpark in Drummoyne Commercial/Business Area
10	Change from parallel parking on Jellicoe Street between Majors Bay Road and Gallipoli Lane to 60-degree angled parking might provide additional spaces	Council to assess the possible conversion from 3 parallel unrestricted spaces to 7 90-degree angled car parking spaces with the following restrictions - 2P 8:30am - 6:00pm MON – FRI; 2P 8:30am - 12:30pm SAT, along the northern side of Jellicoe Street just to the west of Gallipoli Lane (subject to road widening). Refer to Point 2.
11	Look at all private parking in the area and see if there is any availability for public parking e.g. in local developments. One example cited was the Concord Commercial Centre which has private visitor parking on one of its levels.	Not recommended – no rules or acts have been established to protect both users and tenants in terms of damages or liabilities
12	Relocate the kindergarten on Brewer Street to create a parking centre through a Private Public Partnership	<p>Council to review such opportunities when the childcare centre site is being redeveloped. At the moment, kindergarten site is the only centre serving the Majors Bay Road Business Area. See the following figure.</p> 

Ref. 237/2019

18

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#### Feedbacks on the Traffic Flow and Parking by the Community

No.	Idea	Proposed Mitigation Measures
1	The increase in food delivery drivers has led to more electric bikes and motorbikes Suggestion: Not allow these drivers to take up a full parking spot People take their purchasing power to Rhodes Waterside as they see Majors Bay Road as a hard place to park	Council to discuss with food delivery companies to advise their staff/employees to not occupy the entire angled space and to park in a way to allow another motorbike or electric bike to park next to it.
2	Traffic flow to cross into Correys Avenue is hard as people shortcut down Davidson Avenue and getting across where Blade and Barrel (174 MBR) is impossible as people park right on the corner.	Council to review the location of the existing No Stopping zone and to enforce this zone. It is understood that Council is investigating road safety enhancements in this area as indicated in the image against point 8 in the previous section.
3	Difficulty for local people parking during peak times.	See Section 5 for proposed car parking arrangement to increase parking turnover and availability of on-street spaces.
4	People suggested the times below were the peak times in Majors bay Road and surrounds: - Weekdays: 8.30 – 10.00am - Weekdays: after 3pm - Saturday: all day (due to sports in the area, people park all day) - Sunday: from 11am	Refer to Point 3.
5	Need more loading zones in Jellico Street	The proposed increase of 1P spaces along Jellicoe Street allows for higher turnover of parking spaces including service vehicles
6	Fix the parking in the area before a Piazza is installed	See Section 5 for proposed parking arrangement.
7	We need a solution to the increased parking in the area –	See Section 5 for proposed car parking arrangement to increase parking turnover and availability of on-street

Ref. 237/2019

19

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No.	Idea	Proposed Mitigation Measures
	Suggestion: Run a shuttle bus from the Golf Club through Majors Bay Road so people could park further away and get a shuttle bus to the precinct.	spaces. Council to review the provision of free-shuttle services with stops on the major origin and destination points and along the external perimeter of the business area to encourage the use of public transport and on-street parking away from the precinct during special events.
8	<p>A concern was raised that more residents are arriving into the area with current and new developments but there has not been an equivalent rise in parking availability Suggestion: Cap the number of eateries in the area as even small cafes generate a lot more cars but don't need to provide extra parking.</p> <p>Look at providing an increase in building heights with an increased building height incentive to increase angled parking from laneways behind business (this would need 2-3 buildings to come together).</p> <p>- Do not put parking meters into the village as it will turn into Norton Street. The parking rangers do a great job.</p>	<p>Council's DCP specifies various minimum and maximum parking rates depending on the nature of where a property is located. Maximum parking provisions are designed to encourage lower car usage and higher usage of public and active transport. Such provisions are considered appropriate for this area. See Section 5 for proposed car parking arrangement to increase parking turnover and availability of on-street spaces.</p> <p>Council to investigate installation of parking sensor technology as part of an integrated parking solution to ensure parking compliance within the specified hours. Such method has been proven successful for the Marlborough Street Carpark in Drummoyne Commercial/Business Area.</p> <p>Council to also continue to provide parking rangers for the proposed parking arrangements in the future to ensure compliance.</p>

Ref. 237/2019

20



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## 5.0 Proposed Parking Arrangements

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Based on the parking survey and feedbacks from the community consultation, TTPA developed change in parking restrictions to accommodate the demand of the business/commercial area with negligible impact on the residential on-street parking. These recommendations are summarised in Table 5.1 and illustrated in Figures 5A and 5B. The future car parking arrangements with the above changes are illustrated in Figures 6A and 6B.

Ref. 237/2019

21

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**Table 5.1. Proposed Change in Parking Restrictions**

No.	Description	Location Map	Existing Restrictions	Proposed Restrictions	Number of Spaces
1	Brewer Street (northern edge) east of Majors Bay Road		Unrestricted	1P 8:30am - 6:00pm All Days	1
2	Brewer Street (northern edge) west of Spring Street		Unrestricted	3P 8:30am - 6:00pm MON – FRI; 3P 8:30am a- 12:30pm SAT	5

Ref. 237/2019

22

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No.	Description	Location Map	Existing Restrictions	Proposed Restrictions	Number of Spaces
3	Brewer Street (southern edge) west of Spring Street		Unrestricted	3P 8:30am - 6:00pm MON – FRI; 3P 8:30am - 12:30pm SAT	10
4	Brewer Street Carpark		1 disabled space and 1- 2P 8:30am - 6:00pm MON – FRI; 2P 8:30am - 12:30pm SAT space	Disabled	Convert 1 disabled space and 1 standard space to 2 disabled spaces with 1 shared area

Ref. 237/2019

23

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No.	Description	Location Map	Existing Restrictions	Proposed Restrictions	Number of Spaces
5	Brewer Street Carpark		3P 8:30am - 6:00pm MON – FRI; 3P 8:30am - 12:30pm SAT	2P 8:30am - 6:00pm MON – FRI; 2P 8:30am - 12:30pm SAT <b>and</b> 1/4 8:30am - 6:00pm ALL DAYS	26 spaces with 2P 8:30am - 6:00pm MON – FRI; 2P 8:30am - 12:30pm SAT <b>and</b> 2 spaces with 1/4 8:30am - 6:00pm ALL DAYS
6	Davidson Avenue (southern edge) west of Majors Bay Road		Unrestricted and non-compliant disabled bay	2P 8:30am - 6:00pm MON – FRI; 2P 8:30am - 12:30pm SAT <b>and</b> disabled space	11 spaces with 2P 8:30am - 6:00pm MON-FRI; 2P 8:30am – 12:30pm SAT <b>and</b> 1 disabled space and 1 shared area

Ref. 237/2019

24

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No.	Description	Location Map	Existing Restrictions	Proposed Restrictions	Number of Spaces
7	Majors Bay Road (western edge) south of Davidson Avenue		Unrestricted	1P 8:30am - 6:00pm MON – FRI; 1P 8:30am - 12:30pm SAT	2
8	Majors Bay Road (western edge) south of Trafalgar Parade		1P 8:30am - 6:00pm MON – FRI; 1P 8:30am - 12:30pm SAT	1/2P 8:30am - 6:00pm MON – FRI; 1/2P 8:30am - 12:30pm SAT	7

Ref. 237/2019

25



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No.	Description	Location Map	Existing Restrictions	Proposed Restrictions	Number of Spaces
9	Trafalgar Parade west of Majors Bay Road		Unrestricted	2P 8:30am - 6:00pm MON – FRI; 2P 8:30am - 12:30pm SAT	7 spaces
10	Wellbank Street west of Majors Bay Road		Unrestricted	1P 8:30am - 6:00pm MON – FRI; 1P 8:30am - 12:30pm SAT	6 spaces

Ref. 237/2019

26

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No.	Description	Location Map	Existing Restrictions	Proposed Restrictions	Number of Spaces
11	Majors Bay Road (eastern edge) north of Jellicoe Street		1P 8:30am - 6:00pm MON – FRI; 1P 8:30am - 12:30pm SAT	1/2P 8:30am - 6:00pm MON – FRI; 1/2P 8:30am - 12:30pm SAT	9
12	Jellicoe Street (southern edge) east of Majors Bay Road		No Parking	1P 8:30am - 6:00pm MON – FRI; 1P 8:30am - 12:30pm SAT	4 (Subject to road widening to create additional parallel parking)

Ref. 237/2019

27

Transport and Traffic Planning Associates

No.	Description	Location Map	Existing Restrictions	Proposed Restrictions	Number of Spaces
13	Jellicoe Street (northern edge) east of Majors Bay Road		2P 8:30am - 6:00pm MON – FRI; 2P 8:30am - 12:30pm SAT	1P 8:30am - 6:00pm MON – FRI; 1P 8:30am - 12:30pm SAT <b>and</b> Disabled spaces	Convert 5 spaces from 2P to 1P. Council to investigate the addition of at least 1 more disabled parking space with a shared area
16	Jellicoe Street (northern edge) east of Majors Bay Road		Unrestricted	2P 8:30am - 6:00pm MON – FRI; 2P 8:30am - 12:30pm SAT	3 parallel spaces to 7 – 90-degree spaces (subject to road widening)

Ref. 237/2019

28



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No.	Description	Location Map	Existing Restrictions	Proposed Restrictions	Number of Spaces
17	Jellicoe Street (southern edge) east of Majors Bay Road		Unrestricted	2P 8:30am - 6:00pm MON – FRI; 2P 8:30am - 12:30pm SAT	4 spaces
18	Gallipoli Street (northern and southern edges) east of Majors Bay Road		Unrestricted	1P 8:30am - 6:00pm MON – FRI; 1P 8:30am - 12:30pm SAT	8 spaces

Ref. 237/2019

29

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No.	Description	Location Map	Existing Restrictions	Proposed Restrictions	Number of Spaces
19	Wellbank Street (southern edge) east of Majors Bay Road		Unrestricted	1P 8:30am - 6:00pm MON – FRI; 1P 8:30am - 12:30pm SAT	4
20	Bent Street (eastern edge) east of Majors Bay Road		Unrestricted	2P 8:30am - 6:00pm MON – FRI; 2P 8:30am - 12:30pm SAT	4
21	Majors Bay Road (western edge) between Correys Avenue and Links Avenue		No Parking	Unrestricted 45-degree angled parking spaces	3 parallel spaces to 6 45-degree spaces

Ref. 237/2019

30



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No.	Description	Location Map	Existing Restrictions	Proposed Restrictions	Number of Spaces

Ref. 237/2019

31













**Figure 5A**

MAJORS BAY ROAD PARKING STUDY AND  
ASSESSMENT  
Proposed Changes in Car Parking Supply and Restrictions  
DRAWING REF NO. 237/2019/01 ISSUE A ISSUE DATE 6/12/2019

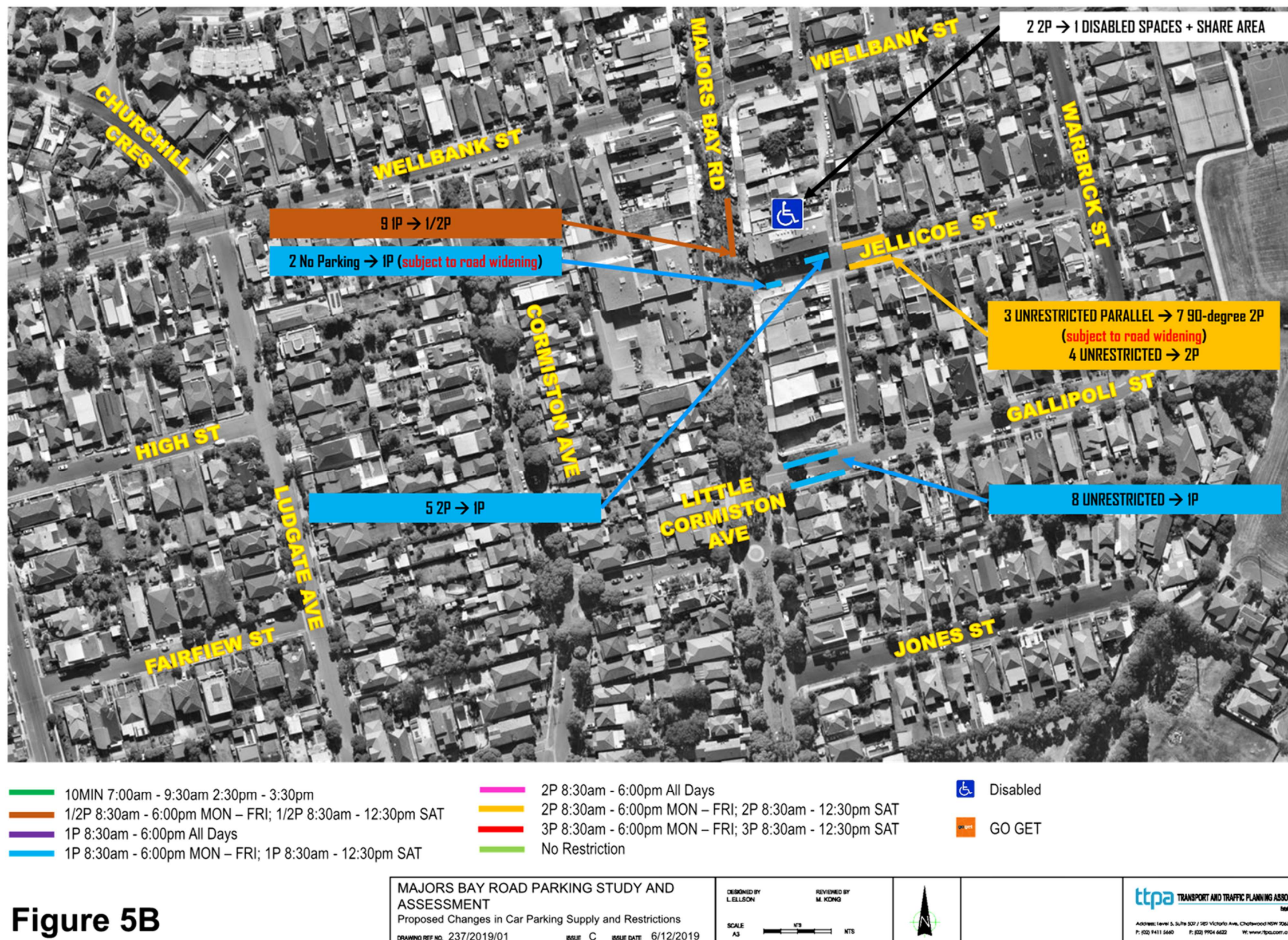
DESIGNED BY  
L. ELLISON  
SCALE  
AS  
NTS

REVIEWED BY  
M. KONG  
NTS



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## 6.0 Business Case for Brewer Street Multi-Storey Carpark

A high-level financial feasibility assessment has been completed for the construction of a multi-storey carpark within the existing Council's Brewer Street Carpark. See the following figure.



The following assumptions are made for the purpose of the assessment:

- the proposed Brewer Street carpark will be a maximum of 3 levels consistent with the adjacent buildings.
- The number of car parking space provided is calculated based on 1 space per 33m<sup>2</sup>.

Ref. 237/2019

32

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Riders Digest 2019 indicates the low and high ends of current building costs for open deck multi-storey carpark in Sydney. The costs considered items specifically included are those normally contained in a Building Contract with the following exclusions:

- Goods and Services Tax (GST)
- Land
- Legal and professional fees
- Loose furniture and fittings
- Site works and drainage
- Subdivisional partitions in office buildings
- Telstra and private telephone systems (PABX)
- Tenancy works

The lowest cost is \$810/m<sup>2</sup> while the highest cost is \$1,240/m<sup>2</sup>.

The Pricing Model Car Parking spreadsheets provided by the Department of Transport - Government of Western Australia, assess customised and specific project costs and return for parking and show the value in undertaking travel behaviour management to reduce demand for parking. The model has been created as a tool to assist planners in their assessment of required pricing strategies associated with the construction of new car parks. Based on the input data (i.e., construction costs, survey, design, supervision costs, finance charges, operating and maintenance costs, future revenue), the tool will:

- calculates construction, operation and maintenance costs
- calculates car park revenue including existing revenue where appropriate, i.e., in areas with existing parking
- calculates the revenue of the carpark operations

The following assumptions have been made for the proposed multi-storey carpark operations:

- An hourly fee of \$2.50 as provided in Kur-ring-gai Council and Newcastle City

Ref. 237/2019

33

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- The carpark is accessible 24/7 with 2P parking restrictions between 8.30 am – 6 pm Monday to Saturday. Outside these hours the car park is available free of use
- Average turnover of 2-hours
- 5.5 days per week
- 49 weeks per year

The costs and revenues of the proposed car park are provided in Table 6.1, with the detailed calculations included in Appendix F.

**Table 6.1. Cost and Revenue Calculation for the Brewer Street Multi-storey Carpark**

Item	Description
Site Area (m <sup>2</sup> )	1,500
Number of Bays (Based on 1 space per 33m <sup>2</sup> and 3 levels)	135
Construction Costs	\$3,979,800 (low) - \$6,088,500 (high): \$5,034,150 (average)
Annual Maintenance Costs	\$27,000 (low) - \$54,000 (high): \$40,500 (average)
Annual Repayment (Finance Costs)	\$ 450,399.24 (average)
Annual Revenue	\$545,738
Annual Difference (Revenue – Costs)	\$54,838 (average)
Return on Investment (ROI)	1.09%

Ref. 237/2019

34

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The proposed multi-storey carpark has a high level of risk in both the capital costs and income projections, given that there are remaining unrestricted car parking spaces. With the housing market slowly rebounding, the construction costs will also increase in the near future.

The ASX/Russell Investments report indicates the following gross returns per annum over 10 years:

- Australian bonds: 5.2%
- Australian shares: 4%
- Cash: 3.6%

As such, an ROI of 1% will not represent a good investment.

Other options such as maintaining at-grade parking and construction of an underground carpark would be at an even higher construction costs and hence worse ROI. Improved viability may be possible where a basement carpark is coupled with commercial/residential uses above along with consolidation with surrounding private properties.

If notwithstanding the financial viability issues previously outlined the provision of additional parking were to be further considered, investigations would be required into the potential impacts such as increased traffic particularly on already constrained intersections and on urban design outcomes.

Taking account of the assessment above, it is recommended that the Council maintain the existing public parking arrangement with minor modifications to the existing restrictions to accommodate the needs of the existing users.

Potential improvement on the ROI if redevelopment is coupled with commercial uses but subject to further investigations.

Ref. 237/2019

35

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## Appendix A

### Summary of Parking Supply and Restrictions





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Table A.1. Parking Supply by Roads

Road Section/Restriction	No. of Spaces
<b>Wellbank Street Carpark</b>	
2P 8:30am - 6:00pm All Days	8
<b>Bent Street - EAST</b>	
No Restriction	11
<b>Bent Street - WEST</b>	
No Restriction	16
<b>Brewer Street</b>	
1P 8:30am - 6:00pm All Days	5
<b>Brewer Street - NORTH</b>	
No Restriction	8
<b>Brewer Street - SOUTH</b>	
No Restriction	10
<b>Cormiston Ave - EAST</b>	
No Restriction	16
<b>Cormiston Ave - WEST</b>	
No Restriction	23
<b>Brewer Street Carpark</b>	
10MIN 7:00am - 9:30am 2:30pm - 3:30pm	1
2P 8:30am - 6:00pm Mon - Fri; 2P 8:30am - 12:30pm SAT	20
3P 8:30am - 6:00pm Mon - Fri; 3P 8:30am - 12:30pm SAT	28
Disabled	1
<b>Davidson Avenue - Disabled</b>	
Disabled	1
<b>Davidson Avenue - NORTH</b>	
No Restriction	12
<b>Davidson Avenue - Parallel Parking</b>	
No Restriction	9
<b>Davidson Avenue - SOUTH</b>	
No Restriction	12
<b>Gallipoli Street - NORTH</b>	
No Restriction	18
<b>Gallipoli Street - SOUTH</b>	
No Restriction	19
<b>Jellicoe Street - Disabled</b>	
Disabled	2
<b>Jellicoe Street - NORTH</b>	
No Restriction	15
<b>Jellicoe Street - Parallel</b>	
2P 8:30am - 6:00pm Mon - Fri; 2P 8:30am - 12:30pm SAT	9
<b>Jellicoe Street - SOUTH</b>	
No Restriction	13

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Road Section/Restriction	No. of Spaces
<b>Jones Street - NORTH</b>	
No Restriction	22
<b>Jones Street - SOUTH</b>	
No Restriction	20
<b>Little Cormiston Ave - NORTH</b>	
No Restriction	12
<b>Little Cormiston Ave - SOUTH</b>	
No Restriction	11
<b>Majors Bay Road</b>	
1/2P 8:30am - 6:00pm Mon - Fri; 1/2P 8:30am - 12:30pm SAT	12
1P 8:30am - 6:00pm Mon - Fri; 1P 8:30am - 12:30pm SAT	62
No Restriction	17
No Restriction	22
No Restriction Parallel Parking	17
<b>Majors Bay Road - Disabled</b>	
Disabled	3
<b>Spring Street - EAST</b>	
No Restriction	15
<b>Spring Street - WEST</b>	
No Restriction	17
<b>Trafalgar Parade - NORTH</b>	
2P 8:30am - 6:00pm Mon - Fri; 2P 8:30am - 12:30pm SAT	5
No Restriction	8
<b>Trafalgar Parade - SOUTH</b>	
2P 8:30am - 6:00pm Mon - Fri; 2P 8:30am - 12:30pm SAT	6
No Restriction	9
<b>Warbrick Street - EAST</b>	
No Restriction	19
<b>Warbrick Street - WEST</b>	
No Restriction	21
<b>Wellbank Street</b>	
1P 8:30am - 6:00pm Mon - Fri; 1P 8:30am - 12:30pm SAT	4
GO GET	1
<b>Wellbank Street - NORTH</b>	
1P 8:30am - 6:00pm Mon - Fri; 1P 8:30am - 12:30pm SAT	4
3P 8:30am - 6:00pm Mon - Fri; 3P 8:30am - 12:30pm SAT	2
No Restriction	14
<b>Wellbank Street - SOUTH</b>	
No Restriction	17
<b>Total</b>	<b>597</b>

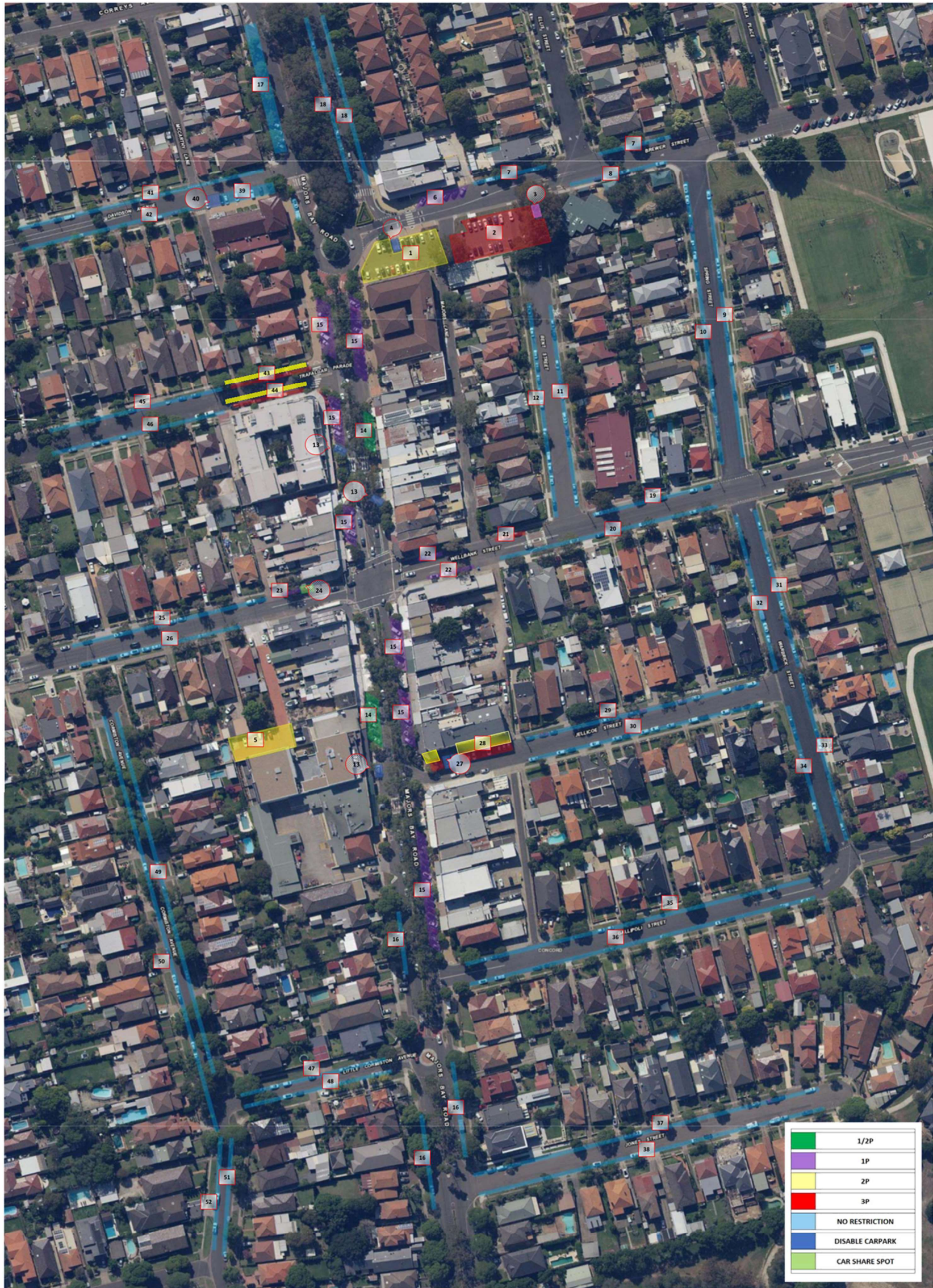
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## Appendix B

### Parking Occupancy Details









Majors Bay

Street Names	Zone	Parking Restrictions	No. of Spaces				
1 Brewer Street - Carpark		2P 8.30am - 6.00pm MON - FRI	20	Bays	3.35%	of Total Capacity	
2 Brewer Street Carpark		2P 8.30am - 6.00pm MON - FRI	28	Bays	4.69%	of Total Capacity	
3 Brewer Street Carpark		10MIN 7.00am - 9.30am 2.30pm - 3.30pm	1	Bays	0.17%	of Total Capacity	
4 Brewer Street Carpark		DISABLE	1	Bays	0.17%	of Total Capacity	
5 Wellbank St Carpark		2P 8.30am - 6.00pm MON - FRI	8	Bays	1.34%	of Total Capacity	
6 Brewer Street		2P 8.30am - 6.00pm	5	Bays	0.84%	of Total Capacity	
7 Brewer Street - NORTH		NO RESTRICTION	8	Bays	1.34%	of Total Capacity	
8 Brewer Street - SOUTH		NO RESTRICTION	10	Bays	1.68%	of Total Capacity	
9 Spring Street - EAST		NO RESTRICTION	15	Bays	2.51%	of Total Capacity	
10 Spring Street - WEST		NO RESTRICTION	17	Bays	2.85%	of Total Capacity	
11 Bent Street - EAST		NO RESTRICTION	11	Bays	1.84%	of Total Capacity	
12 Bent Street - WEST		NO RESTRICTION	16	Bays	2.68%	of Total Capacity	
13 Majors Bay Road - DISABLED		DISABLE	3	Bays	0.50%	of Total Capacity	
14 Majors Bay Road		1/2P 8.30am - 6.00pm MON - FRI	12	Bays	2.01%	of Total Capacity	
15 Majors Bay Road		2P 8.30am - 6.00pm MON - FRI	62	Bays	10.39%	of Total Capacity	
16 Majors Bay Road		NO RESTRICTION	17	Bays	2.85%	of Total Capacity	
17 Majors Bay Road		NO RESTRICTION Parallel Parking	17	Bays	2.85%	of Total Capacity	
18 Majors Bay Road		NO RESTRICTION	22	Bays	3.69%	of Total Capacity	
19 Wellbank Street - NORTH		NO RESTRICTION	8	Bays	1.34%	of Total Capacity	
20 Wellbank Street - SOUTH		NO RESTRICTION	8	Bays	1.34%	of Total Capacity	
21 Wellbank Street - NORTH		2P 8.30am - 6.00pm MON - FRI	2	Bays	0.34%	of Total Capacity	
22 Wellbank Street		2P 8.30am - 6.00pm MON - FRI	6	Bays	1.01%	of Total Capacity	
23 Wellbank Street - NORTH		2P 8.30am - 6.00pm MON - FRI	2	Bays	0.34%	of Total Capacity	
24 Wellbank Street		GO GET	1	Bays	0.17%	of Total Capacity	
25 Wellbank Street - NORTH		NO RESTRICTION	6	Bays	1.01%	of Total Capacity	
26 Wellbank Street - SOUTH		NO RESTRICTION	9	Bays	1.51%	of Total Capacity	
27 Jellicoe Street - DISABLED		DISABLE	2	Bays	0.34%	of Total Capacity	
28 Jellicoe Street - Parallel		2P 8.30am - 6.00pm MON - FRI	9	Bays	1.51%	of Total Capacity	
29 Jellicoe Street - NORTH		NO RESTRICTION	15	Bays	2.51%	of Total Capacity	
30 Jellicoe Street - SOUTH		NO RESTRICTION	13	Bays	2.18%	of Total Capacity	
31 Warbrick Street - EAST		NO RESTRICTION	8	Bays	1.34%	of Total Capacity	
32 Warbrick Street - WEST		NO RESTRICTION	10	Bays	1.68%	of Total Capacity	
33 Warbrick Street - EAST		NO RESTRICTION	11	Bays	1.84%	of Total Capacity	
34 Warbrick Street - WEST		NO RESTRICTION	11	Bays	1.84%	of Total Capacity	
35 Gallipoli Street - NORTH		NO RESTRICTION	18	Bays	3.02%	of Total Capacity	
36 Gallipoli Street - SOUTH		NO RESTRICTION	19	Bays	3.18%	of Total Capacity	
37 Jones Street - NORTH		NO RESTRICTION	22	Bays	3.69%	of Total Capacity	
38 Jones Street - SOUTH		NO RESTRICTION	20	Bays	3.35%	of Total Capacity	
39 Davidson Avenue - Parallel Parking		NO RESTRICTION	12	Bays	2.01%	of Total Capacity	
40 Davidson Avenue - DISABLED		DISABLE	1	Bays	0.17%	of Total Capacity	
41 Davidson Avenue - NORTH		NO RESTRICTION	12	Bays	2.01%	of Total Capacity	
42 Davidson Avenue - SOUTH		NO RESTRICTION	9	Bays	1.51%	of Total Capacity	
43 Trafalgar Parade - NORTH		2P 8.30am - 6.00pm MON - FRI	5	Bays	0.84%	of Total Capacity	
44 Trafalgar Parade - SOUTH		2P 8.30am - 6.00pm MON - FRI	6	Bays	1.01%	of Total Capacity	
45 Trafalgar Parade - NORTH		NO RESTRICTION	8	Bays	1.34%	of Total Capacity	
46 Trafalgar Parade - SOUTH		NO RESTRICTION	9	Bays	1.51%	of Total Capacity	
47 Little Cormiston Ave - NORTH		NO RESTRICTION	12	Bays	2.01%	of Total Capacity	
48 Little Cormiston Ave - SOUTH		NO RESTRICTION	11	Bays	1.84%	of Total Capacity	
49 Cormiston Ave - EAST		NO RESTRICTION	9	Bays	1.51%	of Total Capacity	
50 Cormiston Ave - WEST		NO RESTRICTION	17	Bays	2.85%	of Total Capacity	
51 Cormiston Ave - EAST		NO RESTRICTION	7	Bays	1.17%	of Total Capacity	
52 Cormiston Ave - WEST		NO RESTRICTION	6	Bays	1.01%	of Total Capacity	
<b>Total Capacity</b>			<b>597</b>	<b>Bays</b>	<b>100.00%</b>	<b>of Total Capacity</b>	



Location		MAJORS BAY	
Suburb		CONCORD	
Client		TIFA	
Job No/Name		19097	
Survey Duration		16 HOURS	
Day/Date		Wednesday, 25 September 2019	

Location	Capacity	King Road	5:00 AM	5:30 AM	6:00 AM	6:30 AM	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM
1. Brewer Street - Carpark	20	SP	1	1	1	3	4	6	10	13	16	16	18	19	19	16	18	18	16
2. Brewer Street - Carpark	28	SP	3	4	5	8	11	12	14	20	24	26	26	27	28	28	28	28	27
3. Brewer Street - Carpark	1	SP	0	0	0	0	0	0	1	1	1	1	1	0	0	0	1	1	1
4. Wellbank St Carpark	1	DISABLED	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1
5. Wellbank St Carpark	8	SP	7	7	6	5	4	4	5	3	1	1	2	2	3	3	4	4	3
6. Brewer Street	5	SP	0	0	0	1	0	3	5	5	5	5	5	5	5	5	4	4	4
7. Brewer Street - NORTH	8	SP	1	1	1	2	1	1	2	5	7	6	6	6	6	6	5	5	5
8. Brewer Street - SOUTH	10	SP	0	0	0	0	1	1	2	6	8	7	7	7	6	6	6	6	6
9. Spring Street - EAST	15	SP	5	6	7	7	8	8	10	11	11	10	9	10	12	12	12	11	10
10. Spring Street - WEST	17	SP	1	1	2	3	3	3	4	7	11	11	11	11	11	10	10	9	9
11. Bant Street - EAST	11	SP	3	4	6	6	7	7	7	8	11	11	11	11	11	10	10	10	11
12. Bant Street - WEST	16	SP	8	9	14	14	13	13	15	14	13	14	14	15	16	15	14	15	16
13. Majors Bay Road - DISABLED	3	DISABLED	0	0	0	0	0	1	2	3	3	3	2	2	2	2	2	1	1
14. Majors Bay Road	12	SP	4	5	7	7	8	9	10	10	11	11	12	12	12	12	12	12	12
15. Majors Bay Road	62	SP	16	19	21	22	22	24	27	28	29	32	30	35	37	39	48	51	55
16. Majors Bay Road	17	SP	5	6	7	7	7	7	6	8	10	10	9	10	10	10	10	10	11
17. Majors Bay Road	17	SP	2	3	3	5	6	8	10	13	16	16	17	17	17	17	17	17	17
18. Majors Bay Road	22	SP	5	5	6	9	12	13	15	18	20	20	20	20	20	20	19	19	19
19. Wellbank Street - NORTH	8	SP	0	0	2	2	2	2	2	2	2	3	4	3	3	2	2	2	2
20. Wellbank Street - SOUTH	8	SP	1	2	3	4	5	6	7	7	8	8	8	8	8	8	8	8	8
21. Wellbank Street - NORTH	2	SP	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2
22. Wellbank Street	6	SP	0	0	1	2	4	3	3	4	5	5	5	4	4	4	5	5	5
23. Wellbank Street - NORTH	2	SP	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2
24. Wellbank Street	1	DISABLED	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
25. Wellbank Street - NORTH	6	SP	3	3	3	3	3	3	4	5	6	5	5	4	4	5	5	4	4
26. Wellbank Street - SOUTH	9	SP	4	4	4	3	3	3	4	5	6	6	6	6	7	7	7	8	9
27. Jellicoe Street - DISABLED	2	DISABLED	0	0	0	0	0	0	0	0	1	1	1	1	2	2	2	2	2
28. Jellicoe Street - Parallel	9	SP	2	3	5	6	7	8	9	9	9	9	9	9	9	9	9	8	8
29. Jellicoe Street - NORTH	15	SP	5	6	7	8	9	11	13	14	15	15	15	15	15	15	15	15	15
30. Jellicoe Street - SOUTH	13	SP	6	6	8	9	10	10	11	12	13	13	13	13	13	13	13	13	13
31. Warbrick Street - EAST	8	SP	3	3	4	3	3	4	5	6	6	7	8	8	8	8	8	8	8
32. Warbrick Street - WEST	10	SP	2	3	5	4	3	5	7	7	7	8	10	9	9	9	9	9	9
33. Warbrick Street - EAST	11	SP	2	3	4	4	4	4	4	4	4	6	6	6	7	7	7	7	8
34. Warbrick Street - WEST	11	SP	2	3	4	5	4	5	5	5	5	6	7	8	9	6	5	5	5
35. Gallipoli Street - NORTH	18	SP	0	0	1	2	3	6	8	9	10	13	16	16	17	16	13	12	12
36. Gallipoli Street - SOUTH	19	SP	1	2	3	5	6	10	11	12	12	15	18	18	18	18	18	17	17
37. Jones Street - NORTH	22	SP	8	8	8	9	9	8	7	6	7	9	9	8	7	7	6	6	6
38. Jones Street - SOUTH	20	SP	8	8	8	8	8	6	4	5	5	5	5	5	6	6	6	6	6
39. Davidson Avenue - Parallel Parking	12	SP	8	7	6	5	4	4	5	8	10	10	10	11	11	11	11	10	9
40. Davidson Avenue - DISABLED	1	DISABLED	0	0	0	0	0	0	0	1	2	2	1	1	1	1	1	1	1
41. Davidson Avenue - NORTH	12	SP	9	9	9	8	8	6	3	4	5	5	6	6	6	6	6	7	7
42. Davidson Avenue - SOUTH	8	SP	3	3	3	3	2	2	2	3	3	3	3	3	4	4	4	3	3
43. Trafalgar Parade - NORTH	5	SP	1	1	1	1	2	2	2	3	4	4	4	4	3	3	3	3	3
44. Trafalgar Parade - SOUTH	6	SP	1	0	0	2	3	3	3	3	4	4	4	5	5	4	4	5	6
45. Trafalgar Parade - NORTH	8	SP	2	2	2	4	6	5	5	5	7	7	7	7	7	6	6	7	7
46. Trafalgar Parade - SOUTH	9	SP	3	3	5	4	4	4	4	6	8	8	8	8	8	9	9	8	7
47. Little Cormiston Ave - NORTH	12	SP	5	5	5	6	7	8	9	10	11	11	12	12	12	11	10	10	9
48. Little Cormiston Ave - SOUTH	11	SP	5	5	5	5	5	5	5	6	8	8	8	8	8	8	8	7	7
49. Cormiston Ave - EAST	9	SP	13	12	11	11	10	11	13	11	11	12	12	13	13	15	15	13	12
50. Cormiston Ave - WEST	17	SP	13	11	11	12	13	12	10	9	8	9	10	11	12	13	13	13	12
51. Cormiston Ave - EAST	7	SP	2	2	1	1	1	1	1	1	0	0	0	1	1	1	1	1	1
52. Cormiston Ave - WEST	6	SP	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total Vehicles Parked			597	110	127	178	192	216	252	290	324	337	351	358	368	361	366	362	368
Number of Vacant Spaces			487	470	379	419	405	381	345	307	273	260	246	239	229	236	233	235	229
% of Capacity Used				18.4%	21.3%	36.5%	29.8%	32.2%	36.2%	42.2%	48.6%	54.3%	56.4%	58.8%	60.0%	61.6%	60.9%	61.3%	61.6%

Location	Capacity/Sign Restrict	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM
1 Brewer Street Carpark Carpark	20	18	18	17	17	17	16	15	14	10	8	11	11	12	9	6		
2 Brewer Street Carpark Carpark	28	27	26	24	18	14	13	11	9	7	6	4	3	3	3	2	2	3
3 Brewer Street Carpark Carpark	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Brewer Street Carpark Carpark	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0
5 Council Carpark - Wellbank St	8	4	4	6	6	5	7	8	6	6	6	7	8	8	7	6	5	5
6 Brewer Street	5	4	4	4	4	4	3	2	1	1	2	3	2	1	0	0	0	0
7 Brewer Street - NORTH	8	5	5	4	4	4	5	6	4	3	3	3	2	1	0	0	0	0
8 Brewer Street - SOUTH	10	6	7	7	6	5	3	2	1	1	2	2	2	2	2	2	2	2
9 Spring Street - EAST	15	10	10	10	10	10	9	9	8	8	7	5	5	7	9	9	9	9
10 Spring Street - WEST	17	8	11	13	12	11	10	9	6	3	4	4	6	8	6	5	5	6
11 Bent Street - EAST	11	11	11	11	10	9	9	6	6	6	4	6	7	8	9	8	7	
12 Bent Street - WEST	16	14	14	14	13	13	14	15	15	15	13	10	11	12	11	11	9	8
13 Majors Bay Road - DISABLED	3	2	2	2	1	1	2	2	2	1	1	1	0	0	0	0	1	2
14 Majors Bay Road	12	12	12	12	12	12	12	12	11	11	12	12	12	12	12	12	10	10
15 Majors Bay Road	62	58	59	61	61	58	57	56	57	58	57	53	51	47	46	44	43	
16 Majors Bay Road	17	11	11	11	12	12	14	14	13	12	12	13	13	17	15	10	10	10
17 Majors Bay Road	17	16	15	15	16	14	14	14	15	12	11	10	9	8	8	7	5	4
18 Majors Bay Road	22	22	22	20	19	19	18	17	16	12	7	6	7	7	5	4	4	
19 Wellbank Street - NORTH	8	2	2	2	2	2	2	2	3	3	4	4	5	5	4	4	4	5
20 Wellbank Street - SOUTH	8	8	6	6	6	6	8	7	7	7	7	7	6	5	5	6	6	6
21 Wellbank Street - NORTH	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1
22 Wellbank Street	6	6	6	6	6	6	6	5	5	5	5	6	6	6	4	2	3	4
23 Wellbank Street - NORTH	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
24 Wellbank Street	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1
25 Wellbank Street - NORTH	6	4	4	5	4	5	5	4	4	4	4	4	3	5	6	5	5	5
26 Wellbank Street - SOUTH	9	7	7	7	6	4	5	6	6	7	9	9	9	9	10	8	7	
27 Jellicoe Street - DISABLED	2	2	2	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0
28 Jellicoe Street - Parallel	9	9	9	9	9	9	9	9	9	9	9	9	9	9	8	7	5	1
29 Jellicoe Street - NORTH	15	15	15	15	13	13	13	13	14	14	13	12	12	11	10	13	14	
30 Jellicoe Street - SOUTH	13	13	12	12	13	13	13	13	14	13	13	13	11	11	11	10	9	
31 Warbrick Street - EAST	8	7	7	6	6	6	6	5	3	1	2	3	3	3	2	1	3	3
32 Warbrick Street - WEST	10	9	7	7	6	6	7	7	6	6	6	7	5	4	3	3	2	2
33 Warbrick Street - EAST	11	7	9	9	9	7	6	6	7	7	8	8	5	5	5	5	5	5
34 Warbrick Street - WEST	11	5	7	7	9	9	7	7	8	9	7	5	3	3	4	5	5	5
35 Gallipoli Street - NORTH	18	13	13	13	10	7	10	14	10	9	10	11	8	6	7	7	7	8
36 Gallipoli Street - SOUTH	19	18	17	16	15	14	12	12	12	10	11	11	10	9	6	3	3	4
37 Jones Street - NORTH	22	6	5	3	4	5	7	7	6	6	8	8	8	9	9	9	9	9
38 Jones Street - SOUTH	20	6	5	6	7	8	9	10	11	12	12	12	12	12	12	12	12	12
39 Davidson Avenue - Parallel Parking	12	8	8	9	10	10	9	9	9	8	8	7	7	7	6	5	4	
40 Davidson Avenue - DISABLED	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2
41 Davidson Avenue - NORTH	12	9	8	7	7	10	10	11	9	7	6	6	5	5	4	3	2	2
42 Davidson Avenue - SOUTH	9	3	3	3	3	4	4	4	4	4	3	3	3	3	3	3	2	1
43 Trafalgar Parade - NORTH	5	4	4	4	4	5	5	4	4	4	5	5	5	5	3	1	1	1
44 Trafalgar Parade - SOUTH	6	6	6	6	6	6	6	5	5	5	5	6	6	6	4	3	2	2
45 Trafalgar Parade - NORTH	8	7	6	5	5	6	6	5	4	6	7	7	7	5	4	4	4	4
46 Trafalgar Parade - SOUTH	9	7	7	6	6	7	7	6	5	5	5	6	6	7	5	3	3	2
47 Little Cormiston Ave - NORTH	12	7	8	7	8	8	8	8	8	8	8	8	9	9	8	6	6	6
48 Little Cormiston Ave - SOUTH	11	8	8	8	8	7	8	6	7	7	8	8	8	8	7	7	7	7
49 Cormiston Ave - EAST	9	10	7	9	8	10	10	12	12	13	13	13	12	12	11	11	11	11
50 Cormiston Ave - WEST	17	11	13	12	12	12	12	11	11	11	12	11	11	10	10	9	9	9
51 Cormiston Ave - EAST	7	1	1	2	3	2	2	2	2	1	1	1	1	1	1	1	1	1
52 Cormiston Ave - WEST	6	3	4	4	4	3	3	4	3	2	2	3	3	3	4	2	2	2
<b>Total Vehicles Parked</b>	<b>597</b>	<b>372</b>	<b>388</b>	<b>353</b>	<b>258</b>	<b>200</b>	<b>252</b>	<b>280</b>	<b>303</b>	<b>288</b>	<b>264</b>	<b>270</b>	<b>288</b>	<b>245</b>	<b>225</b>	<b>225</b>	<b>221</b>	<b>221</b>
<b>Number of Vacant Spaces</b>		<b>225</b>	<b>228</b>	<b>244</b>	<b>259</b>	<b>260</b>	<b>252</b>	<b>280</b>	<b>293</b>	<b>309</b>	<b>314</b>	<b>327</b>	<b>325</b>	<b>345</b>	<b>359</b>	<b>372</b>	<b>376</b>	<b>376</b>
<b>% of Capacity Used</b>		<b>62.3%</b>	<b>61.8%</b>	<b>61.8%</b>	<b>59.1%</b>	<b>56.6%</b>	<b>56.4%</b>	<b>56.1%</b>	<b>53.1%</b>	<b>49.2%</b>	<b>49.2%</b>	<b>47.4%</b>	<b>45.2%</b>	<b>44.9%</b>	<b>42.5%</b>	<b>40.2%</b>	<b>37.7%</b>	<b>37.6%</b>

Location	MAJORS BAY
Suburb	CONCORD
Client	TPA
Job No/Name	19097
Survey Duration	16 HOURS
Day/Date	Thursday, 26 September 2019

Location	Capacity	King Restrict	5:00 AM	5:30 AM	6:00 AM	6:30 AM	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM
			5:00 AM	6:00 AM	6:30 AM	7:00 AM	7:30 AM	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM
1 Majors bay Council Carpark	20	SP	1	1	1	1	2	3	4	6	7	9	11	13	19	19	18	18	
2 Majors bay Council Carpark	28	SP	3	5	7	7	8	9	10	12	14	19	22	26	27	28	28	28	
3 Majors bay Council Carpark	1	SP	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	0	
4 Majors bay Council Carpark	1	DISABLED	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	
5 Council Carpark - Wellbank St	8	SP	0	0	0	1	2	3	4	5	5	5	3	3	3	4	3	3	
6 Brewer Street	5	SP	1	1	1	2	3	3	3	4	4	4	4	4	4	4	4	4	
7 Brewer Street - NORTH	8	SP	0	0	0	1	3	5	6	7	7	7	7	8	8	9	9	10	
8 Brewer Street - SOUTH	10	SP	3	3	2	2	2	2	2	2	3	4	6	6	7	8	7	6	
9 Spring Street - EAST	15	SP	6	6	7	7	7	7	7	7	8	9	9	10	10	10	9	8	
10 Spring Street - WEST	17	SP	3	5	7	7	8	8	8	9	9	9	10	10	10	10	9	9	
11 Bent Street - EAST	11	SP	9	11	13	13	13	12	12	12	12	12	12	13	14	15	14	13	
12 Bent Street - WEST	16	SP	0	0	0	0	0	1	1	2	1	2	3	3	3	3	2	2	
13 Majors Bay Road - DISABLE	3	DISABLED	11	11	12	12	12	12	12	11	11	11	12	12	12	12	12	12	
14 Majors Bay Road	12	SP	21	24	30	31	32	34	39	51	45	51	58	60	61	61	61	60	
15 Majors Bay Road	62	SP	13	13	12	11	10	10	10	10	10	10	10	11	13	13	13	13	
16 Majors Bay Road	17	SP	3	4	5	5	6	6	7	7	8	9	11	12	12	13	13	13	
17 Majors Bay Road	17	SP	2	3	5	7	9	10	11	14	14	14	15	20	21	21	20	19	
18 Majors Bay Road	22	SP	3	3	2	3	4	5	5	4	4	3	3	3	3	3	3	3	
19 Wellbank Street - NORTH	8	SP	4	3	3	4	5	5	5	6	6	6	6	6	7	7	7	6	
20 Wellbank Street - SOUTH	8	SP	0	1	1	2	2	2	1	1	1	1	2	2	2	2	2	2	
21 Wellbank Street - NORTH	2	SP	1	2	1	3	3	4	4	5	5	5	6	6	6	6	6	6	
22 Wellbank Street	6	SP	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	
23 Wellbank Street - NORTH	2	SP	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
24 Wellbank Street	1	SP	3	3	4	3	2	1	1	2	3	3	4	4	3	3	4	3	
25 Wellbank Street - NORTH	6	SP	3	5	7	6	5	5	5	5	6	8	8	8	8	8	7	7	
26 Wellbank Street - SOUTH	9	SP	0	0	0	1	1	2	1	1	1	1	1	2	2	1	1	2	
27 Jellicoe Street - DISABLE	2	DISABLED	4	5	6	6	7	7	8	8	8	8	9	9	9	9	9	9	
28 Jellicoe Street - Parallel	9	SP	4	5	6	6	8	10	11	12	12	13	14	14	14	14	14	15	
29 Jellicoe Street - NORTH	15	SP	4	5	6	8	10	11	12	12	12	12	13	13	13	13	13	13	
30 Jellicoe Street - SOUTH	13	SP	3	4	5	5	5	5	6	6	6	7	7	8	8	9	9	9	
31 Warbrick Street - EAST	8	SP	2	3	4	4	4	5	6	6	6	6	8	8	7	7	8	8	
32 Warbrick Street - WEST	10	SP	3	3	5	5	5	5	5	5	5	6	7	7	8	8	8	7	
33 Warbrick Street - EAST	11	SP	3	3	4	5	6	6	6	7	7	6	4	4	5	5	6	6	
34 Warbrick Street - WEST	11	SP	10	8	3	5	7	14	15	16	16	16	15	15	17	18	18	17	
35 Gallipoli Street - NORTH	18	SP	9	6	3	6	9	13	14	16	18	18	19	19	18	18	18	19	
36 Gallipoli Street - SOUTH	19	SP	7	8	9	9	9	8	8	8	8	7	6	6	5	5	5	5	
37 Jones Street - NORTH	17	SP	7	6	9	8	6	5	4	4	5	6	6	7	7	8	8	9	
38 Jones Street - SOUTH	20	SP	7	5	4	2	2	3	3	2	2	2	2	2	2	3	3	3	
39 Davidson Avenue - Parallel Parking	12	SP	8	6	7	7	7	7	8	8	8	8	10	11	11	11	10	10	
40 Davidson Avenue - DISABLE	1	DISABLED	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	
41 Davidson Avenue - NORTH	12	SP	8	6	2	2	3	3	3	4	5	7	8	8	7	7	6	6	
42 Davidson Avenue - SOUTH	9	SP	3	3	2	2	2	3	3	2	2	3	3	2	2	2	2	2	
43 Trafalgar Parade - NORTH	5	SP	1	1	1	1	1	1	1	1	2	3	4	4	5	5	4	4	
44 Trafalgar Parade - SOUTH	6	SP	1	1	1	1	1	1	1	1	2	2	4	5	6	6	6	6	
45 Trafalgar Parade - NORTH	8	SP	3	3	4	4	4	4	4	4	4	4	5	7	8	8	8	8	
46 Trafalgar Parade - SOUTH	9	SP	3	2	2	3	4	5	5	5	6	6	8	9	9	9	9	9	
47 Little Cornistown Ave - NORTH	12	SP	5	4	3	3	4	4	4	4	4	4	5	7	7	7	7	8	
48 Little Cornistown Ave - SOUTH	11	SP	5	5	7	7	7	7	7	7	8	8	8	9	9	9	9	8	
49 Cornistown Ave - EAST	9	SP	12	12	11	11	11	11	10	10	10	10	10	10	10	10	10	10	
50 Cornistown Ave - WEST	17	SP	12	12	14	14	12	12	10	11	12	12	12	12	13	13	13	12	
51 Cornistown Ave - EAST	7	SP	2	2	0	0	0	0	0	0	0	0	0	0	1	1	1	1	
52 Cornistown Ave - WEST	6	SP	1	1	1	1	1	2	2	2	1	1	2	2	2	2	2	2	
Total Vehicles Parked	597		148	163	184	197	216	239	255	287	289	310	338	352	372	378	368	367	
Number of Vacant Spaces			449	434	413	400	383	358	342	310	308	287	259	245	225	219	219	229	
% of Capacity Used			24.8%	27.3%	30.8%	35.0%	36.2%	40.0%	42.7%	46.1%	46.4%	51.9%	56.6%	59.0%	62.3%	63.3%	63.3%	61.6%	

Location	Capacity	King Restrict	1:00 PM	2:00 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM	6:00 PM	6:30 PM	7:00 PM	7:30 PM	8:00 PM	8:30 PM	9:00 PM	9:30 PM	10:00 PM
1 Majors bay Council Carpark	20	no	17	18	16	16	16	16	17	17	17	16	16	14	9	5	4		
2 Majors bay Council Carpark	28	no	27	25	28	20	15	16	17	15	13	12	12	10	7	5	5	8	4
3 Majors bay Council Carpark	1	no	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 Majors bay Council Carpark	1	no	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Council Carpark - Wellbank St	8	no	3	4	3	3	2	1	4	7	8	6	8	8	6	6	7	7	8
6 Brewer Street	5	no	3	4	4	3	1	1	1	3	4	2	1	1	1	0	0	1	0
7 Brewer Street - NORTH	8	no	5	5	5	5	3	3	2	2	1	1	1	1	2	2	2	2	2
8 Brewer Street - SOUTH	10	no	10	10	10	6	6	5	5	4	3	1	0	0	0	0	0	0	0
9 Spring Street - EAST	15	no	5	6	7	6	5	5	5	4	4	4	4	5	5	6	6	6	6
10 Spring Street - WEST	17	no	8	8	8	7	6	8	9	8	8	9	10	9	9	11	10	10	10
11 Bent Street - EAST	11	no	9	9	9	10	10	8	7	6	5	6	7	10	10	10	10	10	10
12 Bent Street - WEST	16	no	12	13	14	13	12	12	12	12	12	11	11	14	10	8	7	10	10
13 Majors Bay Road - DISABLE	3	no	2	3	3	2	3	2	2	1	0	0	1	1	0	1	1	1	1
14 Majors Bay Road	12	no	11	10	12	12	12	12	12	12	12	12	11	11	10	10	7	5	
15 Majors Bay Road	62	no	61	61	60	58	58	55	52	56	59	59	59	58	58	58	57	52	51
16 Majors Bay Road	17	no	12	12	11	11	13	12	12	11	10	11	12	12	13	13	14	12	11
17 Majors Bay Road	17	no	14	14	13	11	9	11	12	12	11	13	13	10	6	5	3	3	3
18 Majors Bay Road	22	no	19	18	18	17	17	16	16	13	10	8	5	6	6	7	6	6	6
19 Wellbank Street - NORTH	8	no	3	4	4	3	3	3	2	2	4	6	6	6	6	6	6	6	6
20 Wellbank Street - SOUTH	8	no	6	7	8	6	6	7	7	8	8	6	8	8	8	9	9	9	9
21 Wellbank Street - NORTH	2	no	2	2	2	2	2	1	0	0	1	1	1	2	2	2	2	1	1
22 Wellbank Street	6	no	6	5	5	4	4	4	5	5	6	5	4	6	5	5	4	5	5
23 Wellbank Street - NORTH	2	no	2	2	2	2	2	1	1	2	2	1	1	1	1	1	1	2	1
24 Wellbank Street	1	no	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
25 Wellbank Street - NORTH	6	no	6	6	5	5	5	5	4	4	5	5	6	5	5	5	6	6	5
26 Wellbank Street - SOUTH	9	no	8	9	9	9	9	8	7	7	6	7	9	9	10	10	10	7	5
27 Jellicoe Street - DISABLE	2	no	2	2	2	1	0	2	2	0	0	0	0	2	2	2	2	2	2
28 Jellicoe Street - Parallel	9	no	8	8	7	9	9	9	9	9	9	5	9	9	9	9	9	6	5
29 Jellicoe Street - NORTH	15	no	15	15	15	13	12	13	13	13	13	12	12	15	13	12	11	12	11
30 Jellicoe Street - SOUTH	13	no	13	12	12	11	10	13	11	11	11	11	11	12	10	9	8	10	10
31 Warbrick Street - EAST	8	no	8	8	8	7	7	8	7	6	4	4	4	4	3	3	2	2	2
32 Warbrick Street - WEST	10	no	7	6	6	6	6	7	7	7	7	7	7	8	7	6	6	6	6
33 Warbrick Street - EAST	11	no	9	9	9	9	9	9	8	6	6	5	5	5	5	5	4	4	4
34 Warbrick Street - WEST	11	no	7	7	7	7	7	7	7	6	6	5	5	5	5	4	4	3	3
35 Gallipoli Street - NORTH	18	no	17	16	16	13	11	11	10	11	12	13	15	15	15	10	7	4	4
36 Gallipoli Street - SOUTH	19	no	19	18	18	17	16	17	19	16	14	14	14	14	14	12	10	9	9
37 Jones Street - NORTH	22	no	5	4	4	5	6	7	9	10	10	11	11	10	10	11	10	10	9
38 Jones Street - SOUTH	20	no	9	8	8	8	9	9	8	10	11	12	12	13	13	13	13	11	10
39 Davidson Avenue - Parallel Parking	12	no	10	11	11	11	11	11	11	8	6	6	7	6	6	5	4	3	3
40 Davidson Avenue - DISABLE	1	no	2	2	2	2	2	2	2	2	1	1	1	1	2	1	1	1	1
41 Davidson Avenue - NORTH	12	no	6	7	6	6	6	7	7	7	7	7	7	6	5	5	5	5	5
42 Davidson Avenue - SOUTH	9	no	4	4	4	4	4	4	4	5	6	5	5	4	4	4	4	4	5
43 Trafalgar Parade - NORTH	5	no	3	3	2	3	5	5	5	4	4	3	3	3	3	3	2	0	
44 Trafalgar Parade - SOUTH	6	no	5	5	4	4	4	3	2	4	5	4	3	4	6	5	5	1	1
45 Trafalgar Parade - NORTH	8	no	8	8	8	8	8	8	9	8	7	7	8	6	3	3	4	5	6
46 Trafalgar Parade - SOUTH	9	no	9	9	9	8	8	8	8	8	8	7	7	7	8	8	9	8	7
47 Little Cormiston Ave - NORTH	12	no	8	9	8	7	6	7	7	6	6	6	7	7	8	8	6	5	
48 Little Cormiston Ave - SOUTH	11	no	9	9	9	7	8	8	9	8	7	7	7	7	6	6	7	7	7
49 Cormiston Ave - EAST	9	no	11	11	10	11	12	10	11	11	12	13	14	13	13	13	13	13	13
50 Cormiston Ave - WEST	17	no	12	12	10	10	11	12	14	13	12	12	12	12	12	12	12	13	13
51 Cormiston Ave - EAST	7	no	3	4	4	3	2	3	3	2	2	2	2	2	3	2	3	2	2
52 Cormiston Ave - WEST	6	no	4	4	3	2	1	2	3	2	2	2	1	1	1	2	1	2	1
Total Vehicles Parked	597		573	574	559	539	524	523	517	513	508	504	507	504	497	490	479	460	443
Number of Vacant Spaces			224	226	226	228	227	224	280	284	291	284	273	290	303	318	337	354	
% of Capacity Used			62.5%	62.1%	62.1%	56.8%	54.4%	54.3%	54.1%	53.1%	52.4%	51.3%	52.4%	54.3%	51.4%	49.2%	46.7%	43.6%	40.7%

Location		MAJORS BAY CONCORD																							
Suburb		TPA																							
Client		19007																							
Job No/Name		8 HOURS																							
Survey Duration		Saturday, 19 October 2019																							
Day/Date																									
Location	Capacity	Parking Restriction	8:00 AM	8:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM			
1 Majors bay Council Carpark	20	FR	9	14	19	19	19	19	19	19	17	16	14	15	16	15	15	15	16	12	8	7			
2 Majors bay Council Carpark	28	FR	13	20	28	28	26	26	27	27	28	28	26	25	25	26	27	24	24	12	7	9			
3 Majors bay Council Carpark	1	FR	0	0	1	1	1	1	1	1	1	1	1	0	0	0	0	1	0	0	1				
4 Majors bay Council Carpark	1	FR	0	0	1	1	1	1	1	1	1	0	0	0	0	0	0	0	1	1	0				
5 Council Carpark - Wellbank St	8	FR	6	5	3	4	5	6	6	7	7	6	6	8	6	5	5	5	6	6	5	6			
6 Brewer Street - NORTH	5	FR	2	5	5	5	5	5	5	5	4	4	3	3	3	3	4	4	3	1	1				
7 Brewer Street - NORTH	8	FR	0	0	7	7	7	6	6	5	5	4	4	3	1	1	1	1	1	0	0				
8 Brewer Street - SOUTH	10	FR	1	1	5	6	8	7	6	5	4	3	3	3	2	2	1	1	1	1	1				
9 Spring Street - EAST	15	FR	6	6	7	10	14	12	8	7	6	6	5	5	6	4	3	4	5	5	4				
10 Spring Street - WEST	17	FR	4	4	4	10	14	11	9	7	6	6	6	8	11	9	9	9	9	10	10				
11 Bent Street - EAST	11	FR	10	10	9	10	11	10	10	10	10	10	11	11	9	7	7	8	8	8	7				
12 Bent Street - WEST	16	FR	12	15	15	15	15	15	15	15	15	14	14	15	16	14	12	12	12	11	11				
13 Majors Bay Road - DISABLE	3	FR	2	2	2	2	3	3	2	3	3	3	3	3	3	3	2	2	1	1	2				
14 Majors Bay Road	12	FR	11	12	12	11	11	11	12	12	12	12	12	12	12	12	11	11	11	11	11				
15 Majors Bay Road	62	FR	54	55	58	56	57	57	58	60	60	61	61	61	61	60	59	57	56	52	49				
16 Majors Bay Road	17	FR	13	15	16	15	15	16	16	16	17	17	17	16	16	16	17	16	15	15	17				
17 Majors Bay Road	17	FR	9	10	17	17	17	16	15	13	12	15	17	13	13	14	14	12	10	8	7				
18 Majors Bay Road	22	FR	8	8	15	17	18	16	16	15	14	14	16	14	10	10	10	9	9	9	7				
19 Wellbank Street - NORTH	8	FR	4	4	5	6	6	5	5	5	5	5	6	6	5	5	6	6	5	4					
20 Wellbank Street - SOUTH	7	FR	7	8	9	9	9	9	9	9	9	9	8	8	8	6	6	7	7	6	5				
21 Wellbank Street - NORTH	2	FR	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2					
22 Wellbank Street	6	FR	6	6	6	6	6	6	6	6	6	6	5	5	5	4	3	2	4	5	3				
23 Wellbank Street - NORTH	2	FR	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2					
24 Wellbank Street	1	FR	1	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1					
25 Wellbank Street - NORTH	6	FR	4	4	4	4	4	4	4	4	4	3	3	3	3	3	3	2	2	3					
26 Wellbank Street - SOUTH	9	FR	5	7	8	7	6	7	8	7	7	8	8	8	7	7	7	6	5	5	4				
27 Jellicoe Street - DISABLE	2	FR	2	2	1	2	2	2	2	2	2	1	1	1	2	2	2	2	1	1	1				
28 Jellicoe Street - Parallel	9	FR	8	8	9	9	9	9	9	9	8	8	8	9	9	9	9	8	8	8	7				
29 Jellicoe Street - NORTH	15	FR	8	10	12	13	13	13	13	14	14	13	12	12	12	12	13	10	10	9	7				
30 Jellicoe Street - SOUTH	13	FR	9	11	13	13	13	12	11	11	12	12	12	13	13	12	11	10	9	8					
31 Warbrick Street - EAST	8	FR	5	6	6	7	8	8	7	7	7	7	8	8	8	7	7	8	7	6					
32 Warbrick Street - WEST	10	FR	3	3	5	6	7	6	5	5	5	5	5	5	3	2	2	3	3	2	3				
33 Warbrick Street - EAST	11	FR	5	5	3	3	3	3	4	4	4	4	4	4	4	4	5	5	6	6	4				
34 Warbrick Street - WEST	11	FR	2	2	1	2	2	2	2	2	2	2	4	4	3	3	3	3	3	3					
35 Gallipoli Street - NORTH	18	FR	10	12	12	13	14	14	14	14	14	15	16	14	12	12	10	10	9	6	6				
36 Gallipoli Street - SOUTH	19	FR	13	15	19	19	19	18	18	16	16	16	16	14	11	11	12	10	7	7	6				
37 Jones Street - NORTH	22	FR	9	8	7	8	9	10	10	10	10	10	10	11	11	11	12	10	10	12	14				
38 Jones Street - SOUTH	20	FR	5	6	7	8	6	7	8	8	10	10	12	12	14	13	13	10	9	11	13				
39 Davidson Avenue - Parallel	12	FR	3	7	9	9	9	9	10	10	9	9	10	8	8	8	10	9	4	3	3				
40 Davidson Avenue - DISABLE	1	FR	1	1	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0				
41 Davidson Avenue - NORTH	12	FR	3	6	8	8	8	9	10	10	9	8	7	7	8	8	8	7	5	2	3				
42 Davidson Avenue - SOUTH	9	FR	5	5	5	6	7	7	7	6	6	6	7	7	7	6	6	6	5	5	4				
43 Trafalgar Parade - NORTH	5	FR	3	4	5	5	5	5	5	5	5	5	3	3	4	4	4	3	3	4	3				
44 Trafalgar Parade - SOUTH	6	FR	3	4	5	5	5	5	6	6	6	4	4	4	5	5	6	6	6	4	3				
45 Trafalgar Parade - NORTH	8	FR	6	6	6	6	6	6	6	6	6	7	7	7	8	8	6	3	4	4	3				
46 Trafalgar Parade - SOUTH	9	FR	7	7	7	7	7	6	6	6	6	7	7	7	7	6	6	6	7	6					
47 Little Cornmission Ave - NORTH	12	FR	3	3	4	3	3	4	4	4	3	3	3	3	4	4	4	5	6	6	8				
48 Little Cornmission Ave - SOUTH	11	FR	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6				
49 Cornmission Ave - EAST	17	FR	14	14	15	14	13	12	12	13	12	12	14	14	12	11	11	11	12	13	13				
50 Cornmission Ave - WEST	17	FR	12	10	9	11	13	13	14	12	14	15	17	14	11	11	11	11	11	12	13				
51 Cornmission Ave - EAST	7	FR	0	0	1	5	5	5	4	4	4	4	4	3	3	3	3	3	2	1	1				
52 Cornmission Ave - WEST	6	FR	1	1	3	4	5	5	3	3	2	2	2	3	3	3	3	3	2	1	1				
Total Vehicles Parked	597		269	303	356	374	388	378	373	365	363	360	362	354	350	335	327	309	299	276	261	237			
Number of Vacant Spaces			120	290	241	217	219	224	232	234	237	239	243	252	270	288	298	316	321	336	360				
% of Capacity Used			45.1%	50.8%	59.6%	62.6%	65.0%	63.3%	62.5%	61.1%	60.8%	60.3%	60.6%	59.3%	58.6%	56.1%	54.6%	51.8%	50.1%	45.2%	43.7%	39.7%			



Location			MAJORS BAY CONCORD																			
Suburb			TPFA																			
Client			130997																			
Job No/Name			8 HOURS																			
Survey Duration			Sunday, 20 October 2019																			
Day/Date																						
Location	Capacity	Parking Restriction	6:00 AM	6:30 AM	9:00 AM	9:30 AM	10:00 AM	10:30 AM	11:00 AM	11:30 AM	12:00 PM	12:30 PM	1:00 PM	1:30 PM	2:00 PM	2:30 PM	3:00 PM	3:30 PM	4:00 PM	4:30 PM	5:00 PM	5:30 PM
1 Majors bay Council Carpark	20	FF	5	9	14	15	16	17	17	17	17	18	18	16	14	13	13	12	10	9	8	7
2 Majors bay Council Carpark	28	FF	12	13	15	18	22	26	28	28	26	27	27	26	24	22	20	18	15	14	13	18
3 Majors bay Council Carpark	1	FF	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0
4 Majors bay Council Carpark	1	FF	0	0	0	1	1	1	1	1	0	0	1	1	0	0	0	0	0	0	0	0
5 Council Carpark - Wellbank St	8	FF	6	6	6	7	7	7	7	7	7	7	8	8	6	6	5	5	5	4	4	8
6 Brewer Street	5	FF	4	4	4	3	3	4	5	5	4	4	5	4	4	4	4	4	3	2	2	0
7 Brewer Street - NORTH	8	FF	0	0	0	0	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0
8 Brewer Street - SOUTH	10	FF	0	0	0	0	1	2	2	2	2	1	1	0	0	1	1	1	1	1	1	1
9 Spring Street - EAST	15	FF	4	4	3	3	3	4	5	4	4	5	6	6	5	4	3	3	5	5	4	4
10 Spring Street - WEST	17	FF	6	6	7	7	9	9	8	8	8	8	8	8	8	8	7	8	9	9	9	9
11 Bent Street - EAST	11	FF	4	5	6	8	9	10	10	10	10	10	10	10	10	10	8	6	5	3	3	4
12 Bent Street - WEST	16	FF	10	10	10	11	12	12	13	13	13	13	13	13	13	12	11	11	11	11	11	10
13 Majors Bay Road - DISABLE	3	FF	0	0	1	1	3	3	3	3	3	2	2	2	2	2	3	3	3	3	3	0
14 Majors Bay Road	12	FF	12	12	11	11	12	12	12	11	11	11	11	11	11	11	12	12	12	12	12	12
15 Majors Bay Road	62	FF	42	46	56	58	60	61	61	61	61	61	61	59	57	57	59	60	60	59	59	52
16 Majors Bay Road	17	FF	15	14	13	13	12	15	17	16	16	16	17	17	17	17	17	17	16	16	15	14
17 Majors Bay Road	17	FF	6	10	10	6	6	4	3	4	5	5	6	6	6	4	2	4	6	4	4	3
18 Majors Bay Road	22	FF	9	9	9	10	10	10	8	6	6	7	7	7	7	6	5	5	5	5	6	6
19 Wellbank Street - NORTH	8	FF	2	3	3	5	6	6	6	5	4	4	3	3	3	3	3	3	4	5	4	4
20 Wellbank Street - SOUTH	8	FF	5	5	6	7	7	7	7	8	8	7	5	4	4	5	4	3	3	4	4	3
21 Wellbank Street - NORTH	2	FF	0	0	2	2	2	2	2	2	2	2	2	1	1	1	2	2	2	2	2	0
22 Wellbank Street	6	FF	5	5	6	6	5	5	6	6	5	5	5	5	5	4	4	4	4	4	5	3
23 Wellbank Street - NORTH	2	FF	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
24 Wellbank Street	1	FF	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
25 Wellbank Street - NORTH	6	FF	4	4	3	3	4	4	4	4	4	4	4	4	3	3	3	4	4	3	3	4
26 Wellbank Street - SOUTH	9	FF	4	4	4	5	5	5	6	5	4	4	5	5	5	6	6	6	4	4	5	7
27 Jellicoe Street - DISABLE	3	FF	1	1	1	1	1	2	2	2	2	1	2	2	1	1	1	2	2	1	2	2
28 Jellicoe Street - Parallel	9	FF	7	7	8	8	8	9	9	9	9	8	8	8	8	8	7	7	7	7	9	9
29 Jellicoe Street - NORTH	15	FF	8	8	7	7	10	13	15	15	14	14	15	13	11	10	8	8	9	9	9	8
30 Jellicoe Street - SOUTH	13	FF	5	5	6	10	11	12	13	13	13	13	12	11	10	8	6	6	7	7	9	5
31 Warbrick Street - EAST	8	FF	0	0	0	0	0	3	4	5	6	7	7	7	6	4	4	2	2	2	2	2
32 Warbrick Street - WEST	10	FF	2	2	4	4	5	5	5	6	7	7	5	5	6	4	1	3	2	2	3	3
33 Warbrick Street - EAST	11	FF	3	3	2	2	3	4	6	6	6	6	4	4	4	5	5	5	5	5	5	4
34 Warbrick Street - WEST	11	FF	4	4	3	3	3	5	6	6	6	5	4	4	4	6	6	6	4	4	4	4
35 Gallipoli Street - NORTH	18	FF	6	7	8	7	5	6	9	11	13	13	11	12	12	9	7	6	5	4	3	3
36 Gallipoli Street - SOUTH	19	FF	3	7	11	11	10	10	12	12	11	10	10	10	10	11	9	9	8	8	8	8
37 Jones Street - NORTH	22	FF	12	12	12	12	11	11	11	11	11	11	11	11	12	12	11	10	10	10	9	9
38 Jones Street - SOUTH	20	FF	8	8	10	10	8	7	7	9	11	11	11	11	11	10	10	9	9	8	9	8
39 Davidson Avenue - Parallel	12	FF	2	2	2	2	3	3	3	3	3	3	3	3	3	4	4	4	3	3	2	2
40 Davidson Avenue - DISABLE	1	FF	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
41 Davidson Avenue - NORTH	12	FF	4	4	3	3	4	4	4	3	3	4	4	4	4	4	4	3	3	4	5	5
42 Davidson Avenue - SOUTH	9	FF	3	3	3	4	5	5	3	3	3	3	3	3	4	4	4	4	3	3	3	3
43 Trafalgar Parade - NORTH	5	FF	0	2	4	4	3	3	4	4	3	3	4	4	5	5	4	4	3	3	2	3
44 Trafalgar Parade - SOUTH	6	FF	2	4	5	5	5	6	6	7	8	8	8	8	8	7	6	4	2	2	2	2
45 Trafalgar Parade - NORTH	8	FF	6	5	5	5	6	6	7	8	8	8	8	8	8	7	6	4	2	2	2	2
46 Trafalgar Parade - SOUTH	9	FF	7	7	6	4	5	5	6	7	8	8	8	8	7	6	5	4	3	3	3	3
47 Little Cornmission Ave - NORTH	12	FF	5	4	3	4	10	9	8	8	7	7	7	8	8	9	9	8	7	6	6	7
48 Little Cornmission Ave - SOUTH	11	FF	6	6	5	5	8	8	8	7	8	8	8	8	8	5	4	4	4	6	7	8
49 Cornmission Ave - EAST	9	FF	8	8	8	9	10	10	12	12	11	11	11	12	12	12	12	14	14	14	13	13
50 Cornmission Ave - WEST	17	FF	10	10	12	12	12	12	10	10	9	12	14	13	12	12	13	14	13	13	13	13
51 Cornmission Ave - WEST	7	FF	1	2	2	2	2	3	3	3	2	5	6	6	4	4	3	3	4	4	4	4
52 Cornmission Ave - WEST	1	FF	1	2	2	2	2	3	3	3	2	5	6	6	4	4	3	3	4	4	4	4
Total Vehicles Parked	597		218	237	265	279	284	318	336	335	330	332	330	317	308	290	270	267	255	249	250	238
Number of Vacant Spaces			379	360	332	318	303	279	261	267	269	267	269	289	287	317	330	342	348	347	359	347
% of Capacity Used			36.5%	39.7%	44.4%	46.7%	49.2%	53.3%	56.3%	56.1%	55.3%	55.6%	55.3%	51.6%	49.6%	45.2%	44.7%	42.7%	41.7%	41.9%	39.9%	39.9%

Transport and Traffic Planning Associates

## Appendix C

### Summary of Peak Parking Occupancy



Transport and Traffic Planning Associates

Table C.1. Weekday - Peak Parking Occupancy by Road and Restriction

Road	Restrictions	No. of Spaces	Observed Wednesday Peak Occupancy		Observed Thursday Peak Occupancy	
			No.	%	No.	%
Wellbank Street Carpark	2P	8	8	100%	8	100%
Bent Street	NR	27	27	100%	26	96%
Brewer Street	1P	5	5	100%	4	80%
	NR	18	15	83%	18	100%
Cormiston Ave	NR	39	35	90%	36	92%
Brewer Street Carpark	10-Minute	1	1	100%	1	100%
	2P	20	20	100%	20	100%
	3P	28	28	100%	28	100%
	Disabled	1	1	100%	1	100%
Davidson Avenue	Disabled	1	1	100%	1	100%
	NR	33	26	79%	25	76%
Gallipoli Street	NR	37	35	95%	37	100%
Jellicoe Street	2P	9	9	100%	9	100%
	Disabled	2	2	100%	2	100%
	NR	28	28	100%	28	100%
Jones Street	NR	42	21	50%	24	57%
Little Cormiston Ave	NR	23	20	87%	18	78%
Majors Bay Road	1/2P	12	12	100%	12	100%
	1P	62	62	100%	62	100%
	NR	39	39	100%	35	90%
	Parallel	17	17	100%	14	82%
	Disabled	3	3	100%	3	100%
Spring Street	NR	32	25	78%	21	66%
Trafalgar Parade	2P	11	11	100%	11	100%
	NR	17	16	94%	17	100%
Warbrick Street	NR	40	36	90%	32	80%
Wellbank Street	1P	8	8	100%	8	100%
	3P	2	2	100%	2	100%
	GO GET	1	1	100%	1	100%
	NR	31	29	94%	31	100%
Total		597	542	91%	534	89%

Transport and Traffic Planning Associates

Table C.2. Weekend - Peak Parking Occupancy by Road and Restriction

Road	Restrictions	No. of Spaces	Observed Saturday Peak Occupancy		Observed Sunday Peak Occupancy	
			No.	%	No.	%
Wellbank Street Carpark	2P	8	8	100%	8	100%
Bent Street	NR	27	27	100%	23	85%
Brewer Street	1P	5	5	100%	5	100%
	NR	18	15	83%	3	17%
Cormiston Ave	NR	39	32	82%	35	90%
Brewer Street Carpark	10-Minute	1	1	100%	1	100%
	2P	20	20	100%	18	90%
	3P	28	28	100%	28	100%
	Disabled	1	1	100%	1	100%
Davidson Avenue	Disabled	1	1	100%	1	100%
	NR	33	27	82%	14	42%
Gallipoli Street	NR	37	35	95%	25	68%
Jellicoe Street	2P	9	9	100%	9	100%
	Disabled	2	2	100%	2	100%
	NR	28	27	96%	28	100%
Jones Street	NR	42	28	67%	23	55%
Little Cormiston Ave	NR	23	17	74%	18	78%
Majors Bay Road	1/2P	12	12	100%	12	100%
	1P	62	62	100%	62	100%
	NR	39	35	90%	27	69%
	Parallel	17	17	100%	10	59%
	Disabled	3	3	100%	3	100%
Spring Street	NR	32	28	88%	15	47%
Trafalgar Parade	2P	11	11	100%	11	100%
	NR	17	15	88%	17	100%
Warbrick Street	NR	40	25	63%	26	65%
Wellbank Street	1P	8	8	100%	8	100%
	3P	2	2	100%	2	100%
	GO GET	1	1	100%	1	100%
	NR	31	27	87%	25	81%
Total		597	529	89%	460	77%

Transport and Traffic Planning Associates

**Table C.3. Weekday - Peak Parking Occupancy by Type of Restrictions**

Restrictions	No. of Spaces	Observed Wednesday Peak Occupancy		Observed Thursday Peak Occupancy	
		No.	%	No.	%
10-Minute	1	1	100%	1	100%
1/2P	12	12	100%	12	100%
1P	75	75	100%	73	97%
2P	48	48	100%	48	100%
3P	30	30	100%	30	100%
Disabled	7	7	100%	7	100%
GO GET	1	1	100%	1	100%
NR	423	369	87%	362	86%
<b>Total</b>	<b>597</b>	<b>543</b>	<b>91%</b>	<b>534</b>	<b>89%</b>

**Table C.4. Weekend - Peak Parking Occupancy by Type of Restrictions**

Restrictions	No. of Spaces	Observed Saturday Peak Occupancy		Observed Sunday Peak Occupancy	
		No.	%	No.	%
10-Minute	1	1	100%	1	100%
1/2P	12	12	100%	12	100%
1P	75	75	100%	75	100%
2P	48	48	100%	46	96%
3P	30	30	100%	30	100%
Disabled	7	7	100%	7	100%
GO GET	1	1	100%	1	100%
NR	423	365	86%	289	68%
<b>Total</b>	<b>597</b>	<b>539</b>	<b>90%</b>	<b>461</b>	<b>77%</b>



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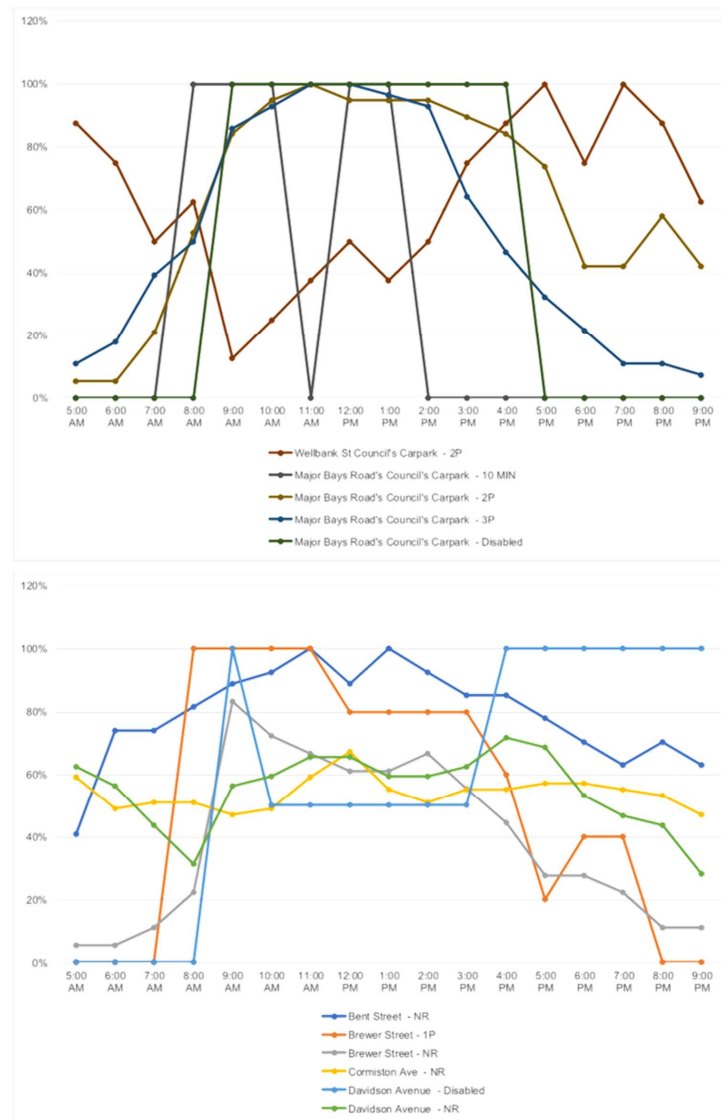
## Appendix D

### Parking Occupancy Profile

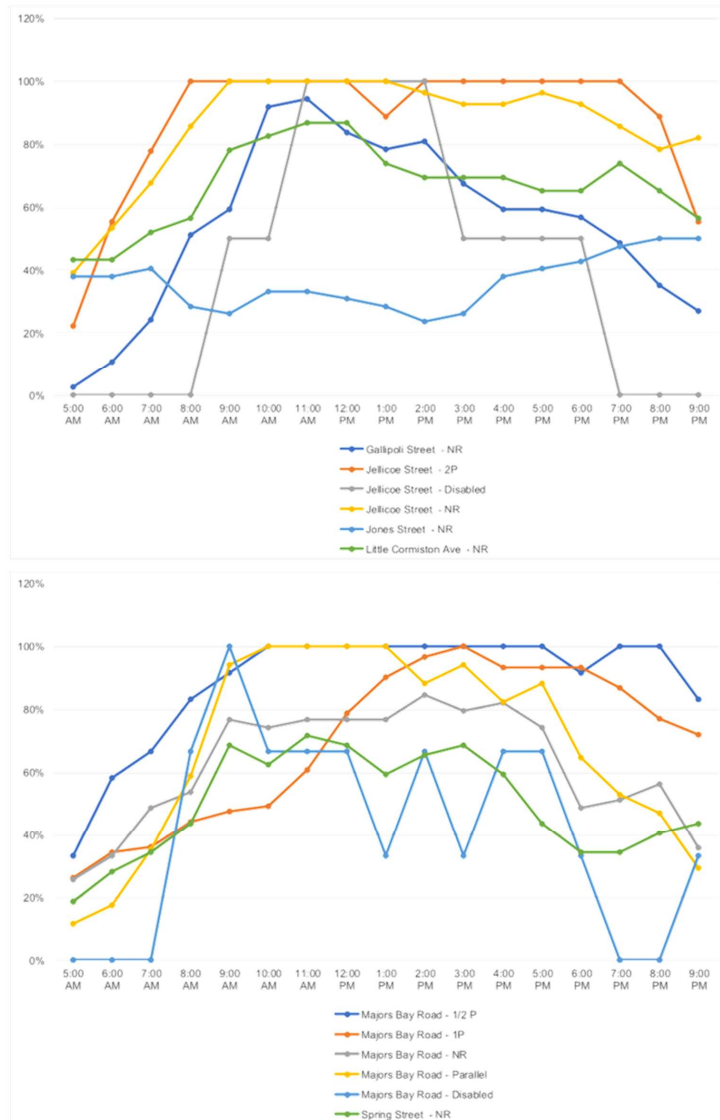


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Figure D.1. Parking Occupancy Profile (%) by Roads on Wednesday



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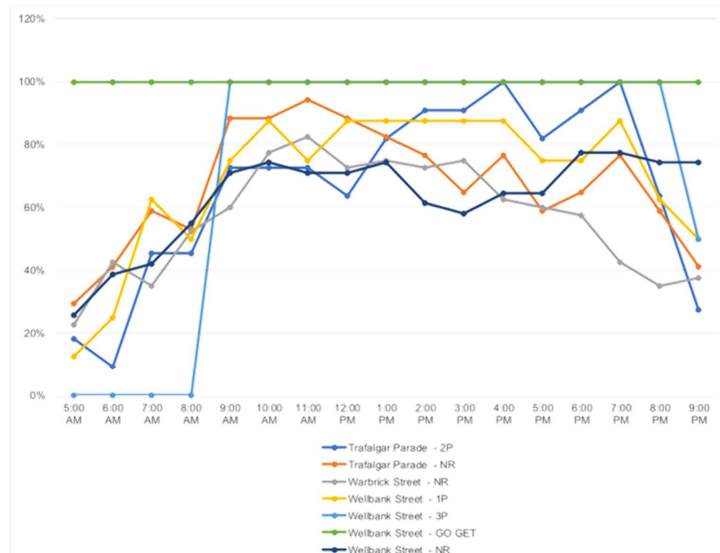
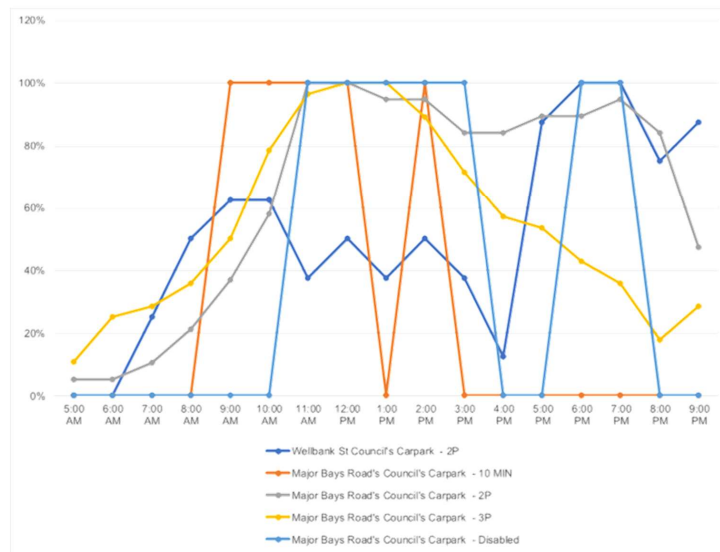
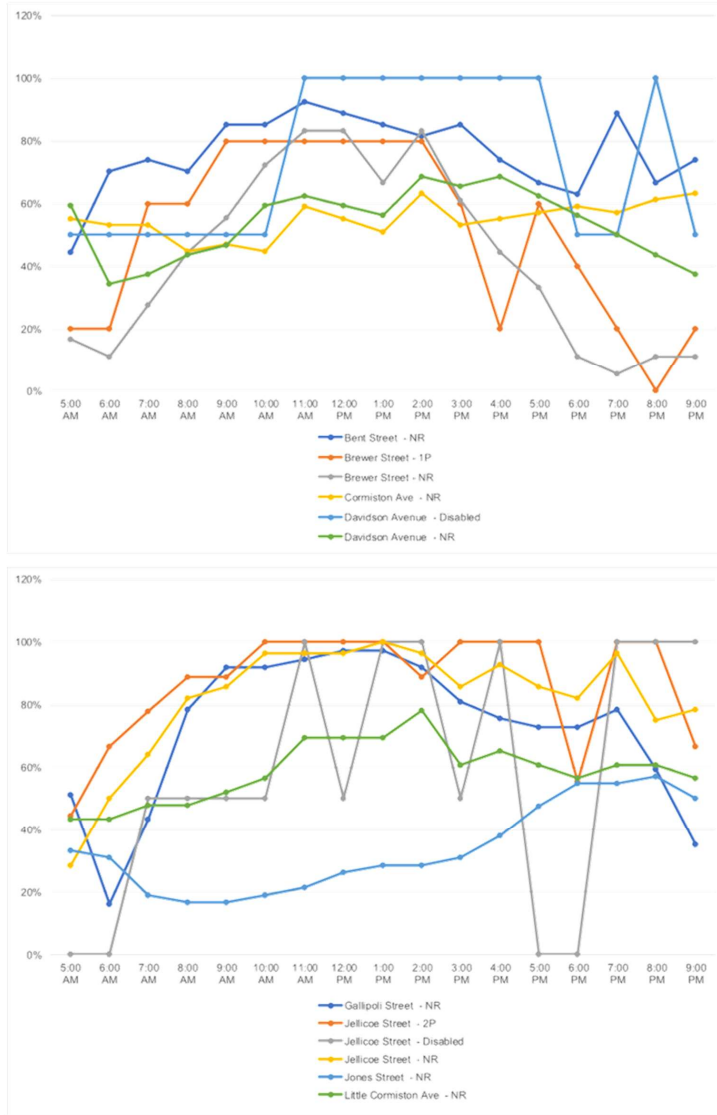


Figure D.2. Parking Occupancy Profile (%) by Roads on Thursday

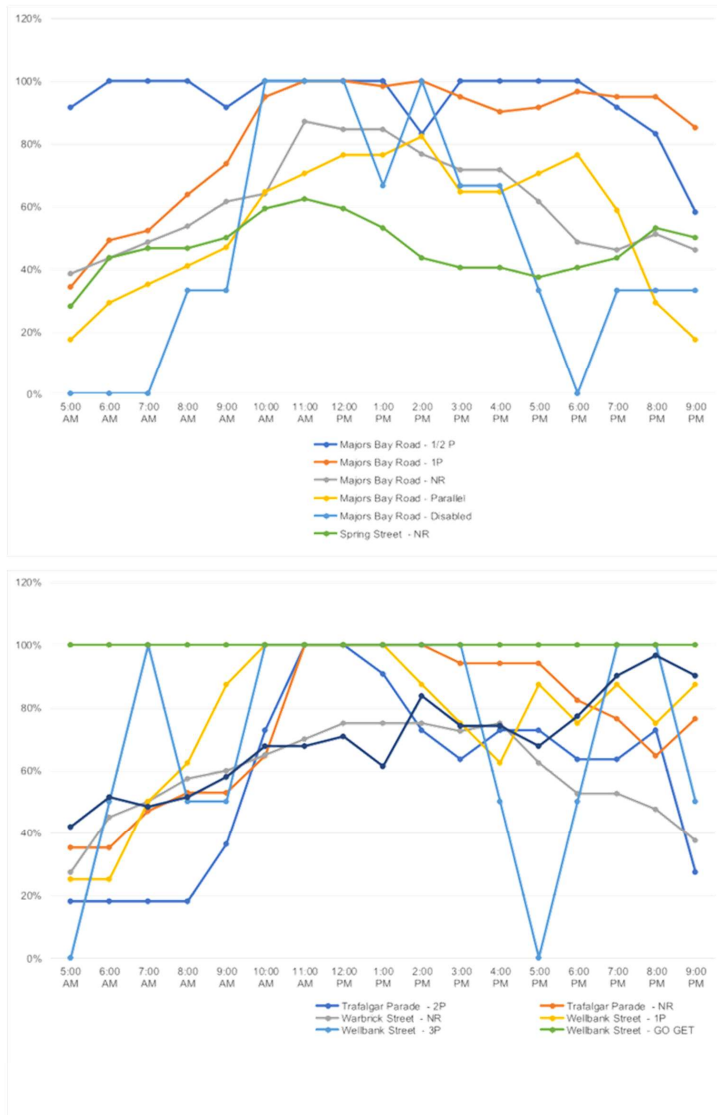


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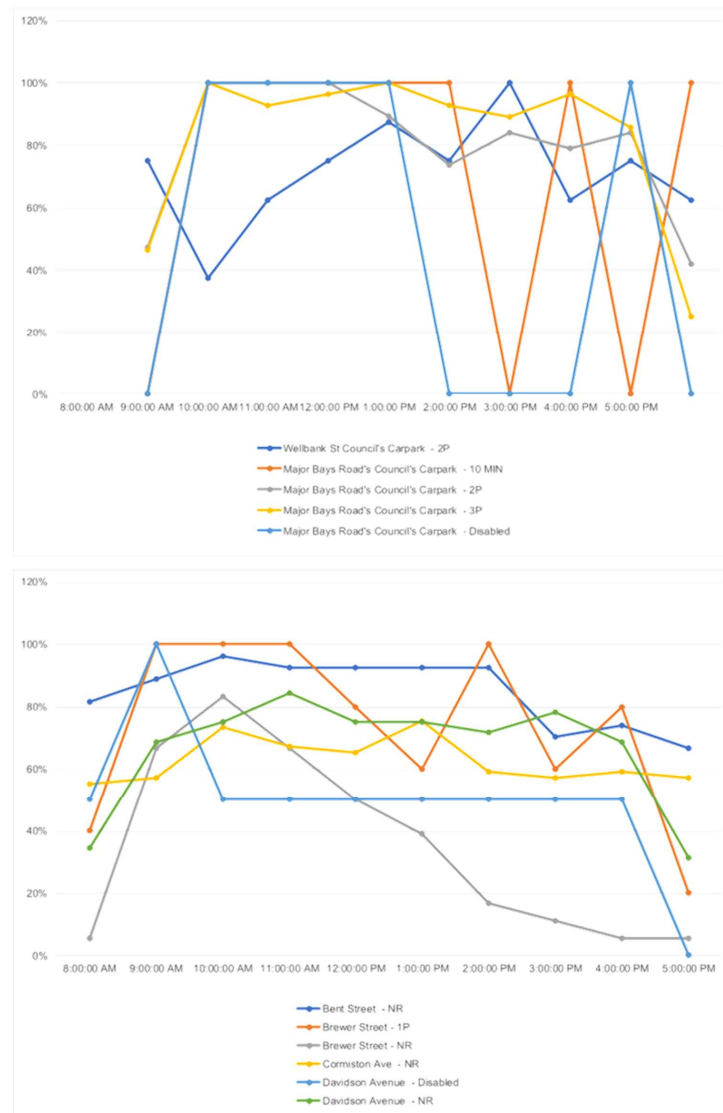


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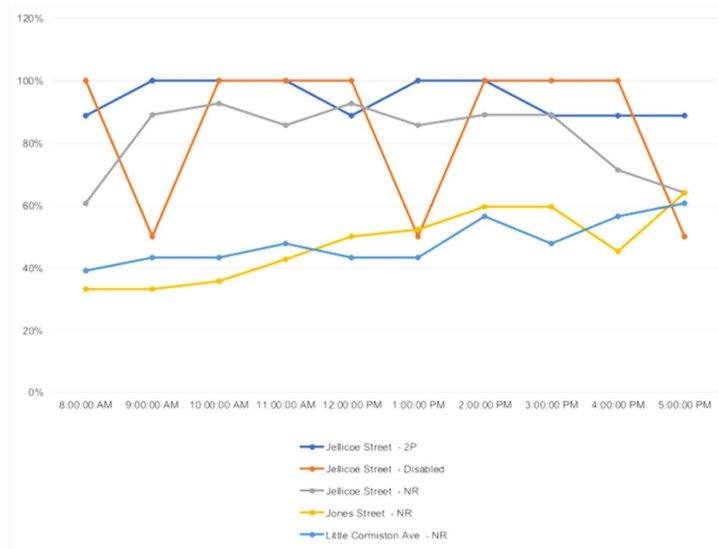


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Figure D.3. Parking Occupancy Profile (%) by Roads on Saturday



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Transport and Traffic Planning Associates

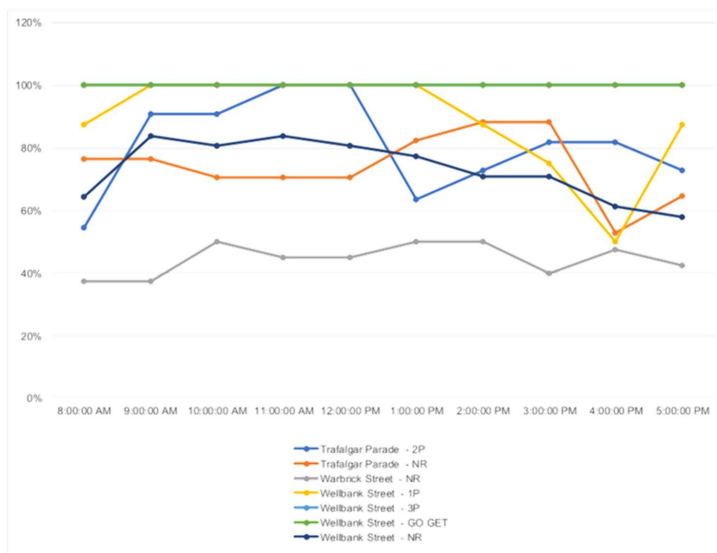
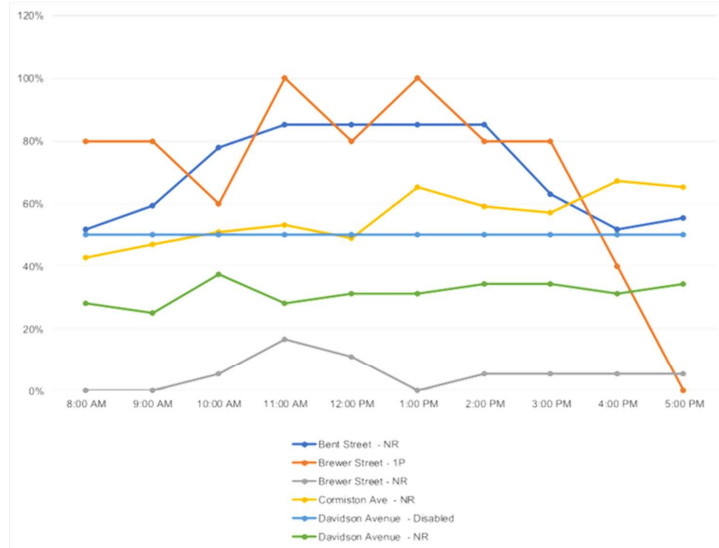


Figure D.4. Parking Occupancy Profile (%) by Roads on Sunday

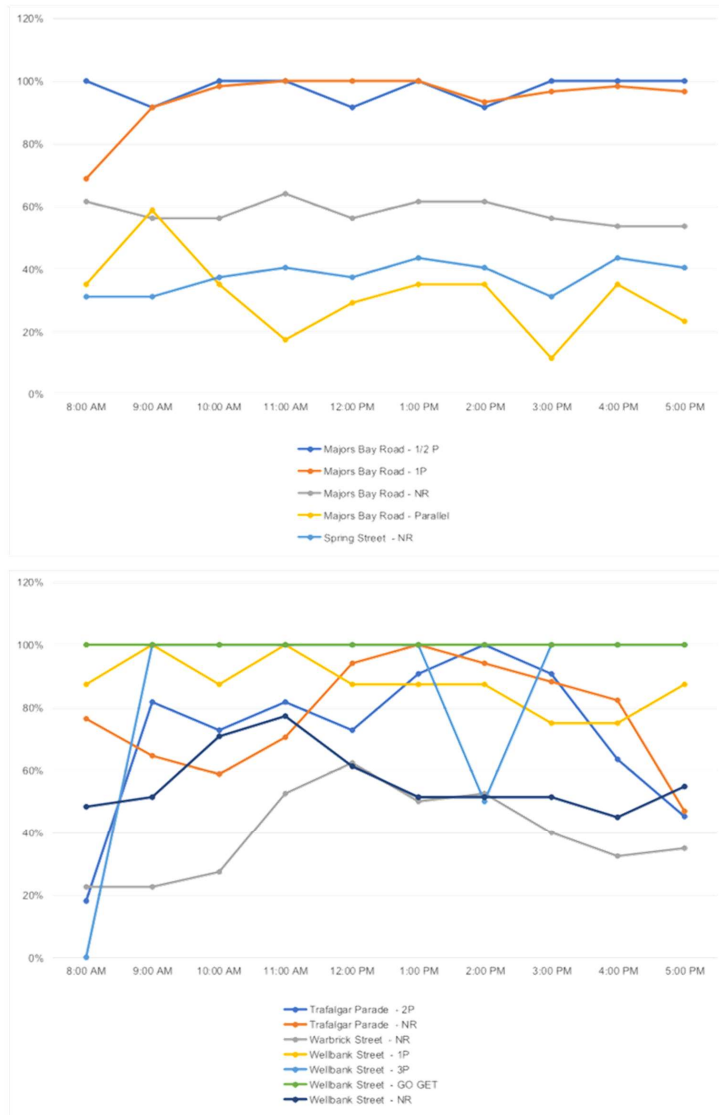


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## Appendix E

### Summary of Peak-Hour Parking Occupancy



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**Table E.1. Wednesday – Peak-Hour Parking Occupancy by Road and Restriction**

Road	Capacity	Peak-Hour Occupancy	Peak-Hour Occupancy (%)
Wellbank Street Carpark - 2P	8	3	38%
Brewer Street Carpark - 10-Minute	1	1	100%
Brewer Street Carpark - 2P	20	18	90%
Brewer Street Carpark - 3P	28	27	96%
Brewer Street Carpark - Disabled	1	1	100%
Bent Street - NR	27	27	100%
Brewer Street - 1P	5	4	80%
Brewer Street - NR	18	11	61%
Cormiston Ave - NR	39	27	69%
Davidson Avenue - Disabled	1	1	100%
Davidson Avenue - NR	33	19	58%
Gallipoli Street - NR	37	29	78%
Jellicoe Street - 2P	9	8	89%
Jellicoe Street - Disabled	2	2	100%
Jellicoe Street - NR	28	28	100%
Jones Street - NR	42	12	29%
Little Cormiston Ave - NR	23	17	74%
Majors Bay Road - 1/2P	12	12	100%
Majors Bay Road - 1P	62	55	89%
Majors Bay Road - NR	39	30	77%
Majors Bay Road - Parallel	17	17	100%
Majors Bay Road - Disabled	3	1	33%
Spring Street - NR	32	19	59%
Trafalgar Parade - 2P	11	9	82%
Trafalgar Parade - NR	17	14	82%
Warbrick Street - NR	40	30	75%
Wellbank Street - 1P	8	7	88%
Wellbank Street - 3P	2	2	100%
Wellbank Street - GO GET	1	1	100%
Wellbank Street - NR	31	23	74%
<b>Total</b>	<b>597</b>	<b>455</b>	<b>76%</b>

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**Table E.2. Thursday - Peak-Hour Parking Occupancy by Road and Restriction**

Road	Capacity	Peak-Hour Occupancy	Peak-Hour Occupancy (%)
Wellbank Street Carpark - 2P	8	4	50%
Brewer Street Carpark - 10-Minute	1	1	100%
Brewer Street Carpark - 2P	20	20	100%
Brewer Street Carpark - 3P	28	28	100%
Brewer Street Carpark - Disabled	1	1	100%
Bent Street - NR	27	24	89%
Brewer Street - 1P	5	4	80%
Brewer Street - NR	18	15	83%
Cormiston Ave - NR	39	27	69%
Davidson Avenue - Disabled	1	1	100%
Davidson Avenue - NR	33	19	58%
Gallipoli Street - NR	37	36	97%
Jellicoe Street - 2P	9	9	100%
Jellicoe Street - Disabled	2	1	50%
Jellicoe Street - NR	28	27	96%
Jones Street - NR	42	11	26%
Little Cormiston Ave - NR	23	16	70%
Majors Bay Road - 1/2P	12	12	100%
Majors Bay Road - 1P	62	62	100%
Majors Bay Road - NR	39	33	85%
Majors Bay Road - Parallel	17	13	76%
Majors Bay Road - Disabled	3	3	100%
Spring Street - NR	32	19	59%
Trafalgar Parade - 2P	11	11	100%
Trafalgar Parade - NR	17	17	100%
Warbrick Street - NR	40	30	75%
Wellbank Street - 1P	8	8	100%
Wellbank Street - 3P	2	2	100%
Wellbank Street - GO GET	1	1	100%
Wellbank Street - NR	31	22	71%
<b>Total</b>	<b>597</b>	<b>477</b>	<b>80%</b>

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**Table E.3. Saturday - Peak-Hour Parking Occupancy by Road and Restriction**

Road	Capacity	Peak-Hour Occupancy	Peak-Hour Occupancy (%)
Wellbank Street Carpark - 2P	8	6	75%
Brewer Street Carpark - 10-Minute	1	0	0%
Brewer Street Carpark - 2P	20	9	45%
Brewer Street Carpark - 3P	28	13	46%
Brewer Street Carpark - Disabled	1	0	0%
Bent Street - NR	27	22	81%
Brewer Street - 1P	5	2	40%
Brewer Street - NR	18	1	6%
Cormiston Ave - NR	39	27	69%
Davidson Avenue - Disabled	1	1	100%
Davidson Avenue - NR	33	11	33%
Gallipoli Street - NR	37	23	62%
Jellicoe Street - 2P	9	8	89%
Jellicoe Street - Disabled	2	2	100%
Jellicoe Street - NR	28	17	61%
Jones Street - NR	42	14	33%
Little Cormiston Ave - NR	23	9	39%
Majors Bay Road - 1/2P	12	11	92%
Majors Bay Road - 1P	62	54	87%
Majors Bay Road - NR	39	21	54%
Majors Bay Road - Parallel	17	9	53%
Majors Bay Road - Disabled	3	3	100%
Spring Street - NR	32	10	31%
Trafalgar Parade - 2P	11	6	55%
Trafalgar Parade - NR	17	13	76%
Warbrick Street - NR	40	15	38%
Wellbank Street - 1P	8	7	88%
Wellbank Street - 3P	2	2	100%
Wellbank Street - GO GET	1	1	100%
Wellbank Street - NR	31	20	65%
<b>Total</b>	<b>597</b>	<b>337</b>	<b>56%</b>



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**Table E.4. Sunday - Peak-Hour Parking Occupancy by Road and Restriction**

Road	Capacity	Peak-Hour Occupancy	Peak-Hour Occupancy (%)
Wellbank Street Carpark - 2P	8	8	100%
Brewer Street Carpark - 10-Minute	1	1	100%
Brewer Street Carpark - 2P	20	18	90%
Brewer Street Carpark - 3P	28	27	96%
Brewer Street Carpark - Disabled	1	1	100%
Bent Street - NR	27	23	85%
Brewer Street - 1P	5	5	100%
Brewer Street - NR	18	0	0%
Cormiston Ave - NR	39	32	82%
Davidson Avenue - Disabled	1	1	100%
Davidson Avenue - NR	33	10	30%
Gallipoli Street - NR	37	21	57%
Jellicoe Street - 2P	9	9	100%
Jellicoe Street - Disabled	2	2	100%
Jellicoe Street - NR	28	27	96%
Jones Street - NR	42	23	55%
Little Cormiston Ave - NR	23	15	65%
Majors Bay Road - 1/2P	12	12	100%
Majors Bay Road - 1P	62	62	100%
Majors Bay Road - NR	39	24	62%
Majors Bay Road - Parallel	17	6	35%
Majors Bay Road - Disabled	3	3	100%
Spring Street - NR	32	14	44%
Trafalgar Parade - 2P	11	10	91%
Trafalgar Parade - NR	17	17	100%
Warbrick Street - NR	40	20	50%
Wellbank Street - 1P	8	7	88%
Wellbank Street - 3P	2	2	100%
Wellbank Street - GO GET	1	1	100%
Wellbank Street - NR	31	16	52%
<b>Total</b>	<b>597</b>	<b>417</b>	<b>70%</b>

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## Appendix F

### Costs and Revenues Calculation



## Car Park Finance Model - Introduction

### Overview

From both a transport and an economic perspective, car parking should provide a return on capital for the owner and, ideally, be fully paid for by its users. In reality, almost all commercial or institutional parking in WA is either fully or partly subsidised for its users; particularly if one counts the value of land on which it stands. This financial model uses Excel software to assess customised and specific project costs and return for parking. This assessment could also show the value in undertaking travel behaviour management to reduce demand for parking.

### Purpose of This model

This model has been created as a tool to assist planners in their assessment of required pricing strategies associated with the construction of new car parks. The model has been prepared for the Department for Planning and Infrastructure. This model needs to be customised for each application.

### Layout of this Model

This model is set up as a series of linked spreadsheets as follows:

Input Data	This page should be completed to contain all input information including: Construction costs Survey, design, supervision costs Finance charges Operating and Maintenance costs Existing Revenue (where appropriate) Future Revenue
Costs	This page calculates construction, operation and maintenance costs
Revenue	This page calculates car park revenue including existing revenue where appropriate, i.e. in areas with existing parking
Costs and Revenues	This page is interactive. The user can input different parking charges to define breakeven positions in which revenue is equal to or exceeds costs <b>Scenario 1</b> All new costs are met by patrons in the new car park under consideration <b>Scenario 2</b> Existing car park charges are increased (as appropriate) to cover the costs of the new car park.

### Use of the Model

It is suggested that users make a copy of the base model under a separate and unique name prior to input of new data. In this way, the base model will not be accidentally corrupted.

### Note

The default values are notionally from 2004. Please insert your own up to date estimates.

## Car Park Finance Model - Input Data

### Typical Construction Costs per bay

	\$ per bay	
	Low	High
At grade bay	\$2,500	\$4,500
Multi-storey car park	\$26,800	\$41,000

	810	1240
	12	12
	33	33
	9720	14880
\$11	\$9	26800
		41000

### Car Park Construction Details

	Low	High
What is the estimated cost per bay? Use table above or input own data	\$26,800	\$41,000
How many bays are to be constructed?	135	Bays
Survey, Design, Supervision (% of construction cost)	10	%

### Finance Charges

Annual Percentage Rate	6.5	%
Number of Years for repayment	10	years

### Operating and Maintenance Costs

	Low	Medium	High	
Maintenance Cost per Bay, per annum - small car park	\$ 200.00	\$ 300.00	\$ 400.00	small
Maintenance Cost per Bay, per annum - 900 bay car park	\$ 90.00	\$ 100.00	\$ 150.00	large

### Existing Revenue

What revenue is currently generated?

This question is most applicable in areas which already have parking income from existing parking and this parking income can be used to subsidise or pay for the new parking being created.

	Staff	Visitors	Students	Other
Total number of bays				
Average fee paid per entry (or per hour)				
Average number of hours ("1" if daily fee)				
Average turnover of bays (a)				
Equivalent number of days per week (b)				
Equivalent number of weeks per year (c)				

- (a) Short term bays will turnover more often than all day bays, provided that there is an on-going demand.  
e.g. morning demand, afternoon demand, evening demand. Note: not all bays will have multiple turnover.  
(b) Some parking areas are used Monday - Friday only, some have Saturday and Sunday use.  
(c) Most car parks have periods when they have lower or negligible use e.g. public holidays, school holidays

### Future Revenue

What future revenue could be generated?

	Staff	Visitors	Students	Other
New bays to be added		180		
Average fee paid per entry (or per hour) (d)		\$ 2.50		
Average number of hours ("1" if daily fee)		1		
Average turnover of bays		5		
Equivalent number of days per week		5.5		
Equivalent number of weeks per year		49		

(d) Initial estimate only

(e) Check equal to bays in "Car Park Construction Details"

## Car Park Finance Model - Costs

### Construction Cost - New Car Park

New car park with	135 bays	
	Low (a)	High (b)
Construction	\$3,618,000	\$5,535,000
Survey, design, supervision	\$361,800	\$553,500
<b>Total Cost (TC)</b>	<b>\$3,979,800</b>	<b>\$6,088,500</b>

- (a) "Low" cost implies a very basic rectangular structure, basic security system, minimal architectural or landscape embellishment, basic fee collection system.  
(b) "High" cost implies a more complicated structure, advanced security system (24 hour), enhanced architectural and/or landscape embellishment, advanced fee collection system.

Total Cost (TC) Average of (a) and (b)	\$5,034,150	Insert cost from table above (TC)
Number of Years	20	
Interest Rate	7	%
Monthly Payment	\$ 37,533.27	
Annual Repayment (Finance Costs)	\$ 450,399.24	

### Maintenance Costs - New Car Park

Car park size	small		
	low	medium	high
Maintenance costs per annum	\$27,000	\$40,500	\$54,000



## Car Park Finance Model - Revenue

### Existing Revenue

	Staff	Visitors	Students	Other
Total number of bays	0	0	0	0
Average fee paid per entry (or per hour)	\$ -	\$ -	\$ -	\$ -
Average number of hours ("1" if daily fee)	0	0	0	0
Average turnover of bays	0	0	0	0
Equivalent number of days per week	0	0	0	0
Equivalent number of weeks per year	0	0	0	0
TOTAL ANNUAL REVENUE	\$0	\$0	\$0	\$0
COMBINED TOTAL REVENUE	\$0			

### Future Revenue

	Staff	Visitors	Students	Other
New bays to be added	0	135	0	0
Average fee paid per entry (or per hour)	\$ -	\$ 2.50	\$ -	\$ -
Average number of hours ("1" if daily fee)	0	1	0	0
Average turnover of bays	0	5	0	0
Equivalent number of days per week	0	5.5	0	0
Equivalent number of weeks per year	0	49	0	0
TOTAL NEW REVENUE	\$0	\$545,738	\$0	\$0
COMBINED TOTAL NEW REVENUE	\$545,738			

## Car Park Finance Model - Costs and Revenues

Costs	low	medium	high
Annual Finance Costs	\$450,399	\$450,399	\$450,399
Annual Operating and Maintenance Costs	\$27,000	\$40,500	\$54,000
TOTAL Annual Costs	\$477,399	\$490,899	\$504,399

### New Costs to be met by patrons in new car park

	Staff	Visitors	Students	Other
New bays to be added	0	135	0	0
Average fee paid per entry (or per hour)	\$ -	\$ 2.50	\$ -	\$ -
Average number of hours ("1" if daily fee)	0	1	0	0
Average turnover of bays	0	5	0	0
Equivalent number of days per week	0	5.5	0	0
Equivalent number of weeks per year	0	49	0	0
TOTAL NEW REVENUE	\$0	\$545,738	\$0	\$0

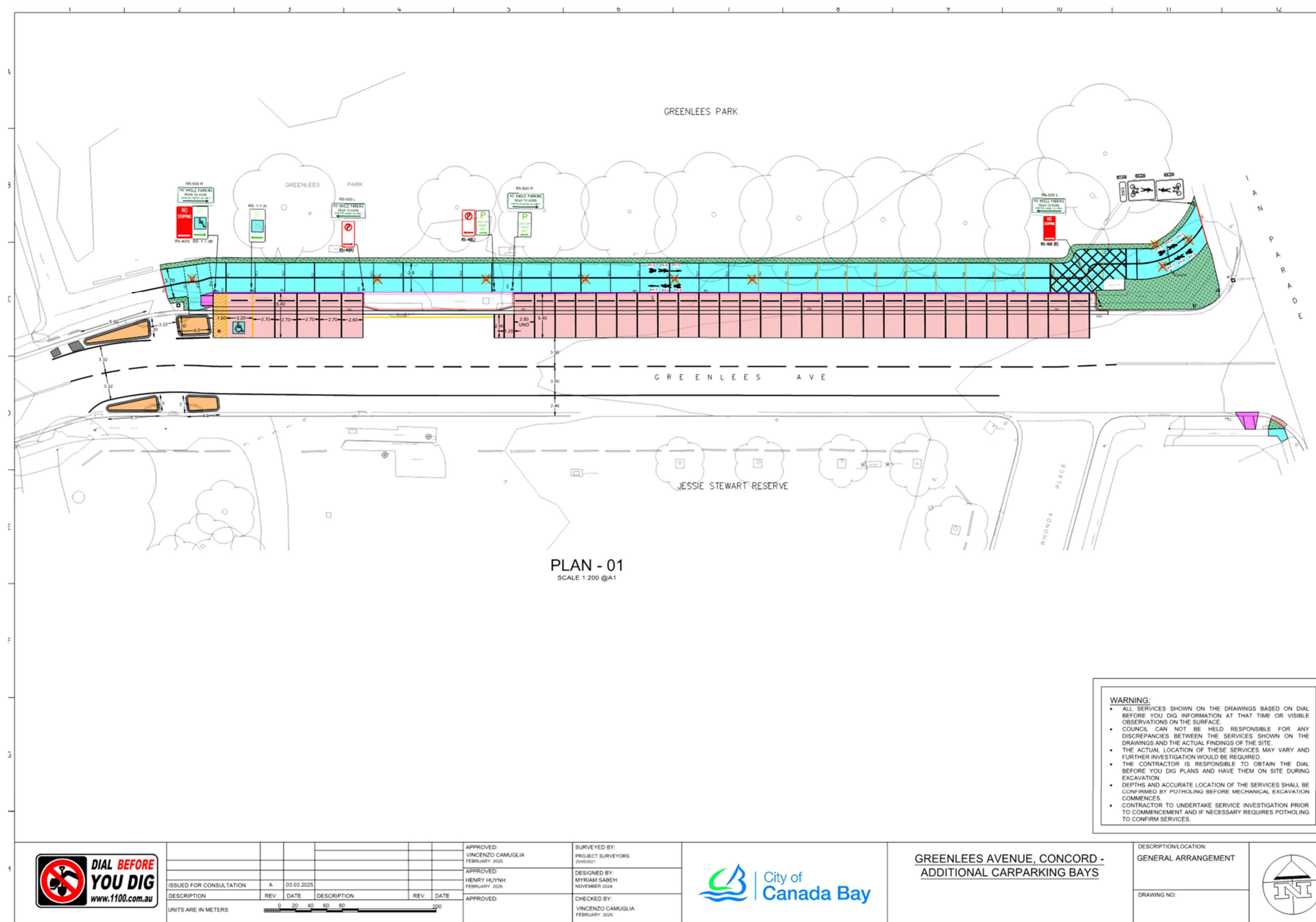
COMBINED TOTAL NEW REVENUE \$545,738

**EDIT AVERAGE DAILY FEE UNTIL REVENUES EQUALS OR EXCEEDS COSTS**

Difference Revenue - Costs (a) \$54,838

(a) Revenue exceeds costs when difference becomes "+ve"

"Medium" level of costs, i.e. "medium" maintenance costs



**ITEM 5.2                      HAMPDEN ROAD, RUSSELL LEA - PROPOSED REFUGE ISLAND AND LINEMARKING CHANGES****Author                              Coordinator Traffic and Transport****Attachments:**  
**1.      Pedestrian Refuge Island - Hampden Road and Tyler Crescent**  
**2.      Pedestrian Refuge Island - Hampden Road and Sibbick Street**  
**3.      Hampden Road - Linemarking proposal****STAFF RECOMMENDATION**

1.    That the Committee approves the proposed location of the refuge island on Hampden Road, Russell Lea, per the attached plans.
2.    That the Committee approves the proposed linemarking concept on Hampden Road, Russell Lea, per the attached plans.
3.    That the final detailed designs are progressed and presented to the Committee members for endorsement prior to construction

**EXECUTIVE SUMMARY**

The purpose of this report is to seek the Committee's approval of the proposed location of the refuge island and linemarking changes on Hampden Road, Russell Lea prior to proceeding to the final design.

**BACKGROUND/DISCUSSION**

Council have continued to receive correspondence from the local community to investigate pedestrian access to the local bus stops on Hampden Road between Great North Road and Lyons Road following a number of near misses and accidents.

Hampden Road is a Regional Road under the care and maintenance of Council with a road width of approximately 12.6m. Currently, the only available crossing facility is at the signalised pedestrian crossing adjacent to Lyons Road and an at-grade pedestrian crossing adjacent to Great North Road. There are no other available crossing facilities along Hampden Road to assist pedestrians access the bus stops on both sides of the street.

Council has previously included Hampden Road and Sibbick Street within Council's Pedestrian Access and Mobility Plan (PAMP) to investigate pedestrian and vehicle movements following a number of accidents reported by the local residents.

A review of the TfNSW historical serious crash database over the past 5-year period between 2019 to 2023 has indicated 7 injury related accidents (2 pedestrian accident) and 2 non-injury related accidents on Hampden Road.

Council has also previously undertaken traffic counts on Hampden Road in February 2023 that measured the Average Annual Daily Traffic (AADT) at 6,390 vehicles and an 85<sup>th</sup> Percentile Speed of 57km/hr within the street. The data has indicated that motorists are travelling above the speed limit within the street.

**Pedestrian Refuge Island**

Council officers have determined that additional pedestrian facilities are required along Hampden Road, especially in close vicinity to the existing bus stops, where pedestrians are mainly crossing the street. A refuge island is proposed at the intersection of Hampden Road & Tyler Crescent and Hampden Road & Sibbick Street.

The proposed pedestrian refuge island on Hampden Road and Tyler Crescent will result in the loss of 3 parking spaces on the northern side of the street and 1 parking space on the southern side of the street.

The proposed pedestrian refuge island on Hampden Road and Sibbick Street will result in the loss of 1 parking space on the northern side of the street and 1 parking space on the southern side of the street.

The proposal will result in the loss of 6 parking spaces overall on Hampden Road, however, the refuge island will provide safe pedestrian movements to the bus stop on both sides of the street.

**Linemarking**

Due to the wide road width, Council officers have observed motorists travelling on and over the parking edge line resulting in vehicles travelling above the recommended speed limit. The proposal to modify the linemarking within the street will make the lanes appear narrower alerting motorists to slow down.

The proposal will include the reduction of the kerb side parking lane to 2.1m, maintain a 3.2m wide travel lane and creation of a 2m centre linemarked island. Per the NSW Road Rules, the installation of the centre linemarked island will not impact residents accessing or egressing their driveway. Council has prepared a concept plan between Bourke Place and Coralie Street for consideration.

**TIMING / CONSULTATION AND / OR RISK CONSIDERATIONS**

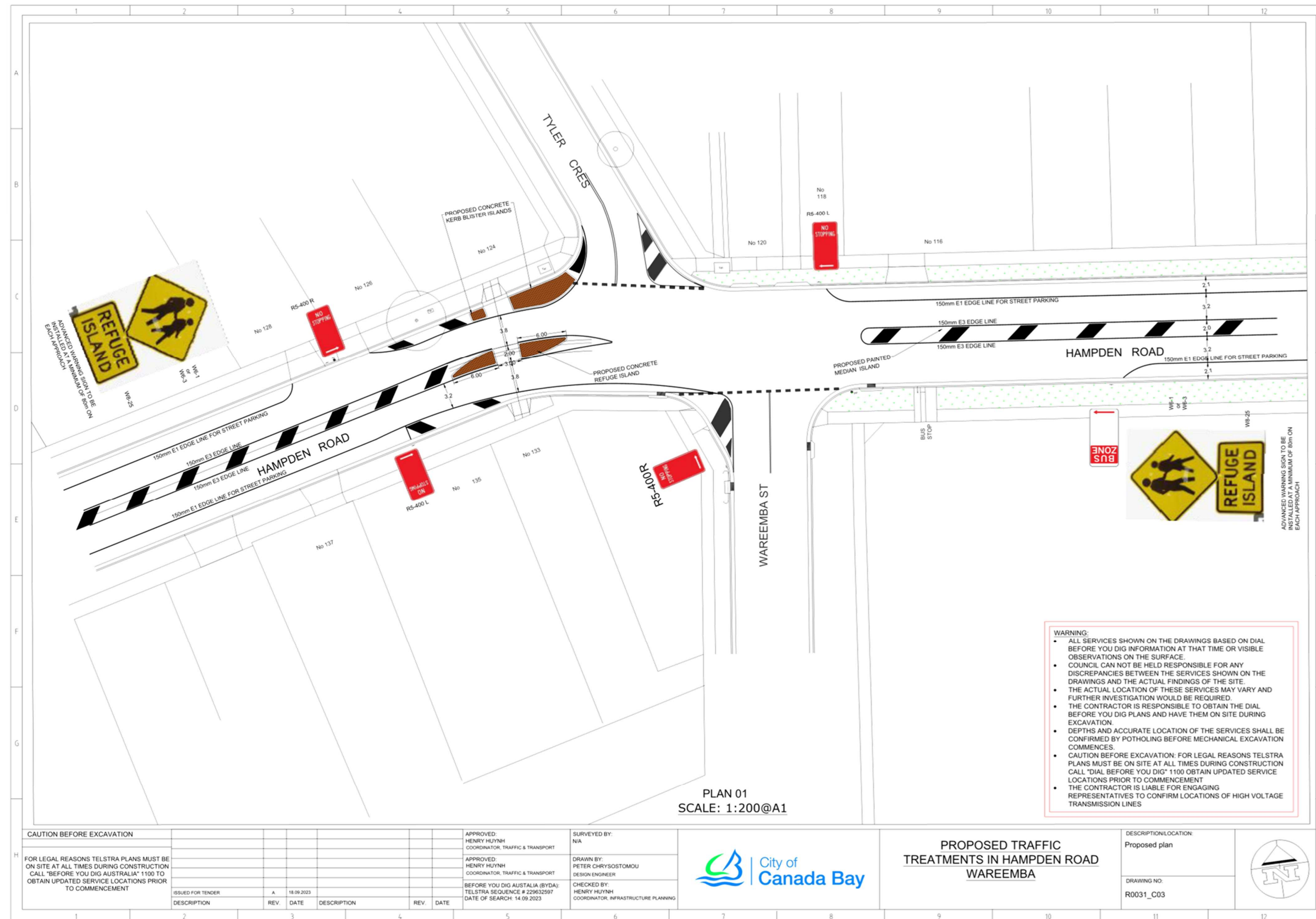
The proposal will impact the residents at the intersection of Hampden Road & Tyler Crescent and Hampden Road & Sibbick Street where there will be a loss of 6 parking spaces. Additional vehicle turning paths assessment will be undertaken and provided to the Committee members for consideration.

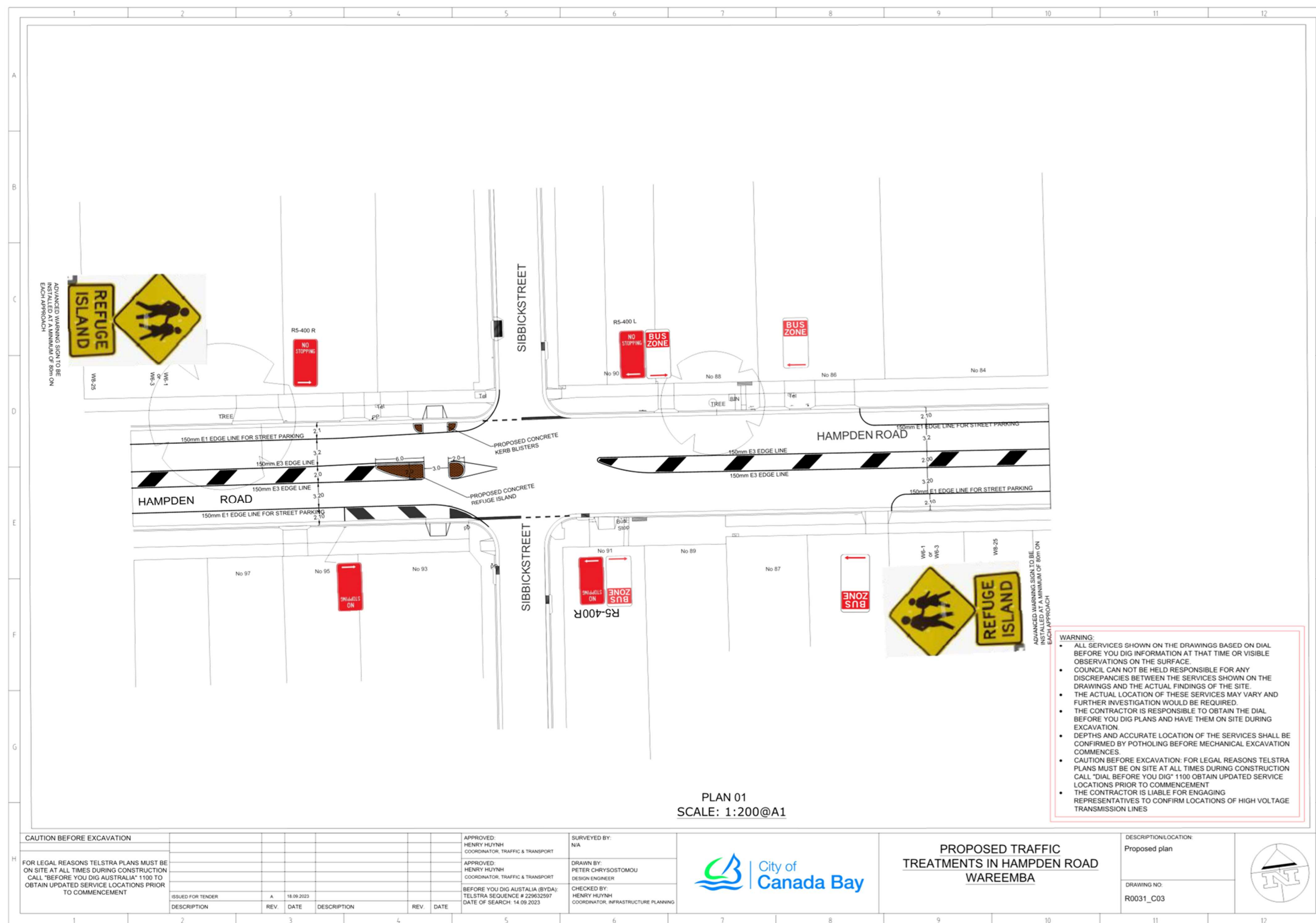
Council is seeking additional comments on the concept plans from the Traffic Committee members prior to undertaking further community consultation through letterbox drop. All comments received will be incorporated into the final design and presented to the Committee members for endorsement.

**FINANCIAL CONSIDERATIONS**

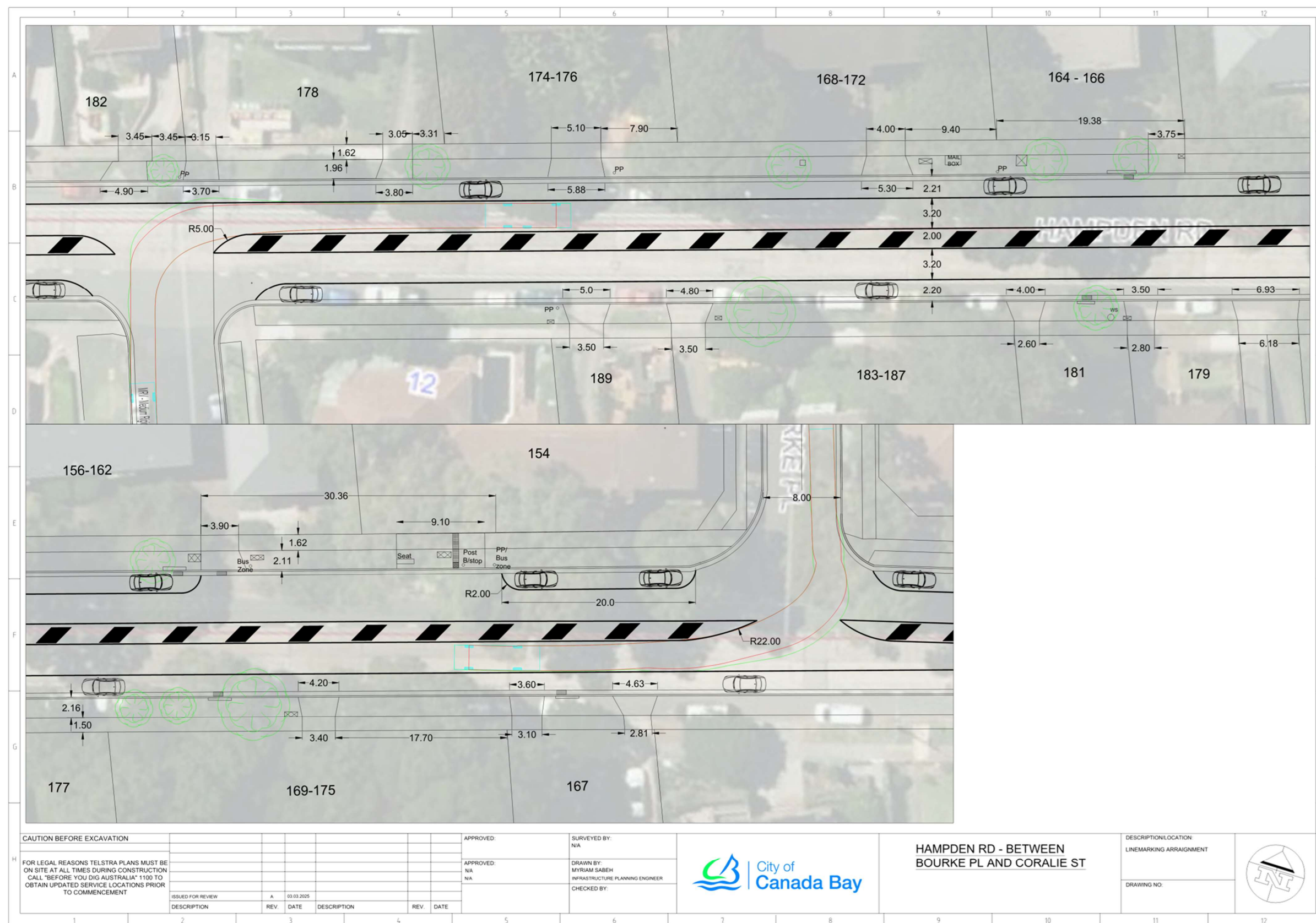
The works have been allocated within Council's 2024 - 2025 Capital Works budget with the works to be completed this financial year.











**ITEM 5.3 RHODES WEST STATION PRECINCT - MARQUET AND WALKER  
STREETS - PUBLIC DOMAIN CONCEPT****Author Coordinator Traffic and Transport****Attachments: 1. Public Domain Concept Plans****STAFF RECOMMENDATION**

1. That the Committee approves the concept plans for the Rhodes West Station Precinct – Marquet and Walker Streets - Public Domain attached to the report.
2. That the final detailed designs are progressed and presented to the Committee members for endorsement prior to construction.

**EXECUTIVE SUMMARY**

The purpose of this report is to seek the Committee's approval of the Rhodes West Station Precinct Public Domain Concept Plans prior to proceeding the final design on Marquet Street, Walker Street, Mary Street and Gauthorpe Street, Rhodes.

**BACKGROUND/DISCUSSION**

In 2015, Council nominated Rhodes as an area for potential renewal and has been collaborating with the NSW Department of Planning and various stakeholders on future plans for the precinct. The precinct is made up of land to the east and west of Rhodes Train Station.

In 2018, the Rhodes Station Precinct Masterplan was prepared to support the Rhodes Station Transport hub that prioritises pedestrians, cycle way networks and public transport whilst retaining a high-quality streetscape amenity which has the capacity for future development and associated population demand over the next 20 years.

The integration function of the Station Precinct with Union Square utilises a place management approach to provide new connections and making it easier for people to choose a transport option other than their car. The strategy also focuses on the long-term vision for the Rhodes precinct that will also improve local amenities and activate the area.

Under existing arrangements for the Station Gateway West area, the identified infrastructure would be developed over several stages as development proceeds within the Walker Street precinct. Council Officers have considered that the completion of these works at the same time will deliver a superior outcome that will minimise the period of disruption, deliver more consistent built outcomes and result in cost savings and efficiencies by having the works completed over one stage rather than several long-term stages.

Council Officers have discussed the proposal with various stakeholders and have noted preliminary comments received that will be included within the final detailed design phase. The final design will be circulated between the stakeholders for further review to ensure the proposal complies with all relevant standards.

**TIMING / CONSULTATION AND / OR RISK CONSIDERATIONS**

The draft place strategy was exhibited through the NSW Government Planning website for feedback between 31 August and 9 October 2020. Based on the feedback obtained, the Rhodes Precinct was rezoned on 30 October 2021 following the finalisation of the Rhodes Place Strategy.

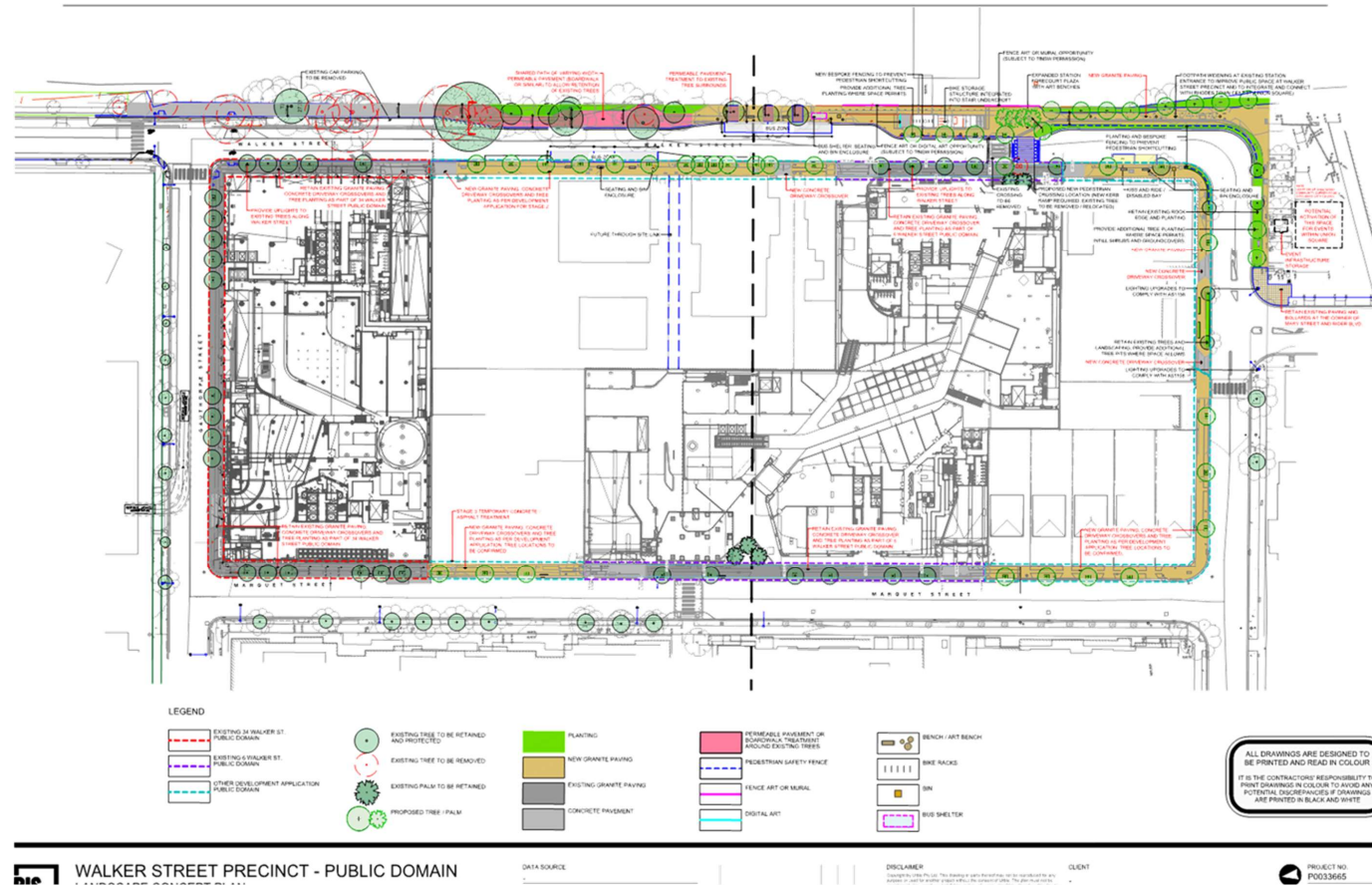
Council officers have presented the Public Domain Concept plans to various stakeholders for further comments prior to raising a report to the Traffic Committee. Based on the comments received, Council will be updating the plans to provide further information surrounding the bus zone areas, road and footpath dimensions, vehicle swept path analysis, landscaping details and ensuring all aspects to the public domain complies with the SEPP and AS.

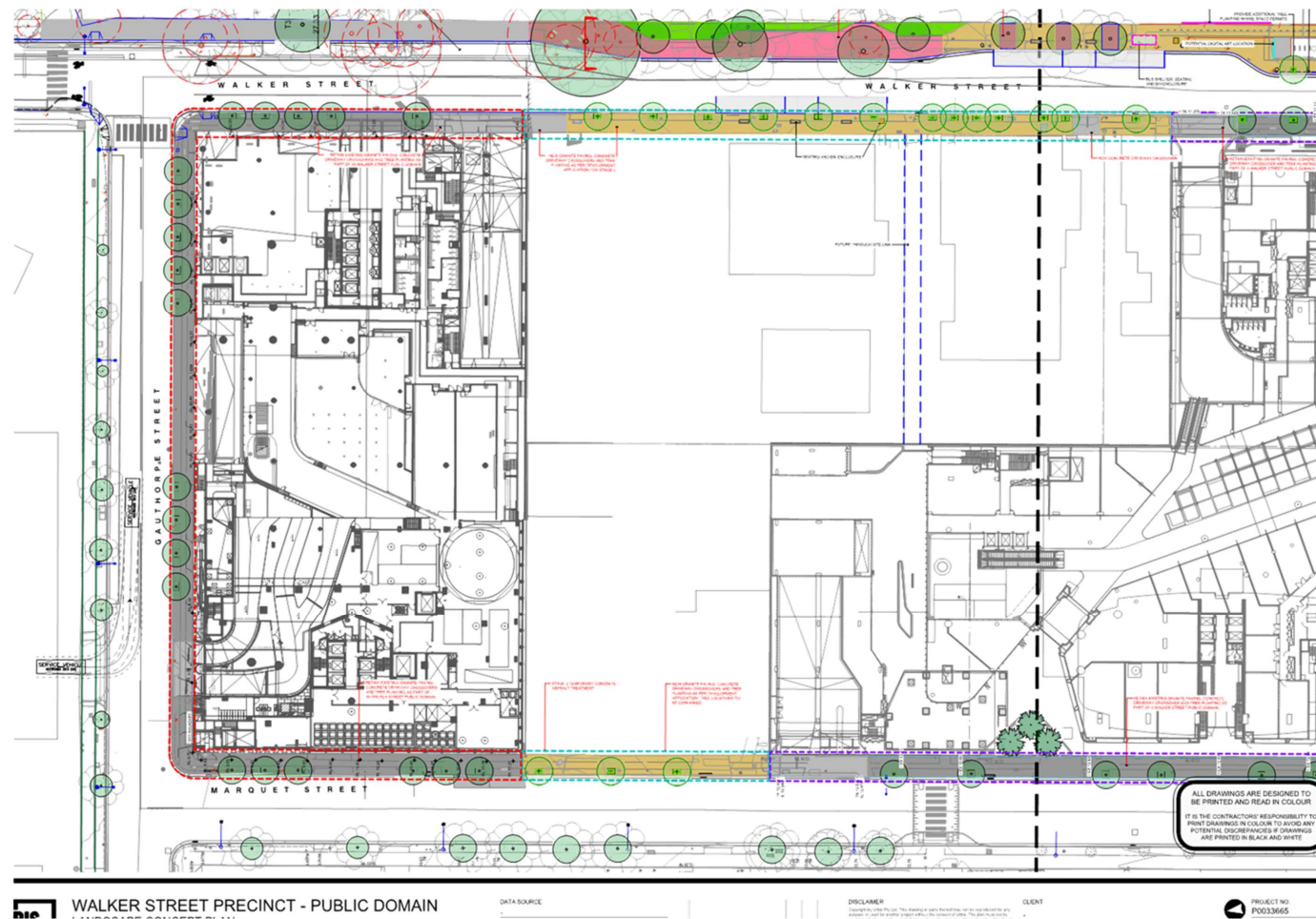
**FINANCIAL CONSIDERATIONS**

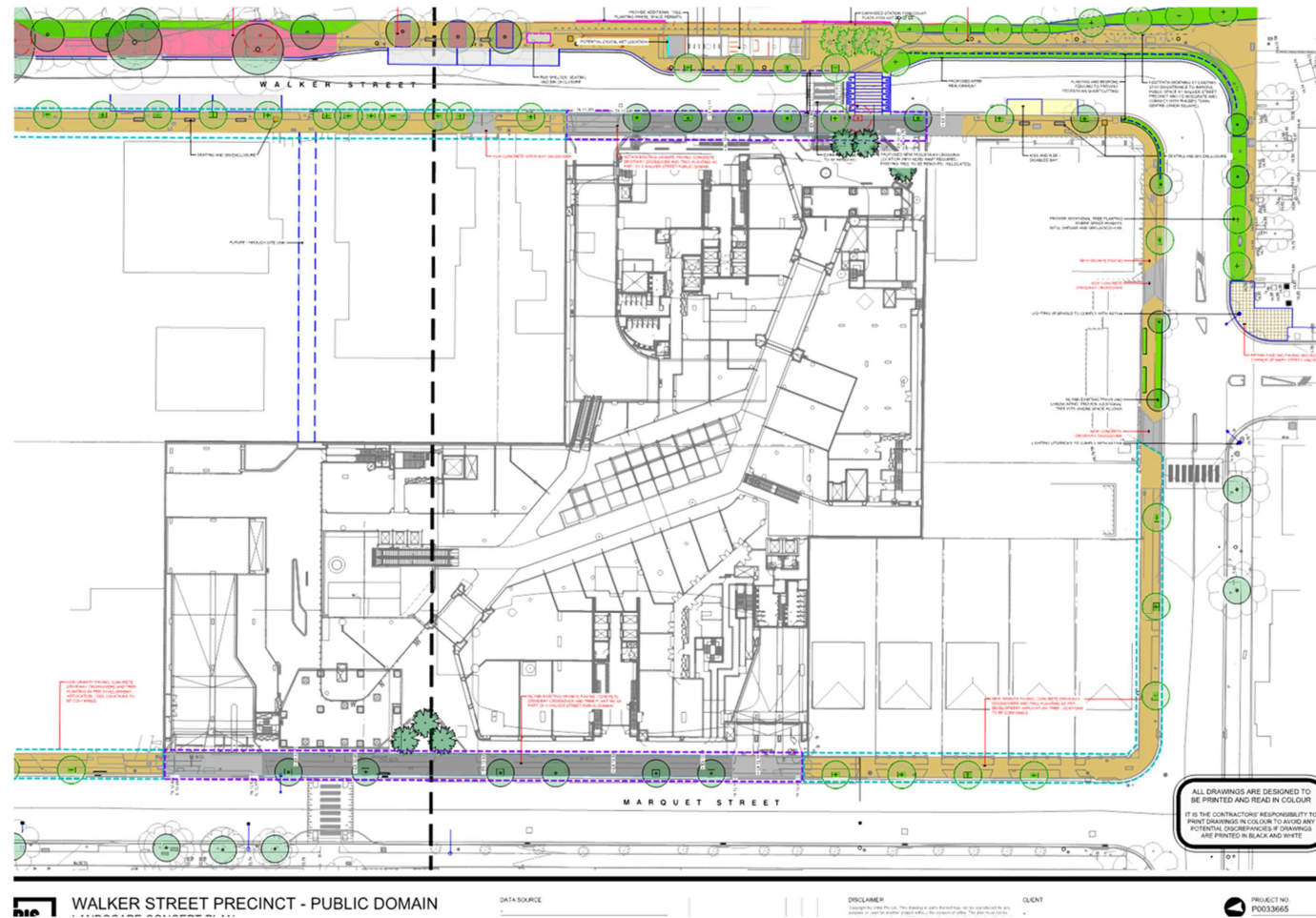
The Public Domain Works will be funded through Voluntary Planning Agreements (VPAs) with the subject developer to undertake the works in 2025.



## WALKER STREET PRECINCT - PUBLIC DOMAIN CONCEPT LANDSCAPE PLAN

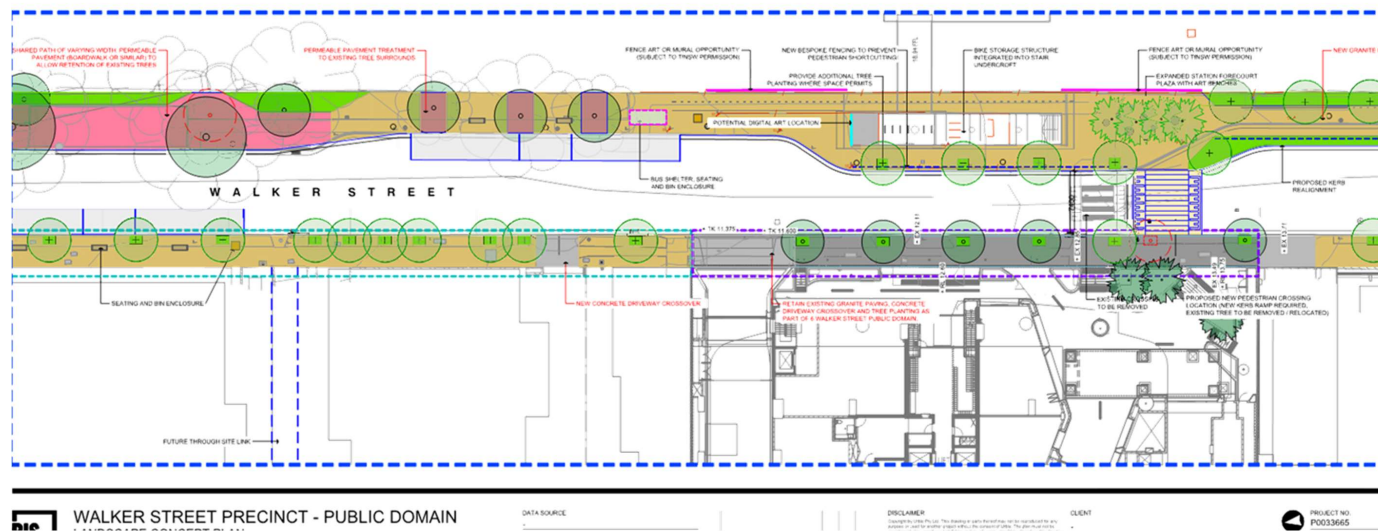
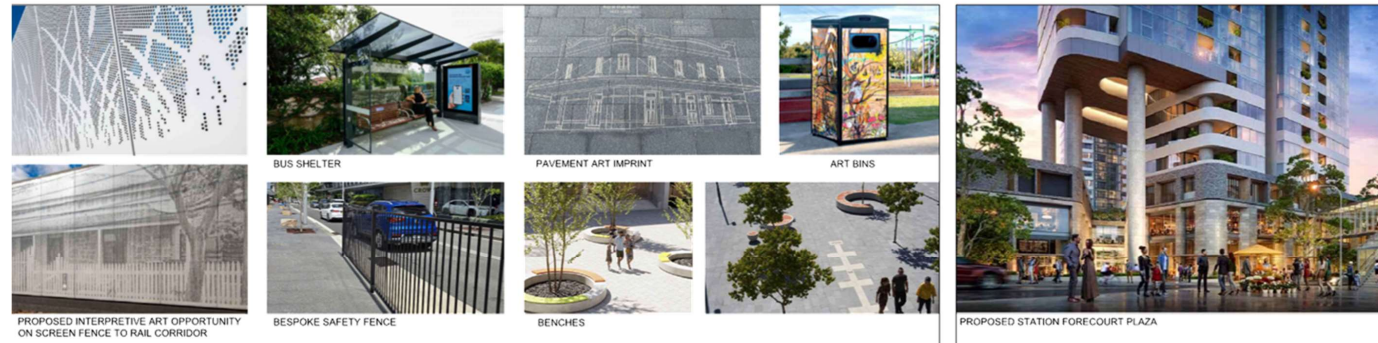








## STATION FORECOURT PLAZA



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<b>ITEM 5.4</b>	<b>ITEMS APPROVED UNDER TEMPORARY DELEGATION</b>
<b>Author</b>	<b>Coordinator Traffic and Transport</b>
<b>Attachments:</b>	<b>Nil</b>

---

**STAFF RECOMMENDATION**

That the following items have been approved under temporary delegation.

---

**EXECUTIVE SUMMARY**

To facilitate more efficient and localised decision making, Transport for NSW has issued a temporary delegation of specific powers to Council. At the Council meeting on 20 August 2024, Council resolved to give the General Manager and Director City Assets the power to approve works covered under the Delegation.

**BACKGROUND/DISCUSSION**

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

1. Charles Heath Reserve, Five Dock – Proposed '3P' & 'No Parking' Restrictions
2. Stuart Street and Consett Street, Concord West – Proposed 'No Stopping' Restrictions
3. 10-12A Bay Road, Russell Lea - Proposed 'Works Zone'
4. 2A Hythe Street, Drummoyne - Proposed 'Works Zone'



**6            GENERAL BUSINESS**

No General Business Items

## **CITY OF CANADA BAY TRAFFIC COMMITTEE MEETING**

### **MINUTES**

The meeting was held electronically via email.

**Thursday, 13 March 2025**

## **Minutes of a City of Canada Bay Traffic Committee Meeting Held on Thursday 13 March 2025**

### **Voting Members Present:**

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

### **Non-voting Members Present:**

M Takla - State Transit Authority, Transit Systems  
A Clarke - Access Committee  
D Martin - BayBUG - Canada Bay Bicycle Users Group  
B Cantor - Busways

### **Officers in attendance:**

M Dizon - CCBC Council  
C Di Natale - CCBC Council  
H Huynh - CCBC Council  
R Ristevski - CCBC Council  
M Saini - CCBC Council  
S Tran - CCBC Council

### **NOTES**

The meeting was held electronically via email.

**Table of Contents**

<b>1</b>	<b>WELCOME/ACKNOWLEDGEMENT OF COUNTRY .....</b>	<b>4</b>
<b>2</b>	<b>APOLOGIES .....</b>	<b>4</b>
<b>3</b>	<b>DISCLOSURES OF PECUNIARY AND NON-PECUNIARY INTEREST .....</b>	<b>4</b>
<b>4</b>	<b>CONFIRMATION OF MINUTES .....</b>	<b>4</b>
<b>5</b>	<b>REPORTS .....</b>	<b>4</b>
	Item 5.1 Greenlees Avenue, Concord - Angled parking bays.....	4
	Item 5.2 Hampden Road, Russell Lea - Proposed Refuge Island and Linemarking Changes .....	5
	Item 5.3 Rhodes West Station Precinct - Marquet and Walker Streets - Public Domain Concept.....	6
	Item 5.4 Items Approved Under Temporary Delegation .....	6
<b>6</b>	<b>GENERAL BUSINESS.....</b>	<b>7</b>

**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**

L Huang - CCBC Council

**LEAVE OF ABSENCE**

Nil

**3 DISCLOSURES OF PECUNIARY AND NON-PECUNIARY INTEREST****4 CONFIRMATION OF MINUTES****4.1 Minutes of City of Canada Bay Traffic Committee Meeting held 13 February 2025****STAFF RECOMMENDATION**

That the minutes of the City of Canada Bay Traffic Committee Meeting of 13 February 2025 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 GREENLEES AVENUE, CONCORD - ANGLED PARKING BAYS****STAFF RECOMMENDATION**

1. That 90-degree angled parking bays, Mobility Parking Space, No Parking and Motorcycle Parking space be installed on Greenlees Avenue, Concord as outlined in the attached plans.
2. That a shared path and kerb islands be installed on Greenlees Avenue, Concord as outlined in the attached plans.



**Council Comments:** Council has received an additional email correspondence objecting to the proposal due to loss of parkland, increase noise and disruption, safety concerns and visual impacts. Council staff has contacted the resident to discuss the proposal further to resolve their concerns.

From Council's perspective the additional parking bays, improving the existing cycleway network, improved pedestrian movements and reduce vehicle speeds within the street outweighs the concerns raised.

**BayBUG Comments:**

- That the overhang at the rear of angle-parked motor vehicles be designed to prevent intrusion into the shared path area.
- The proposed shared path offers the opportunity to build an active transport network across Greenness into Jessie Stewart Reserve and across Ian Pde toward Empire Ave. These extensions would be better served by wombat and b-di crossings across Greenlees and Ian.
- Increasing car parking provision as proposed in the consultant's report should be supported by planning for a traffic calmed Concord shopping precinct, with lower speed limits, more ped and bike networks (and crossings) and other measures such as the use of coloured pavements and line marking.

**Council Comments:** Council notes the comments and will undertake further investigation in the future.

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**ITEM 5.2 HAMPDEN ROAD, RUSSELL LEA - PROPOSED REFUGE ISLAND AND LINEMARKING CHANGES**

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**STAFF RECOMMENDATION**

1. That the Committee approves the proposed location of the refuge island on Hampden Road, Russell Lea, per the attached plans.
2. That the Committee approves the proposed linemarking concept on Hampden Road, Russell Lea, per the attached plans.
3. That the final detailed designs are progressed and presented to the Committee members for endorsement prior to construction

**TfNSW Comments:**

- The corners of the proposed median line marking should be tapered appropriately to accommodate for the turning paths of vehicles and guide motorists.
- Please ensure final detailed designs show full extent of proposal as the report (west of Coralie Street & east of Sibbick Street).

**Council Comments:** Council notes the comments received and will provide the final design for endorsement once completed.

**BayBUG Comments:**

- A lower speed limit along all Hampden Rd, supported by traffic calming measures, is suggested.
- BayBUG asks that Council officers report back to TC evaluation results (eg 85th % vehicle speeds) after substantial completion of the proposed interventions - say an interval of 12 - 24 months.

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Council Comments: Council notes the comments received and will monitor the proposed changes.

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**ITEM 5.3 RHODES WEST STATION PRECINCT - MARQUET AND WALKER STREETS - PUBLIC DOMAIN CONCEPT**

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**STAFF RECOMMENDATION**

1. That the Committee approves the concept plans for the Rhodes West Station Precinct – Marquet and Walker Streets - Public Domain attached to the report.
2. That the final detailed designs are progressed and presented to the Committee members for endorsement prior to construction.

TfNSW Comments:

- Any fencing or digital art opportunities will need to meet SEPP requirements, Transport outdoor advertising guidelines and any approval processes appropriately, including Sydney Trains approval.
- Provide signage and line marking plans (including on shared paths).
- Any landscaping and planting considerations should include retain adequate visibility between pedestrians/vehicles/cyclists with Council maintenance also considered. Bespoke fencing is recommended to be R0800 Fencing series or low shrubs (with consideration of planting sizes at maturity) as appropriate.
- Provision of kerb ramps for accessible parking spaces in accordance with AS2890.5. Please ensure the kiss & ride and accessible spaces are provided separately.
- Concurrence from bus operators, Council to address any considerations raised and conditions required by the operators as appropriate.

Council Comments: Council notes the comments received.

BayBUG Comments: There was no reduced speed limit or shared ped/motor vehicle zone discernible on Walker and Mary/Union Square, despite references to the Management and Place framework.

Council Comments: Council notes the comments received.

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**ITEM 5.4 ITEMS APPROVED UNDER TEMPORARY DELEGATION**

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**STAFF RECOMMENDATION**

That the following items have been approved under temporary delegation.

1. Charles Heath Reserve, Five Dock – Proposed '3P' & 'No Parking' Restrictions
  2. Stuart Street and Consett Street, Concord West – Proposed 'No Stopping' Restrictions
  3. 10-12A Bay Road, Russell Lea - Proposed 'Works Zone'
  4. 2A Hythe Street, Drummoyne - Proposed 'Works Zone'
-

**6            GENERAL BUSINESS**

No General Business Items

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CHAIRMAN

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Page 7



**A COMMUNITY STRATEGIC PLAN FOR THE CITY OF CANADA BAY**







# Contents

Translation information	3	Our Future 2036	43
Acknowledgement of Country	4	<b>Direction 1: Connected Community</b>	<b>46</b>
A message from Council	8	<b>Direction 2: Sustainable and Thriving Environment</b>	<b>48</b>
Our leaders	13	<b>Direction 3: Vibrant Urban Living</b>	<b>50</b>
Our City	19	<b>Direction 4: Infrastructure and Transport</b>	<b>52</b>
Our future	25	<b>Direction 5: Civic Leadership</b>	<b>54</b>
Our community	29	Our progress	57
Our priority projects and partners	33	Appendices	61
Our delivery	39	Links to other plans and strategies	62
		Eastern District Plan	62
		United Nations Sustainable Development Goals	64

**ENGLISH**  
If you do not understand this information, please come to the Council or contact the Telephone Interpreter Service (TIS) on 13 14 50 and ask them to connect you to Council on 9911 6555. We will try to answer your enquiries by using an interpreter.

**ITALIAN**  
Se hai difficoltà a capire questo documento presentati direttamente all'ufficio del Comune, oppure telefona al Servizio Telefonico Interpreti (TIS, numero di telefono 13 14 50) e chiedi di essere messo in contatto con l'ufficio del Comune (numero di telefono 9911 6555). Cercheremo di rispondere alle tue domande con l'aiuto di un interprete.

**GREEK**  
Αν δεν καταλαβαίνετε αυτές τις πληροφορίες, παρακαλούμε ελάτε στο Δήμο ή επικοινωνήστε με την Τηλεφωνική Υπηρεσία Διερμηνέων (TIS) στο 13 14 50 και ζητήστε να σας συνδέσουν με τον Δήμο στον αριθμό 9911 6555. Θα προσπαθήσουμε να απαντήσουμε στις ερωτήσεις σας χρησιμοποιώντας ένα διερμηνέα.

**SIMPLIFIED CHINESE**  
如果您对这些内容不理解，请向地方议会咨询或致电13 14 50 联系电话口译服务 (TIS)，并在他们的帮助下通过电话与9911 6555地方议会联系。我们将尽力通过口译员回答您的问题。

**KOREAN**  
이 정보내용을 잘 이해하지 못 하신다면, 심의회(Council)로 방문해 주시거나, <13 14 50>으로 전화통역서비스를 이용하셔서 심의회(9911 6555)로 연결해 달라고 요청하시기 바랍니다. 통역사의 도움을 받아 귀하의 문의사항에 답변해 드리도록 하겠습니다.

### 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.

Council pays respect to Elders past, present and emerging and extends this respect to all Aboriginal and Torres Strait Islander people living in or visiting the City of Canada Bay.

### Our First Nations history

The Wangal people hold a deep connection to the land and landscape of the City of Canada Bay. The bushlands and foreshore areas were their lands, their home and part of the territory they were responsible for.

Traditionally, the lives of the Wangal people were strongly focused around the harbour and its foreshore. The local area of Hen and Chicken Bay was traditionally a major meeting place for Aboriginal people from Port Jackson and the wider Sydney region.

The Parramatta River provided a place for traditional food gathering and the Wangal people also hunted animals, harvested plants and gathered raw materials in the local area.

Today, some Aboriginal people living in the area may still have ties to the Wangal people and the Eora nation, while others in the City are likely to have ties with other parts of NSW and Australia.

*Smoking ceremony at  
the Drummoyne Shared  
Space in Formosa Street.*









# Foreword





## A message from Council

The City of Canada Bay presents Our Future 2036, a strategic plan that captures our community's collective vision for the City of Canada Bay from now until 2036.

Our population is expected to experience significant growth in the next 14 years. The number of City of Canada Bay residents is forecast to increase by 30% (30,000 people), taking the population to 125,000 by 2036.

From June 2021 until January 2022, thousands of people who live and work in our community took part in community engagement through focus groups and workshops, online polls, surveys, and provided feedback in-person, over the phone, and by email.

We heard from the full spectrum of the City of Canada Bay — from community groups, visitors, local businesses, and sporting clubs to high school students, young adults, and seniors. We thank everyone who generously shared their vision for our future and helped shape this plan.

People told us that they value the natural environment and green open spaces, our strong sense of community, and our City's fantastic location. You said to us that your vision for the area

remains strong: protect our natural environment and open space, preserve and improve our unique foreshore access, and provide public infrastructure and safe places to use and enjoy.

As with many metropolitan areas, we expect the profile of our community to change significantly over the life of this plan, particularly in new growth areas determined by the NSW Government such as Rhodes East and the Paramatta Road corridor.

Our commitment to you is to balance growth and development whilst maintaining our heritage, environment, and our sustainable, well-functioning and equitable community. To realise your vision, we will continue to advocate to State and Federal Governments for our community's vision and our area's needs.

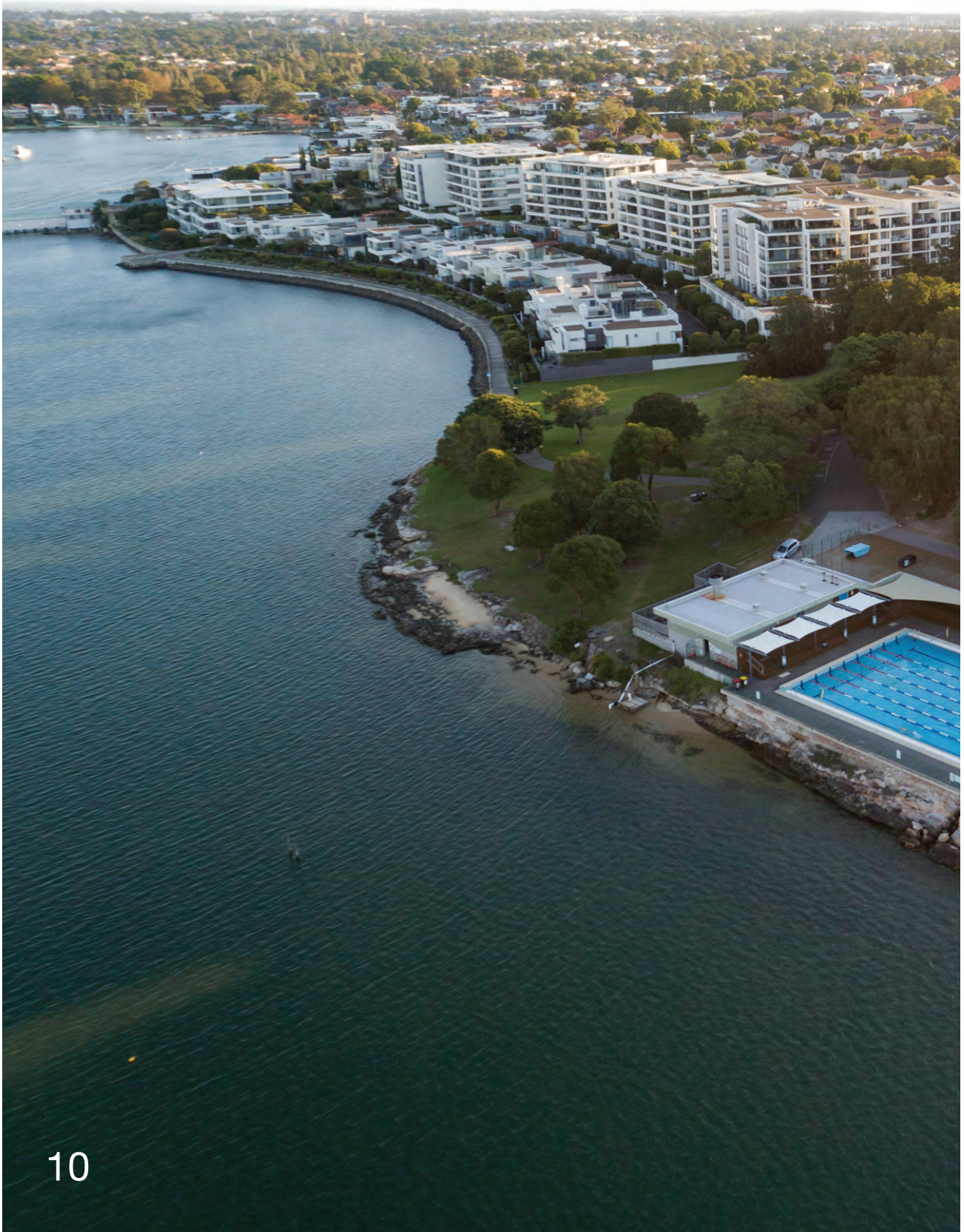
Once again, we thank our whole community for being a part of this important project and look forward to working together to build a stronger, healthier, and more connected future.





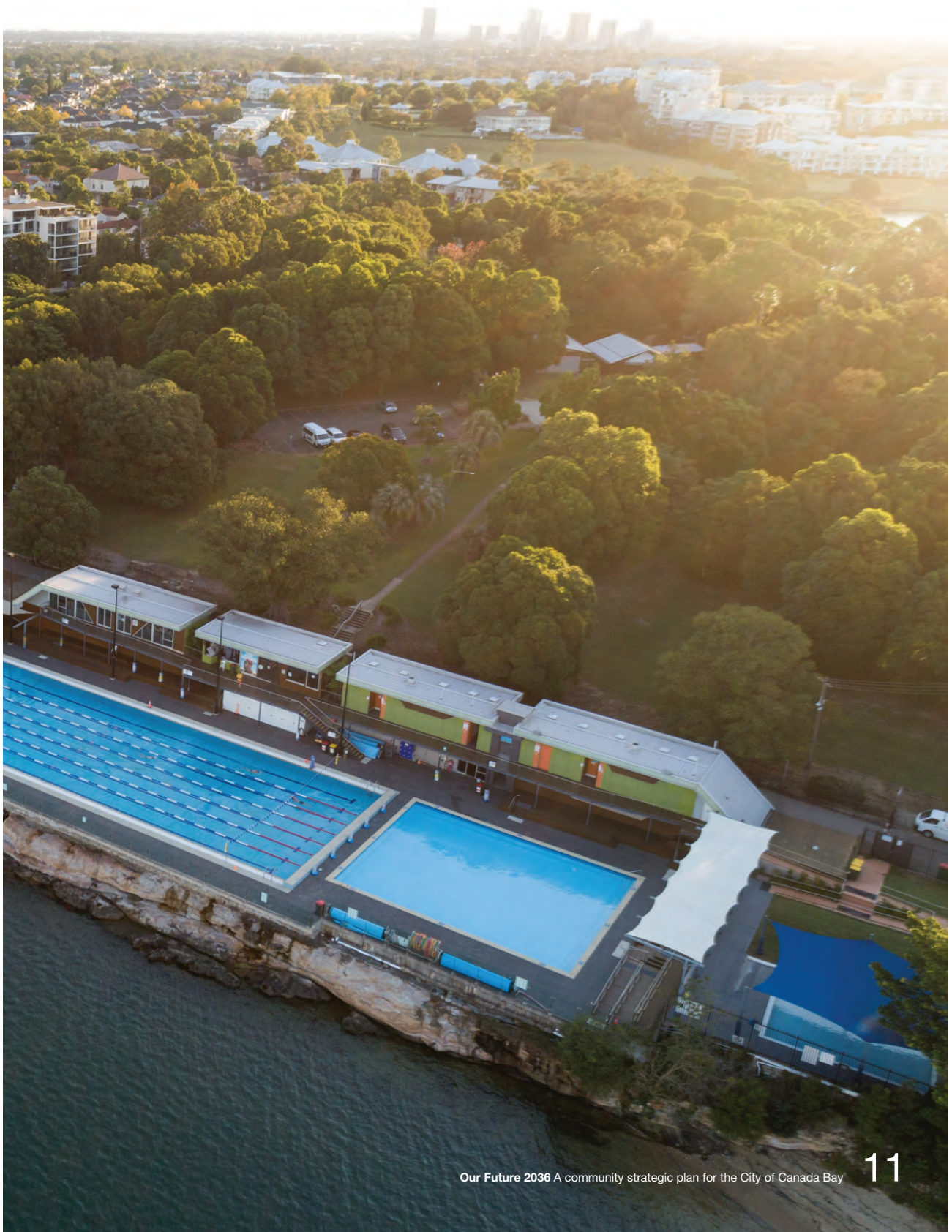


*Cabarita Swimming Centre.*



10





Our Future 2036 A community strategic plan for the City of Canada Bay

11



*Shared path  
at Rhodes.*



12



# Our leaders



## Our leaders

Local government is the tier of government closest to the people it serves. Council actions and decisions affect everyone, and our Councillors are at the coalface of the community, making sure there is a clear line of communication between residents, businesses, and Council.

### Leading for our future

Working together, we can help drive the community's vision for a safe, inclusive and active City, one where everyone can share the benefits of our beautiful foreshore and open spaces.

There are nine Council members of the City of Canada Bay: a popularly elected Mayor, a Deputy Mayor, and a further seven Councillors.

Collectively, Councillors will continue to provide a strong voice for our community as we advocate for the funding needed to meet future infrastructure, asset and service demands.





## Mayor

### Michael Megna



Michael previously served as Mayor and Deputy Mayor of the former Drummoyne Council and as Deputy Mayor for one term following his election to the City of Canada Bay in 2004.

Michael was elected Mayor in 2024 and is now serving his ninth four-year term. He has represented his community for over 30 years.

## Councillors



### Anthony Bazouni

Anthony was first elected to Council in December 2021. He was elected by his peers as Deputy Mayor in 2024.

He has lived and worked in the City for many years, including more than 23 years as a local lawyer.



### Sylvia Alafaci

Sylvia was first elected to Council in 2024. Sylvia has been the recipient of public recognition for her steadfast devotion to serving the local community.

Sylvia is the Secretary of the Australian Business Summit Council Inc. and co-founder of EKONOMOS business affairs magazine.



### Maria Cirillo

Maria is a high school English teacher who was first elected to council in 2024.

Maria is passionate about the natural and the built environment and is a strong advocate for the community on topics such as Metro West, community services and addressing gaps in services for women.



### Andrew Ferguson

Andrew was first elected to Council in 2017.

He and his family have lived in the area for the past 30 years, and he is committed to equity, social justice, heritage, and environmental sustainability.

**Charles Jago**

Charles is a long-time resident of the area who was first elected to the Council in 2017.

His professional experience spans information technology, the energy industry, adult education, and government and community development.

**David Mansford**

David grew up in Concord and is raising his family in Concord West. This is his first term on Council.

David is committed to helping make the City of Canada Bay clean, safe and livable for residents.

**Mas Meuross**

Mas was elected to Council in 2024. She has been a resident of the City of Canada Bay since 2000, having spent time living in Breakfast Point as well as Cabarita.

Mas is dedicated to making the City a great place to live and work.

**Hugo Robinson**

Hugo is a Breakfast Point local who is serving his first term on Council, having been elected in 2024.

Hugo has previously worked as a teacher's aide, and as an advocate for the hospitality sector and is now working in the corporate sector.



*Community members exploring  
the Canada Bay Tree Trail.*



# Our City



## Our City

The City of Canada Bay has a land area of 19.9km<sup>2</sup> and an estimated population of 91,385 living in the local government area's 17 suburbs.

Our area boasts 36 kilometres of Parramatta River foreshore and is a beacon to locals and visitors who flock to enjoy its more than 300 open green recreation spaces and 348 hectares of open space.

We are a City that celebrates diversity, cares for the environment, and plans well for the future. With 40 per cent of residents born overseas, the cultural and linguistic diversity of the City's residents is one of our most celebrated attributes.

Our shared sense of community is strong throughout the area. It is a safe place to live, and people enjoy the parks and playgrounds, community facilities and sports fields, and cultural events and activities spread across the City.

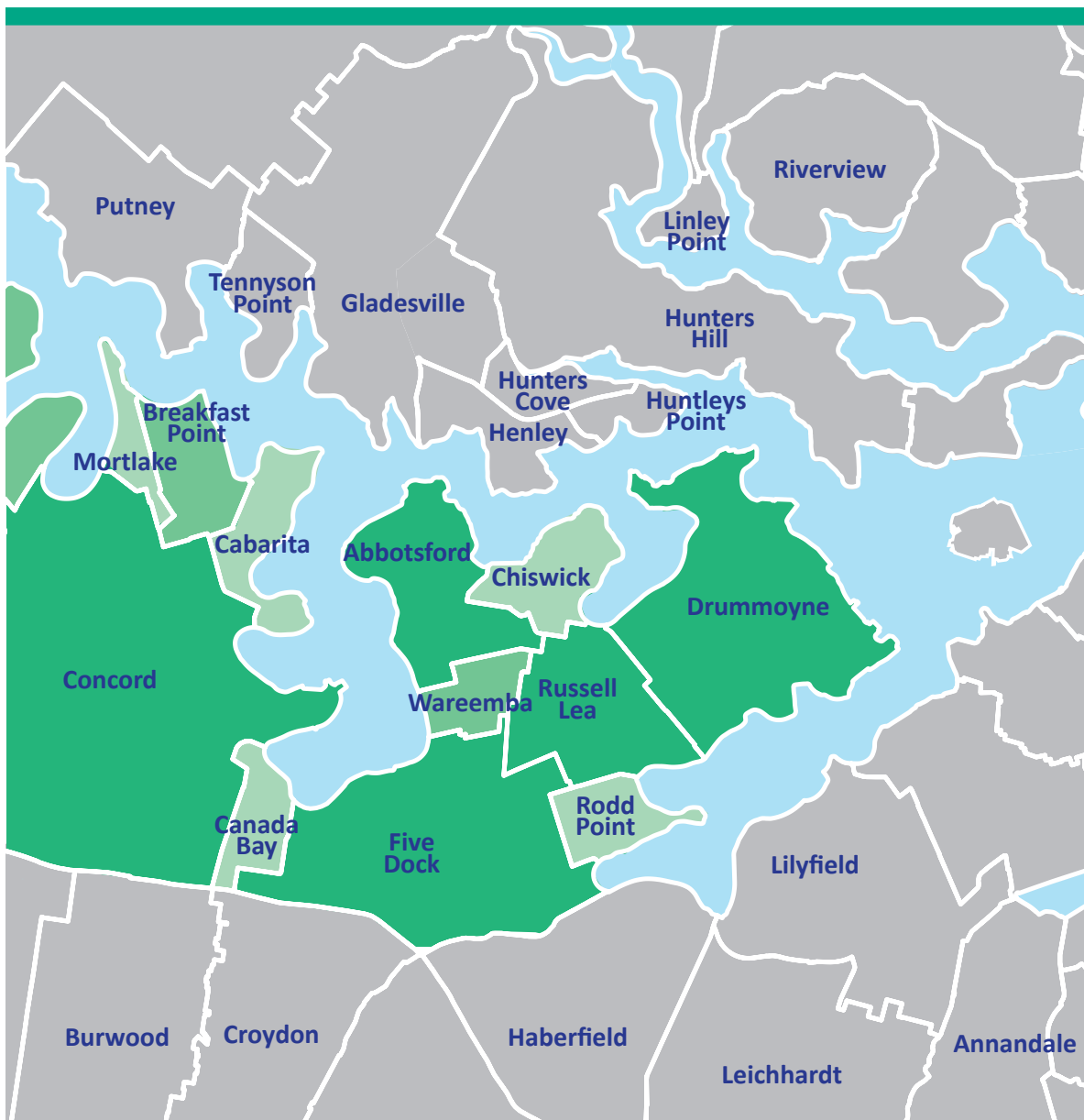
Over time, our City has grown. Its character has changed as former industrial sites have been adapted into residential dwellings. People have moved to areas that offer a better quality of life and recreational opportunities.

By 2036, the City's population is forecast to grow by almost 30,000 people — an increase of around 30 per cent.

Our community believes we can all contribute to ensuring that the City of Canada Bay retains its character, heritage, and widespread appeal.

This includes addressing climate change, consulting well with the community on significant projects, providing appropriate planning outcomes, maintaining our parks and open spaces, celebrating diversity, managing traffic and parking well, providing excellent support services for community members, and supporting local businesses.





## Key facts (2024 snapshot)

### CITY AND COMMUNITY

CITY  
**19.9** km<sup>2</sup>

Original  
inhabitants,  
Wangal clan  
of the  
Eora nation

**44%** \*  
BORN OVERSEAS

**47%** \*  
SPEAK A  
LANGUAGE  
OTHER THAN  
ENGLISH AT  
HOME

\*Source: <https://profile.id.com.au/canada-bay/Who-are-we>

**91,385** \* PEOPLE

\*Source: <https://profile.id.com.au/canada-bay/about>

MEDIAN AGE  
**39** years

### ANCESTRY TOP RESPONSES

**19%**  
ENGLISH

**16%**  
CHINESE

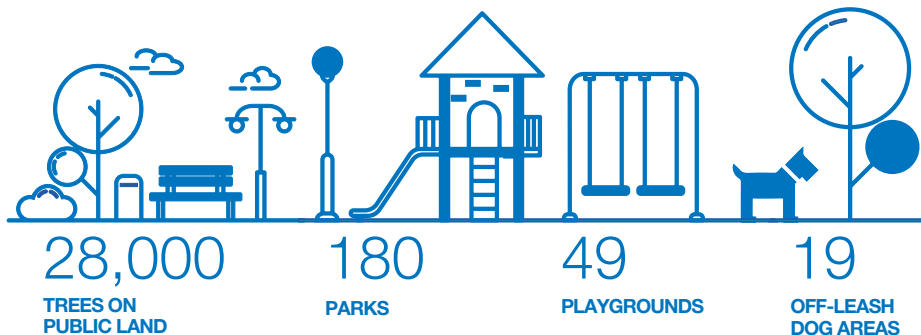
**18%**  
AUSTRALIAN

**15%**  
ITALIAN



**9%**  
IRISH

### PARKS AND PLAYGROUNDS





## EMPLOYMENT

PERCENTAGE  
OF LABOUR  
FORCE  
EMPLOYED  
FULL TIME

59%

OCCUPATION TOP  
RESPONSE

Professionals



MEDIAN WEEKLY  
HOUSEHOLD INCOME

\$2,371

## LEARNING



3

LIBRARIES

7

CULTURAL  
SPACES



SCHOOLS, PRESCHOOLS  
AND EARLY EDUCATION  
SERVICES

## HOUSING

MEDIUM-HIGH  
DENSITY  
DWELLINGS

64%

MEDIAN  
WEEKLY  
RENT

\$560

MEDIAN  
MONTHLY  
MORTGAGE

\$3,000

PERCENTAGE OF  
HOUSEHOLDS  
RENTING

38%



## SPORTING

SPORTS FIELDS  
AND COURTS

104

PUBLIC GOLF  
COURSES

2

SWIMMING  
CENTRES

2



*Aerial view of  
Rodd Point.*



24

# Our future



Our Future 2036 A community strategic plan for the City of Canada Bay

25

## Our future

Our population is expected to increase to over 125,000 people by 2036.

With significant growth comes risks and challenges.

By identifying these risks and challenges, we can see opportunities to work together to build a healthy future for our community.

### **Sustainable environment**

The effects of climate change and rapid growth throughout Sydney is putting pressure on our environment.

We must work together to adapt to and mitigate climate change's impacts and create a sustainable natural environment throughout the City of Canada Bay.

### **Connected community**

With population growth, and the impacts of resilience challenges, comes risks to our social cohesion.

As a community, we need to work together to grow our sense of community and address social isolation, the vulnerability of some community members, and our sense of safety.

### **Meeting our community needs**

With a growing population comes an increasing demand for more services, facilities, and assets to service our growing community.

We need to ensure that everyone in our expanding community has access to services and facilities and that they are provided to the standard that is either expected or desired by our community.

### **Traffic and transport**

We need to advocate for improved public transport in the area to support our community.

To address congestion issues, more people need to be able to walk, cycle and use public transport to get around, and traffic and parking needs to be well managed.

### **More people, same space**

While the population is growing, the amount of land available is not. We need to plan well to ensure everyone has quality of life and places to live, work and relax.

### **Our local economy**

We need to support our local businesses to adapt and grow in economic resilience.

### **Community profile**

In 2021, the main age profile of people in the City of Canada Bay was ages 30 to 34, which accounted for 8.9 per cent of people.

This is forecast to change over the next 14 years. By 2036, the largest age group will be 25 to 29, accounting for 9.1 per cent of the population.

In 2021, the dominant household type in the City of Canada Bay was couple families with dependents, comprising 31.9 per cent of all households.

The most significant growth in household types over the next 14 years is forecast to be in couples without dependents, which will increase by 3,632 households or 28.3 per cent of all households.



## Population

Anticipated population growth across demographic profiles and suburbs for the City of Canada Bay over the next 14 years are charted below:

Category	2021	2036	Percentage difference
<b>Population</b>	95,976	125,310	30%
<b>Dwellings</b>	39,348	52,223	32.7%
<b>Households</b>	37,080	49,065	32.3%
<b>Average household size</b>	2.56	2.52	-1.56%
<b>Couple families with dependents</b>	11,819	14,464	22.4%
<b>Couples without dependents</b>	10,258	13,890	35.4%
<b>Group households</b>	2,146	3,247	51.3%
<b>Lone person households</b>	8,582	12,014	40%
<b>One parent families</b>	3,041	3,809	25.3%
<b>Other families</b>	1,233	1,642	33.2%

Forecast changes to 2036

Suburb	Population 2021	Population 2036	Percentage difference
<b>Abbotsford — Wareemba</b>	7334	7422	1.2%
<b>Cabarita</b>	2109	2176	3.2%
<b>Chiswick</b>	3055	3234	5.9%
<b>Concord</b>	15030	18441	22.7%
<b>Concord West</b>	6478	8062	24.5%
<b>Drummoyne</b>	13383	13995	4.6%
<b>Five Dock — Canada Bay</b>	12119	17438	43.9%
<b>Liberty Grove</b>	2268	2087	-8%
<b>Mortlake — Breakfast Point</b>	7655	8454	10.4%
<b>North Strathfield — Strathfield</b>	7661	14155	84.8%
<b>Rhodes</b>	11958	22694	89.8%
<b>Russell Lea — Rodd Point</b>	6925	7153	3.3%

Forecast population growth by suburb to 2036



For further information about the City of Canada Bay population, visit Council's Community Profile on [www.canadabay.nsw.gov.au](http://www.canadabay.nsw.gov.au)



*Human Robot Friendship Ball at  
The Learning Space, Rhodes.*



28

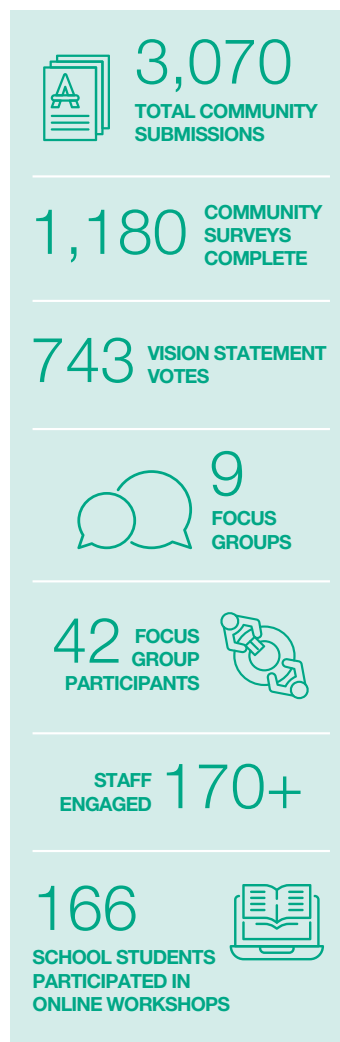
# Our community



## Our community

Our Future 2036 describes our community's vision and aspirations for the City of Canada Bay.

It reflects community sentiment captured during wide-ranging consultation activities conducted during 2021 and 2022.



### How we consulted

Early consultation activities held from June to August 2021 focused on identifying the foundational elements — or directions — of the plan.

While developing the plan, Council also reviewed community feedback from recent significant engagement projects, such as the Local Strategic Planning Statement and Social Issues Paper.

A later round of consultation concentrated on developing the specific goals and strategies that together provide a framework for delivery across the Council term.

A 2024 online engagement confirmed that this CSP is current.

### What you told us

Community priorities identified through consultation revealed several common themes. These have been integrated into Our Future 2036 directions, goals and strategies and are summarised below:



#### Open space and foreshore access

Open space and the foreshore were repeatedly referred to as the area's greatest assets.

The community highly values the parks, playgrounds, and foreshore walks across the City, and the opportunities they bring for outdoor recreation.

Many residents would like to see an increase in sporting facilities in the area and improved public amenities, such as public toilets and water refill stations, to enable more community members to enjoy the open space.

The community also expressed a desire for more foreshore cycle paths and walkways.



### Traffic and parking

The community expressed strong concern about traffic congestion and lack of parking across the City.

There were calls for increased parking or revised parking restrictions to complement the new metro in Five Dock.

Notably, the community does not consider increased parking synonymous with building more car parks.

Improving parking in town centres is a priority, including making it more accessible, convenient, and better able to support the local economy.

The community believes that Council should be strong advocates for improved public transport to meet the needs of the growing population and promote alternate modes of transportation by improving cycle and pedestrian paths.



### Climate action and sustainability

Proactively addressing the climate crisis was a consistent theme.

There was a strong appeal for improving biodiversity, increasing the City's tree canopy, setting achievable targets to reduce energy consumption and pollution, promoting greener practices such as composting and recycling, and acting to minimise rubbish in parks and waterways.

Many residents would like Council to educate the community about the importance of taking climate action and to deliver programs that empower people to act.



### Development

Projected population growth in the area concerns many residents who worry it will strain existing infrastructure and exacerbate traffic congestion, parking, and access to public transport issues.

Many people underscored the importance of providing a mix of housing types over high-density housing to maintain the character of areas such as Concord, Five Dock, and Drummoyne.

There was general agreement that future development must be met with well-designed public space and infrastructure, and support for Council to advocate to the State Government so these needs are addressed.



### Community safety

Many residents support actions to improve community safety, particularly pedestrian safety.

The community would like more pedestrian crossings and lower speed limits to protect pedestrians further.

It was felt that regularly maintaining roads and footpaths will also help to reduce trip hazards.

Improved lighting along foreshore walks and cycle paths would increase a sense of safety in these areas at night. People also called for safe spaces where young people could come together safely to socialise.



### Sense of community

The area's strong sense of community is highly valued.

Many residents called for public domain improvements, community events, and place activation to foster social cohesion.

Embracing inclusivity and supporting different sections of the community was also seen as highly important.

The community would like Council to connect residents with local community groups and volunteer groups to foster stronger community ties. Some people called for more public art to celebrate diversity and acknowledge the area's strong cultural heritage.



## Our community

### Top community values

1. The natural environment and open space
2. Care for and access to our foreshore
3. Community safety.

### Top areas for improvement

1. Recreation services and facilities
2. Climate action
3. Pedestrian safety.

### Top priorities for Council

#### 1. Managing traffic and parking

- Advocate for improved public transport
- Improve infrastructure to encourage walking and cycling.

#### 2. Ensuring a sustainable natural environment

- Respond to and mitigate the effects of climate change
- Divert more household waste from landfills and promote waste avoidance, reuse, and recycling
- Build biodiversity and tree canopy.

#### 3. Nurturing a sense of community and social cohesion

- Provide information about local clubs, groups, and volunteer opportunities
- More events and public art.

### Foundational elements of Our Future 2036

In line with community feedback, Our Future 2036 is structured around the following five directions:



#### 1. Connected Community



#### 2. Sustainable and Thriving Environment



#### 3. Vibrant Urban Living



#### 4. Infrastructure and Transport



#### 5. Civic Leadership



**For further information**, visit the section called Our Future 2036 on page 43 of this document and read Council's Delivery Program and Operational Plan at [www.canadabay.nsw.gov.au](http://www.canadabay.nsw.gov.au)



# Our priority projects and partners



## Our priority projects and partners

When planning for the City of Canada Bay's future, we must also consider federal, state, and regional priorities, and strategically important projects that will significantly impact our area.

### NSW priority projects and critical growth areas

Some City of Canada Bay areas will experience significant growth in the coming years.

There are several high-profile NSW Government projects and initiatives that are related to key growth areas in the City of Canada Bay, most notably:

#### Sydney Metro West

The Sydney Metro West project will support a growing City and deliver world-class metro services to more communities.

This 24-kilometre underground railway will connect Greater Parramatta and the Sydney CBD and includes three stations in the City of Canada Bay at North Strathfield, Concord Oval, and Five Dock.

The new metro will double rail capacity between the two CBDs, link new communities to rail services, and support employment growth and housing supply.



**For further information**  
[www.sydneymetro.info](http://www.sydneymetro.info)

### Parramatta Road

Parramatta Road connects Parramatta with the Sydney CBD. The NSW Government's Parramatta Road Corridor Urban Transformation Strategy covers land along Parramatta Road from Granville to Camperdown, including Five Dock, Concord, and Burwood.

This strategy includes plans to revitalise the corridor through state government agencies and councils working together.

It also includes NSW Government's Parramatta Road Urban Amenity Improvement Program (PRUAIP), an initiative to improve open space and active transport links along the Parramatta Road corridor. Six councils, including the City of Canada Bay, have been provided funding under the program to deliver the 32 projects in and around Parramatta Road. The works fall into three categories: streetscape upgrades, the creation of new and improved open spaces, and new walking and cycleways.



**For further information**  
[www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)

### Rhodes and Rhodes East

Rhodes is an important strategic centre in the Eastern City District Plan, with significant opportunities to create a great new place to live, work and visit. The precinct comprises land to the east and west of Rhodes train station, between the rail line and Concord Road.

The Rhodes Place Strategy is a plan for developing the Rhodes precinct over the next 20 years, with most of the development slated for Rhodes East.

The Rhodes Place Strategy will deliver:

- ± 4,200 new homes, with an initial cap of 3,000 homes pending further infrastructure
- ± 1,100 new jobs
- New primary school
- Rhodes train station upgrades
- New ferry wharf
- Improved pedestrian and walking paths
- 2.3 hectares of new public open space, including a foreshore park and promenade
- Excellence in design and sustainability, including dual reticulation for development and incentives to exceed BASIX and tree canopy targets.



**For further information**  
[www.planning.nsw.gov.au](http://www.planning.nsw.gov.au)







## City priority projects

### Rhodes Recreation Centre

The Rhodes Recreation Centre will provide our growing community with a new place to come together, exercise and have fun with friends and family. It will include:

- Gym
- Café
- Childcare centre
- Gymnastics centre
- Allied health services
- Indoor sports hall with viewing mezzanine, and more.

### Ferragosto

The City of Canada Bay's largest event, Ferragosto, returned in 2022, following a COVID-19 related hiatus.

Great North Road remains the scene for the best of Italian food and culture, performances across a series of stages, cooking demonstrations, market stalls, a funfair, and children's activities every August.

The festival preserves its roots in the Italian heritage of the local community, with considerable support and interest from

local businesses, entertainers, community organisations, and residents.

## Our partners

While Council has a custodial role in initiating, preparing, and delivering Our Future 2036 on behalf of the community, it cannot do so in isolation.

Partnerships will be crucial in ensuring our City receives the funding, support and assistance it needs to meet the challenges of the future:

### Community partners

- Churches and religious organisations
- Community groups and organisations
- Community services
- Environmental groups
- Indigenous groups and organisations
- Not-for-profit organisations
- Resident groups
- Schools and educational institutions
- Sporting bodies and organisations
- Volunteers.

### Business partners

- Chambers of Commerce
- Industry groups
- Local businesses.

### Government partners

- Federal Government agencies
- NSW Government agencies
- South Sydney Regional Organisation of Councils (SSROC)
- Other councils.





*Ferragosto on Great  
North Road, Five Dock.*







Community  
members at  
Five Dock.

38

# Our delivery



## Our delivery

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The Local Government Act requires councils to take an integrated approach to strategic planning and reporting.

### Integrated planning and reporting

The Integrated Planning and Reporting (IP&R) framework is a series of interrelated plans and strategies that together steer Council's strategic and organisational planning, resourcing, reporting and community engagement.

The Community Strategic Plan sits atop the framework. Its purpose is to identify the community's priorities and aspirations for the long-term future and identify strategies for achieving these goals.

It guides all remaining strategies and plans and is prepared with and on behalf of our community.

The following key elements shape Our Future 2036:

- Robust community engagement to identify our community's priorities and aspirations
- Relevant state and regional plans
- Community vision, directions, goals, and strategies
- Social, economic, civic leadership, and environmental considerations (known as the quadruple bottom line)
- Social justice principles of equity, access, participation, and the civic, economic, political, cultural, and legal rights of community members.

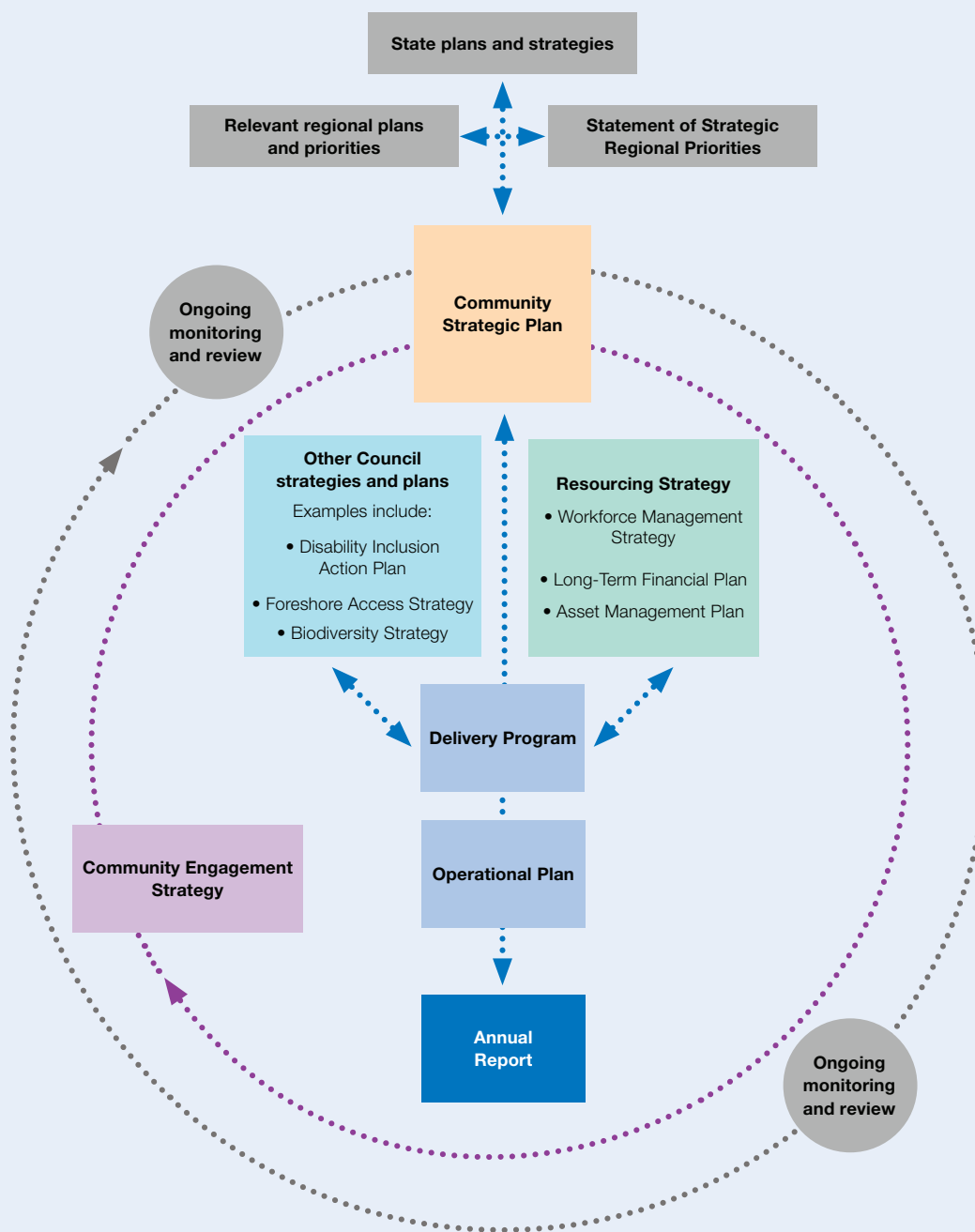


Figure 1 Integrated Planning and Reporting Framework

Source: adapted from the NSW Office of Local Government – Integrated Planning and Reporting Framework.  
Website: [www.olg.nsw.gov.au](http://www.olg.nsw.gov.au)

Our Future 2036 A community strategic plan for the City of Canada Bay







### Quadruple bottom line

Every Community Strategic Plan must include a community vision statement and strategic objectives that address social, environmental, economic, and civic leadership issues, commonly referred to as the quadruple bottom line or QBL.

The City of Canada Bay's reporting against the community strategic plan must demonstrate that QBL principles have been addressed and measured.

In this document, these four QBL principles are indicated by the following key:

-  **Social**
-  **Environmental**
-  **Economic**
-  **Civic leadership**

### Social justice principles

Our Future 2036 is founded on the social justice principles of equity, access, equal rights, and participation.

Authentic engagement with the community is critical to ensuring effective, transparent, and accountable governance.

Under the Local Government Act, Council is required to develop a Community Engagement Strategy based on social justice principles.

The City of Canada Bay Community Engagement Strategy outlines when, how and with whom Council will engage.

It informed the community consultation program delivered to support development of this Community Strategic Plan.

### Delivering the community's vision

Our Future 2036 is supported by a four-year Delivery Program and an annual Operational Plan.

These are detailed roadmap documents that ensure the community vision is enacted, measured, and reported against to Council and the community.

The 2022–26 Delivery Program identifies the goals that we have committed to delivering to the community and sets out specific strategies to achieve these goals. It also identifies relevant services, budget forecasts, capital works programs, and revenue policies.

The Operational Plan is prepared each year and identifies the projects, programs, and activities that Council will conduct to achieve the community priorities outlined in Our Future 2036.

### Council's role

The City of Canada Bay has a custodial role in engaging, refining, and preparing the Community Strategic Plan on behalf of our community.

As the community has identified aspirations that are not Council's full responsibility to implement, Council must partner with state government agencies, community groups, local businesses, and industry to deliver the plan to achieve the community's goals and aspirations.

As such, Council's role in delivering the Community Strategic Plan is governed by its span of control. The figures to the right help to explain the different levels of control identified in this document.

#### Control

- Core business, statutory responsibilities, Council facilities and services, buildings, and assets
- Direct decision-making and action is possible and necessary.

#### Influence

- Areas of partial or shared responsibility or influence
  - Advocacy, lobbying, education and communication role. Action may be possible in collaboration with other organisations/levels of government.

#### Concern

- Wide range of issues of importance to the community
  - Awareness and understanding is important
- Incorporation into strategic vision possible
- Education and advocacy possible.



# Our Future 2036



Our Future 2036 A community strategic plan for the City of Canada Bay

43

## Our Future 2036

The purpose of this Community Strategic Plan is to identify the community's vision, priorities, and aspirations for the future.

### Vision

Guiding this Community Strategic Plan is the community's vision for the next 14+ years. It sets out what kind of community we want to be by 2036.

The Our Future 2036 vision was developed following extensive consultation with the community:

### Delivery

For ease of reference and to ensure alignment with QBL and social justice principles, Our Future 2036 is structured around five strategic directions:

1. Connected Community
2. Sustainable and Thriving Environment
3. Vibrant Urban Living
4. Infrastructure and Transport
5. Civic Leadership.

Each of the five directions comprises:

- **Community outcome**, which describes the future City of Canada Bay, as expressed by the community — what we want to look like
- **Goals**, which are the community's long-term priorities and aspirations for the City of Canada Bay — where we want to be by 2036
- **Strategies**, which identify how we will reach each goal — how we will get there by 2036
- **Community indicators**, to measure progress and show how we are tracking against goals and strategies — how we will know we have arrived where we want to be by 2036
- **Scope of influence**, which identifies Council's role in delivery and other agencies, partner organisations or groups who will help to deliver the plan — who do we need to help us get to where we want to be by 2036.



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





Drummoyne Oval.



DIRECTION 1

# Connected community

46

## DIRECTION 1: CONNECTED COMMUNITY

### COMMUNITY OUTCOME

Our local communities are diverse, inclusive, and safe places where we honour all cultures. Everyone has equitable access to services and facilities, and there are plenty of opportunities for all people to enjoy active lifestyles both outdoors and indoors.



### OUR FUTURE 2036 GOALS

1. Foster an inclusive community where diversity is welcomed and celebrated
2. Celebrate, recognise, and honour Aboriginal and Torres Strait Islander cultures
3. Provide the community with equitable access to a range of programs, services, and facilities
4. Promote a community where residents feel safe and enjoy good health
5. Provide open space, facilities, and programs that promote active lifestyles

### OUR PARTNERS

- Community groups and organisations
- Residents, workers, and visitors
- Community services
- Indigenous groups and organisations
- Business and industry
- Sporting bodies and organisations
- Volunteers
- NSW Government

### HOW THE COMMUNITY CAN SUPPORT THIS OUTCOME

- Be involved in the community and sporting groups and organisations
- Volunteer in the community and at our libraries
- Participate in community engagement
- Attend community events, festivals, and activities
- Participate in programs and activities that celebrate First Nations cultures
- Support local emergency relief groups and efforts

### OUR INDICATORS

Community connection		Community wellbeing	
<b>Measure:</b> Percentage of people who feel part of their local community	<b>Scope:</b> Influence	<b>Measure:</b> Percentage of people volunteering	<b>Scope:</b> Influence
<b>Target/trend:</b> Maintain or improve	<b>Source:</b> Community Satisfaction Survey	<b>Target/trend:</b> Maintain or improve	<b>Source:</b> ABS Census Data and Community Satisfaction Survey
Community safety		Housing affordability	
<b>Measure:</b> Perceptions of safety	<b>Scope:</b> Influence	<b>Measure:</b> Percentage of people spending 30% or more of income on rent or mortgage	<b>Scope:</b> Concern
<b>Target/trend:</b> Maintain or improve	<b>Source:</b> Community Satisfaction Survey	<b>Target/trend:</b> Decrease or maintain	<b>Source:</b> ABS Census Data



Wangal Reserve,  
Mortlake.



DIRECTION 2

# **Sustainable and Thriving Environment**

48

## DIRECTION 2: SUSTAINABLE AND THRIVING ENVIRONMENT

### COMMUNITY OUTCOME

By working together, greenhouse gas emissions are reduced across the area. We send less waste to landfill and more of our materials are recycled and reused. The City of Canada Bay is home to more and healthier flora and fauna and our tree canopy will have increased. The quality of our foreshores and waterways is enhanced and there will be more foreshore recreational opportunities.



### OUR FUTURE 2036 GOALS

1. Reduce greenhouse gas emissions
2. Increase urban tree canopy
3. Reduce waste to landfill through waste avoidance and increasing recycling and reuse
4. Enhance and protect native flora and fauna to support local biodiversity
5. Improve access to, and enhance quality of, foreshore and waterways

### OUR PARTNERS

- Residents, community groups and organisations
- Business and industry
- Environmental groups and organisations
- Community services
- Local schools and childcare
- Indigenous groups and organisations
- Volunteers
- Resilient Sydney Network
- NSW Government
- NSW Environment Protection Authority
- Parramatta River Catchment Group

### HOW THE COMMUNITY CAN SUPPORT THIS OUTCOME

- Volunteer to protect the natural environment
- Take action at home to recycle, reuse, reduce consumption, and divert waste from landfill
- Plant and preserve more trees and build biodiversity in gardens and balconies
- Reduce litter by placing litter in the bin or taking it home when full
- Implement sustainable living practices in your own home
- Install solar panels, buy renewable energy, and reduce energy consumption
- Help to create and use community gardens

### OUR INDICATORS

Biodiversity and climate mitigation		Resource recovery	
<b>Measure:</b> Increase in tree canopy	<b>Scope:</b> Influence	<b>Measure:</b> Waste diverted from landfill	<b>Scope:</b> Influence
<b>Target/trend:</b> On track to increase to 25% by 2040	<b>Source:</b> Council data collected to monitor the Urban Tree Canopy Strategy	<b>Target/trend:</b> Increase to 60% by 2026–27	<b>Source:</b> Council data collected to monitor the Resource Recovery and Waste Strategy
Access to foreshore		Carbon emissions	
<b>Measure:</b> Satisfaction level with foreshore access	<b>Scope:</b> Influence	<b>Measure:</b> Net zero community emissions	<b>Scope:</b> Influence
<b>Target/trend:</b> On track to increase to 75% by 2026	<b>Source:</b> Community Satisfaction Survey	<b>Target/trend:</b> On track to achieve by 2050	<b>Source:</b> Council data collected to monitor Emissions Reduction Action Plan



View of Tennyson Road,  
Mortlake.

DIRECTION 3  
**Vibrant Urban  
Living**

50

## DIRECTION 3: VIBRANT URBAN LIVING

### COMMUNITY OUTCOME

Our local villages and town centres are welcoming and active community hubs with opportunities to participate in varied arts, cultural and creative activities. Our City is welcoming and supportive of business and the local economy is strong. The built environment respects the unique character of our neighbourhoods and supports the needs of our growing community.



### OUR FUTURE 2036 GOALS

1. Create vibrant local village centres and community hubs
2. Improve access to local art, culture, and creative activities
3. Promote the City as an attractive, welcoming place to do business
4. Ensure the built environment respects neighbourhood character and responds deftly to evolving community needs

### OUR PARTNERS

- Community groups and organisations
- Residents, workers and visitors
- Business and industry
- Chambers of Commerce
- Volunteers
- Resilient Cities Network (Sydney)
- SSROC
- NSW Government

### HOW THE COMMUNITY CAN SUPPORT THIS OUTCOME

- Sponsor and attend local events and activities, including creative and cultural programs and activities
- Participate in local business forums
- Support shop local initiatives
- Report safety and maintenance issues
- Celebrate our local heritage

### OUR INDICATORS

Vibrant town centres		A good place to live	
<b>Measure:</b> Percentage of people and businesses who agree town centres are vibrant	<b>Scope:</b> Influence	<b>Measure:</b> Number of people who rate the City of Canada Bay as a good place to live	<b>Scope:</b> Influence
<b>Target/trend:</b> Maintain or improve	<b>Source:</b> Community satisfaction survey	<b>Target/trend:</b> Maintain or improve	<b>Source:</b> Community Satisfaction Survey
Open space and recreation			
<b>Measure:</b> Percentage of people who are satisfied with opportunities to participate in sport and recreation	<b>Scope:</b> Influence		
<b>Target/trend:</b> Maintain or improve	<b>Source:</b> Community Satisfaction Survey		



The Bay Run.

DIRECTION 4

# Infrastructure and Transport

52



## DIRECTION 4: INFRASTRUCTURE AND TRANSPORT

### COMMUNITY OUTCOME

Traffic and parking are managed well to improve road and pedestrian safety and minimise congestion. There are more opportunities to walk, cycle and use public transport. Our public assets — including parks, seawalls, roads and cycleways — are in great condition and able to meet growing local and visitor population demands.



### OUR FUTURE 2036 GOALS

1. Manage local assets to ensure they continue to meet the City's needs and address climate adaptation issues
2. Manage traffic and parking to minimise congestion and improve the City's road safety
3. Encourage active and accessible transport opportunities

### OUR PARTNERS

- Community groups and organisations
- Business and industry
- Chambers of Commerce
- NSW Government
- Transport for NSW
- Federal Government

### HOW THE COMMUNITY CAN SUPPORT THIS OUTCOME

- Have your say during community consultation
- Provide feedback on public exhibitions of policies, strategies and plans
- Choose to walk, cycle and use public transport to get around
- Promptly report any road and footpath issues to Council

### OUR INDICATORS

Local roads and footpaths		Sustainable transport	
<b>Measure:</b> Percentage of people satisfied with condition of roads and footpaths	<b>Scope:</b> Control	<b>Measure:</b> Trips taken by cycling, walking, and public transport	<b>Scope:</b> Influence
<b>Target/trend:</b> Maintain or improve	<b>Source:</b> Community Satisfaction Survey	<b>Target/trend:</b> Increase in percentage of trips conducted fully or partly by walking, cycling or public transport	<b>Source:</b> ABS Census Data
Traffic and parking			
<b>Measure:</b> Percentage of people satisfied with parking, traffic and road safety management	<b>Scope:</b> Influence		
<b>Target/trend:</b> Maintain or improve	<b>Source:</b> Community Satisfaction Survey		



*Customer service  
counter at Five Dock  
Leisure Centre.*

54

## DIRECTION 5: CIVIC LEADERSHIP

### COMMUNITY OUTCOME

Council leads the way with ethical and effective decision-making to ensure a sustainable, financially secure, and resilient future for our City. It is easy for people in the community to hear more about what Council is doing and to get involved in decisions that affect them. Our community's quality of life is improved by judicious use of Smart City technology.



### OUR FUTURE 2036 GOALS

1. Council is accountable, efficient, and ready to meet future challenges
2. Council is supported by a skilled and efficient workforce that is equipped to meet the needs of a growing community
3. Council works with partners to actively shape the City's future
4. City of Canada Bay community is well informed and eager to engage in issues and decisions that impact them

### OUR PARTNERS

- Community groups and organisations
- Residents and ratepayers
- Business and industry
- SSROC
- Office of Local Government
- NSW Government
- Federal Government

### HOW THE COMMUNITY CAN SUPPORT THIS OUTCOME

- Learn about how Council operates and how decisions are made
- Participate in community engagement events related to finance, environment and high-profile projects
- Get to know what Council does through newsletters and other communication channels, including social media
- Interact with and use Council's smart technology, such as smart parking and smart signs

### OUR INDICATORS

Integrity and decision making		Provision of information	
<b>Measure:</b> Percentage of people satisfied with Council integrity and decision making	<b>Scope:</b> Control	<b>Measure:</b> Percentage of people satisfied with provision of Council information to the community	<b>Scope:</b> Control
<b>Target/trend:</b> Maintain or improve	<b>Source:</b> Community Satisfaction Survey	<b>Target/trend:</b> Maintain or improve	<b>Source:</b> Community Satisfaction Survey
Opportunities to 'have a say'		Corporate carbon emissions	
<b>Measure:</b> Percentage of people satisfied with opportunities to engage about important issues with Council	<b>Scope:</b> Control	<b>Measure:</b> Net zero corporate emissions	<b>Scope:</b> Control
<b>Target/trend:</b> Maintain or increase	<b>Source:</b> Community Satisfaction Survey	<b>Target/trend:</b> Reduce emissions to net zero by 2030	<b>Source:</b> Council data collected to monitor Emissions Reduction Action Plan





Council cleansing team.

# Our progress





## Our progress

Council will keep the community informed with the progress on delivering Our Future 2036.

Our long-term plan (Community Strategic Plan), four-year plan (Delivery Program) and one-year plan (Operational Plan) are all connected.

Council will report progress on the achievement of goals and strategies through annual reports, six-month progress reports, and quarterly financial budget review statements.

At the end of the Council term, the State of our City document will report progress made on the implementation of Our Future 2036.

### State of our City

At the end of the Council term, the City of Canada Bay will report on the implementation and effectiveness of the Community Strategic Plan, Our Future 2036. This report is called the State of our City and is presented at the second meeting of each newly elected Council.

### Six monthly reporting

The General Manager ensures that progress reports are provided to the elected Council with respect to the Delivery Program and Operational Plan at least every six months.

### Annual reporting

The annual report is presented by Council to the community at the end of each financial year.

The report outlines Council's achievements against Delivery Program and Operational Plan goals, strategies, and deliverables.

### Quarterly financial budget review statements

Quarterly budget review statements and a revision of financial estimates are reported to the elected Council within two months of the end of each quarter (except the June quarter).

*Community members at  
The Learning Space, Rhodes.*





*Concord Recreation  
Centre, Concord.*



60

# Appendices



## Appendices

### Links to other plans and strategies

In developing the directions and goals for Our Future 2036, we have referred to relevant plans and strategies, being the Eastern District Plan and the United Nations Sustainable Development Goals.

### Eastern District Plan

	Connected Community	Sustainable and Thriving Environment	Vibrant Urban Living	Infrastructure and Transport	Civic Leadership
E1 Planning for a city supported by infrastructure			✓	✓	
E2 Working through collaboration	✓				✓
E3 Providing services and social infrastructure to meet people's changing needs	✓				
E4 Fostering healthy, creative, culturally rich and socially connected communities	✓				
E5 Providing housing supply, choice and affordability, with access to jobs, services and public transport	✓		✓	✓	✓
E6 Creating and renewing great places and local centres, and respecting the District's heritage	✓		✓		
E7 Growing a stronger and more competitive Harbour CBD					
E8 Growing and investing in health and education precincts and the Innovation Corridor			✓		✓
E9 Growing international trade gateways					
E10 Delivering integrated land use and transport planning and a 30-minute city			✓	✓	



	Connected Community	Sustainable and Thriving Environment	Vibrant Urban Living	Infrastructure and Transport	Civic Leadership
E11 Growing investment, business opportunities and jobs in strategic centres			✓		
E12 Retaining and managing industrial and urban services land			✓		
E13 Supporting growth of targeted industry sectors			✓		
E14 Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways		✓			
E15 Protecting and enhancing bushland and biodiversity		✓			
E16 Protecting and enhancing scenic and cultural landscapes		✓			
E17 Increasing urban tree canopy cover and delivering Green Grid connections		✓			
E18 Delivering high quality open space	✓				
E19 Reducing carbon emissions and managing energy, water and waste efficiently		✓			✓
E20 Adapting to the impacts of urban and natural hazards and climate change		✓			
E21 Preparing Local Strategic Planning Statements informed by local strategic planning			✓		
E22 Monitoring and reporting on the delivery of the plan			✓		✓

## United Nations Sustainable Development Goals

	Connected Community	Sustainable and Thriving Environment	Vibrant Urban Living	Infrastructure and Transport	Civic Leadership
End poverty	✓				
Zero hunger	✓				
Good health and wellbeing	✓				
Quality education	✓				
Gender equality	✓				✓
Clean water and sanitation		✓		✓	
Affordable clean energy		✓			
Decent work and economic growth	✓		✓		
Industry innovation and infrastructure	✓		✓	✓	
Reduced inequality	✓				
Sustainable cities and communities	✓	✓	✓		
Responsible consumption and production		✓			
Climate action		✓			
Life below water		✓			
Life on land		✓			
Peace, justice and strong institutions	✓				✓
Partnerships for the goals	✓				✓







Implementation Year 1

Draft for  
public  
exhibition

# **DELIVERY PROGRAM** **2025~2029** OPERATIONAL PLAN 2025-2026









# Contents

<b>CONTENTS</b>	<b>3</b>	<b>OUR ORGANISATION</b>	<b>26</b>	<b>RESOURCING</b>	<b>68</b>
Translation information	3	Our executive	28	Resourcing strategy	69
<b>ACKNOWLEDGEMENT OF COUNTRY</b>	<b>4</b>	Our structure	30	<b>STATEMENT OF REVENUE POLICY</b>	<b>70</b>
<b>FOREWORD</b>	<b>6</b>	Our business units	31	<b>APPENDICES</b>	<b>96</b>
Mayor's message	8	<b>THE INTEGRATED PLANNING AND REPORTING FRAMEWORK</b>	<b>34</b>	Appendix 1: Key drivers	98
General Manager's message	9	Delivery Program and Operational Plan purpose	34	- Eastern City district plan	100
<b>OUR COUNCIL</b>	<b>10</b>	Performance monitoring and reporting	36	- United Nations Sustainable Development Goals	100
Mayor and Councillors	12	Service Reviews and continuous improvement	36	- Modern slavery compliance	101
Council's mission and values	14	Managing risks and business continuity	37	- Child safe organisations	101
<b>OUR CITY</b>	<b>16</b>	<b>DELIVERY PROGRAM AND OPERATIONAL PLAN</b>	<b>38</b>	- Climate emergency	101
Key facts	18	Delivery Program and Operational Plan	40	- Disability access and inclusion	101
Our future	20	Direction 1: Connected Community	42	Appendix 2: Our Business Units	102
NSW priority projects and critical growth areas	22	Direction 2: Sustainable and Thriving Environment	48		
Our partners	24	Direction 3: Vibrant Urban Living	54		
		Direction 4: Infrastructure and Transport	58		
		Direction 5: Civic Leadership	62		

## ENGLISH

If you do not understand this information, please come to the Council or contact the Telephone Interpreter Service (TIS) on 13 14 50 and ask them to connect you to Council on 9911 6555. We will try to answer your enquiries by using an interpreter.

## ITALIAN

Se hai difficoltà a capire questo documento presentati direttamente all'ufficio del Comune, oppure telefona al Servizio Telefonico Interpreti (TIS, numero di telefono 13 14 50) e chiedi di essere messo in contatto con l'ufficio del Comune (numero di telefono 9911 6555). Cercheremo di rispondere alle tue domande con l'aiuto di un interprete.

## GREEK

Αν δεν καταλαβα νετε αυτ τι πληροφορε, παρακαλο με ελτε στο Δμο επικοινωνω στε με την Τηλεφωνικ Υπηρεσ α Διερμηνων (ΤΙΣ) στο 13 14 50 και ζητε στε να σα συνδ σου με τον Δμο στον αριθμ 9911 6555. Θα προσπαθουμε να απαντουμε στι ερωτ σει σα χρησιμοποιντα να διερμηνα.

## SIMPLIFIED CHINESE

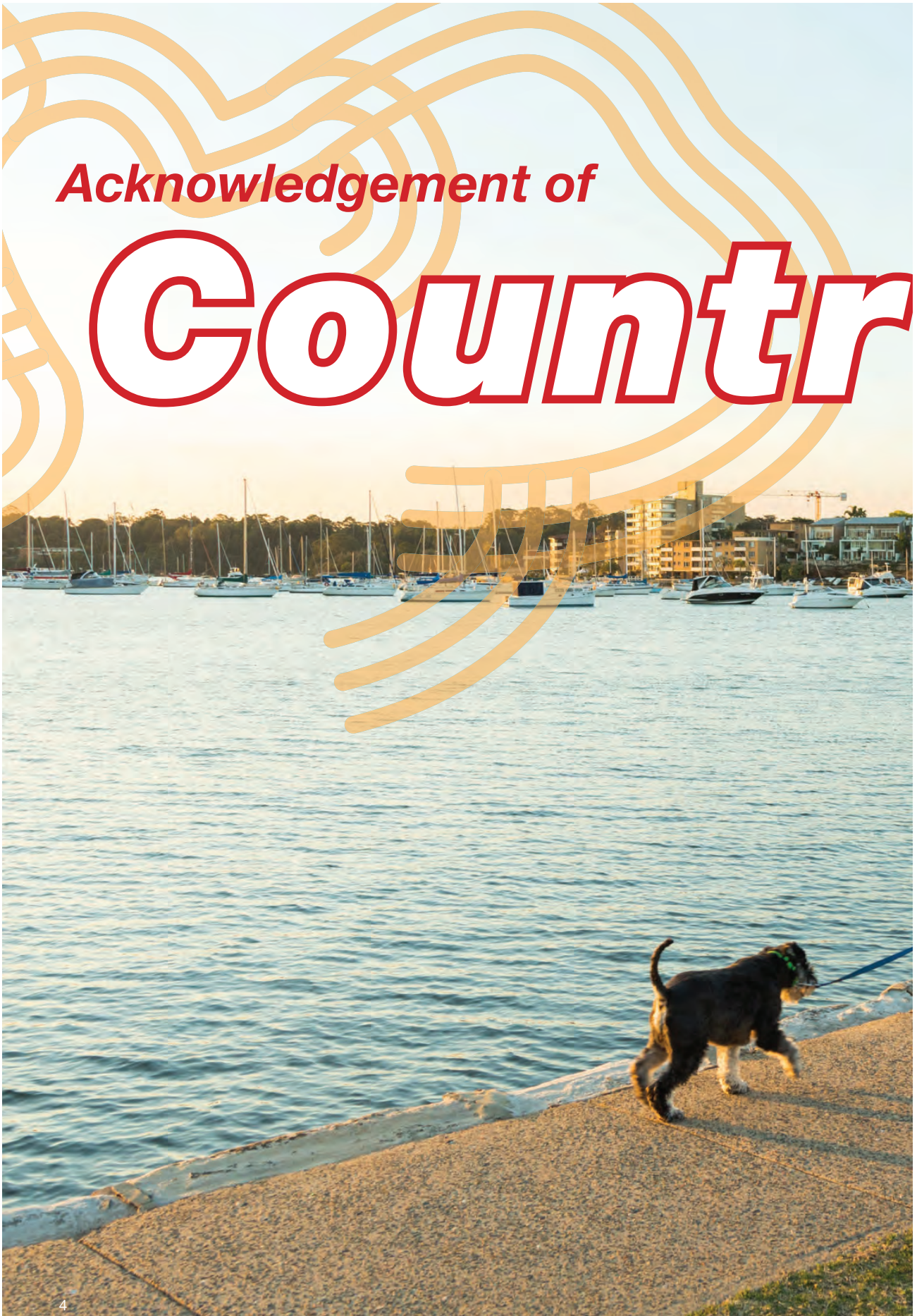
如果您对这些内容不理解, 请向地方议会咨询或致电13 14 50 联系电话口译服务 (TIS), 并在他们的帮助下通过电话与9911 6555地方议会联系。h们将尽力通过口译员回答您的问题。

## KOREAN


이 정보내용을 잘 이해하지 못 하신다면, 심의회(Council)로 방문해 주시거나, <13 14 50>으로 전화통역서비스를 이용해서서 심의회(9911 6555)로 연결해 달라고 요청하시기 바랍니다. 통역사의 도움을 받아 귀하의 문의사항에 답변해 드리도록 하겠습니다.

*Acknowledgement of*

***Country***



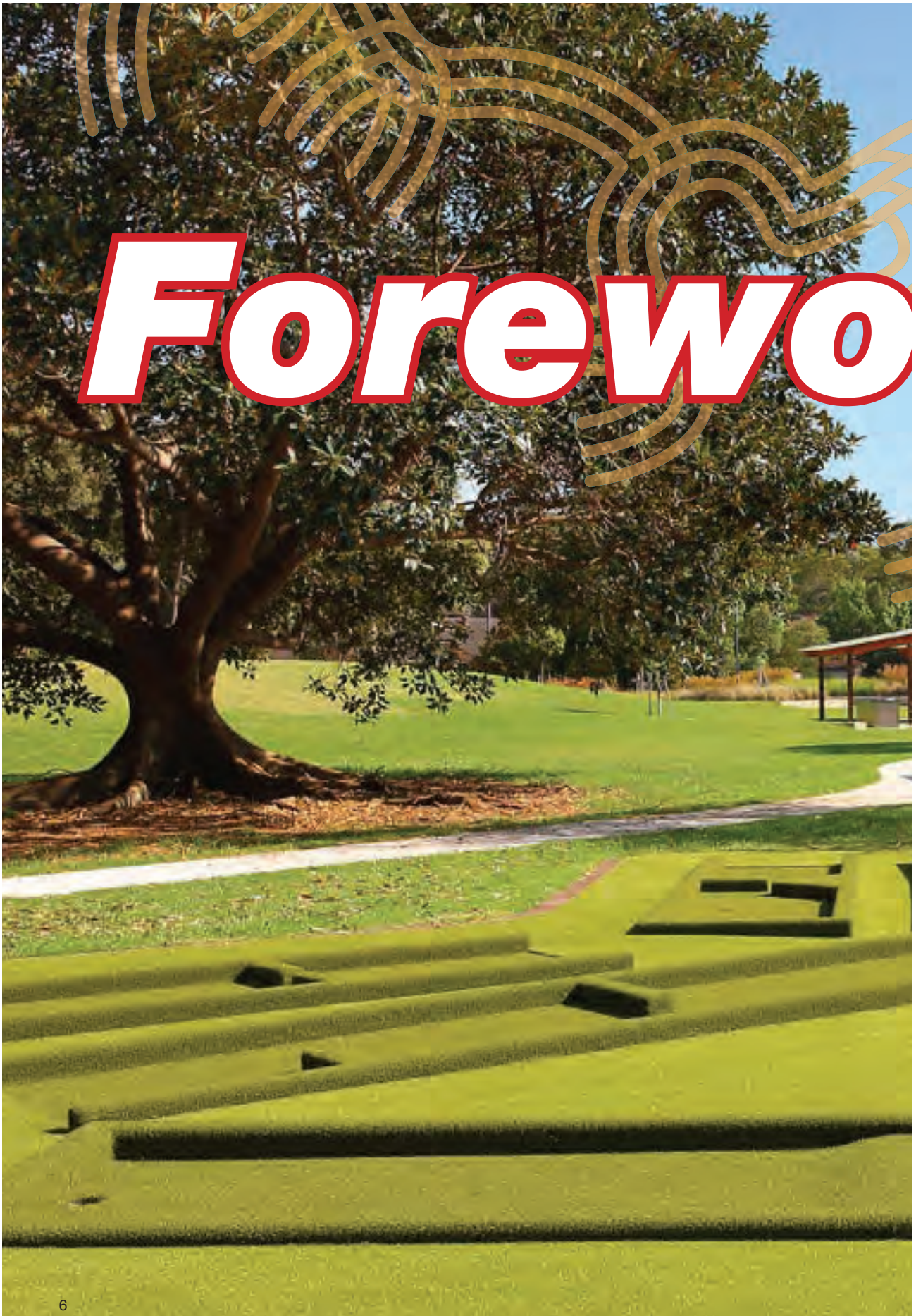




The City of Canada Bay acknowledges the Wangal clan, one of the 29 tribes of the Eora nation and the traditional custodians of this land. Council pays respect to Elders past, present and emerging and extends this respect to all Aboriginal and Torres Strait Islander people living in or visiting the City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









*Mini Golf course at Mcllwaine  
Park Playground, Rhodes.*





# Mayor's message

Welcome to the first Operational Plan of the Delivery Program for 2025-2029.

This plan identifies the principal activities of our four-year Delivery Program that have been developed to meet the community's aspirations from the Community Strategic Plan Our Future 2036. The document also contains the Operational Plan deliverables and ongoing services to progress the principal activities in the first year of plan implementation, along with the draft budget.



Council's proposed Fees and Charges for 2025-2026 are presented in a separate volume.

The following highlights are planned for the \$129m Operational Plan in 2025-2026:

- Preparing a Street Design Guide for the Homebush Transport Oriented Development Area
- Implementing a multicultural Library program of events that celebrates, showcases and shares cultural diversity for all ages
- Commencing a review of the Local Strategic Planning Statement
- Implementing the Canada Bay Youth Connect Project
- Delivering and supporting an annual program of Council

and community events and activations across the City of Canada Bay, including the 28th annual Ferragosto celebration in Five Dock.

In 2025-2026 the draft Capital Works budget has been set at \$43m and includes the following highlights:

- Completion and commissioning of the Rhodes Recreation Centre
- Progressing the Parramatta to Sydney Foreshore Link in partnership with Transport for NSW
- Timbrell Park playing surface upgrade
- Howley Park East Upgrade, including improved pedestrian access, lawn terrace with

seating steps and park benches.

Thank you for taking the time to read our draft Delivery Program for 2025-2029 and the Operational Plan for 2025-2026.

Community feedback is welcomed at this time. More information about how you can get involved can be found at [collaborate.canadabay.nsw.gov.au](https://collaborate.canadabay.nsw.gov.au)



Mayor Michael Megna





# General Manager's message

I am pleased to present the draft Delivery Program 2025-2029 and Operational Plan 2025-26.

In the June following an ordinary election, councils in New South Wales are required to prepare and adopt a Delivery Program that contains the principal activities that a council will undertake during its new term.



This draft Delivery Program and Operational Plan is aligned with the five strategic directions of the Community Strategic Plan Our Future 2036 and was developed following engagement with the elected Council and with Council staff.

The services and projects within the plan have been developed to support the community, protect the environment, sustain a vibrant local economy, support our assets and infrastructure and make it easier to get around. The plan is supported by services that result in good governance and effective civic leadership.

The draft plan is on exhibition between 17 April and 18 May 2025 and your feedback is

welcomed. Please refer to Council's Collaborate Canada Bay web page for more information.

The draft Delivery Program and Operational plan and all submissions received, will be reported to Council for adoption in June 2025.

Thank you for taking the time to review our draft plan and budget and for providing us with your views.

John Clark, General Manager



'Communities for Communities' Community Fun Day, Drummoyne Oval.













# Mayor and Councillors

The City of Canada Bay elects nine representatives at the commencement of each term.

This includes a popularly elected Mayor and a further eight Councillors, from which a Deputy Mayor is elected by the Council.

## Mayor

The role of the Mayor is to be the leader of the Council and a leader in the local community. They are the spokesperson for the Council and they promote the effective and consistent implementation of the Council's integrated planning and reporting processes.

Presiding over Council meetings, the Mayor ensures they are conducted efficiently, effectively, and according to the Local Government Act. They work with the General Manager to ensure there are adequate opportunities and mechanisms for engagement between the Council and the local community.

## Councillors

Councillors oversee the affairs of the Council in accordance with the Local Government Act 1993. They consult regularly with the community, community organisations and other key stakeholders to keep everyone informed of the Council's decisions and actions.

They are involved in the Integrated Planning and Reporting process through determining and adopting Delivery Programs and Operational Plans for the benefit of the community.

## Council term

The current Council was elected in September 2024. The next Council elections are scheduled for September 2028.



Mayor  
**Michael Megna**

Michael was elected to Drummoyne Council in 1987 and has served four years as Deputy Mayor and six years as Mayor at Drummoyne Council, and the City of Canada Bay Council following the amalgamation of Drummoyne and Concord Council, before his re-election as Mayor of Canada Bay in September 2024.

He is a third-generation resident of this community and is a strong advocate for river transport.



Councillor  
**Andrew Ferguson**

Andrew has been a resident in Concord, Rhodes, Mortlake and Breakfast Point for more than 35 years. He is committed to issues of equity, social justice, heritage and environmental sustainability.

A dedicated and active Councillor, he was first elected to Council in 2017. He is passionate about making the City of Canada Bay an even greater place to live and work.



Councillor  
**Charles Jago**

Charles has been a Councillor since 2017. As a local resident of over 35 years, his concerns include environmental sustainability, liveable development, small business, traffic, cycling and parking as well as Council advocacy with the state government on topics such as planning controls, over development, public transport and high school places.





**Deputy Mayor Councillor  
Anthony Bazouni**

First elected to Council in 2021, Anthony knows how fortunate we are in our local government area to have a mixture of remarkable natural areas and foreshores with and retail and commercial spaces that attract many visitors.

He knows that a balance is required when supporting residents whilst promoting local businesses. Anthony takes pride in serving his local community.



**Councillor  
Sylvia Alafaci**

Sylvia is a well-known member of the Korean-Australian community whose skills include bringing business, political and diplomatic representatives together.

Sylvia was presented with a community service award for outstanding services to the Chinese-Australian community in 2018. This is Sylvia's first term as a City of Canada Bay Councillor.



**Councillor  
Maria Cirillo**

Maria is a first term Councillor who is keen to connect with the community, listen to their concerns and advocate for the best outcomes. Maria has a passion for natural and built environments and ensuring that community services are accessible and relevant to everyone.

Maria is pleased to bring extensive experience in education and community engagement to Council.



**Councillor  
David Mansford**

David has lived in the City of Canada Bay for over 40 years, having spent his youth in Concord and now residing in Concord West. David is a media professional who is committed to helping make the City clean, safe and liveable.

David is an active member of the community whose volunteering has included participation in local sporting clubs and on Council's Environmental Advisory Committee.



**Councillor  
Mas Meuross**

Mas has been a local resident for over 20 years and is active in the business community. In her business role, she finds particular enjoyment in assisting clients and building long-lasting relationships.

It is these skills that she brings to the City of Canada Bay as a first time Councillor who will work to engage with residents and the local community to assist with local issues whenever required.



**Councillor  
Hugo Robinson**

Hugo is a first time Councillor for the City of Canada Bay and brings a proven track record of community representation with him to the role. He has a diverse range of experience working across different industries and community groups.

Hugo has a willingness and desire to hear about the issues faced by residents and to work together to improve the community around us with enthusiasm and drive.