

ORDINARY COUNCIL MEETING

ATTACHMENTS BOOKLET

Under Separate Cover

Tuesday, 18 July 2023

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TRAFFIC COMMITTEE

29 June 2023

Onsite

*Council Chambers
Canada Bay Civic Centre
1a Marlborough Street
Drummoyne*

MINUTES

Committee Members:

Cr Michael Megna	Chair
Sergeant S Tohme	NSW Police
Ms Kathryn Hawkins	Transport for NSW
Ms Stephanie Di Pasqua	Local Member of Parliament

Advisory Members:

Mr B MacGillicuddy	CCB Council
Mr L Huang	CCB Council
Mr S Lindsay	CCB Council
Mr S Pandey	CCB Council
Ms V Stamper	CCB Council
Mr M Takla	State Transit Authority, Sydney Buses
TBA	Access Committee
Mr D Martin	BayBUG – Canada Bay Bicycle Users Group
Mr S Lumley	Busways

Minute Taker: Ms Christine Di Natale CCB Council

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Traffic Committee Meeting 29 June 2023

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APOLOGIES

Ms Stephanie Di Pasqua	Local Member of Parliament – Jim Biniaries attended in her place.
Sergeant S Tohme	NSW Police – Feedback was provided in advance of the meeting.
Ms V Stamper	CCB Council
Mr M Takla	State Transit Authority, Sydney Buses
Mr S Lumley	Busways

DECLARATIONS OF PECUNIARY INTEREST

Nil

CONFIRMATION OF MINUTES

Traffic Committee Meeting – 25 May 2023

COMMITTEE RECOMMENDATION

THAT the minutes of the Traffic Committee Meeting of 25 May 2023 be confirmed.

ITEM 1 LOFTUS STREET, CONCORD – LOADING ZONE**Department City Assets****Author Initials: SP**

REPORT

Council is proposing to install a 'Loading Zone' on Loftus Street near Gipps Street, Concord.

At present there is no convenient and safe area for buses to park whilst dropping off and picking-up school groups and other visitors to Concord Oval. Whilst there is a loading dock within Concord Oval, it does not accommodate these movements and it is also not conveniently located for deliveries to the Concord Oval Recreation Centre (CORC).

As outlined in the attached plan, to address this issue it is proposed to install a 20m long 'Loading Zone, 9am-3pm, Mon-Fri'. It is also proposed to change existing 'No Parking' signs in Loftus Street at its intersection with Gipps Street to 'No Stopping', in line with statutory restrictions.

Consultation

Consultation has been undertaken through a letterbox drop to approximately 50 properties.

Council received one response from a resident objecting the proposal. It was advised that the proposal would increase the number of heavy vehicles using the street.

It is noted that the proposed 'Loading Zone' is to provide a convenient and safer area for buses and loading vehicles, rather than inviting more vehicles into the street. It is also noted that Loftus Street is relatively wide and hence suitable for the use of heavy vehicles.

Existing off-street loading dock

Concerns have been raised regarding vehicles parking in the truck manoeuvring area within the off-street loading dock at Concord Oval. This restricts the ability for larger vehicles to enter, turn around and exit in a forward direction. To address this issue, it is proposed to install 'No Parking' and 'Loading Zone' signs as outlined in the attached plan.

STAFF RECOMMENDATION

THAT the existing 'No Parking' signs in Loftus Street at its intersection with Gipps Street be changed to 'No Stopping' in line with statutory restrictions as outlined in the attached plan.

THAT a 'Loading Zone, 9am-3pm Mon-Fri' be installed on the south side of Loftus Street as outlined in the attached plan.

THAT 'No Parking' and 'Loading Zone' restrictions be installed in the loading dock area of Concord Oval as outlined in the attached plan.

DISCUSSION

Item is in order.

COMMITTEE RECOMMENDATION

THAT the existing 'No Parking' signs in Loftus Street at its intersection with Gipps Street be changed to 'No Stopping' in line with statutory restrictions as outlined in the attached plan.

THAT a 'Loading Zone, 9am-3pm Mon-Fri' be installed on the south side of Loftus Street as outlined in the attached plan.

THAT 'No Parking' and 'Loading Zone' restrictions be installed in the loading dock area of Concord Oval as outlined in the attached plan.

Attachments:

1. Loftus Street, Concord - Loading Zone

**ITEM 2 GREAT NORTH ROAD, FIVE DOCK – EAST-WEST
REGIONAL CYCLEWAY****Department City Assets****Author Initials: SP**

REPORT

Following community consultation and consideration by Traffic Committee, at the Council meeting on 1 December 2020 it was resolved to proceed with the construction of the East-West Regional Cycleway between the Bay Run and Queen Elizabeth Park. Detailed design work has subsequently been undertaken and construction of some parts of the Cycleway commenced in mid-2021.

As the concept plans previously considered only included high level details, some parts of the cycleway require further consideration by Traffic Committee.

Scope of works

A cycling connection between Henry Street and Barnstaple Road, across Great North Road, was included in the concept plan for East-West Regional Cycleway. The concept included upgrading the existing pedestrian crossing across Great North Road to a pedestrian and cyclist crossing, along with continuous footpath treatments across Henry Street and Barnstaple Road.

These works will give cyclists using the crossing on Great North Road priority over vehicles travelling along Great North Road. It will also give pedestrians and cyclists priority over vehicles across Henry Street and Barnstaple Road. The combination of these works is designed to assist pedestrians and cyclists crossing the roads at this location, as well as enhance overall safety.

Detailed design

Detailed design work has been undertaken and the attached plan now includes additional details, such as the location of the parking signs, which were not included in the concept plan. The attach plan is however still consistent with the concept plan.

The works on Great North Road itself are subject to TfNSW approval and are currently progressing through the associated process.

Community notification

The more detailed plans of the works were distributed to the community in November 2022 through a letterbox drop to approximately 800 surrounding properties and via Council's online engagement webpage, Collaborate. No objections were received.

Relocation and extension of 'Loading Zone' in Henry Street

To accommodate the continuous footpath treatment across Henry Street, the existing 'Loading Zone' on the north side of the road needs to be relocated further west. The existing 'Loading Zone' restriction currently applies at all times.

Council received representations from a local business requesting that the 'Loading Zone' be extended to accommodate larger vehicles. As a result, consultation on a proposal to extend the 'Loading Zone' to 25m was undertaken through a letterbox drop to approximately 300 properties.

In response, Council received a phone call requesting the proposed 'Loading Zone' be reduced to 15m and the restriction only apply at certain times of the day.

Following further consideration of the businesses in the area, it is proposed to restrict the 'Loading Zone' to only apply '6am-6pm, Mon-Sat'. The 25m length is however still proposed noting that it is designed to accommodate larger vehicles, as well as two smaller vehicles at the same time when required.

STAFF RECOMMENDATION

THAT the works outlined in the attached plan be implemented subject to required approvals from TfNSW for works on State Roads.

DISCUSSION

The BayBUG representative expressed their support for the project and how it will improve connectivity for cyclists.

COMMITTEE RECOMMENDATION

THAT the works outlined in the attached plan be implemented subject to required approvals from TfNSW for works on State Roads.

Attachments:

1. Concept Plan - Great North Road, Five Dock

**ITEM 3 WAREEMBA STREET, WAREEMBA – CONSTRUCTION
WORKS ZONE****Department City Assets****Author Initials: LH**

REPORT

Council has received an application for a Construction Works Zone in Wareemba Street, Wareemba, outside number 7, to facilitate demolition and construction of a two-storey single dwelling.

The 'Works Zone' is proposed to be installed directly adjoining the statutory 10m 'No Stopping' zone. It is proposed to formalise the 'No Stopping' restriction as part of this installation.

The requested 'Works Zone' is 7.5m long, operating '7am-5pm Mon-Sat' with an initial operational period of 5 months but it is likely to be required for longer.

STAFF RECOMMENDATION

THAT the installation of the 'Works Zone 7am-5pm Mon-Sat' in Wareemba Street, Wareemba outside number 7 be approved.

DISCUSSION

Item is in order.

COMMITTEE RECOMMENDATION

THAT the installation of the 'Works Zone 7am-5pm Mon-Sat' in Wareemba Street, Wareemba outside number 7 be approved.

Attachments:

1. Wareemba Street Works Zone.

ITEM 4 ADA STREET, CONCORD – NO PARKING**Department City Assets****Author Initials: SL**

REPORT

Council has received correspondence from the community regarding the existing parking restrictions on Ada Street, Concord, between Forster Street and Melbourne Street.

The roadway width in the location does not allow vehicles to be parked fully on the roadway on both sides of Ada Street, whilst still leaving sufficient room for through traffic. Currently there is an existing ‘No Stopping, 8.30am-9.30am, 2.30pm-3.30pm, School Days’ restriction on the northern side of Ada Street.

Outside of the signposted ‘No Stopping’ times, vehicles have been observed illegally parking partially on the footpath or not leaving a 3m clear width for through traffic as required by the NSW Road Rules.

It is proposed to install a ‘No Parking’ zone on Ada Street between Forster Street and Melbourne Street to assist drivers in parking legally and to be consistent with other sections of Ada Street.

Council engaged with the community via a letter box drop asking for feedback on the proposed ‘No Parking’ zone. No objections were received.

STAFF RECOMMENDATION

THAT a ‘No Parking’ zone be installed on the northern side of Ada Street, Concord, between Forster Street and Melbourne Street as outlined on the attached plan.

DISCUSSION

Council staff noted that one response has been received from a resident suggesting parking also be removed on the south side of Ada Street, opposite driveways, to improve access. In consideration of driveway alignments and the high demand for parking at peak times, removal of parking on the south side of the road is not proposed at this time.

COMMITTEE RECOMMENDATION

THAT a ‘No Parking’ zone be installed on the northern side of Ada Street, Concord, between Forster Street and Melbourne Street as outlined on the attached plan.

Attachments:

1. Ada Street, Concord – No Parking

**ITEM 5 CONNECTICUT AVENUE, FIVE DOCK – MOBILITY
PARKING SPACE (MPS)****Department City Assets****Author Initials: SL**

REPORT

Council has received a request for the installation of a Mobility Parking Space (MPS) on the frontage of 11 Connecticut Avenue, Five Dock.

At present there is no existing MPS in the immediate vicinity to the property and demand for the parking in the area, which is unrestricted, is high as observed by Council staff

A site inspection by Council staff of the resident's property noted that there are numerous steps from the garage through the backyard and up to the residence. As such, existing off-street parking is unsuitable for the mobility impaired resident.

Council engaged with the community via a letter box drop asking for feedback on a proposed Mobility Parking Space and 10m statutory yellow 'No Stopping' linemarking as outlined on the attached plan. No objections were received.

STAFF RECOMMENDATION

THAT a Mobility Parking Space be installed adjacent 11 Connecticut Avenue and 10m yellow 'No Stopping' linemarking be installed at the intersection of Connecticut Avenue and New Jersey Road as outlined on the attached plan.

DISCUSSION

Item is in order.

COMMITTEE RECOMMENDATION

THAT a Mobility Parking Space be installed adjacent 11 Connecticut Avenue and 10m yellow 'No Stopping' linemarking be installed at the intersection of Connecticut Avenue and New Jersey Road as outlined on the attached plan.

Attachments:

1. Connecticut Avenue, Five Dock – MPS

ITEM 6 NORTHCOTE STREET, MORTLAKE – NO PARKING**Department City Assets****Author Initials: SL**

REPORT

Council has received correspondence from the community regarding the existing parking restrictions at the cul-de-sac end of Northcote Street, Mortlake, west of Bennett Street.

Currently there is no signposted parking restrictions at the cul-de-sac. It has been observed that vehicles have been parking in the centre of the cul-de-sac, contrary to NSW Road Rules. Vehicles are also at times obstructing the ramp which is designed to assist cyclists in transitioning between on-road and off-road riding.

It is proposed to install a 'No Parking' zone at the end of Northcote Street to discourage drivers from inadvertently parking contrary to the NSW Road Rules, as well as obstructing the existing ramp.

Community consultation

Council engaged with the community via a letter box drop asking for feedback on the proposed 'No Parking' zone. Three objections were received.

The objections outlined that they did not support the loss of parking due to the high parking demand in the area. It was also noted there were concerns with the number of boat trailers and abandoned vehicles that increase the demand for on-street parking.

Whilst it is acknowledged there is high demand for parking in the area, vehicles parking nose into the cul-de-sac are illegally double parked or parked contrary to the direction of travel and can be infringed under the NSW Road Rules.

It is also noted that when a vehicle is parked in the northern corner of the cul-de-sac, it can potentially get parked in by other vehicles parked directly adjoining it to the east and south. Noting this, the proposed 'No Parking' does not result in a loss of parking.

It was also suggested that bollard could alternatively be placed on the roadway to prevent parking adjacent the pram ramp. Bollards are typically not installed on the road carriageway as they represent a hazard for vehicles, especially in night time or low light conditions.

STAFF RECOMMENDATION

THAT a 'No Parking' zone be installed at the cul-de-sac end of Northcote Street as outlined in the attached plan.

DISCUSSION

Item is in order.

COMMITTEE RECOMMENDATION

THAT a 'No Parking' zone be installed at the cul-de-sac end of Northcote Street as outlined in the attached plan.

Attachments:

1. Northcote Street, Mortlake – No Parking

ITEM 7 SYDNEY STREET, CONCORD – GIVE WAY**Department City Assets****Author Initials: SL**

REPORT

Council has received correspondence regarding the existing road conditions on Sydney Street, Concord at the landscaped island between 8 Sydney Street and 22A Sydney Street.

Currently there are no road markings in this location and the existing roadway of Sydney Street splits at the landscaped island. It has been observed that some road users travelling south-west along Sydney Street are unclear on what side of the landscaped island they need to travel.

It is proposed to install ‘Give Way’ signs and linemarking at the landscaped island to improve safety and assist in navigation at this location.

Council engaged with the community via a letterbox drop asking for feedback on the proposed ‘Give Way’ signs and linemarking. No objections were received.

STAFF RECOMMENDATION

THAT ‘Give Way’ signs and linemarking be installed on Sydney Street, Concord, on both sides of the existing landscaped island between 8 Sydney Street and 22A Sydney Street, as outlined on the attached plan.

DISCUSSION

Item is in order.

COMMITTEE RECOMMENDATION

THAT ‘Give Way’ signs and linemarking be installed on Sydney Street, Concord, on both sides of the existing landscaped island between 8 Sydney Street and 22A Sydney Street, as outlined on the attached plan.

Attachments:

1. Sydney Street, Concord – Give Way

ITEM 8 UHRS POINT RESERVE, RHODES – EXISTING SHARED PATH UPGRADE**Department City Assets****Author Initials: SP**

REPORT

Council has been successful in obtaining funding from TfNSW as part of the Get NSW Active Grant 2022/23 Program to enhance safety along the existing pathway through UhRs Point Reserve, Rhodes. Construction is planned for 2023/24.

UhRs Point Reserve extends to either side of Ryde Bridge and currently features a relatively narrow shared path linking between the two halves. The proposed works will assist pedestrians and cyclists in safely using the pathway in this location, as outlined in the attached plan. It will also provide cyclists with a better connection between Ryde and Rhodes.

As a result of the proposed works, one parking space in Llewellyn Street needs to be removed. Two trees also need to be removed, however they will be replaced by planting four new trees next year within the Reserve as part of Council's broader tree planting program.

Consultation

Consultation has been undertaken through a letterbox drop to approximately 135 surrounding properties and via Council's online engagement webpage, Collaborate.

Council received nine responses in via Collaborate, three email responses including one on behalf of BayBUG, and a petition representing 21 properties. Apart from the petition, the responses were in favour of the proposal and included some suggestions.

To better understand the concerns raised, an onsite meeting was held with the residents who organised a petition. The general feedback provided during the consultation period and onsite meeting, and responses to them, are summarised below. Several matters were raised outside the scope of this project, and these will be investigated separately by Council staff.

Request to widen and relocate the ramp to Llewellyn Street

There is an existing ramp on the north side of Llewellyn Street at its intersection with Concord Road. This ramp assists cyclists in transitioning between on-road and off-road riding, as well as pedestrian movements across Llewellyn Street. It is however relatively narrow for two-way cyclist movements. It was requested to move the ramp to the apex of the corner for a smoother transition.

It is proposed to widen the ramp to 2m and relocate it, aligning with the ramp opposite side of the road as outlined in the attached plan. This alignment

accommodates cyclists transitioning to/from the path along Ryde Bridge and the proposed upgraded path under the Bridge.

Request to improve the path within the abutment of Ryde Bridge.

The path within the abutment of Ryde Bridge is under the care and control of TfNSW and is outside of the approved project funding scope. Requests regarding the path within the bridge abutment will be forwarded to TfNSW for investigation.

Lighting along the path

Lighting is not included in the approved project funding scope. Council staff will investigate this issue to determine if and what further action may be required under a separate project.

Minimise tree removal

The original concept identified the removal of four trees and concerns were raised by the community on the associated potential reduction in amenity. Following a further review, only two trees are now identified for removal. These two trees will be replaced by planting four new trees next year within the Reserve as part of Council's broader tree planting program.

Request to install linemarking within carpark near 1st Yaralla Sea Scouts

Concerns were raised about vehicles blocking access and conflicting with cyclists at the driveway located in the north-eastern corner of the carpark. This gated driveway provides access to the foreshore.

To discourage drivers from obstructing access, the updated plan includes hatched marking across the driveway and the adjoining ramp which transitions cyclists between the shared path and the carpark. Additional cycling logos are also proposed to guide cyclist through the carpark and highlight their presence to other users.

Notification of the updated plan

Following the review of feedback received during consultation, the plan has been updated as per attached to address the concerns and ideas raised. The updated plan was distributed through a letterbox drop to approximately 145 surrounding properties, including the properties which responded via the petition. The updated plans were also promoted via Council's online engagement webpage, Collaborate.

No further feedback has been received from the community.

STAFF RECOMMENDATION

THAT the shared path through Uhrs Point Reserve be upgraded, along with associated works, as outlined in the attached plan.

DISCUSSION

The BayBUG representative suggested that the ramp which transitions cyclists between off-road and on-road in Llewellyn Street be moved further east to improve ease of use. It was noted that less confident cyclists may struggle where the transition at the ramp is too tight.

Council staff noted that the ramp is designed to connect cyclists to the shared path across Ryde Bridge, as well as the path under the bridge, and pedestrian movements across Llewellyn Street. The selected location is designed to best meet these various desire lines. The ramp is proposed to be 2m wide, and the path width in the area will be approximately doubled in width compared to the current arrangement, assisting with ease of use. A wider ramp width is not proposed as it would likely then require bollards to restrict vehicle access.

The BayBUG representative noted that the design of the bridge abutment created blind spots under the bridge. It was suggested that convex mirrors previously installed at this location be replaced and linemarking, such as 'slow', be installed. It was also noted that lighting at night was poor.

Council staff noted that the bridge abutment was a TfNSW asset. Council staff and the TfNSW representative agreed to investigate the suggestions further.

COMMITTEE RECOMMENDATION

THAT the shared path through Uhrs Point Reserve be upgraded, along with associated works, as outlined in the attached plan.

Attachments:

1. Uhrs Point Reserve, Rhodes - Proposed Path

ITEM 9 GREAT NORTH ROAD, FIVE DOCK – FERRAGOSTO 2023**Department City Assets****Author Initials: SP**

REPORT

Ferragosto is to be held on Sunday, 20 August 2023. This is an annual festival and involves a full road closure of Great North Road between Lyons Road and Queens Road, Five Dock.

This event is considered to be class 1 in accordance with TfNSW guidelines. The proposed traffic management is generally as per previous years with minor amendments as outlined below.

Kings Road and Thompson Lane

Using Traffic Controllers to restrict access, Kings Road will be effectively become one-way westbound between Thompson Lane and Harris Street to reduce traffic congestion.

The existing one-way arrangement on Thompson Lane between Queens Road and Kings Road will be reversed, making it one-way northbound to maintain access to Kings Road. Wangal Place will be Resident Access Only to reduce parking and traffic congestion.

First Avenue

In previous years access has been maintained to the drive through bottle shop located on First Avenue just west of Waterview Street. This did however reduce the area available in First Avenue for event activities. This year it is proposed to close the bottle shop to vehicle access and allocate five parking spaces in the Waterview Street carpark for their customers. These spaces are to be managed by a Traffic Controller.

Mitigation strategies

Measures will be implemented within the road closure to prevent unauthorised vehicle access in accordance with the event risk assessment and NSW Police direction. This information is to remain confidential and has hence not been included in the attached version of the Traffic Management Plan.

STAFF RECOMMENDATION

THAT the proposed road closures to facilitate Ferragosto on the 20 August 2023 be approved subject to the following:

1. The roadway be closed in accordance with the submitted Traffic Guidance Scheme (TGS) and must be installed in accordance with the TfNSW Guidelines for Traffic Control at Work Sites and the relevant Australian Standards.
2. The applicant is to contact Local Police, Fire Brigade and Ambulance Services to inform them of the proposed closure shortly before it is implemented and provide them with the TGS.
3. Surrounding residents and/or businesses be notified by the applicant.
4. Approval from the Transport Management Centre and Sydney Buses.

DISCUSSION

Item is in order.

COMMITTEE RECOMMENDATION

THAT the proposed road closures to facilitate Ferragosto on the 20 August 2023 be approved subject to the following:

1. The roadway be closed in accordance with the submitted Traffic Guidance Scheme (TGS) and must be installed in accordance with the TfNSW Guidelines for Traffic Control at Work Sites and the relevant Australian Standards.
2. The applicant is to contact Local Police, Fire Brigade and Ambulance Services to inform them of the proposed closure shortly before it is implemented and provide them with the TGS.
3. Surrounding residents and/or businesses be notified by the applicant.
4. Approval from the Transport Management Centre and Sydney Buses.

Attachments:

1. Traffic Management Plan - Ferragosto

**ITEM 10 RAWSON AVENUE, DRUMMOYNE – DRUMMOYNE
SCHOOL FETE****Department City Assets****Author Initials: SP**

REPORT

Council has received a request from Drummoyne Public School for temporary road closures on Sunday 27 August 2023, between 6:30am and 4pm, for the purpose of their annual school fete.

The proposed traffic management measures are consistent with those successfully implemented in previous years and involve the closure of Rawson Avenue between Thompson Street and South Street, along with restricting to resident access only in adjoining streets as detailed in the attached plan.

This event is considered to be class 2 in accordance with TfNSW guidelines.

STAFF RECOMMENDATION

THAT the proposed road closures to facilitate the Drummoyne Public School Fete on the 27 August 2023 be approved subject to the following:

1. The roadway be closed in accordance with the submitted Traffic Guidance Scheme (TGS) and must be installed in accordance with the TfNSW Guidelines for Traffic Control at Work Sites and the relevant Australian Standards.
2. The applicant is to contact Local Police, Fire Brigade and Ambulance Services to inform them of the proposed closure shortly before it is implemented and provide them with the TGS.
3. Surrounding residents and/or businesses be notified by the applicant.
4. Approval from Transport for NSW.

DISCUSSION

Item is in order.

COMMITTEE RECOMMENDATION

THAT the proposed road closures to facilitate the Drummoyne Public School Fete on the 27 August 2023 be approved subject to the following:

1. The roadway be closed in accordance with the submitted Traffic Guidance Scheme (TGS) and must be installed in accordance with the TfNSW Guidelines for Traffic Control at Work Sites and the relevant Australian Standards.
2. The applicant is to contact Local Police, Fire Brigade and Ambulance Services to inform them of the proposed closure shortly before it is implemented and provide them with the TGS.
3. Surrounding residents and/or businesses be notified by the applicant.
4. Approval from Transport for NSW.

Attachments:

- 1 Traffic Management Plan - Drummoyne School Fete

ITEM 11 EDWIN STREET, MORTLAKE – NO PARKING**Department City Assets****Author Initials: SL**

REPORT

Council has received correspondence from the community regarding the existing parking restrictions at the cul-de-sac end of Edwin Street, Mortlake, west of Bennett Street.

Currently there is no signposted parking restrictions at the cul-de-sac. It has been observed that vehicles have been parking in the centre of the cul-de-sac, contrary to NSW Road Rules. Vehicles are also at times obstructing the ramp which is designed to assist cyclists in transitioning between on-road and off-road riding.

It is proposed to install a 'No Parking' zone at the end of Edwin Street to discourage drivers from inadvertently parking contrary to the NSW Road Rules, as well as obstructing the existing ramp.

Council engaged with the community via a letter box drop asking for feedback on the proposed 'No Parking' zone. No objections were received.

STAFF RECOMMENDATION

THAT a 'No Parking' zone be installed at the cul-de-sac end of Edwin Street, Mortlake, west of Bennett Street as outlined on the attached plan.

DISCUSSION

Item is in order.

COMMITTEE RECOMMENDATION

THAT a 'No Parking' zone be installed at the cul-de-sac end of Edwin Street, Mortlake, west of Bennett Street as outlined on the attached plan.

Attachments:

1. Edwin Street, Mortlake – No Parking

**ITEM 12 BEVIN AVENUE, FIVE DOCK – TIME RESTRICTED
PARKING****Department City Assets****Author Initials: BM**

REPORT

At the Traffic Committee meeting on 30 March 2023, a report was considered proposing new angled parking in Bevin Avenue, Five Dock, adjoining the Canada Bay Club. These works were supported at the subsequent Council meeting.

The Canada Bay Club proposed and funded these works to address issues with the previous parallel parking arrangement. Where vehicles parked on both sides of the road during peak times, vehicles travelling in opposing directions were unable to pass each other without one vehicle giving way to the other.

Due to this historic arrangement, generally parking demand on Bevin Avenue between William Street and the cul-de-sac was low outside of peak times. Construction of the new angled parking arrangement has recently been completed and increased longer term parking has been observed. In particular, by taxi drivers swapping between taxis and their private vehicles.

As the angled parking provides very good accessibility to the Canada Bay Club for less mobile patrons, to manage parking demand the Club has requested the angled parking be time restricted. Following discussions with the Club, a '4P 8:30am-10:30pm All Days' restriction is proposed as outlined on the attached plan.

STAFF RECOMMENDATION

THAT the angled car parking spaces in Bevin Avenue be restricted to '4P 8:30am-10:30pm All Days'

DISCUSSION

Item is in order.

COMMITTEE RECOMMENDATION

THAT the angled car parking spaces in Bevin Avenue be restricted to '4P 8:30am-10:30pm All Days'

Attachments:

1. Bevin Avenue – Time Restricted Parking

**ITEM 13 HAMILTON STREET EAST, NORTH STRATHFIELD –
DOUBLE CENTRELINE****Department City Assets****Author Initials: BM**

REPORT

Council has received a request to review traffic and pedestrian movements in Hamilton Street East, North Strathfield.

Adjoining the north side of Hamilton Street East is Our Lady of Assumption Catholic Primary School (OLA), and McDonald College slightly further north. Adjoining the south side of Hamilton Street are two childcare/early learning centres. As a result there are a number of pedestrian and vehicle movements in and around Hamilton Street East.

During on-site observations, Council staff noted that drivers were performing inappropriate midblock U-turn manoeuvres in Hamilton Street East and not appropriately aligning themselves at the George Street intersection.

As a result, it is proposed to install double centreline and 'Give Way' linemarking in Hamilton Street as outlined in the attached plan. There is a cul-de-sac located at the eastern end of Hamilton Street which drivers can use to turn around.

STAFF RECOMMENDATION

THAT double centreline and 'Give Way' linemarking be installed in Hamilton Street as outlined in the attached plan.

DISCUSSION

The TfNSW representative queried if a minimum 3m clearance would be maintained between the proposed double centreline and parked cars. Council staff confirmed that this would be the case.

COMMITTEE RECOMMENDATION

THAT double centreline and 'Give Way' linemarking be installed in Hamilton Street as outlined in the attached plan.

Attachments:

1. Hamilton Street - Double Centreline

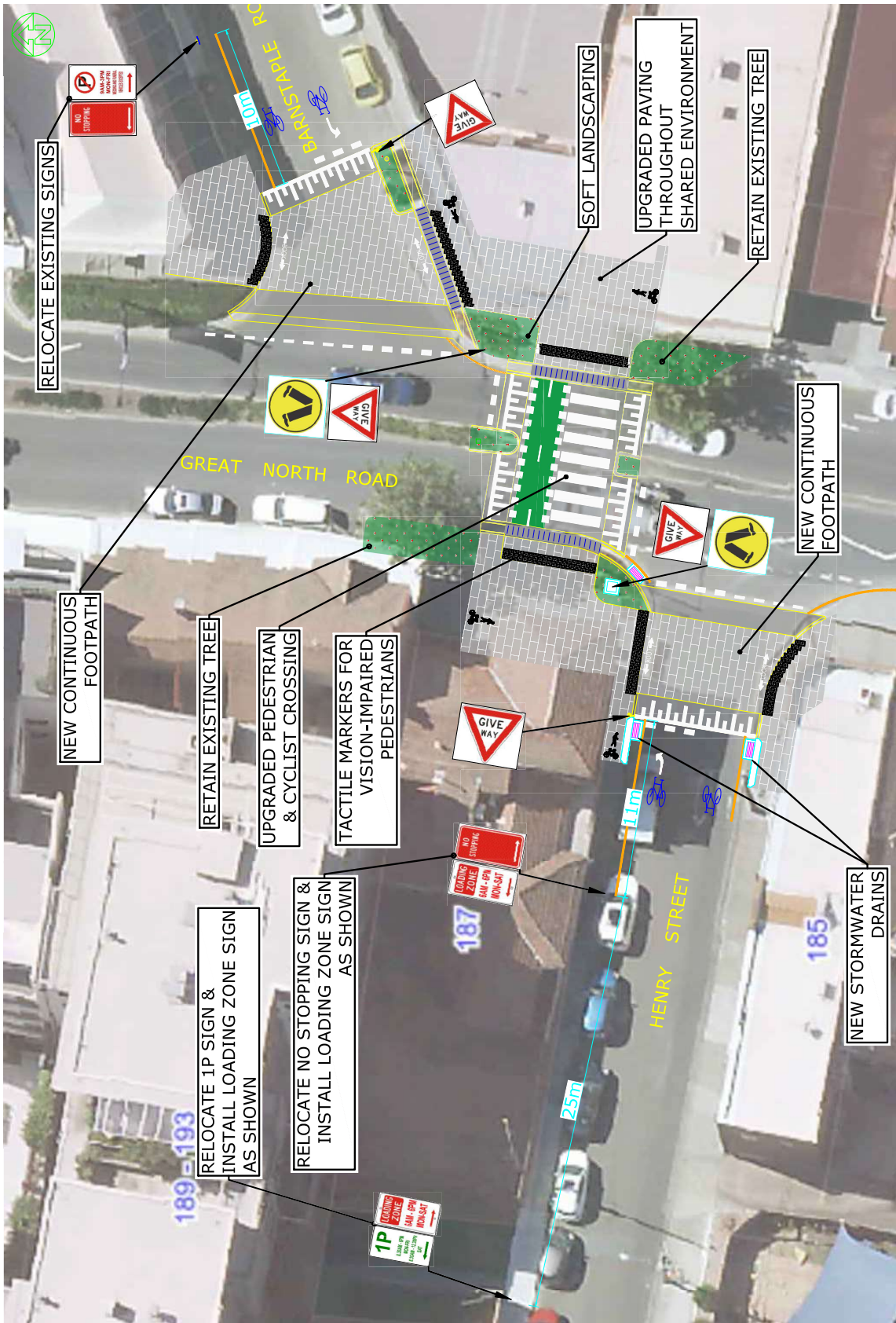
Loftus Street, Concord – Loading Zone



Concord Oval – Loading Bay



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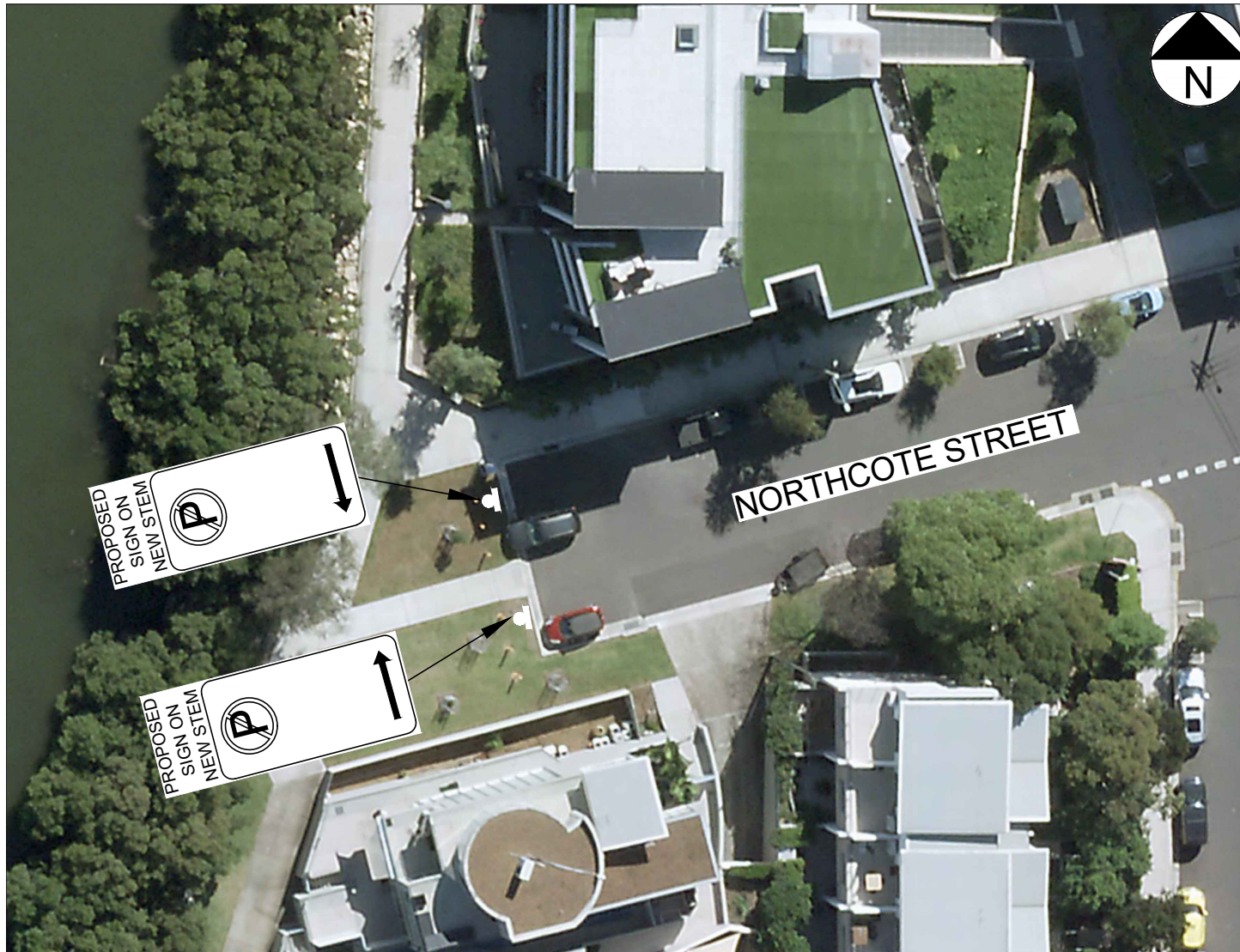


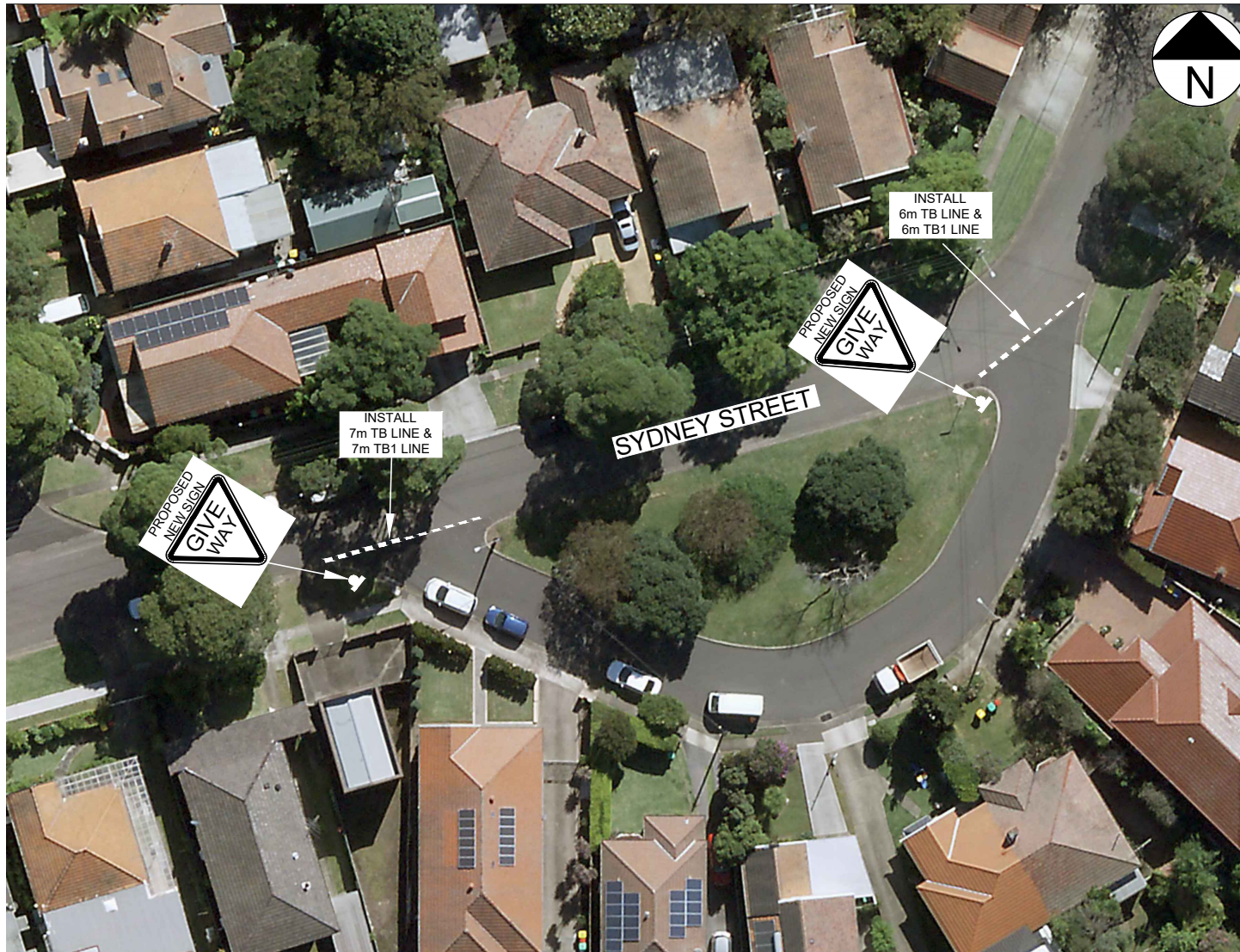


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Version: 1, Version Date: 14/06/2023



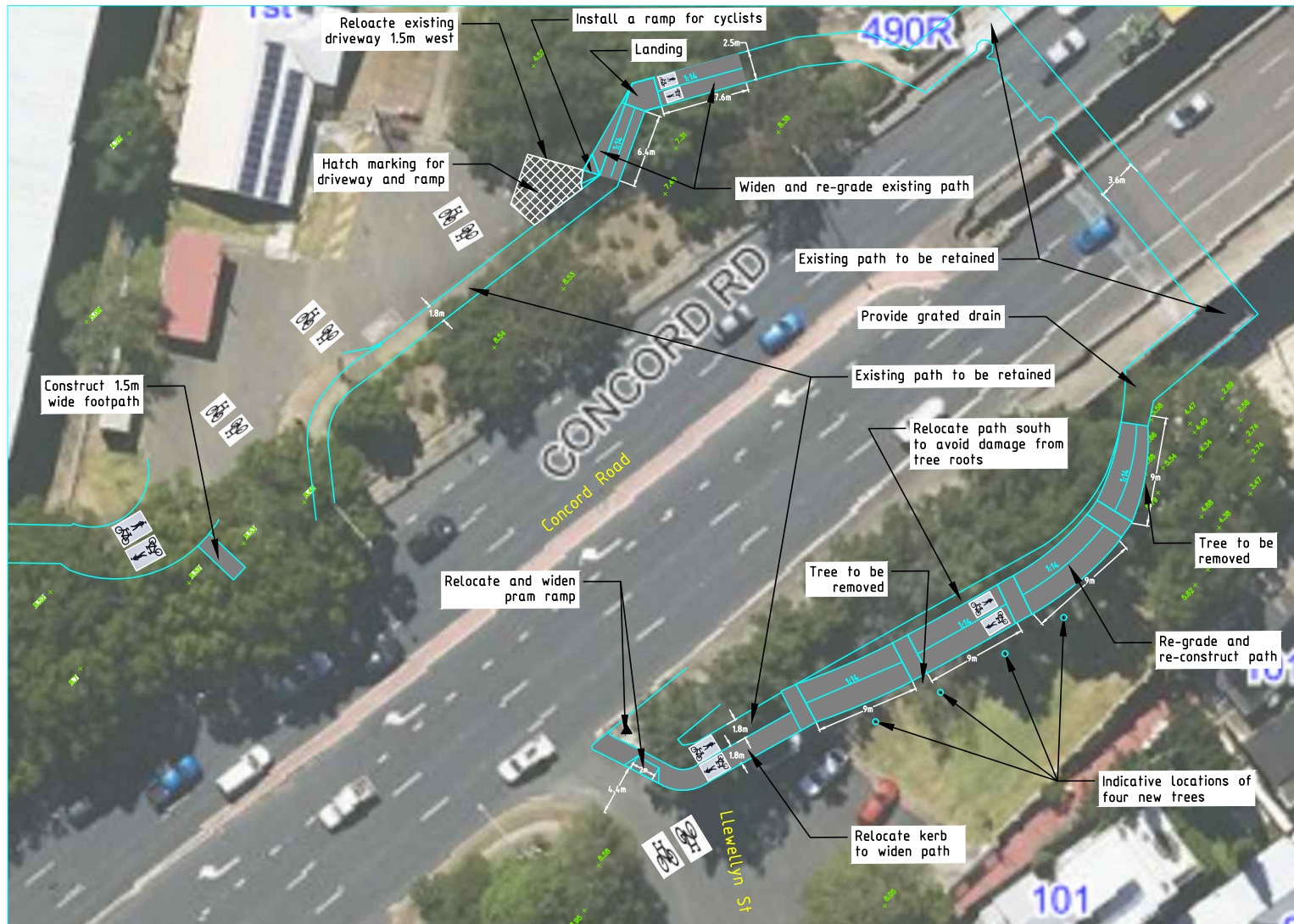
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Version: 1, Version Date: 14/06/2023

Uhrs Point Reserve - Proposed Path



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Version: 1, Version Date: 19/06/2023

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TRANSPORT MANAGEMENT PLAN



**TRAFFIC PLANNERS
SAFETY CONSULTANTS**

By
WHO DARES PTY LTD
SHED 8 / 1 CANAL ROAD
LEICHHARDT 2040

Ph: 02 9569 9922

Document Set ID: 7900215
Version: 1, Version Date: 19/06/2023

Event Organiser: **City of Canada Bay Council**

Document Author: **Glenn Armstrong**
Who Dares Pty Ltd
Prepare a Work Zone Traffic Management Plan
Safework Card Number: TCT0026337
Phone: 02 9569 9922

Version Control

Version	Date	Status	Comments
Version 1.0	19 th May, 2023	1 st Draft	
Version 1.1	16 th June, 2023	2 nd Draft	Add Wangal Place managed access to TGS 08 & TMP

FERRAGOSTO FESTIVAL TMP
VERSION 1.0 – 16TH JUNE 2023

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1. EVENT DETAILS

1.1. Event summary

Event Name	FERRAGOSTO FESTIVAL
Event is:	Street Festival
Event Date:	Sunday 20th August 2023.
Procession:	09:30 – 10:00 hours.
Event Start Time:	10:00 hours.
Event Finish Time:	17:00 hours.
Event Set Up Time:	03:00 hours.
Event Pack Down Finish Time:	23:00 hours.

1.2. Contact Names

City of Canada Bay - 1 Marlborough St, Drummoyne NSW 2047

Erin Matic
Event & Tourism Coordinator

Phone 02 9911 6564
Mobile 0424 176 890
E-mail Erin.Matic@canadabay.nsw.gov.au

Brendan MacGillicuddy
Coordinator, Traffic and Transport

Phone 02 9911 6396
Mobile 0449 953 990
E-mail brendan.macgillicuddy@canadabay.nsw.gov.au

POLICE - Burwood Police Area Command

Snr Constable Germaine Grant
Traffic Section
Burwood Police

Phone 02 9745 8463
Mobile
E-mail gran1qer@police.nsw.gov.au

Transport for NSW

Tamara Holmes
Transport Operations Planner

Phone 02 8396 1648
Mobile
E-mail tamara.holmes@transport.nsw.gov.au

Buses

Rabih Bekdache
A/Transport Planning Project Manager
Customer Journey Planning
Transport Integration Greater Sydney

Phone
Mobile 0415 472 898
E-mail Rabih.Bekdache@transport.nsw.gov.au

Traffic Contractor – Who Dares Pty Ltd

Glenn Armstrong
General Manager

Phone 02 9569 9922
Mobile 0499 071 499
E-mail glenn@whodares.com.au

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1.3. Description of the event

Great North Road, Five Dock will come alive with the tastes and sounds of Italy on Sunday 20th August 2023 between 10am and 5pm.

Each year, Ferragosto attracts around 100,000 people to Five Dock, a Sydney suburb that is rich in Italian heritage and culture.

The event was originally located in the Garfield St car park, but as its popularity grew, it moved to Great North Road. Now, outgrowing its location, the festival now spans over 800 metres of stalls and exhibits from Queens Road to Lions Road.

The festival supports the local Italian community and is backed up by interest from local businesses, entertainers, residents and community organisations.

Visitors to Ferragosto can expect a variety of entertainment that will suit visitors of all ages. There are a variety of shows across the multiple stages that showcases Italian dance, music and comedy. For kids, there are free rides, activities and competitions that will excite and amaze.

For the Italian car lovers, there will also be displays from the famous car brands Alfa Romeo, Fiat and Ducati Bikes. There are over 120 stalls selling cultural merchandise and handcrafted goods. Within the stalls, there is also plenty of fabulous food to try that highlights the best of Italian cuisine. For those who wish to learn the secrets of Italian cooking, there are also demonstrations running during the festival.

This year a licenced bar area will be positioned on Garfield St west of Great North Rd.

The festival will take place on Great North Road, Five Dock between Lyons and Queens Roads. General admission is free.

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2. RISK MANAGEMENT - TRAFFIC

2.1. RISK MANAGEMENT – TRAFFIC

“Temporary traffic management (TTM) is one of the highest risk activities on a roadwork site.”

*

City of Canada Bay Council are the Risk Managers for their event operations. It is City of Canada Bay Council policy to identify and treat hazards by endeavouring to prevent or eliminate health and safety risk as far as is reasonably practicable (SFAIRP).

Who Dares as the contracted Traffic Control Company, engaged by City of Canada Bay Council, is the Delivery Partner and will fulfill all its legal duty to advise during consultation to deliver traffic plans that reflect the joint efforts of Who Dares. City of Canada Bay Council and all agencies assigned to the process of devising a plan that creates traffic and other arrangements appropriate to the safe delivery of the event.

The appropriateness of the arrangements is directly linked to the desirability of the event to the community compared with what is reasonably practicable to ameliorate inconvenience and safety risks.

Any risk treatment measure implemented by Who Dares through the Traffic Guidance Systems (TGS)s that are added to this TMP will be consistent with their obligations in accordance with the Work Health and Safety Act 2011 (NSW), Work Health and Safety Regulations 2017 (NSW) and AS/NZS ISO 31000:2018 Risk Management- guidelines.

The risk methods in this TMP will adhere to a feasibility hierarchy firstly endeavouring to eliminate risk by detouring traffic around effected areas completely separating traffic from the event. Secondly if traffic is unable to be detoured around traffic will be planned to pass the event using engineering methods to isolate risk. Some through methods will be considered under very controlled methods such as limited crossover points or emergency access.

City of Canada Bay Council must develop, with the help of Who Dares, a plan that is appropriately resourced through accumulating sufficient data to evaluate options to produce a draft TMP for consultation and development that will create the best achievable outcome for all stakeholders.

Who Dares in its capacity as the traffic management specialist and will do all that is reasonably practicable to give advice for options to ameliorate risks that are identified.

* Transport for NSW Traffic Control at work sites, Technical Manual issue 6.1, 2022, 31.

2.2. Regulatory Framework

This Transport Management Plan has been written in accordance with the following Act, Regulation, Australian Standards and Road Design Technical Direction

- NSW WHS Act 2011
- NSW WHS Regulation 2017
- AS/NZS ISO 31000:2018 Risk Management - Guidelines
- ISO/IEC 31010:2019 - Risk Management - Risk Assessment Techniques
- ISO Guide 73:2009 - Risk Management – Vocabulary
- Traffic Control at Work Sites – (TfNSW) V6.1 Feb 2022
- AS 1742.2:2009 Manual of uniform traffic control devices - Traffic control devices for general use
- AS 1743:2018 Road signs - Specifications
- AS/NZS 1906.4:2010 Retro-reflective materials and devices for road traffic control purposes - High-visibility materials for safety garments
- AS 3996-2019 Access covers and grates
- AS 1742.10-2009 Manual of uniform traffic control devices - Pedestrian control and protection
- AS 1742.13-2009 Manual of uniform traffic control devices - Local area traffic management
- AS 1742.3-2009 Manual of uniform traffic control devices - Traffic control for works on roads
- RMS Guide to Traffic & Transport Management for Special Events Version 3.5 – June 2018

2.3. Public Liability Insurance

A \$20,000,000 Public Liability Insurance Certificate has been undertaken by the organisers of the event City of Canada Bay Council. Transport for NSW (TfNSW) must be listed as interested parties on this policy. Refer Annex 1.

2.4. Vehicle Mitigation

Vehicle mitigation strategies will be undertaken within the road closure in accordance with the event risk assessment and NSW Police direction. This information is to remain confidential.

2.5. Police

Burwood Local Area Command is to be notified of the event and a Public Assembly Form submitted to Police.

2.6. Fire and Rescue NSW and NSW Ambulance

Fire and Rescue NSW and NSW Ambulance will be notified in writing of the event by the event organiser.

3. TRAFFIC AND TRANSPORT MANAGEMENT

3.1. Road closures 03:00 hours till 23:00 hours Sunday 20th August 2023

- Full closure of Great North Road between Queens Road and Lyons Road
- Ramsay Road at Smith Lane
- First Avenue at Cashmans Lane
- Second Avenue at Great North Road
- Jersey Lane at Service Lane
- Kings Road at Thompson Lane
- Garfield Street west of Thompson Lane
- Henry Street at East Street
- Road Closed Resident Access Only Ramsay Road westbound from Fairlight Street to Cashmans Lane
- Road Closed Local Access Only Garfield Street westbound from West Street to Thompson Lane
- Road Closed Resident Access Only, Thompson Lane between Garfield Street & Kings Road
- Road Closed Resident Access Only, both ends of Murralong Avenue
- Road Closed Resident Access Only, both ends of Wangal Place
- Kings Road will be made One Way Westbound between Thompson Lane and Harris Street

3.2. Detours

Access around the Great North Road closure will be via Lyons Road, Ingham Avenue, Fairlight Street, Queens Road and Harris Street.

3.3. Cleaning

Prior to the reopening of the roads at 23:00 hours Sunday 20th August 2023, the City of Canada Bay Council will commence cleaning operations.

3.4. Modification to existing signage

Buses excepted signage will be installed on the 2 existing No Right Turn signs west bound at the intersection of Lyons Road and Great North Road from 03:00 hours till 23:00 hours. This will allow buses that normally travel northbound on Great North Road to continue along their normal route after following the detour.

3.5. Transit System Buses amended route changes

Bus stop 204656 north bound on Lyons Road (east of Great North Road) will be extend by 60 metres to accommodate for two buses as this will be a relief point for services.

Bus stop 204616 south bound on Lyons Road (east of Great North Road) will be extend by 60 metres to accommodate for two buses as this will be a relief point for services.

Route 406 Hurlstone Park to Five Dock from First Avenue will terminate outside Domremy College (Stop 2046116)

Route 406 Five Dock to Hurlstone Park will commence from First Avenue outside Domremy College (Stop 2046113) then turn left into Park Road, left into Fairlight St, left into Ingham Avenue and then right into First Avenue and then continues along its normal route.

Route 415 Campsie to Chiswick – will continue straight on Harris Road, turn right onto Lyons Road West then left on to Great North Road and then continue along its normal route.

Route 415 Chiswick to Campsie – will continue straight on turn right onto Lyons Road West at Great North Rd then Left onto Harris Road then continue along its normal route.

Route 437 Five Dock to City QVB - will commence from First Avenue outside Domremy College (Stop 2046113) then turn left into Park Road, left into Fairlight St, left into Ingham Avenue and then right into First Avenue and then continues along its normal route.

Route 437 City QVB to Five Dock - from First Avenue will terminate outside Domremy College (Stop 2046116).

Route 438X and 438N Inbound - from Ingham Avenue turn right into First Ave, left into Park Road, right into Fairlight Street then left into Ramsay Road and then continues along its normal route.

Route 490 Hurstville to Drummoyne - will turn right into Fairlight St, left into Ingham Ave, then right into First Avenue and continue on its normal route.

Route 490 Drummoyne to Hurstville – will turn left into Park Road, right into Fairlight Street and then left into Great North Road and then continues along its normal route.

Route 491 Hurstville to Five Dock- at Great North Road will turn right into Fairlight St, left into Ingham Ave, left into First Avenue and then terminate outside Domremy College (Stop 2046113).

Route 491 Five Dock to Hurstville - Commence from First Avenue outside Domremy College (Stop 2046113) then turns left into Park Road, right into Fairlight Street and then left into Great North Road and then continues along its normal route.

The 491 can also use temporary Bus stops in Fairlight St.

Route 492 Drummoyne to Rockdale - buses divert right onto Fairlight St left into Ingham Ave, the right back onto Lyons Road.

Route 492 Rockdale to Drummoyne - buses divert left into Ingham Ave, right onto Fairlight St and left back onto Great North Rd.

Route 502 Cabarita Wharf to Drummoyne and City Town Hall – will continue straight on Lyons Road at Harris Road until Ingham Avenue and then continue along its normal route.

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Route 502 City Town Hall & Drummoyne to Cabarita Wharf – will continue straight on Lyons Road at Ingham Avenue until Harris Road and then continue along its normal route.

Route 530 Burwood to Chatswood continues north on Harris Road and then right onto Lyons Road and then continues east past Great North Road and then continues along its normal route.

Route 530 Chatswood to Burwood continues west on Lyons Road past Great North Road and then turns left onto Harris Road and continues south past Queens Road and then continues along its normal route.

Route specific diversion maps are attached.

3.6. Parking

All existing council car parks will remain accessible, street parking will be restricted on Great North Road, between Queens Road and Lyons Road, First Avenue between Waterview Street and Great North Road and Ramsay Road between Smith Lane and Great North Road. (refer Special Event Clearways)

3.7. Construction, traffic calming and traffic generating developments

At present the Sydney Metro Dive site is positioned on the western side of Great North Road opposite Second Avenue and on the south-west corner of Second Avenue Waterview Street.

As work is not carried out on Sundays there should be no impact to the event.

Close communication will be maintained with Sydney Metro regarding the event and road closures.

There are no traffic calming devices or traffic generating developments along the route.

3.8. Traffic Control

Authorised traffic controllers will install barricades and signage and maintain closure points as per the Traffic Guidance Schemes.

3.9. Contingency Plans

Issues/Risks		Applicable	Action Taken
Heavy Weather		<input checked="" type="checkbox"/> Yes	Only in Extreme Weather conditions would this event not take place
Accident on the route		<input checked="" type="checkbox"/> No	Standard
Breakdown of vehicle or heavy vehicle		<input checked="" type="checkbox"/> No	Standard
Security of participants		<input checked="" type="checkbox"/> No	On-site security personnel if required

3.10. Heavy Vehicle impacts

There should be no impact to heavy vehicles.

3.11. Special Event Clearways 02:00 hours till 23:00 hours Sunday 20th August 2023

- Great North Road from Queens Road to Lyons Road (both sides)
- Rodd Road from Great North Road to Jersey Lane (both sides)
- Barnstaple Road from Great North Road to Waterview Street (southern side)
- Barnstaple Road from Great North Road to Jersey Lane (northern side)
- Second Avenue between Great North Road and Waterview Street (northern sides)
- Henry Street between West Street and Great North Road (northern side)
- Garfield Street from Great North Road to Thompson Lane (both sides)
- First Avenue from Waterview St to Great North Road (both sides)
- Ramsay Road from Smiths Lane to Great North Road (southern side)
- Ramsay Road from Cashmans Lane to Great North Road (northern side)
- Kings Road between Great North Road and Thompson Lane (southern sides)
- Fairlight Street from Great North Road to Ramsay Road (northern side)
- Park Road from Fairlight Street to First Avenue (east side)
- Lyons Rd Great North Rd to McKinnon Ave (both sides)

As listed on TGS 10 Special Event Clearway Map

4. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES

4.1. Emergency Lane

A minimum 4 metre emergency lane will be maintained along the entire closure. Traffic controllers will be onsite to assist emergency vehicle through the closure points.

4.2. Advertise the traffic management arrangements

All residents will be notified of the event through:

City of Canada Bay News (distributed monthly by Council)

Letterbox drop will be conducted for impacted residents within and near the road closure precinct at least two weeks prior to the event.


4.3. Special event warning signs

Road closure signage will be installed at least one week prior to warn the public of the closure. TfNSW contractor will install Special Event clearway warning signage and regulatory signage.

4.4. Portable variable message signs

Three Variable message signs will be used to advise the motorists of pertinent traffic information.

VMS locations and messages:

Location	Messages	
	11/08/23 – 3am 20/08/23	3am till 11pm 20/08/23
1 Great North Road South of Charles St (facing southbound traffic)	FERRAGOSTO FESTIVAL SUN 21 AUG	GT NORTH RD CLOSED TILL 11PM
	GT NORTH RD CLOSED SUN 20 AUG	DETOUR VIA LYONS RD & HARRIS ST 

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Location	Messages	
	11/08/23 – 3am 20/08/23	3am till 11pm 20/08/23
<p>2</p> <p>Ramsay Road</p> <p>South of Henley Marine Dr</p> <p>South eastern corner between Henley Marine Drive and Iron Cove Creek</p> <p>(facing northbound traffic)</p>	<p>FERRAGOSTO FESTIVAL</p> <p>SUN 20 AUG</p>	<p>GREAT NORTH RD</p> <p>CLOSED</p>
	<p>GT NORTH RD</p> <p>CLOSED</p> <p>SUN 20 AUG</p>	<p>DETOUR VIA</p> <p>QUEENS RD &</p> <p>HARRIS ST</p> <p>←</p>

Location	Messages	
	11/08/23 – 3am 20/08/23	3am till 11pm 20/08/23
<p>3</p> <p>Great North Road</p> <p>Opposite Murralong Ave</p> <p>NTH WEST CORNER OF LONGVIEW ST</p> <p>(Small VMS)</p> <p>(facing northbound traffic)</p>	<p>FERRAGOSTO FESTIVAL</p> <p>SUN 20 AUG</p>	<p>GREAT NORTH RD</p> <p>CLOSED</p>
	<p>GT NORTH RD</p> <p>CLOSED</p> <p>SUN 20 AUG</p>	<p>DETOUR VIA</p> <p>QUEENS RD &</p> <p>HARRIS ST</p> <p>←</p>

5. PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, Transport for NSW (TfNSW), or Local Government.

I declare that the details in this application are true and complete. I understand that:

The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document;

I must supply the information under the Road Transport Legislation (as defined in the Road Transport Act 2013) and the Roads Act 1993;

Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding;

The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information";

The "personal information" held by the Police, Transport for NSW or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event;

The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

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6. APPROVAL

TMP Approved by: _____ Date: _____

Event Organiser City of Canada Bay Council

7. AUTHORITY TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: **Brendan MacGillicuddy** Date: _____

City of Canada Bay Council

* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and Transport for NSW require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

8. PHYSICAL SURVEY OF THE ROUTE

Item	Verified	Action Taken
All one-way Streets are as described	<input checked="" type="checkbox"/>	
Blocked access to local businesses	<input checked="" type="checkbox"/>	Local Businesses will be aware of the road closures
Blocked Ambulance access	<input checked="" type="checkbox"/>	All Emergency Services notified of event. Police to facilitate emergency vehicle access
Blocked local resident access	<input checked="" type="checkbox"/>	Limited access provided under police or nominated traffic management contractor
Blocked Police vehicle access	<input checked="" type="checkbox"/>	Police to facilitate access
Blocked public transport access	<input type="checkbox"/>	Some delays due to traffic
Restricted movements – banned turns, heavy/high vehicles	<input checked="" type="checkbox"/>	Intersections under Police/Traffic Controller
Road signage – existing/temporary	<input checked="" type="checkbox"/>	
Signalised intersections	<input checked="" type="checkbox"/>	To be managed by TfNSW
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/>	Traffic generators are aware of standard road closures

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Attachments

- Annex 1 – Public Liability Insurance
- Annex 2 – Road Occupancy License application

Traffic Guidance Schemes

- TGS 00 TGS Overview
- TGS 01 Great North Rd & Lyons Rd
- TGS 02 Rodd St, Barnstaple Rd & Henry St
- TGS 03 Second Ave
- TGS 04 Garfield St & Thompson Ln
- TGS 05 Garfield St & West St
- TGS 06 Harris St & Kings Rd
- TGS 07 Great North Rd Ramsay & Fairlight
- TGS 08 Murralong Ave & Ramsay Rd
- TGS 09 Five Dock Detours
- TGS 10 Special Event Clearway Map
- TGS 11 Lyons Rd Temp Bus Stops
- TGS 12 VMS Locations

Bus Diversion Maps

- 2023 maps to be supplied by Transit Systems

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ANNEX 1

PUBLIC LIABILITY INSURANCE

(Insert 2022/23 PLI when available)



26 April 2022

Attention: Julia Kalouche

The General Manager
Locked Bag 1470
DRUMMOYNE NSW 1470

Dear Julia Kalouche



ABN 69 009 098 864

One International Towers,
100 Barangaroo Ave,
Sydney, NSW, 2000

Tel: (02) 9320 2700

Direct: (02) 9320 2726

Naamon.Eurell@jta.com.au

www.statewidemutual.com.au

Certificate of Currency

This is to certify that membership is current, as at the date stated above. This certificate provides a summary of the cover and is not intended to amend, extend, replace or override the terms and conditions provided by the Statewide Mutual Liability Scheme.

CLASS	Public Liability/Professional Indemnity
MEMBER	City of Canada Bay Council
BUSINESS OF MEMBER:	Local Government Authority, as defined in wording
EXPIRY DATE	30 June 2023
GEOGRAPHICAL SCOPE	Anywhere in the World, excluding the Dominion of Canada and the United States of America.
LIMITS OF PROTECTION	Public Liability \$20,000,000 any one occurrence Products Liability \$20,000,000 any one occurrence and in the aggregate any one Period of Protection Professional Indemnity \$20,000,000 any one claim and in the aggregate any one Period of Protection

STATEWIDE CERTIFICATE NUMBER 000763

This certificate of currency is issued as a matter of information only and confers no rights upon the certificate holder.

Yours sincerely,

Naamon Eurell
Executive Officer

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ROAD OCCUPANCY LICENCE (ROL)

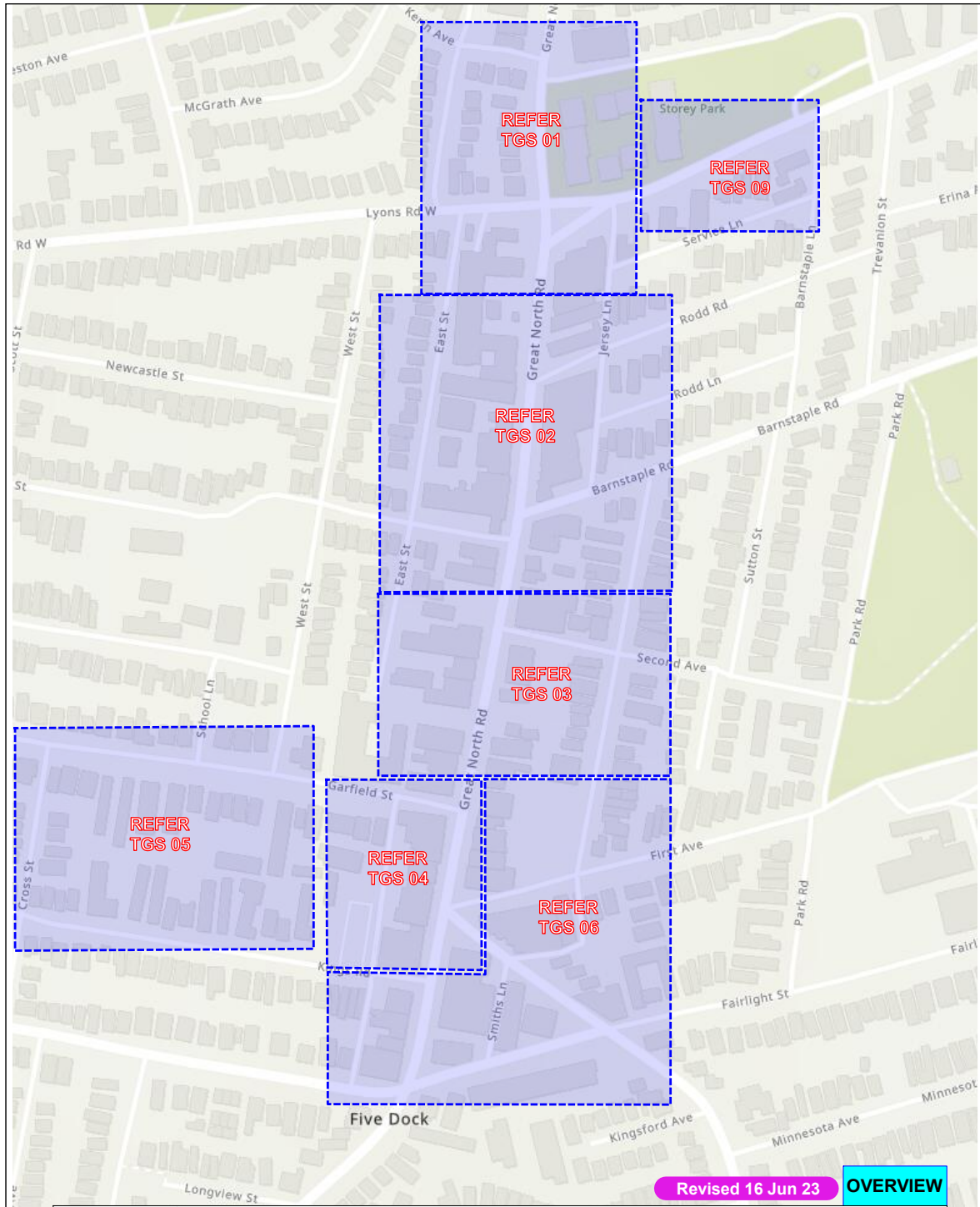
ANNEX 2

(When approved attach copy here)

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Revised 16 Jun 23

OVERVIEW

LOCATION	Great North Road FIVE DOCK
DATE	Sunday 20th August 2023
TIME OF WORKS	03:00hrs - 23:00hrs.
CLIENT	City of Canada Bay
PROJECT	Ferragosto Festival
PLAN #	WD/Ferragosto 23-0
MINIMUM STAFF REQ	1x Manager + 11x Traffic Controllers

DETAILS

SHORT TERM WORKS
Full Closure of Great North Rd, north of Queens St FIVE DOCK

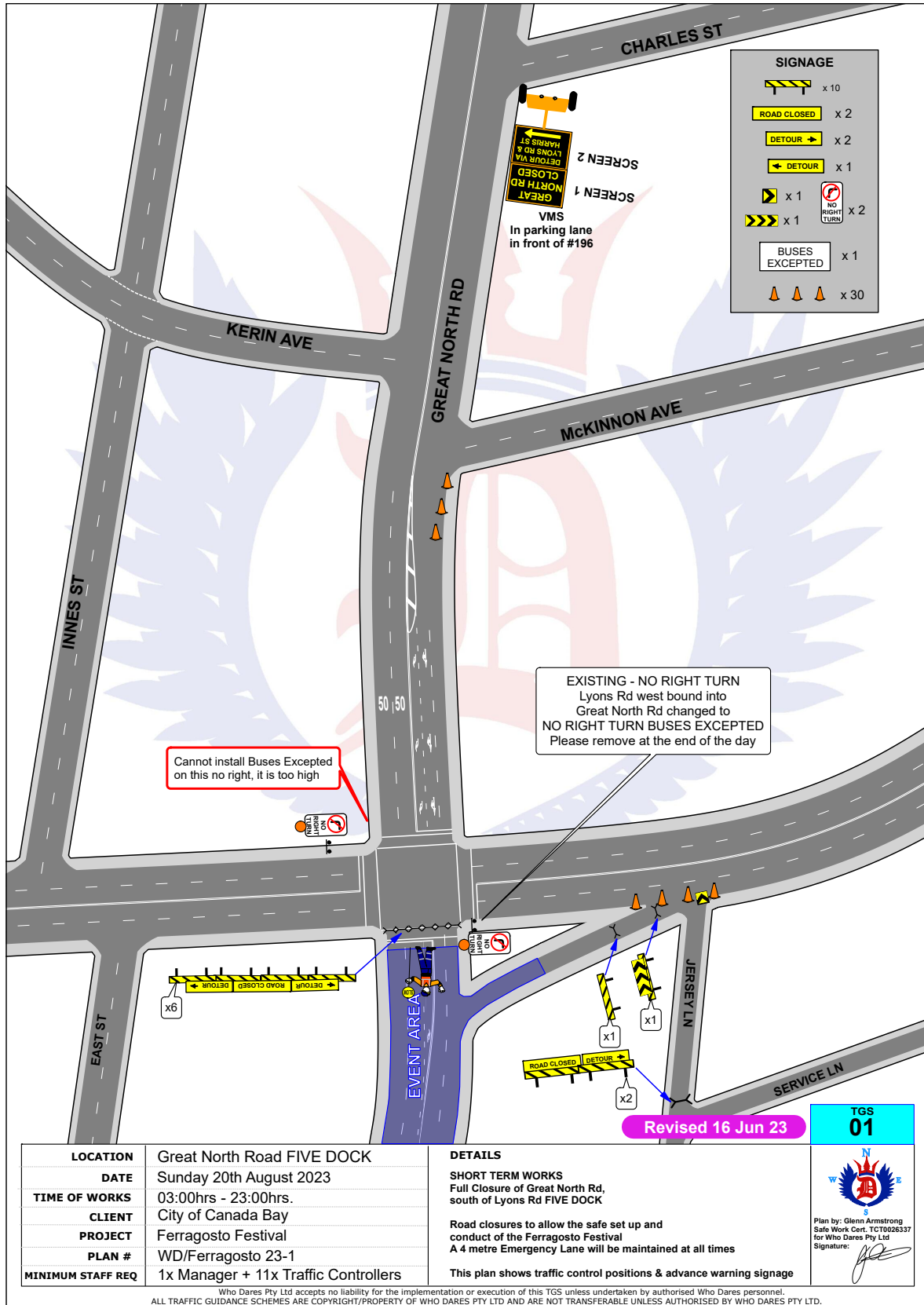
Road closures to allow the safe set up and conduct of the Ferragosto Festival

This plan shows traffic control positions and advance warning signage



Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel. ALL TRAFFIC GUIDANCE SCHEMES ARE COPYRIGHT/PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORISED BY WHO DARES PTY LTD.

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LOCATION	Great North Road FIVE DOCK
DATE	Sunday 20th August 2023
TIME OF WORKS	03:00hrs - 23:00hrs.
CLIENT	City of Canada Bay
PROJECT	Ferragosto Festival
PLAN #	WD/Ferragosto 23-1
MINIMUM STAFF REQ	1x Manager + 11x Traffic Controllers

DETAILS

SHORT TERM WORKS
Full Closure of Great North Rd, south of Lyons Rd FIVE DOCK

Road closures to allow the safe set up and conduct of the Ferragosto Festival
A 4 metre Emergency Lane will be maintained at all times

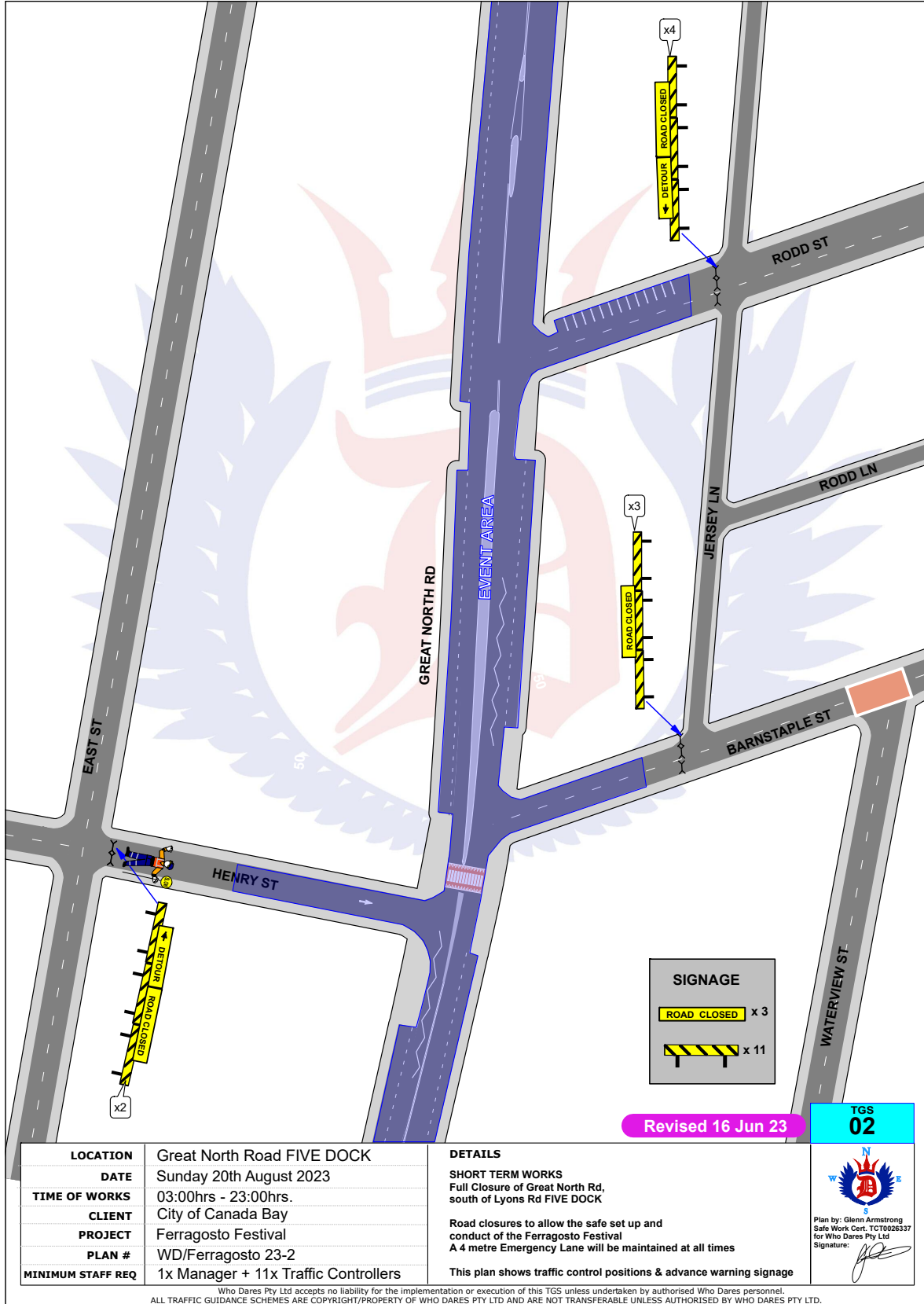
This plan shows traffic control positions & advance warning signage

TGS
01

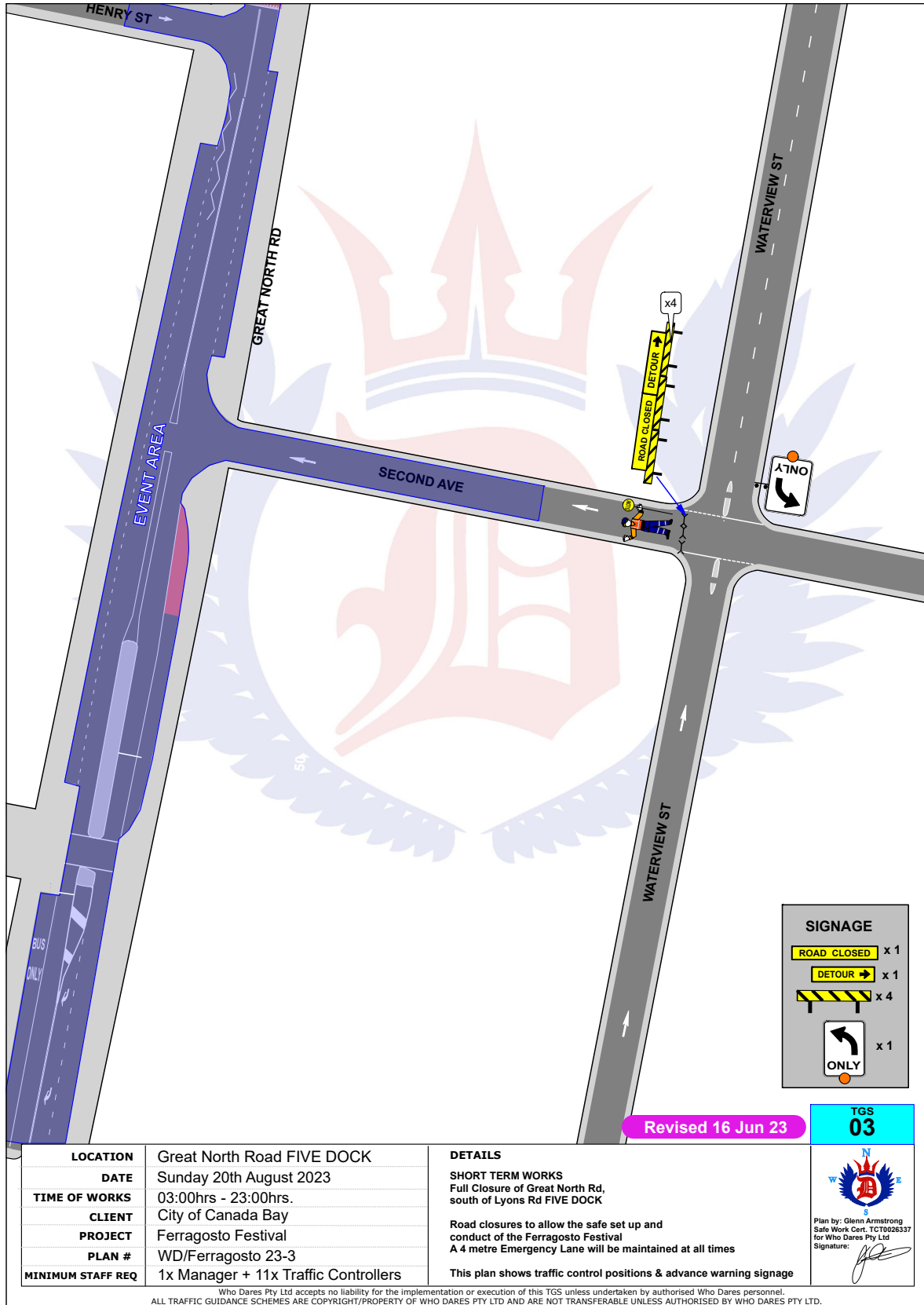
Plan by: Glenn Armstrong
Safe Work Cert. TCT0026337
for Who Dares Pty Ltd
Signature: *[Signature]*

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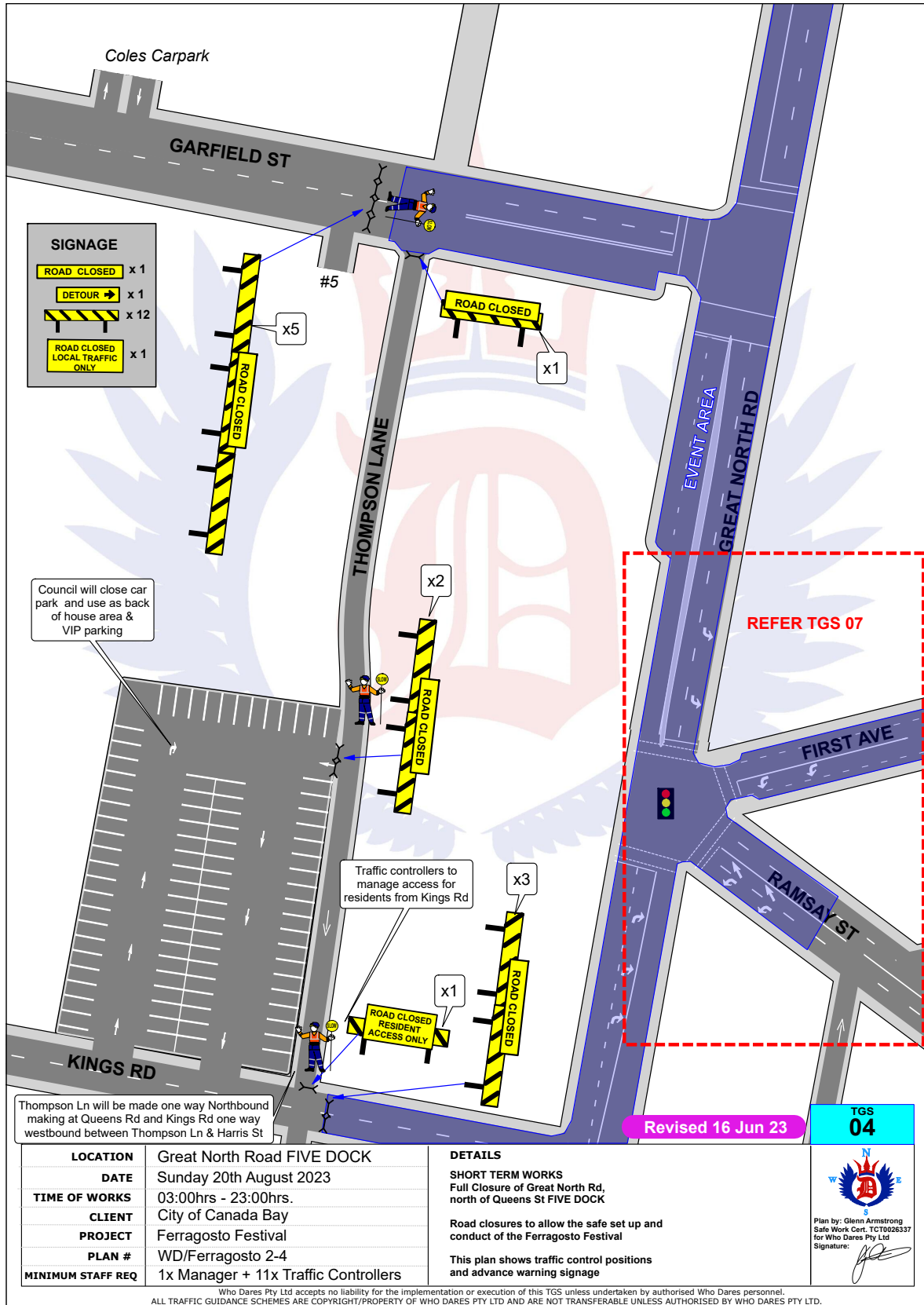
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Thompson Ln will be made one way Northbound making at Queens Rd and Kings Rd one way westbound between Thompson Ln & Harris St

LOCATION	Great North Road FIVE DOCK
DATE	Sunday 20th August 2023
TIME OF WORKS	03:00hrs - 23:00hrs.
CLIENT	City of Canada Bay
PROJECT	Ferragosto Festival
PLAN #	WD/Ferragosto 2-4
MINIMUM STAFF REQ	1x Manager + 11x Traffic Controllers

DETAILS
SHORT TERM WORKS
 Full Closure of Great North Rd, north of Queens St FIVE DOCK

Road closures to allow the safe set up and conduct of the Ferragosto Festival

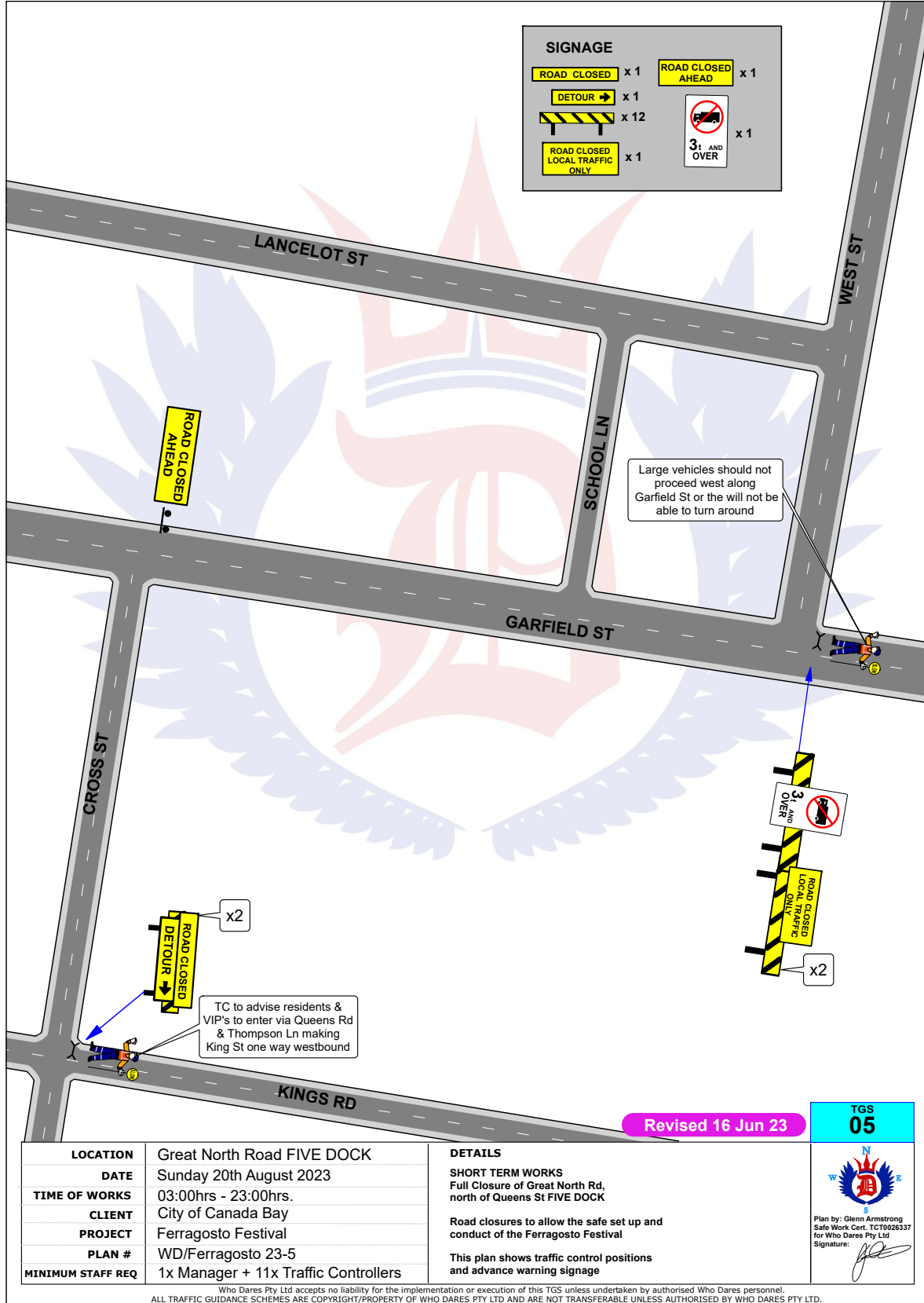
This plan shows traffic control positions and advance warning signage

TGS 04

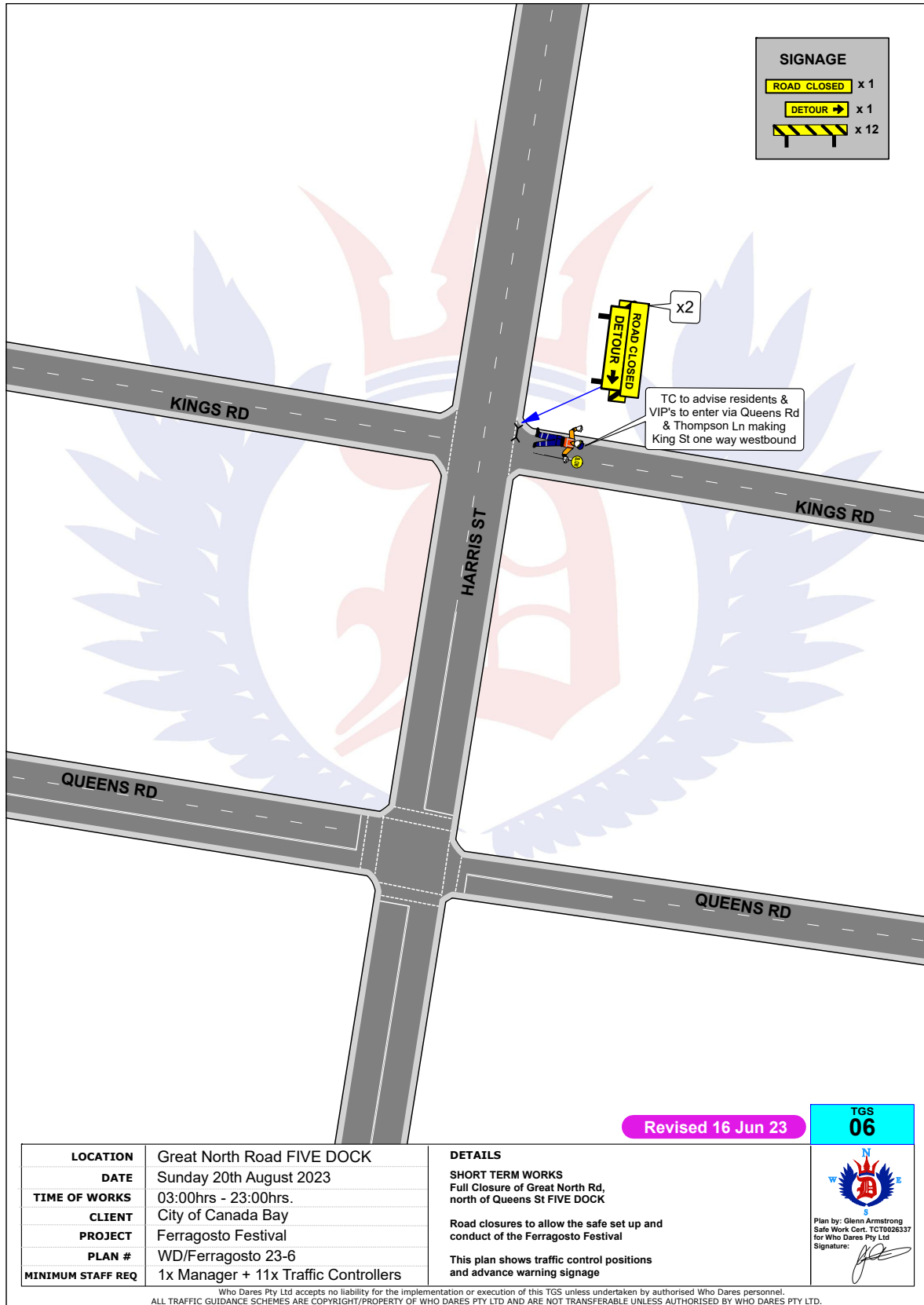
Plan by: Glenn Armstrong
 Safe Work Cert. TCT0026337
 for Who Dares Pty Ltd
 Signature: *[Signature]*

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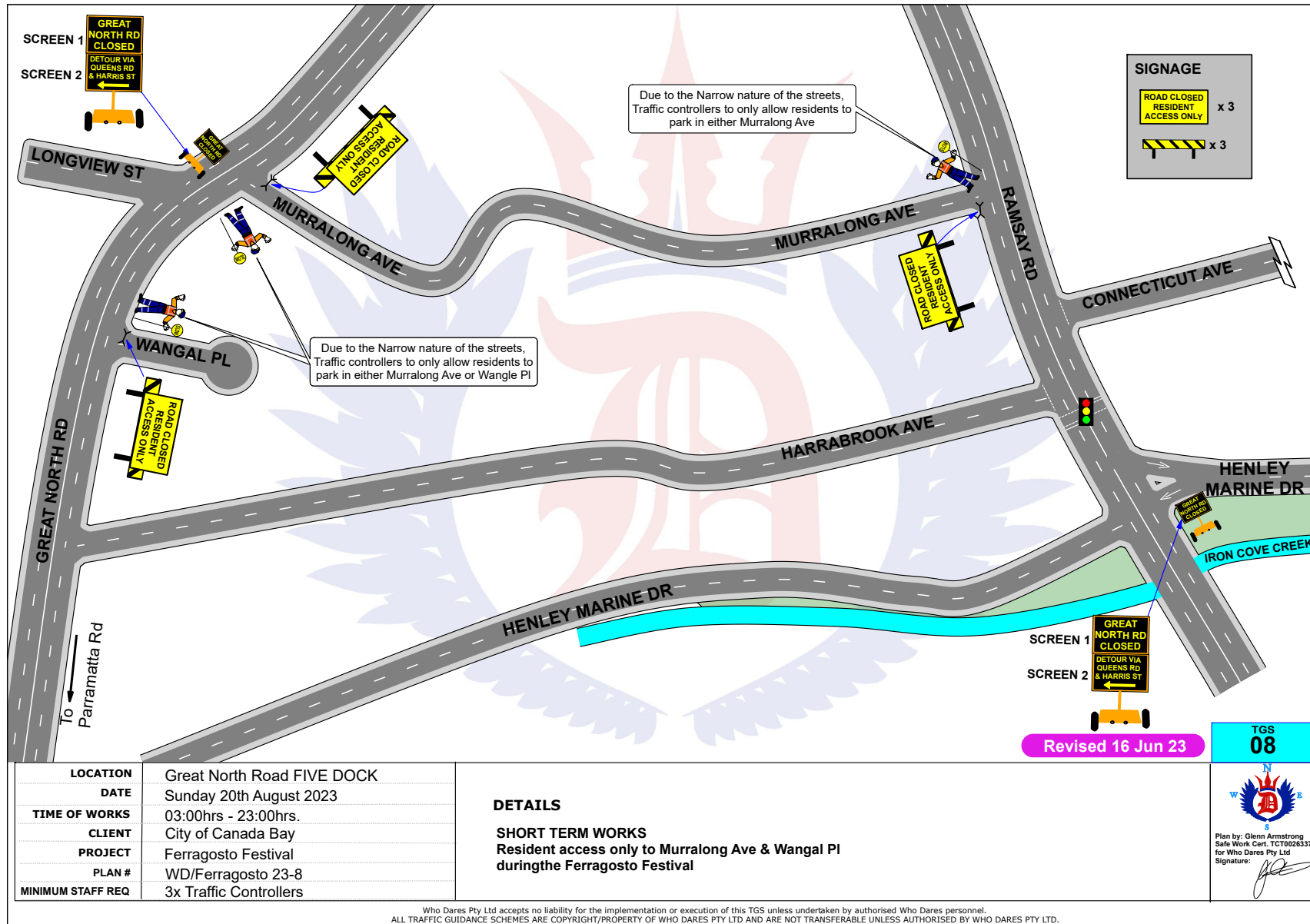
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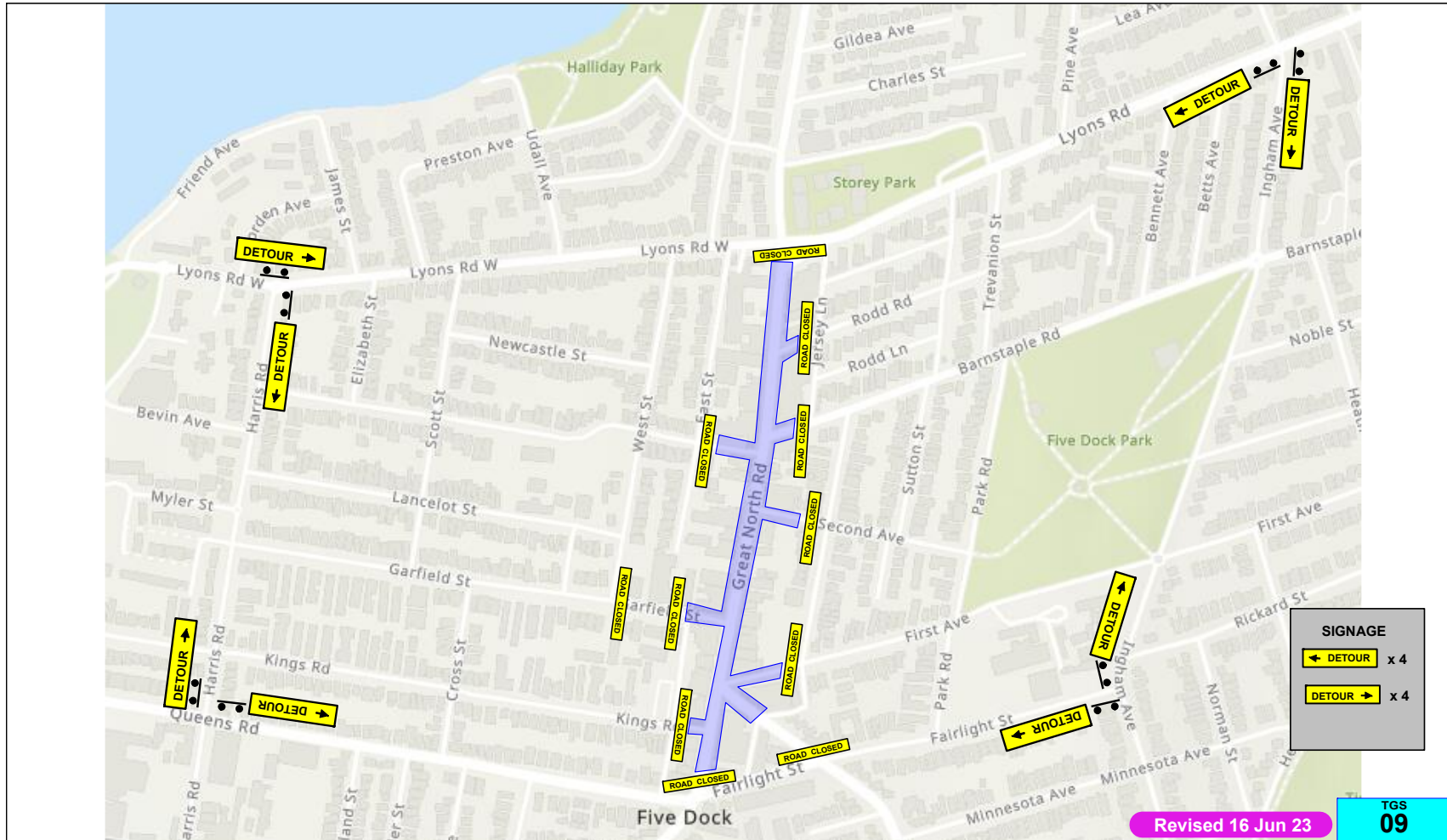
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Version: 1, Version Date: 19/06/2023



Revised 16 Jun 23

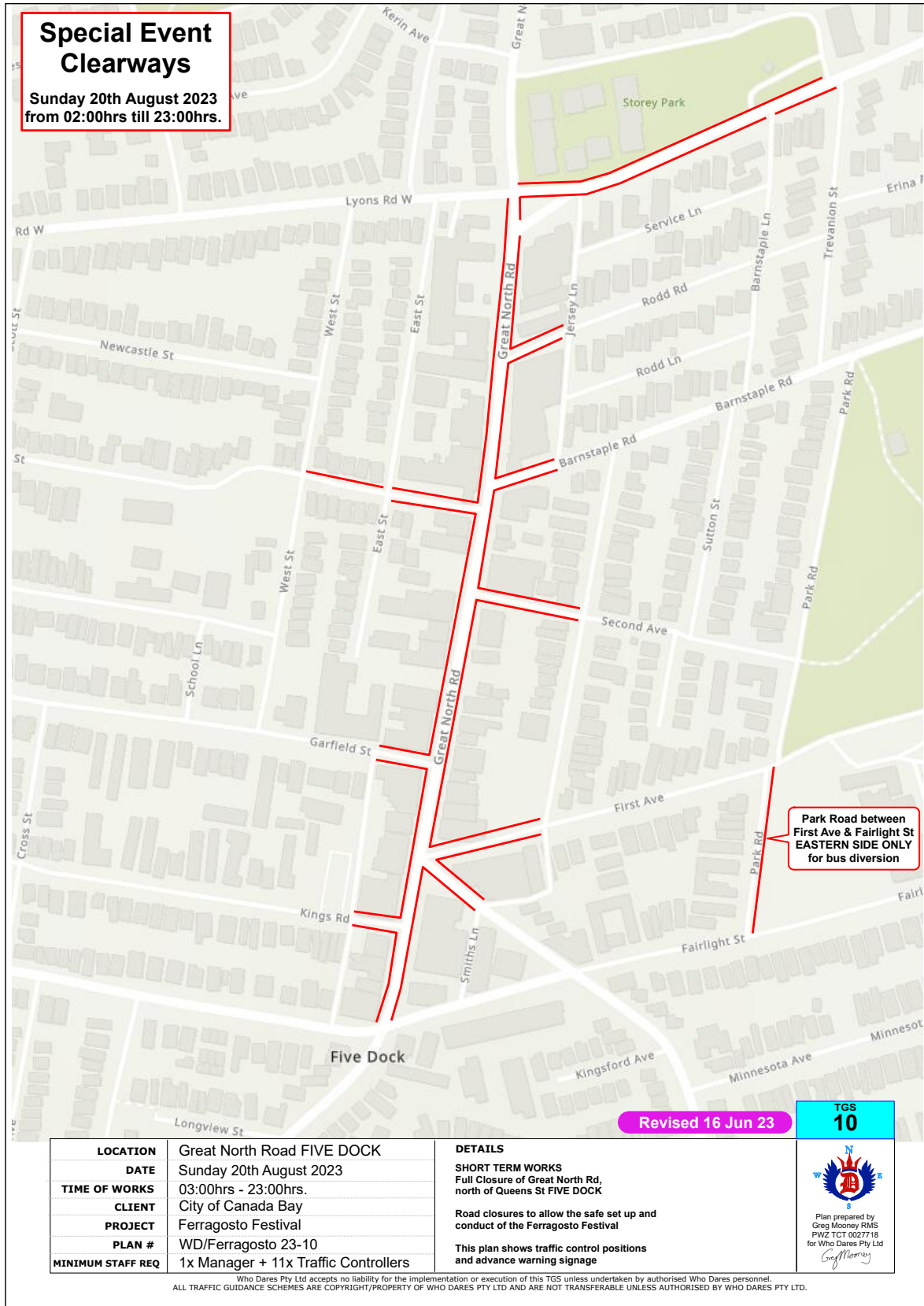
TGS
09

LOCATION	Great North Road FIVE DOCK
DATE	Sunday 21st August 2022
TIME OF WORKS	03:00hrs - 23:00hrs.
CLIENT	City of Canada Bay
PROJECT	Ferragosto Festival
PLAN #	WD/Ferragosto 23-9
MINIMUM STAFF REQ	N/A

DETAILS
DETOUR ROUTE AROUND THE GREAT NORTH ROAD CLOSURE FOR THE FERRAGOSTO FESTIVAL

Plan by: Glenn Armstrong
Safe Work Cert. TCT0026337
for Who Dares Pty Ltd
Signature: *[Signature]*

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EAST BOUND STOP # 204657

WEST BOUND STOP # 204616

EAST BOUND STOP # 204657

WEST BOUND STOP # 204616

Existing sign (r) arrow

USE EXISTING POLES
4 Bollards in gutter to highlight bus zone

CABLE TIE ON LIGHT POLE

CABLE TIE ON TREE

4 Bollards in gutter to highlight bus zone

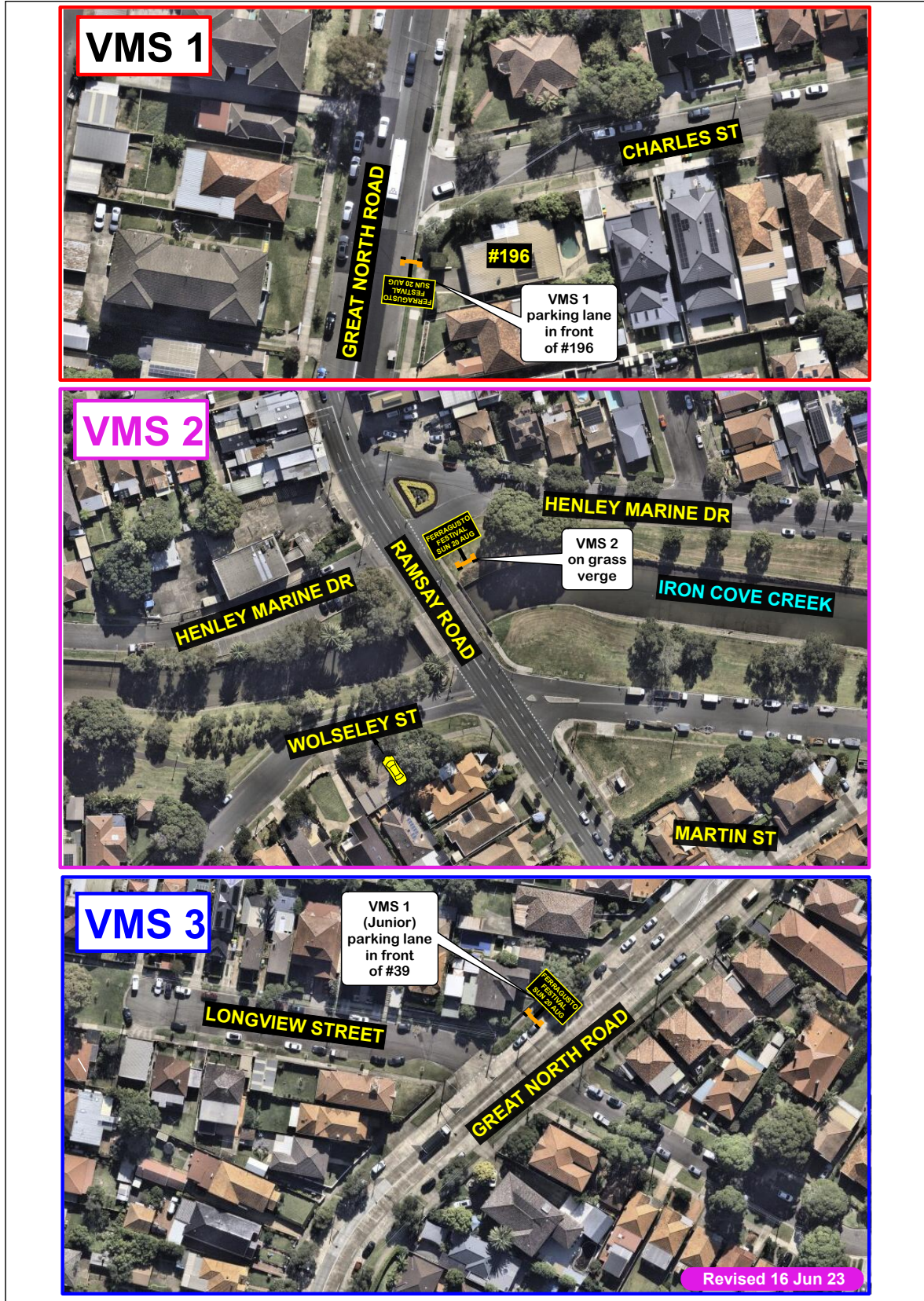
Revised 16 Jun 23

TGS 11

LOCATION	Great North Road FIVE DOCK	DETAILS	<p>Plan by: Glenn Armstrong Safe Work Cert: TC0026337 for Who Dares Pty Ltd Signature: <i>[Signature]</i></p>
DATE	Sunday 20th August 2023		
TIME OF WORKS	03:00hrs - 23:00hrs.	THIS PLANS SHOWS THE 60m EXTENSION OF LYONS RD BUS STOPS 204657 and 204616	
CLIENT	City of Canada Bay	TIME	03:00 till 22:00 Sunday 20th August 2023
PROJECT	Ferragosto Festival		
PLAN #	WD/Ferragosto 23-11		
MINIMUM STAFF REQ			

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Ex: 02 4271 2111

9 Nursery Road, Campbelltown 2560
Ph: 1300 001 599

TRAFFIC MANAGEMENT PLAN



TMP- Drummoyne Public-Spring Fete
TLTMP-7008 Rev I

Document Set ID: 7900482
Version: 1, Version Date: 20/06/2023

1



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List of Attachments

1. Attachment 2 Traffic control Plans
2. Event Map
3. Insurances
4. SWMS

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TMP- Drummoyne Public-Spring Fete
TLTMP-7008 Rev I

Document Set ID: 7900482
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A. Scope

Drummoyne Public School is looking to redo their always popular and well managed yearly “Spring Fete”. They have held this event for several years now and they will be holding this this Fete on Sunday 27th of August 2023 between the hours of 06:30 AM and 4:00PM. A Full Road Closure will be implemented on Rawson Ave between Tranmere Street and Thompson Street, Drummoyne.

A road closure will need to be implement on Rawson Ave to protect the Stalls and rides that will be setup for patrons at this location.

B. Traffic Logistics Authority:

Traffic Logistics Pty Limited is an authorised Traffic control company by the Roads Regulation 2008 to appoint traffic controllers and direct traffic and is registered under the RMS’s Registration Scheme Category G.

Traffic Logistics have been engaged by Preston Peachey on behalf of Drummoyne Public School to design and implement TMP, TGS’s and personnel for the closure of Rawson Ave, Drummoyne. This TMP is based on information that has been provided from of Drummoyne Public School and information collected via site inspections.

C. Approval:

The final TMP and TGS are to be approved by Canada Bay Traffic committee, a letter from the traffic committee and Police will be given to Drummoyne Public School and Traffic Logistics for final approval of this TMP.

Authority of the Traffic Management Plan

When this traffic management plan has been approved by all governing authorities, it will become the prime managing document for the Drummoyne Public School and Traffic Logistics.

Changes to the TMP can only be done with approval by all relevant parties involved

Final approved traffic management plan must be distributed to:

- Drummoyne Public School
- Canada Bay Council
- Burwood LAC

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TMP- Drummoyne Public-Spring Fete
TLTMP-7008 Rev I



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D. Objectives:

Traffic Logistics objectives with respect to the Traffic Management Plan (TMP)

- Ensure the safety of its employees, contractors, the general public, pedestrians, cyclists and traffic
- Keep traffic delays to a minimum
- Minimise disruption to surrounding businesses and property access
- Obtain council approval for road closures Permits
- Implement approved Traffic Control Plans

E. Insurances

Traffic Logistics has their own certificate of currency and public liability insurance for the traffic control/management operations for 2023.

F. Traffic Guidance Scheme

The Traffic Guidance Scheme (TGS) have been developed to accommodate pedestrian movement, vehicle movement, businesses and property access around Rawson Ave, Drummoyne.

F.1.Design:

Traffic Control Plans and traffic Management Plan has incorporated the following:

- Traffic Flows around to Rawson Ave, Drummoyne
- Road Closures and detours
- Key Contacts
- Key point of the layout of Fete and all the required amusement rides and Marquee's setup around the school grounds.

The site will be set out based on Traffic Controllers at Work Sites Manual V5 2018(TCAWS), Traffic control measures will be implemented with regard to the RTA "Traffic Control at Work Site Manual" V5 2018 and as per Australian Standards AS 1742.3

Traffic control plans and traffic management plan has been drafted and drawn by Jorge Fonseca (Operations Manager of Traffic logistics) with a Prepare Work Zone TMP TCT0036977.

Input into this TMP has been provided and consulted with Katheryn Andrew also input and feedback from Canada Bay Council and Police after TMP has been submitted. The Following factors have been considered for appropriate site controls: Minimising of Hazards to the public and Volunteers, Minimising interaction public traffic, pedestrian and delivery vehicles. Minimising traffic delays and stoppages around the site.

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TLTMP-7008 Rev I



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F.2. Implementation

Drummoyne Public School and Canada Bay Council require the people to be competent, experienced and qualified to carry out the Services. Before the Routine Services or any Ordered Work begins the Traffic, Logistics will carry out Risk Assessment and develop treatments and plans to eliminate or mitigate hazards.

F.3. Overview of Procedures

- Traffic Logistics will supply Traffic Controllers and equipment for a safe and effective control of traffic during the Road Closure of Rawson Ave, Drummoyne on Sunday 27th of August 2023.
- Traffic Controllers will read and sign off on the relevant Safe Work Method Statements for this works.
- Traffic Controllers will conduct a Tool Box meeting prior to the start of works, to make everyone aware of the procedures required on this date.
- All Traffic Logistics Controllers will conduct in a professional manner at all times during this event. The Team Leader for this works will be responsible for all Traffic Logistic personnel. All Traffic Controllers will require to take corrective action and notify the Team Leader of any or if any problems occur.
- Setup of Traffic Management signs will be implemented as per TGS-TLTGS-8646 to all surrounding streets leading to the Road Closure of Rawson Ave, Drummoyne.
- Traffic Controllers will need to manage Rawson Ave prior to the road closure to make sure there is no vehicles parked prior to closing the road.

G. Road Closures

Temporary road closures and detours will be implemented so that vehicles, pedestrians and residents can safely move around the site. There will also be rides and stalls set up on Rawson Ave for this Event. The road closure will be at the intersections of Rawson Ave and Thompson St, Rawson Ave and South Street and at Rawson Ave and Tranmere St. All signage will be monitored by Traffic Controllers on the day. There are no bus services routes on Rawson Ave, so there will be no affect to any busses at any time. All Residents who live on Rawson Ave between South St and Tranmere St will have access to their properties at all times under Traffic Control Instructions. Entering and exiting will be managed by the Traffic Controller on point at this intersection.

Road Closures times are to commence at 6:30AM Sunday 28th of August and reopen at 4PM Sunday 28th of August. This will be covering the stalls and rides setup and pack down for before and after the event.

The actual event will take place between 9AM to 2PM

H. Pedestrians

For works on and around footpath a minimum width of 1.5m shall be maintained at all times for pedestrians to pass unhindered. Pedestrians shall not be directed onto roadway unless traffic controllers are used to control site and proper measures are put in place to conform to AS 1742.3

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All pedestrians will be utilized footpaths surrounding the school to access Rawson Ave as normal. All pedestrian movements will be managed by Traffic Logistics personnel outside of the closures.

I. Car Parking

Resident Car Parking- All resident car parks will remain in operation at all times. Only if it's safe to do so but will be restricted on the day to park on Rawson Ave between South Street and Thompson Street

General Car Parking- There are no general car parking spaces within work zone.

J. Workers Qualifications

As a minimum requirement, all personnel who set up modify or pack up this traffic control site shall hold current Introduction to Traffic Controller certification (Blue Card) & Implement Traffic Control Plans (Yellow Card), as well as Work Cover OH&S Certification.

K. Emergency Vehicles

In the instance of an emergency, all emergency vehicles will be allowed to access Rawson Ave under Traffic Controllers assistances by the road closures.

L. Notification

Notification is to be provided to residents and businesses in surrounding area 2 weeks prior to Fete commencing. This usually done by the way of Community Liaisons by Drummoyne Public School to all surrounding Neighbours and Business and any other notifications required by Canada Bay Council.

M. Delivery vehicles Traffic Flow:

All delivery vehicles are to be directed to follow the below route and may not at any time divert from the route within works immediate area. All drivers are to be informed of this route during the general site inductions.

- Entry is via intersection of Rawson Ave and Tranmere St so traffic at Thompson Street roundabout is not impeded.
- Exit will be via intersection of Rawson Ave and Thompson St only.

This instruction will be relayed by Drummoyne Public Staff to all Company delivery drivers prior to arrival on the day.

- All vehicles will travel within the posted speed limits near to the closure at all times.
- All Vehicles must obey all road weight restrictions surrounding the works at all times.
- All Vehicles will give way to pedestrians on entry and exit from site.
- All Vehicles will travel at no faster than 5km/h with site.
- All drivers must obey any reasonable direction by Public School staff and Traffic Controllers at all times.

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TLTMP-7008 Rev I

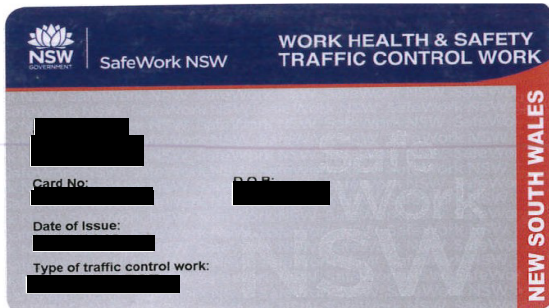


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Traffic Logistics.

www.traffic-logistic.com.au



[Redacted]
Prepare a Work Zone Traffic Management Plan.

[Redacted]

[Redacted]

[Redacted]

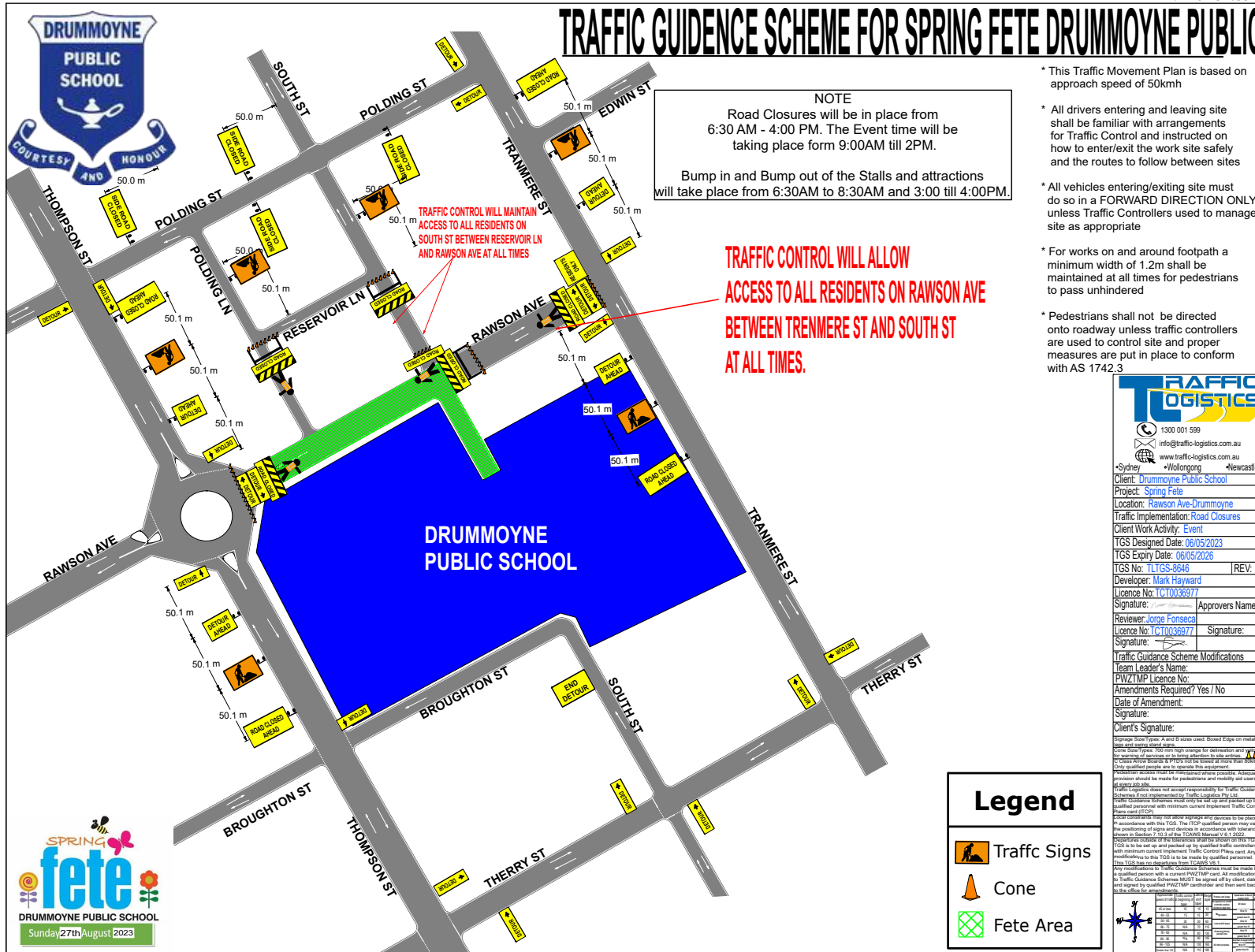
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TLTMP-7008 Rev I

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NOTE
Road Closures will be in place from 6:30 AM - 4:00 PM. The Event time will be taking place from 9:00AM till 2PM.
Bump in and Bump out of the Stalls and attractions will take place from 6:30AM to 8:30AM and 3:00 till 4:00PM.

TRAFFIC CONTROL WILL ALLOW ACCESS TO ALL RESIDENTS ON RAWSON AVE BETWEEN TRENMERE ST AND SOUTH ST AT ALL TIMES.

- * This Traffic Movement Plan is based on approach speed of 50kmh
- * All drivers entering and leaving site shall be familiar with arrangements for Traffic Control and instructed on how to enter/exit the work site safely and the routes to follow between sites
- * All vehicles entering/exiting site must do so in a FORWARD DIRECTION ONLY unless Traffic Controllers used to manage site as appropriate
- * For works on and around footpath a minimum width of 1.2m shall be maintained at all times for pedestrians to pass unhindered
- * Pedestrians shall not be directed onto roadway unless traffic controllers are used to control site and proper measures are put in place to conform with AS 1742.3

TRAFFIC LOGISTICS
1300 001 599
info@traffic-logistics.com.au
www.traffic-logistics.com.au
•Wollongong •Newcastle

Client:	Drummoyne Public School
Project:	Spring Fete
Location:	Rawson Ave-Drummoyne
Traffic Implementation:	Road Closures
Client Work Activity:	Event
TGS Designed Date:	06/05/2023
TGS Expiry Date:	06/05/2026
TGS No:	TLTGS-8646
Developer:	Mark Hayward
Licence No:	TCT0036977
Signature:	Approvers Name:
Reviewer:	Jorge Fonseca
Licence No:	TCT0036977
Signature:	
Traffic Guidance Scheme Modifications	
Team Leader's Name:	
PWZTMP Licence No:	
Amendments Required?	Yes / No
Date of Amendment:	
Signature:	
Client's Signature:	

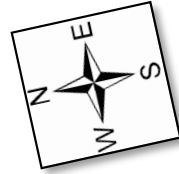
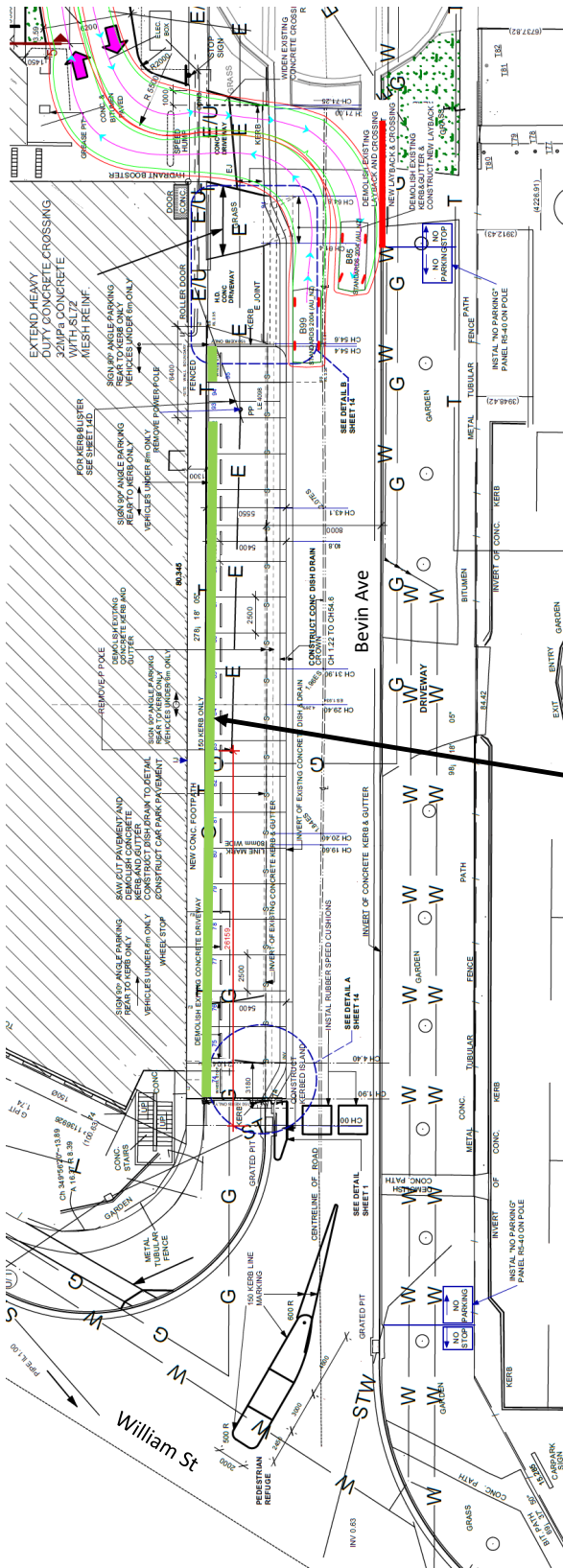
Legend

- Traffic Signs
- Cone
- Fete Area

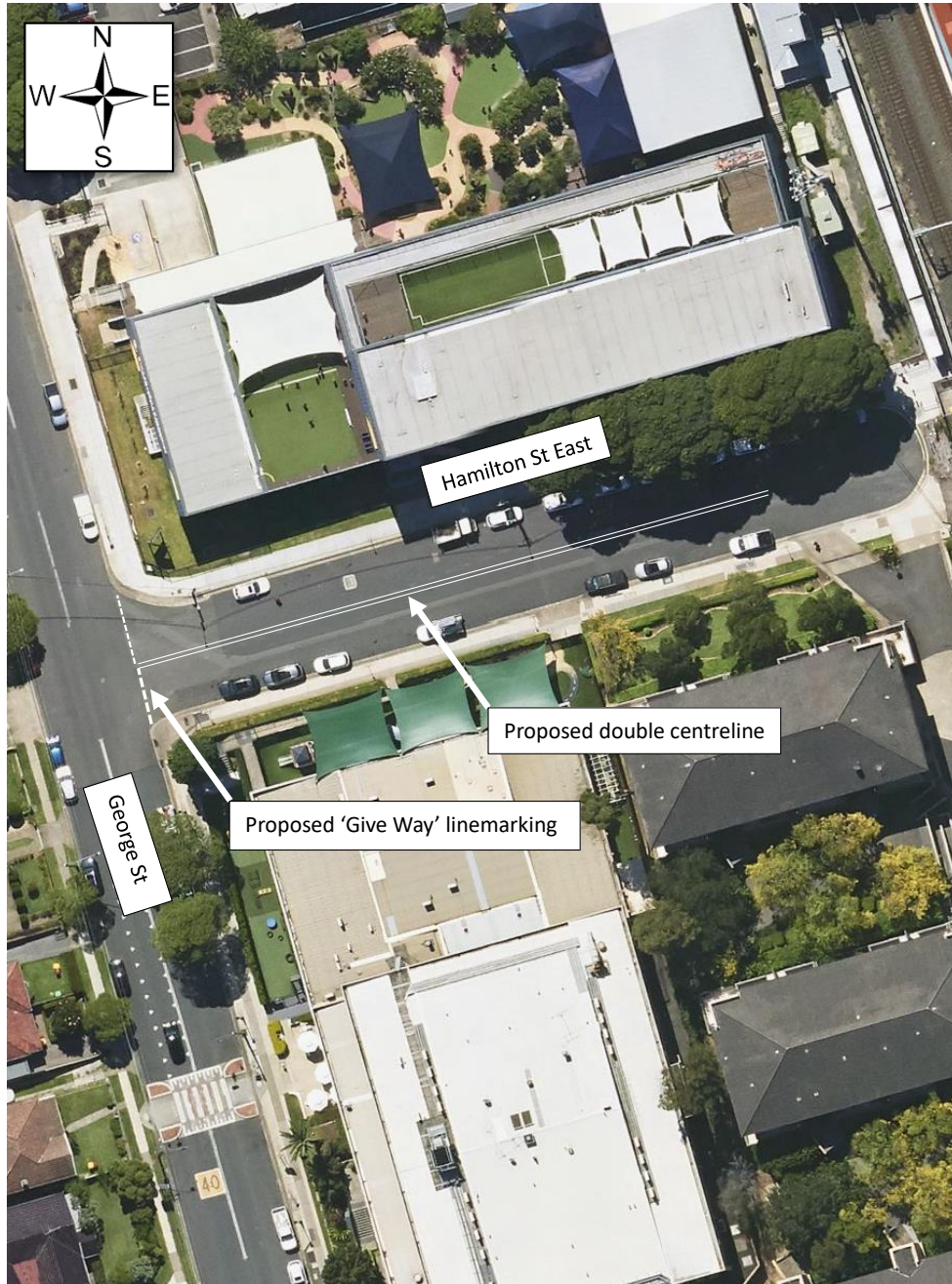
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2	Road Closed Ahead	Rectangular	300x200	Red
3	Detour Ahead	Rectangular	300x200	Blue
4	End Detour	Rectangular	300x200	Blue
5	Open Road Ahead	Rectangular	300x200	Green
6	Road Closed Ahead	Rectangular	300x200	Red
7	Detour Ahead	Rectangular	300x200	Blue
8	End Detour	Rectangular	300x200	Blue
9	Open Road Ahead	Rectangular	300x200	Green
10	Road Closed Ahead	Rectangular	300x200	Red
11	Detour Ahead	Rectangular	300x200	Blue
12	End Detour	Rectangular	300x200	Blue
13	Open Road Ahead	Rectangular	300x200	Green
14	Road Closed Ahead	Rectangular	300x200	Red
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24	End Detour	Rectangular	300x200	Blue
25	Open Road Ahead	Rectangular	300x200	Green
26	Road Closed Ahead	Rectangular	300x200	Red
27	Detour Ahead	Rectangular	300x200	Blue
28	End Detour	Rectangular	300x200	Blue
29	Open Road Ahead	Rectangular	300x200	Green
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Proposed:
4P
8:30am-10:30pm
All Days



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BUILDINGS
AND
PROPERTY
POLICY

BUSINESS USE OF PUBLIC FOOTPATH

Date of Adoption: TBA
Effective Date: TBA

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1. Introduction

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

The purpose of this policy is to enable business use of the footpath to ensure a pleasant and safe environment for patrons without compromising the safety or amenity of the public domain or pedestrians.

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

2. Legislative Provisions

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

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

3. Objectives

The objectives of this policy are to:

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

4. Applications for Approval

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

Applications must be submitted through a Business Use of Public Footpath Application Form which is available on Council's website www.canadabay.nsw.gov.au or at the City of Canada Bay Civic Centre, 1A Marlborough Street, Drummoyne.

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

4.1 Transfer of Ownership

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

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

4.2 Renewal of Existing Approval

Business Use of Footpath approvals are renewed annually each financial year. Prior to 30 June each year, it is the responsibility of the approval holder to provide to Council a certificate of currency of public liability insurance, awning structural certification (where applicable) and pay any fees due.

4.3 Amendments to Existing Approval

Any changes to existing approvals must be submitted to Council for consent including changes to furniture design, business or company name changes, modification of the approved area or changes to existing awnings.

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

4.4 Fees

Fees are calculated on a per m² basis with a minimum approval area of 4m². If the applicant wishes to occupy less than 4m² the fee charged will be for 4m².

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

5. Locational Requirements for Business Use of Footpath Areas

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

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

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

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

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

6. Maintaining Footpath Widths

6.1 Footpath Dining Zones

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

Pedestrian zone

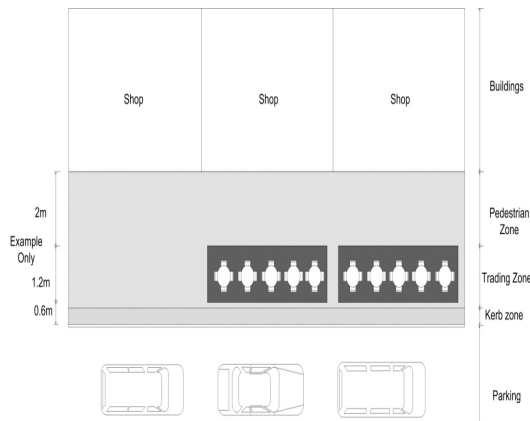
area of the footpath defined by the building line to a distance of at least 2 metres (measured directly from the building line)

Trading zone

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

Kerb zone

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



6.2 Footpath Access

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

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

Areas adjoining bus stops or areas closer than 10 metres from an intersection or pedestrian crossing may be considered for footpath dining only where they do not cause inconvenience to the public. Council’s Traffic and Transport Team will assess applications where pedestrian and driver safety could be of concern and determine if the occupation is appropriate in that location.

7. Precincts

For the purpose of this policy the City of Canada Bay has been divided into precincts for the assessment of business use of the footpath reflecting local conditions, opportunities, and constraints.

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

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

8. General Conditions

8.1 Footpath Furniture

Footpath furniture includes shade structures, tables, chairs, display stands, heaters, perimeter barricades and planter boxes.

- Clothing racks are not permitted at any time;
- A-frame or any other type of freestanding advertising signs are not permitted at any time;
- All furniture must be approved by Council and will be considered on a case-by-case basis;
- Outdoor furniture should be made from high quality materials and enhance the character of the street;
- All outdoor furniture must be temporary and must be removed at the close of business each day;
- No furniture or items are to be fixed to the footpath unless approval has been provided within a development application
- Permanent structures are not encouraged on the footway and are excluded from the Business Use of Footpath Policy. Please direct any inquiries to Council's Property Strategy & Leasing team.
- No part of the footpath is to be used for storage at any time.
- Heating devices must comply with the relevant Australian Standards and be designed in a manner which minimises risk and shall turn off automatically if overturned.

8.2 Public Assets

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

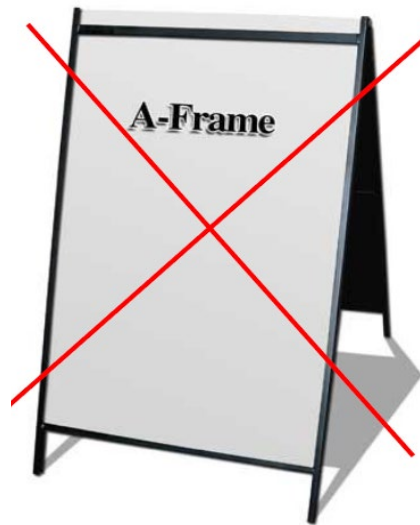
Proposed footpath changes may be considered by Council to enhance the streetscape. The design and works shall be in consultation with Council and will be at the applicant's cost.

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

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

8.3 Lighting

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



8.4 Perimeter Barricades

Moveable planter boxes may be used to physically define the perimeters of the footpath dining area however enclosures are to be kept to a minimum. Barricades, safety rails, bollards, etc., may be permitted if required for safety reasons.



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

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

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

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

8.5 Planter Boxes

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

Where business use of the footpath is approved on the building line suitable solid, high-contrast barriers must be installed on either side of the area being used. The height of any solid barrier is to be between 900 mm and 1.2 metres high. Solid barriers may be in the form of planter boxes containing vegetation to a total height between 900mm and 1.2 metres. Any proposed transparent solid barrier (such as Perspex) must comply with Australian Standards. Planter boxes must be moveable to allow them to be removed during non-trading hours.

8.6 Signage/Advertising

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

- Electric, illuminated, or flashing revolving/ rotating signs are prohibited at all times.
- No A-frame signs are permitted anywhere on the footpath or within the approved area;
- Sponsored signage is only permitted on temporary umbrellas and barriers;
- Signage on umbrellas and barriers must relate to the business and may include the business name, an associated corporate name/logo or product. For example, a cafe may have an umbrella sign which advertises the business name OR a coffee manufacturer OR the particular type of coffee sold at the premises;

- Signage on each umbrella or barrier must be the same as all other umbrellas or barriers in the approved area;
- No other signage will be approved on any other structure on the footpath, including furniture;
- Business identification signage for restaurants and cafes on outdoor dining structures is permitted on only two sides of the structure (on each side not facing the street or the business). Signage may be located on the side of the structures within a panel 30cm from the top of the structure across the width of the structure.
- Small menu boards in the approved area are permitted if secured and do not compromise visual amenity or safety of the public.

8.7 Safety

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

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

8.8 Access

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

Clearance of one (1) metre is required from essential public infrastructure at all times for access purposes. This includes electricity boxes, fire hydrants, etc.

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

8.9 Umbrellas

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

Umbrellas and other shade structures must:

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



8.10 Sunshade and Awning

All sunshade or awning structures require Development Consent – refer to Council’s appropriate planning guidelines. If structures are installed without Council consent, they are to be removed immediately at the owner’s costs.

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

8.11 Bus Zones / Intersections / Pedestrian Crossings

Clearance from bus zones must be maintained at all times to provide direct access from the pedestrian zone when exiting a bus. Approved areas adjoining bus stops must be located at least 10 metres from the bus stop.

8.12 Intersections / Corners

Trading within 10 metres of an intersection is prohibited to ensure adequate sight lines for vehicles, cyclists, and pedestrians.

8.13 Roller Blinds / Clear Plastic Dropdowns

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

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

8.14 Delineation of Approved Area

Approved areas are delineated by pavement tactile (metal studs as shown) fixed in the corners and are installed and maintained by Council. All furniture must be located within the defined trading zone at all times.



8.15 Display of Goods

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

Display stands must be of a high-quality design:

Height: minimum 700 mm: maximum 1,000mm

Width: minimum 1,000 mm: maximum 3,000mm

Wheels on display stands must be lockable. All goods must be secured so they cannot be displaced by wind.



9. Public Liability

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

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

10. Awning Certification

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

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

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

Where the business use of footpath approval holder is not the owner of the building it is still a requirement of Council that structural certification is provided to ensure that the footpath dining area is safe for the public to occupy.

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

11. Approval and Rental Cost

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

A security deposit is required to be paid at the time the agreement is entered into. The deposit is refundable at the conclusion of the agreement on the basis that no damage has been caused to Council land and all fees are up to date.

Council's schedule of fees and charges are reviewed annually. Refer to Council's Customer Service Centre or Council's web site at www.canadabay.nsw.gov.au for current fees.

Following the granting of an approval and payment of the appropriate fees, a display notice will be issued to the operator. This display notice summarises the use, hours of operation and approved area. The notice must be prominently displayed in the front window of the business to which it refers.

12. Termination

The Council may terminate the approval if:

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

The approval holder may terminate the approval by:

- providing 30 days' notice in writing.

Following a complaint or breach of an approval termination of an agreement is:

1. Council will issue a verbal warning;
2. If issue is not resolved to the satisfaction of Council, a written warning will be issued;
3. If issue is still not resolved, approval will be terminated.

Should the approval be terminated due to any of the reasons outlined, the termination will be put into effect for a period of at least 12 months. This does not apply to new applications lodged by new business operators at the same address.

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

13. Conduct of Business

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

- If disposable crockery and cutlery is used, then a waste bin must be made available within the premises (not on the footpath);
- Waste generated by businesses using the footpath must not be placed in public bins;
- Food and drink must not be prepared in the area approved for outdoor eating;
- The footpath dining area and the pedestrian zone must be kept clean at all times and any spilt food, liquid, or other material likely to cause injury shall be removed immediately by the approval holder;
- The hours of operation for any business use of footpath area must be the same as, or less than, the approved hours of operation of the associated business. The hours of operation for the business use of footpath areas may be limited if it is considered that the amenity of the surrounding area or the safety of pedestrians or patrons may be adversely affected;

- Noise - amplified music is permitted in business use of footpath areas providing it is recorded music, played at not more than 5dBA above background noise level, the business is approved to do so (APRA or PPCA) and complies with the *Protection of the Environment Operations Act* -Noise Provisions.

14. Maintenance and Cleaning

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

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

15. Smoking

Smoking is NOT permitted in any area which is covered or substantially enclosed as defined in the *Smoke-free Environment Act* 2000.

The *Smoke-free Environment Act* 2000 came into effect from 6 July 2015 in all commercial footpath dining areas across NSW. No smoking is permitted in any footpath dining area where food is served.

16. Enforcement and Compliance

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

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

17. Selling and Consumption of Liquor

The selling of any alcoholic or intoxicating liquor is only permitted on the footpath area if the appropriate licence from the NSW Government has been obtained.

Council, in its absolute discretion (within the agreement), reserves the right to prohibit the sale or consumption of alcohol within the approved area should it be considered that such activities would detrimentally affect the use of the footpath by the general public or generate negative publicity regarding the Business Use of Public Footpath Policy and public amenities.

18. Policy Implementation and Review

- Adoption: Council originally adopted this policy on 15 November 2005.
- Implementation: The policy has been effective since 16 November 2005.
- Review: The policy will be reviewed every 5 years, with the next review in 2028.
- Responsibility: Council's Property Strategy and Leasing Division is responsible for the implementation and review of the policy.

Approval Process for Footpath Dining

Step 1 Preliminary Consultation

- Discussion with Council's Buildings and Property Team;
- Buildings and Property Team will investigate and confirm suitability of site.

Step 2 Prepare Application

- Complete Business Use of Footpath Application Form (available on Council's website www.canadabay.nsw.gov.au)
 - Consult and obtain consent of the owner of the premises (landlord or principal leaseholder)
 - Refer to the Business Use of Footpath Policy for detailed requirements
 - Supply all requested documentation (if all information is not supplied application will not be processed)

Step 3 Lodge Application

- Lodge application with Council and pay application fee;
- Buildings and Property Team assess application.

Step 4 Determination of Application

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

Step 5 Approval

- A display notice will be issued which is to be displayed in the front window of the premises.

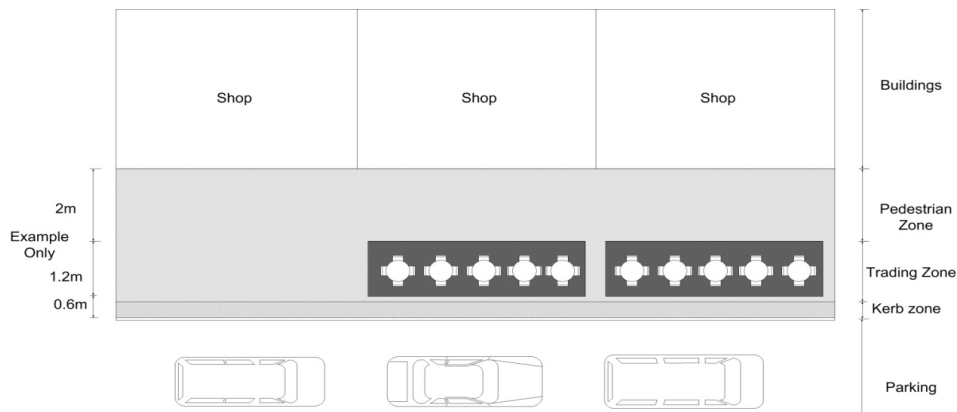


20.1 Precinct Descriptions

For the purpose of this policy the City of Canada Bay has been divided into various precincts for the assessment of business use of the footpath reflecting local conditions, opportunities, and constraints.

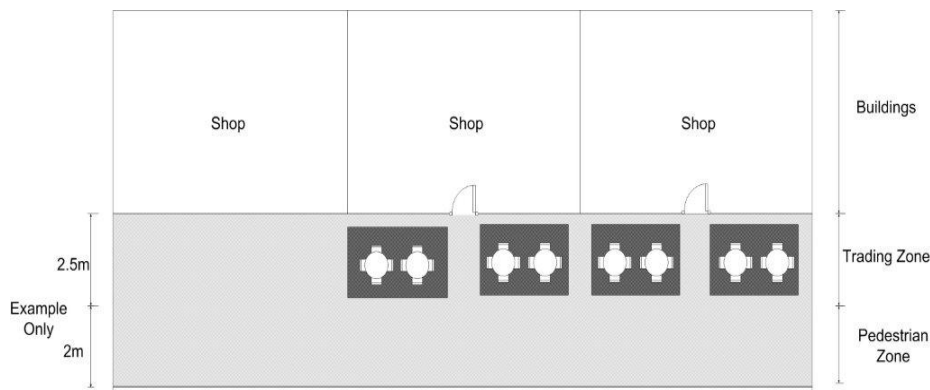
20.1.1 Precinct 1 - Abbotsford - Great North Road

Assessment principle	
Area to be occupied	Items of furniture must be located adjacent to the kerbside of the footpath . Occupation shall not cause inconvenience to pedestrians. Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner shall not be occupied except specially designed and fenced garden areas. Occupation should not cause inconvenience to pedestrians.
Location to be occupied	A distance of 600mm from kerbside must be kept clear at all times.
Pedestrian access	Minimum width of public access along the footpath is 2 metres and must be left in a clear and consistent zone along the building line.
Shade structures	All shade or awning structures require Development Consent – refer to Council’s appropriate planning guidelines for further information. As a guide, the following applies: <ul style="list-style-type: none"> The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. Where footpath awnings do not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



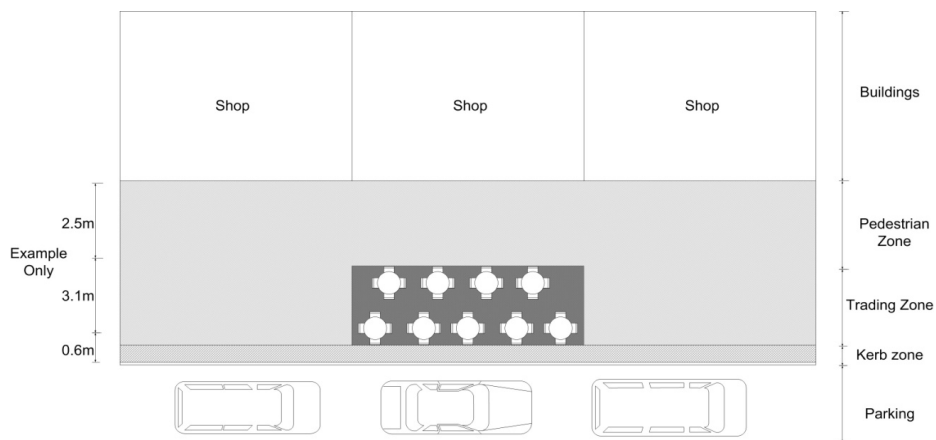
20.1.2 Precinct 2 - Cabarita - Cabarita Road

Assessment principle	
Area to be occupied	<p>Items of furniture must be located on the building line of the footpath adjacent to the approved businesses only. The reason for building line occupation is to ensure that access to pedestrian crossings, bus stops and street furniture can be maintained in this small neighbourhood centre.</p> <p>Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner shall not be occupied except where special designed and fenced garden areas are installed.</p> <p>Occupation should not cause inconvenience to pedestrians.</p>
Pedestrian access	<p>Minimum public access along the footpath is 2 metres and must be left in a clear and consistent lane along the kerb line.</p>
Shade structures	<p>All shade or awning structures require Development Consent – refer to Council’s appropriate planning guidelines for further information.</p> <p>As a guide, the following applies:</p> <ul style="list-style-type: none"> • The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. • Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. • For any attachment to the existing building awning, development consent will need to be obtained. • Where footpath awnings do not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. • The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres



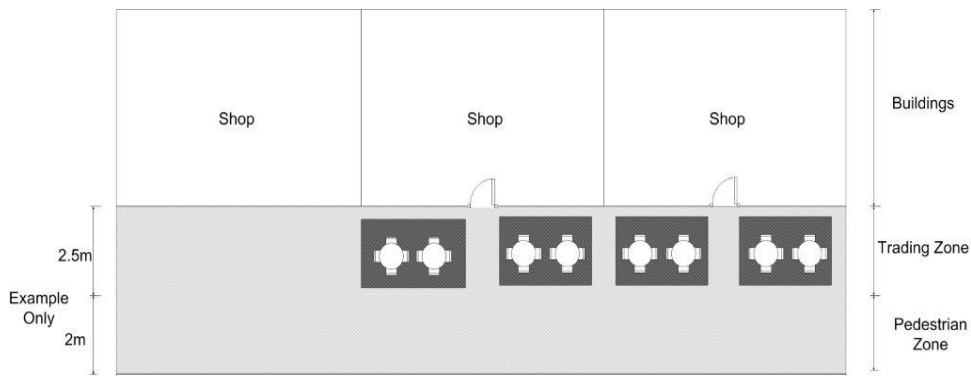
20.1.3 Precinct 3 - Concord - Majors Bay Road

Assessment principle	
Area to be occupied	Items of furniture must be located adjacent to the kerbside of the footpath . Occupation shall not cause inconvenience to pedestrians. Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner shall not be occupied except in specially designed and fenced garden areas. Occupation should not cause inconvenience to pedestrians.
Location to be occupied	A distance of 600 mm from the kerbside must be kept clear at all times.
Pedestrian access	Minimum width of 2.5 metres along Majors Bay Road must be maintained from the building line.
Shade structures	All shade or awning structures require Development Consent – refer to Council’s appropriate planning guidelines for further information. As a guide, the following applies: <ul style="list-style-type: none"> The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. For any attachment to the existing building awning, development consent will need to be obtained. The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres. Structures in the specially designed widened bays: must be approved by Council



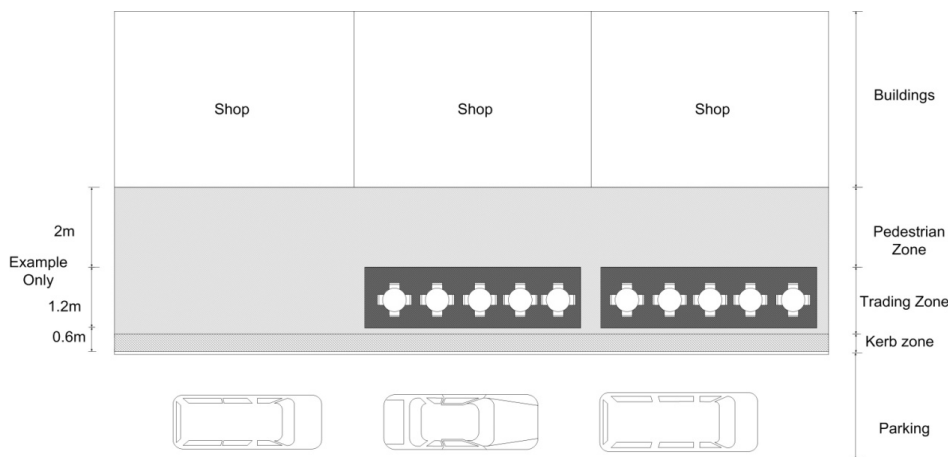
20.1.4 Precinct 4 - North Strathfield and Concord West - Concord Road

Assessment principle	
Area to be occupied	<p>Items of furniture must only be located on the building line of the footpath adjacent to the premises of the approved business.</p> <p>The reason for building line occupation is to ensure safety at peak traffic times when Concord Road becomes a clearway and is used heavily by vehicles travelling at 60 km per hour.</p> <p>Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner shall not be occupied except where specially designed and fenced garden areas are installed.</p> <p>Occupation should not cause inconvenience to pedestrians.</p>
Pedestrian access	<p>Minimum public access along the footpath is 2 metres and must be left in a clear and consistent lane along the kerb line.</p>
Shade structures	<p>All shade or awning structures require Development Consent – refer to Council's appropriate planning guidelines for further information.</p> <p>As a guide, the following applies:</p> <ul style="list-style-type: none"> • The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. • Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. • For any attachment to the existing building awning, development consent will need to be obtained. • Where footpath awnings do not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. • The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



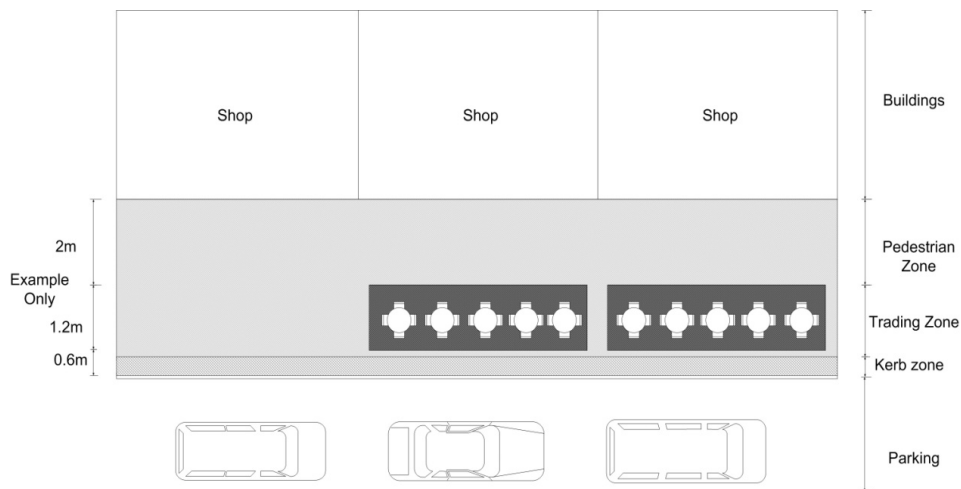
20.1.5 Precinct 5 - Concord West - Victoria Road and Queen Street

Assessment principle	
Area to be occupied	Items of furniture must be located adjacent to the kerbside of the footpath . There are special designated footpath dining areas which can be accessed by any local business. Occupation shall not cause inconvenience to pedestrians. Areas closer than 5 metres from an intersection or corner shall not be occupied except where specially designed and fenced garden areas have been installed.
Location to be occupied	A distance of 600mm from the kerbside must be kept clear at all times.
Pedestrian access	Minimum public access along the footpath is 2 metres and must be left in a clear and consistent lane along the building line.
Shade structures	All shade or awning structures require Development Consent – refer to Council's appropriate planning guidelines for further information. As a guide, the following applies: <ul style="list-style-type: none"> The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large enclosed space. For any attachment to the existing building awning, development consent will need to be obtained. Where footpath awnings do not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. For any attachment to the awning, development consent will need to be obtained. The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



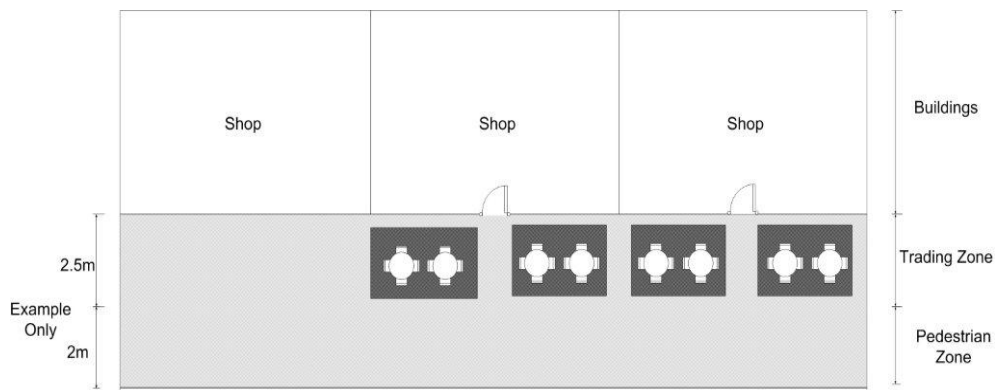
20.1.6 Precinct 6 - Five Dock - Great North Road, Ramsay Road and Garfield Street

Assessment principle	
Area to be occupied	Items of furniture must be located adjacent to the kerbside of the footpath. Occupation shall not cause inconvenience to pedestrians. Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner shall not be occupied except where specially designed and fenced garden areas have been installed. Occupation should not cause inconvenience to pedestrians.
Location to be occupied	A distance of 600mm from the kerbside must be kept clear at all times.
Pedestrian access	Minimum public access along the footpath is 2 metres. An area of 2 metres must be left in a clear and consistent lane along the building line.
Shade structures	All shade or awning structures require Development Consent – refer to Council’s appropriate planning guidelines for further information. As a guide, the following applies: <ul style="list-style-type: none"> The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. For any attachment to the existing building awning, development consent will need to be obtained. The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



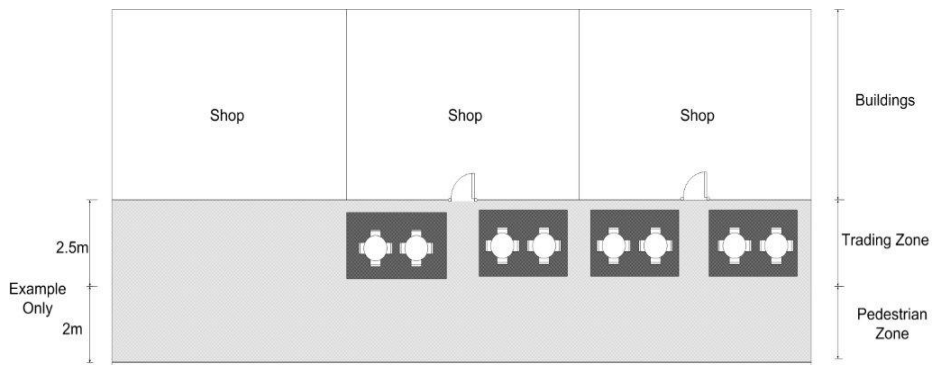
20.1.7 Precinct 7 – Drummoyne / Russell Lea / Five Dock - Lyons Road

Assessment principle	
Area to be occupied	<p>Items of furniture must only be located on the building line of the footpath adjacent to the premises of the approved business.</p> <p>The reason for building line occupation is to ensure safety at peak traffic times when Lyons Road becomes a clearway and is used heavily by vehicles travelling at 60 km per hour.</p> <p>Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner shall not be occupied except where specially designed and fenced garden areas are installed.</p> <p>Occupation shall not cause inconvenience to pedestrians.</p>
Pedestrian access	<p>Minimum public access along the footpath is 2 metres and must be left in a clear and consistent lane along the kerb line.</p>
Shade structures	<p>All shade or awning structures require Development Consent – refer to Council's appropriate planning guidelines for further information.</p> <p>As a guide, the following applies:</p> <ul style="list-style-type: none"> • The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. • Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. • For any attachment to the existing building awning, development consent will need to be obtained. • Where footpath awnings do not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. For any attachment to the awning, development consent will need to be obtained. • The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



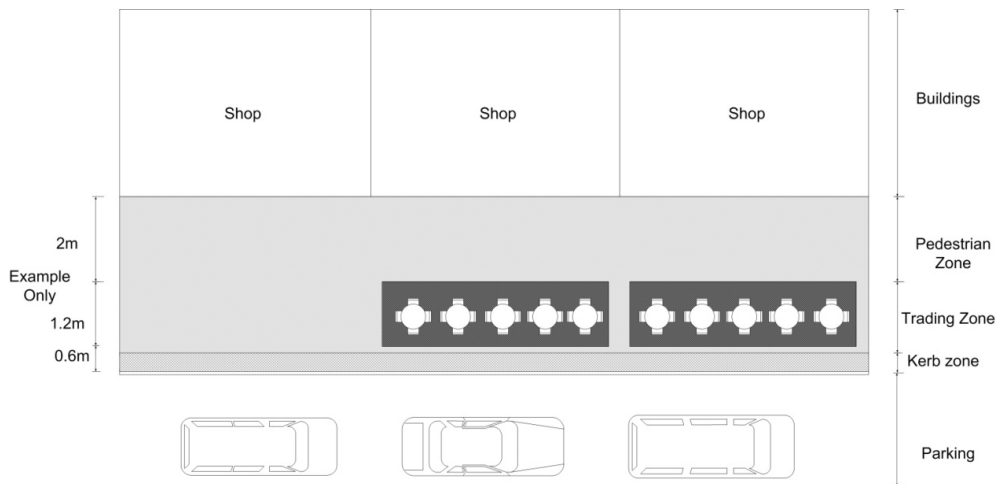
20.1.8 Precinct 8 - Mortlake - Gale, Mortlake and Hilly Streets and Tennyson Road

Assessment principle	
Area to be occupied	<p>Items of furniture must only be located on the building line of the footpath adjacent to the premises of the approved business.</p> <p>The reason for building line occupation is to ensure that access to pedestrian crossings, bus stops and street furniture can be maintained in this small neighbourhood centre.</p> <p>Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner shall not be occupied except where specially designed and fenced garden areas are installed.</p> <p>Occupation shall not cause inconvenience to pedestrians.</p>
Pedestrian access	<p>Minimum public access along footpath is 2 metres and must be left in a clear and consistent lane along the kerb line.</p>
Shade structures	<p>All shade or awning structures require Development Consent – refer to Council’s appropriate planning guidelines for further information.</p> <p>As a guide, the following applies:</p> <ul style="list-style-type: none"> • The colour chosen for the shade structure should be compatible with the surrounding streetscape or and outdoor furniture for the subject establishment. • Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large, enclosed space. • For any attachment to the existing building awning, development consent will need to be obtained. • Where a building awning does not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. For any attachment to the awning, development consent will need to be obtained. • The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



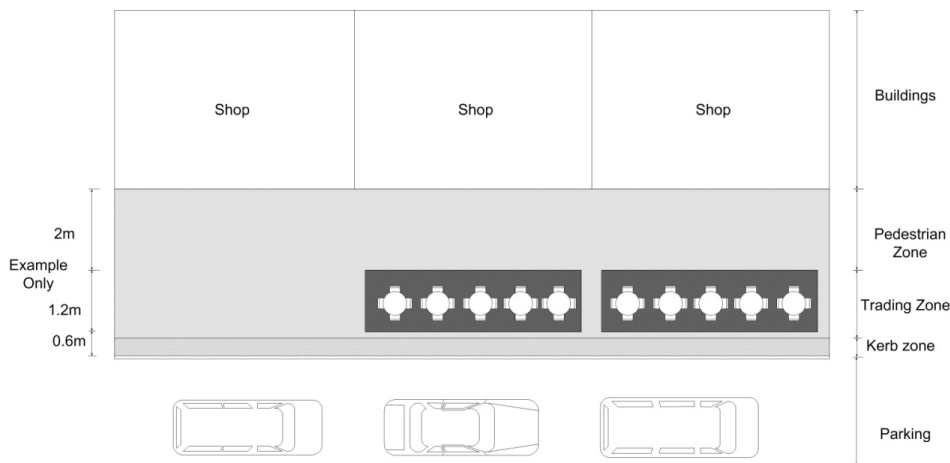
20.1.9 Precinct 9 - North Strathfield - George Street / Bakehouse Quarter

Assessment principle	
Area to be occupied	Items of furniture must be located adjacent to the kerbside of the footpath . Occupation shall not cause inconvenience to pedestrians. Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner shall not be occupied except where specially designed and fenced garden areas have been installed. Occupation should not cause inconvenience to pedestrians.
Location to be occupied	A distance of 600mm from the kerbside must be kept clear at all times.
Pedestrian access	Minimum public access along the footpath is 2 metres and must be left in a clear and consistent lane along the building line.
Shade structures	All shade or awning structures require Development Consent – refer to Council’s appropriate planning guidelines for further information. As a guide, the following applies: <ul style="list-style-type: none"> The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large enclosed space. Where a building awning does not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres



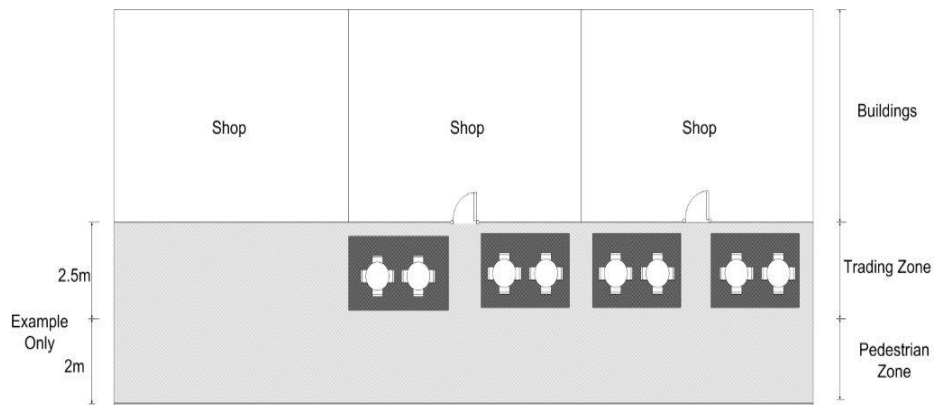
20.1.10 Precinct 10 - Wareemba - Great North Road

Assessment principle	
Area to be occupied	Items of furniture must be located adjacent to the kerbside of the footpath. Occupation shall not cause inconvenience to pedestrians. Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner shall not be occupied except where specially designed and fenced garden areas have been installed. Occupation should not cause inconvenience to pedestrians.
Location to be occupied	A distance of 600mm from the kerbside must be kept clear at all times.
Pedestrian access	Minimum public access along the footpath is 2 metres and must be left in a clear and consistent lane along the building line.
Shade structures	All shade or awning structures require Development Consent – refer to Council’s appropriate planning guidelines for further information. As a guide, the following applies: <ul style="list-style-type: none"> • The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. • Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large enclosed space. • Where a building awning does not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. • The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



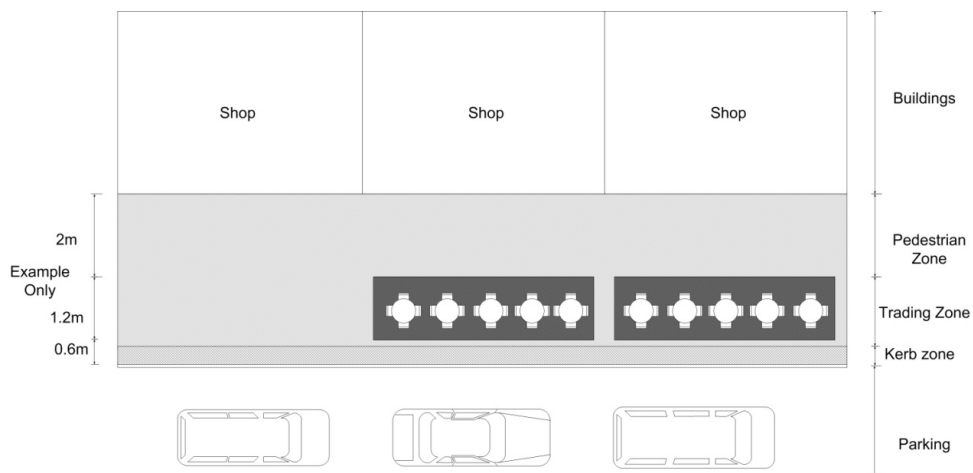
20.1.11 Precinct 11 – Rhodes Town Square & The Pinnacle

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



20.1.12 Precinct 12 – Rhodes, all other areas

Assessment principle	
Area to be occupied	Items of furniture must be located on the kerbside of the footpath. Occupation shall not cause inconvenience to pedestrians. Areas adjoining bus stops or areas closer than 10 metres from an intersection or corner shall not be occupied except where specially designed and fenced garden areas have been installed.
Location to be occupied	A distance of 600mm from the kerbside must be kept clear at all times.
Pedestrian access	Minimum public access along the footpath is 2 metres and must be left in a clear and consistent lane along the building line.
Shade structures	All shade or awning structures require Development Consent – refer to Council’s appropriate planning guidelines for further information. As a guide, the following applies: <ul style="list-style-type: none"> • The colour chosen for the shade structure should be compatible with the surrounding streetscape and outdoor furniture for the subject establishment. • Shading structures must not cause significant overshadowing of the footpath or reduce the amenity of the public domain by creating a large enclosed space. • Where an awning does not exist over the area proposed for business use, removable or temporary shade structures such as outdoor umbrellas are permissible. • The unobstructed vertical clearance should be a minimum height of 2 metres and a maximum height of 2.3 metres.



20.1.13 Precinct 13 – All Other Areas

Assessment principle
<p>Any area not included within these precinct descriptions will be assessed individually depending on location and accessibility.</p> <p>Please note that in certain locations throughout Canada Bay Business Use of Footpath is not permitted.</p> <p>Any person looking to lodge an application should consult with Council's Buildings and Property Team prior to lodging the application.</p>

Business Use Of Public Footpath Policy					
Date Submitted	Do you support this proposal?		Do you have any questions, concerns or comments regarding the proposed Business Use of Public Footpath Policy?	Locations	I own a business in Canada Bay
	Yes	No			
Mar 09, 2023, 10:02 AM	1			Drummoyne	0
Mar 08, 2023, 08:08 PM		1	In Concord there doesn't appear to be any policing of the current footpath dining area policy. I have noticed that chairs & tables seem to 'drift' outside the allocated areas. Additionally, although I can understand the reasons, strollers tend to intrude into the pedestrian areas. These are not great problems but can be annoying in busy periods. What other sort of business use is proposed ? Any activity that might attract sufficient people as to cause an obstruction should be avoided.	Concord	0

Mar 08, 2023, 07:46 PM	1		Abbotsford; Drummoyne; Five Dock; Rodd Point; Russell Lea; Wareemba	1
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<p>Mar 08, 2023, 07:05 PM</p>	<p>1</p>	<p>WH&S concern People have been tying their dogs to chairs on the footpath cafes. Dogs are often under the tables guarding their owners and are sometimes unpredictable by nature. A dog recently got frightened at a Wareemba cafe and took off down Great North Rd dragging the chair behind it. A number of people took chase on foot and in cars and it was finally rescued outside Abbotsford school. There needs to be consideration for a separate area for people with dogs (for those people, especially children, who are not comfortable around dogs.)</p>	<p>Canada Bay</p>	<p>0</p>
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<p>Mar 08, 2023, 04:15 PM</p>		<p>1</p> <p>multitude of reasons none of which will be resolved by the proposal.</p> <p>A significant issue for businesses in the Five Dock area is lack of parking beyond 30 Mins. Thirty minutes is not enough time to visit more than one business in the shopping strip. Your rangers are very vigilant and fines are hefty.</p> <p>So spending council time and effort on this proposal which will be charged as an additional cost to businesses already struggling, seems pointless and ignorant of what is needed to revitalise these high street precincts. Look at Norton St Leichhardt and the demise of businesses to see where we are heading.</p>	<p>Abbotsford</p>	<p>0</p>
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Mar 08, 2023, 04:01 PM	1	<p>As a resident of some 55 years in Concord, I feel that the provision of "out side" sitting has enhanced the ambiance of Majors Bay Road, and has been a boon to certain businesses. I support the proposal, but ask that Council actually enforces their approval. "located adjacent to the kerbside of the footpath" and "Pedestrian access of 2.5m" There is no mention of moving tables and chairs further away from the kerbside during wet weather, thereby substantially reducing the 2.5m. Nor is reference to adding a few extra tables, outside of the designated area, during peak periods. My wife uses a walker and I a stick, thus the placement of tables and chairs can adversely our ability to walk on the footpath.</p>	Concord	0
Mar 08, 2023, 03:43 PM	1	<p>Will be a great addition to our community</p>	Canada Bay; Drummoyne	0

<p>Mar 08, 2023, 03:26 PM</p>		<p>1</p> <p>Its hard enough now to walk down the footpath without and footpath furniture. We all ways struggle especially on the corner of Jellicoe street and majors bay road. The guest bring their chairs out onto the footpath area and and the entrance of this particular cafe has other item coming out from the shop like a rope barrier. However if the furniture is on the inside of the dedicated seating area as marked by the small black markers on the pavers that may stop the guest pulling the chairs out</p>	<p>Concord</p>	<p>0</p>
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Mar 08, 2023, 03:26 PM	1	I forgot to mention in my first feedback that special care is needed when selecting and approving these usage in considering the people who have visual problems and who use canes as to ensure no trip hazards. Similarly applies for prams and wheelchair users	Drummoyne	0
Mar 08, 2023, 03:23 PM	1	Providing the approval is subject to a safety audit prior to approval I have no objections. Both pedestrians and patrons to these premises should be considered particularly in the event of runaway cars driven by for example elderly drivers who hit accelerators instead of brakes!	Breakfast Point	0

<p>Mar 08, 2023, 03:23 PM</p>	<p>1</p>	<p>I strongly believe that this is an additional council resource which should be utilised to collect fees from businesses who will benefit from this use of footpath space to increase their table/patron numbers. These funds can then be used or redirected for other essential services provided by council or to reduce rates collected. It MUST not be used for sole benefit of a small number of businesses who happen to have kerb space that is deemed suitable while many other canada bay business owners do not gain this benefit and in many ways are subsidising the businesses who do</p>	<p>Drummoyne</p>	<p>0</p>
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		<p>17. Alcohol permitted on 'footpath areas' What are these? The document specifies trading zone, pedestrian zone. Not clear what 'footpath' is in this context (trading zone??).</p> <p>21.1.7 Lyons Rd Some exceptions near bus stops. Why? Areas near bus stops should be kept clear. I do not understand why the trading zone is designated at the building line for safety reasons at peak times which will force pedestrians to walk in the section near the kerb. Are their lives not as valuable?</p> <p>Is Victoria Rd Drummoyne an area where NO business use is permitted? I would like this to be spelt out as I have complained to Council in the past about A frames etc illegally placed and business promotions to people waiting</p>		
Mar 08, 2023, 02:39 PM	1		Drummoyne	0
Mar 08, 2023, 02:00 PM	1		Drummoyne	0

Mar 08, 2023, 01:45 PM		<p>Currently the use of public space by business is being abused and there appears to be no genuine consequences for the business at fault. The maintenance of a 2.5m pedestrian access by businesses on Majors Bay Road is being violated regularly but Council seems to turn a blind eye to this. Pedestrian are being prevented from moving freely.</p> <p>I am opposed to the continuation and any extension of the provisions currently in place. This is public space and should remain so.</p>	Concord	0
Mar 08, 2023, 01:36 PM	1	To move all dining outdoors is the safest and most sensible thing to do	Rhodes	0

<p>Mar 08, 2023, 01:25 PM</p>	<p>1</p>	<p>permanent structures being located on the footpath.</p> <p>There are already too many structures located on public footpaths throughout Canada Bay.</p> <p>In Five Dock, it is becoming increasing difficult for pedestrians to navigate the chairs, tables and structures on the footpath.</p> <p>People waiting for coffee in public spaces have limited area to stand due to the amount of people eating at tables. This creates congestion and difficult for older people who need to use the footpath to move around.</p>	<p>Rodd Point</p>	<p>0</p>
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<p>Mar 08, 2023, 01:13 PM</p>	<p>1</p>	<p>My concern is around ensuring the document is followed. For example, on the Majors Bay road footpath, there is often only 800mm gap for pedestrians between the furniture with a queue to get past along the footpath. When we ask the business if the path can be wider, the business states that they have approval to restrict the pedestrian access. Also, what about the ropes and stanchions that are placed on the footpath which further restrict pedestrians? This should be included in the calculations for maintaining the width for pedestrians. Can we have some regular audits to ensure compliance rather than conflicts between pedestrians and business owners?</p>	<p>Concord West</p>	<p>0</p>
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Mar 08, 2023, 12:58 PM	1		As long as the structures can be removed / re-sited if causing issues and, a structure sunset re-approval to be in place.	North Strathfield	0
Mar 08, 2023, 12:51 PM	1			Abbotsford; Five Dock	0

Attachment 1 – Investment Report June 2023



INVESTMENT
REPORT
JUNE 2023

INVESTMENT REPORT JUNE 2023

Investment Report JUNE 2023

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Investment Report JUNE 2023

June 2023 Investment Report

Statement of Cash Investments as of 30 Jun 2023

STATEMENT OF CASH INVESTMENTS							
Maturity Date	Bank/Issuer	Long Term Rating	Fair Value	Term	Interest	Issue Date	Investment Type
03/07/23	Commonwealth Bank of Australia	AA-	\$3,000,000.00	32	4.10%	01/06/23	Term Deposits
05/07/23	Commonwealth Bank of Australia	AA-	\$2,500,000.00	63	4.19%	03/05/23	Term Deposits
06/07/23	Commonwealth Bank of Australia	AA-	\$2,500,000.00	335	3.74%	05/08/22	Term Deposits
06/07/23	Commonwealth Bank of Australia	AA-	\$2,000,000.00	160	4.36%	27/01/23	Term Deposits
10/07/23	Commonwealth Bank of Australia	AA-	\$3,000,000.00	39	4.20%	01/06/23	Term Deposits
12/07/23	Commonwealth Bank of Australia	AA-	\$2,500,000.00	40	4.21%	02/06/23	Term Deposits
13/07/23	Commonwealth Bank of Australia	AA-	\$2,000,000.00	188	4.41%	06/01/23	Term Deposits
17/07/23	Commonwealth Bank of Australia	AA-	\$3,000,000.00	197	0.60%	01/01/23	Term Deposits
20/07/23	National Australia Bank	AA-	\$2,000,000.00	90	4.35%	21/04/23	Term Deposits
28/07/23	National Australia Bank	AA-	\$3,000,000.00	364	0.65%	29/07/22	Term Deposits
03/08/23	National Australia Bank	AA-	\$2,000,000.00	367	0.65%	01/08/22	Term Deposits
10/08/23	Commonwealth Bank of Australia	AA-	\$2,000,000.00	202	4.25%	20/01/23	Term Deposits
28/08/23	Commonwealth Bank of Australia	AA-	\$3,000,000.00	90	4.78%	30/05/23	Term Deposits
07/09/23	Commonwealth Bank of Australia	AA-	\$2,500,000.00	216	4.39%	03/02/23	Term Deposits
14/09/23	Commonwealth Bank of Australia	AA-	\$2,500,000.00	197	4.75%	01/03/23	Term Deposits
21/09/23	Bank of Queensland	BBB+	\$2,000,000.00	203	4.63%	02/03/23	Term Deposits
28/09/23	Commonwealth Bank of Australia	AA-	\$2,000,000.00	209	4.63%	03/03/23	Term Deposits
05/10/23	National Australia Bank	AA-	\$2,000,000.00	210	4.65%	09/03/23	Term Deposits
23/10/23	AMP Bank	BBB	\$2,000,000.00	180	4.90%	26/04/23	Term Deposits
30/11/23	Bank of Queensland	BBB+	\$3,000,000.00	184	4.95%	30/05/23	Term Deposits
07/12/23	Commonwealth Bank of Australia	AA-	\$3,000,000.00	349	4.62%	23/12/22	Term Deposits
29/02/24	Commonwealth Bank of Australia	AA-	\$3,000,000.00	276	5.00%	29/05/23	Term Deposits
14/03/24	Commonwealth Bank of Australia	AA-	\$2,000,000.00	379	5.05%	01/03/23	Term Deposits
02/04/24	ING Bank	AAA	\$2,000,000.00	390	5.00%	09/03/23	Term Deposits
29/05/24	Commonwealth Bank of Australia	AA-	\$3,000,000.00	366	5.03%	29/05/23	Term Deposits
29/08/24	Commonwealth Bank of Australia	AA-	\$3,000,000.00	458	4.99%	29/05/23	Term Deposits
16/02/26	National Australia Bank	AA-	\$2,000,000.00	1096	1.04%	16/02/23	Term Deposits
20/10/23	Westpac Bank	AA-	\$1,500,000.00	183	4.53%	20/04/23	Tailored Deposits
30/10/23	Westpac Bank	AA-	\$1,000,000.00	367	1.11%	28/10/22	ESG TD
01/12/23	Westpac Bank	AA-	\$2,000,000.00	182	4.20%	02/06/23	ESG TD
19/02/24	Westpac Bank	AA-	\$1,000,000.00	277	4.92%	18/05/23	ESG TD
04/03/24	Westpac Bank	AA-	\$2,000,000.00	273	1.68%	05/06/23	ESG TD
14/11/24	Westpac Bank	AA-	\$1,500,000.00	552	1.62%	12/05/23	ESG TD
02/12/24	Westpac Bank	AA-	\$1,500,000.00	546	1.62%	05/06/23	ESG TD
17/02/25	Westpac Bank	AA-	\$2,000,000.00	641	2.02%	18/05/23	ESG TD
24/02/25	Westpac Bank	AA-	\$2,500,000.00	641	2.10%	25/05/23	ESG TD
20/11/25	Westpac Bank	AA-	\$1,500,000.00	916	1.87%	19/05/23	ESG TD
17/02/26	Westpac Bank	AA-	\$2,500,000.00	1006	2.24%	18/05/23	ESG TD
24/02/26	Westpac Bank	AA-	\$2,000,000.00	1006	2.31%	25/05/23	ESG TD
03/03/26	Westpac Bank	AA-	\$2,000,000.00	1002	2.22%	05/06/23	ESG TD
16/08/23	Commonwealth Bank of Australia	AA-	\$1,500,000.00	1826	4.84%	16/08/18	Floating Rate Notes
08/02/24	ANZ Bank	AA-	\$1,500,000.00	1826	4.98%	08/02/19	Floating Rate Notes
29/08/24	ANZ Bank	AA-	\$1,500,000.00	1827	4.72%	29/08/19	Floating Rate Notes
14/11/24	Citibank	A+	\$1,000,000.00	1827	4.78%	14/11/19	Floating Rate Notes
12/02/25	Macquarie Bank	A+	\$2,000,000.00	1827	4.73%	12/02/20	Floating Rate Notes
06/05/25	Royal Bank of Canada	AAA	\$1,000,000.00	1096	4.58%	06/05/22	Floating Rate Notes
17/10/25	Suncorp Metway	AAA	\$1,000,000.00	1096	4.54%	17/10/22	Floating Rate Notes
09/12/25	Macquarie Bank	A+	\$2,000,000.00	1651	4.70%	02/06/21	Floating Rate Notes
13/01/26	Commonwealth Bank of Australia	AA-	\$1,500,000.00	1096	4.54%	13/01/23	Floating Rate Notes
24/02/26	Members Banking (RACQ Bank)	BBB+	\$2,300,000.00	1096	5.42%	24/02/23	Floating Rate Notes
15/05/26	Bendigo and Adelaide Bank	BBB+	\$1,000,000.00	1096	5.15%	15/05/23	Floating Rate Notes
15/06/26	Teachers Mutual Bank	BBB	\$850,000.00	1825	4.98%	16/06/21	Floating Rate Notes
19/08/26	ING Bank	AAA	\$500,000.00	1826	4.33%	19/08/21	Floating Rate Notes
23/12/26	Commonwealth Bank of Australia	AA-	\$2,000,000.00	1917	4.73%	23/09/21	ESG FRN
18/08/27	Commonwealth Bank of Australia	AA-	\$1,100,000.00	1826	4.94%	18/08/22	Floating Rate Notes
13/01/28	Commonwealth Bank of Australia	AA-	\$1,500,000.00	1826	4.79%	13/01/23	Floating Rate Notes
19/01/28	Cooperative RABOBank	A+	\$1,000,000.00	1826	4.86%	19/01/23	Floating Rate Notes
16/02/28	Westpac Bank	AA-	\$1,000,000.00	1826	4.89%	16/02/23	Floating Rate Notes
09/05/28	Bank of Queensland	AAA	\$1,250,000.00	1827	5.08%	09/05/23	Floating Rate Notes
15/12/23	NTTC	Aa3	\$2,000,000.00	1186	1.00%	15/09/20	Fixed Rate Bond
15/12/24	NTTC	Aa3	\$2,000,000.00	1206	1.00%	27/08/21	Fixed Rate Bond
15/06/25	NTTC	Aa3	\$2,000,000.00	1496	1.10%	11/05/21	Fixed Rate Bond
18/08/25	Commonwealth Bank of Australia	AA-	\$1,500,000.00	1096	4.20%	18/08/22	Fixed Rate Bond
24/08/26	Suncorp Metway	AAA	\$2,000,000.00	1587	3.25%	20/04/22	Fixed Rate Bond
	AMP Bank	BBB	\$2,009,115.94		4.95%		AMP
	AMP Bank	BBB	\$1,000.00		2.10%		AMP
	Macquarie Bank	A+	\$2,006,465.80		4.10%		Macquarie CMA
	Macquarie Bank	A+	\$8,021,922.37		3.90%		Macquarie CMA
	Macquarie Bank	A+	\$1,424,936.89		3.70%		Macquarie CMA
	30/06/23		\$137,863,441.00				
	TOTAL INVESTMENTS at 31/05/2023		\$140,846,697.56				
	Net Increase/(Decrease) in Investments		(\$2,983,256.56)				

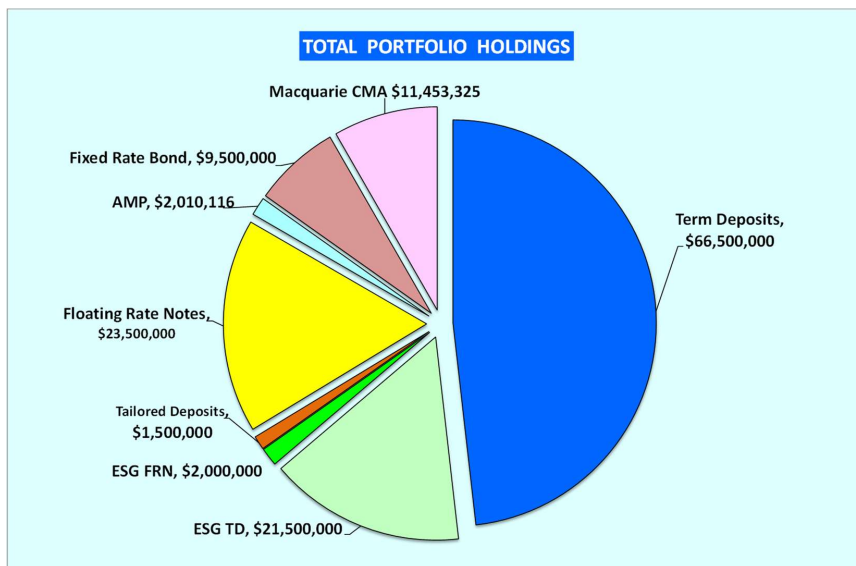
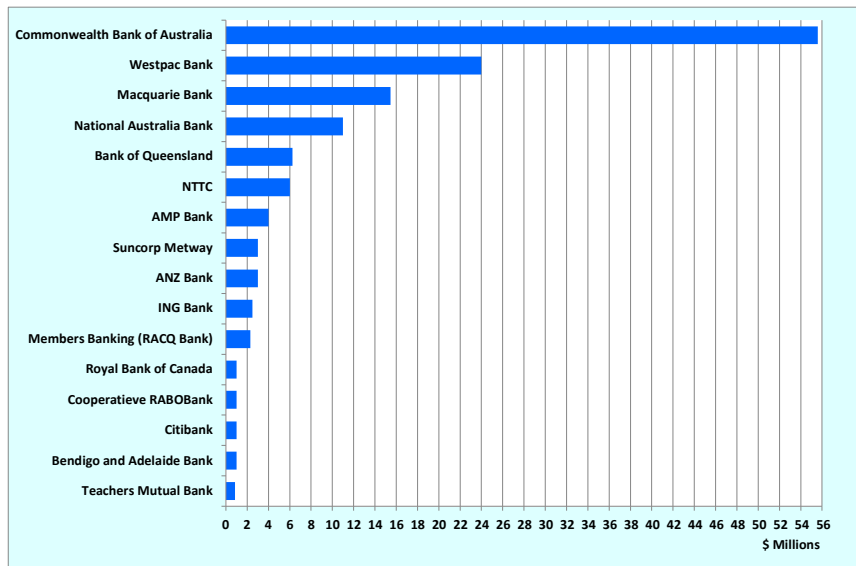
Certificate of the Responsible Accounting Officer

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

Evan Hutchings

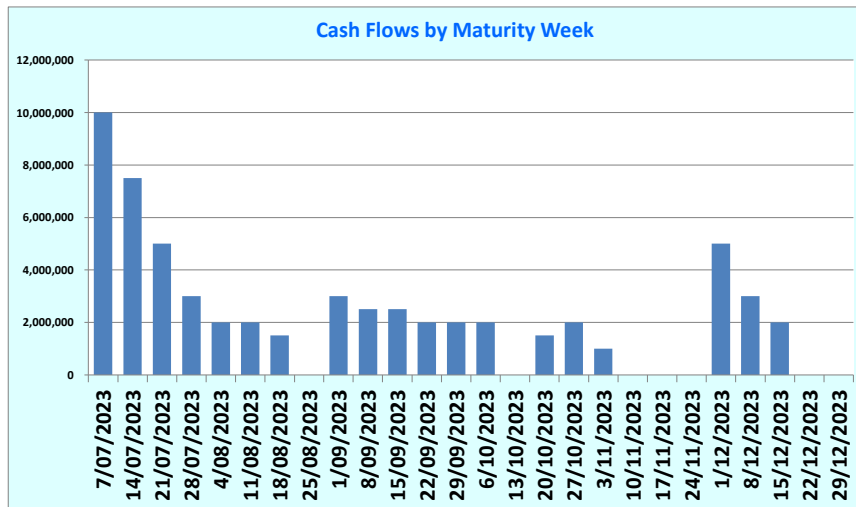
Date: 07 Jul 2023

Investment Report JUNE 2023
Total Investment Deposits by Institution as of 30 Jun 2023



Investment Report JUNE 2023

Weekly cash flow forecast for 6 months as of 30 Jun 2023



Investment Report JUNE 2023

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

LT Ratings	ADI	Policy Limit	% of Portfolio
AA-	ANZ Bank	45%	2.17%
	Commonwealth Bank of Australia	45%	40.30%
	National Australia Bank	45%	7.97%
	Westpac Bank	45%	17.40%
Aa3	NTTC	45%	4.35%
AAA	Suncorp Metway	45%	2.17%
	ING Bank	45%	1.81%
	Royal Bank of Canada	45%	0.72%
A+	Macquarie Bank	30%	11.20%
	Cooperative RABOBank	30%	0.72%
	Citibank	30%	0.72%
BBB+	Members Banking (RACQ Bank)	10%	1.67%
	Bendigo and Adelaide Bank	10%	0.72%
	Bank of Queensland	10%	4.53%
BBB	Teachers Mutual Bank	5%	0.62%
	AMP Bank	5%	2.91%
	Total Portfolio		100.00%

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

Type Long Term	Holdings	Policy Limit	% Portfolio
AA-	\$93,600,000.00	45%	67.84%
Aa3	\$6,000,000.00	45%	4.35%
AAA	\$7,750,000.00	45%	5.62%
A+	\$17,453,325.06	30%	12.65%
A	\$0.00	30%	0.00%
BBB+	\$8,300,000.00	10%	6.02%
BAA2	\$0.00	10%	0.00%
BBB	\$4,860,115.94	5%	3.52%
BBB-	\$0.00	5%	0.00%
NR	\$0.00	0%	0.00%
Total	\$137,963,441.00		100.00%

Investment Report JUNE 2023

Investment Transactions during Jun 2023

Date	Transaction	Bank/Issuer	Type	Term	Int Rate	Amount	Interest Paid
31/05/2023	Balance	Investment Balance Fair Value				\$140,946,697.56	
1/06/2023	Purchase	Commonwealth Bank of Australia	Term Deposits	32	4.10%	\$3,000,000.00	
1/06/2023	Purchase	Commonwealth Bank of Australia	Term Deposits	39	4.20%	\$3,000,000.00	
2/06/2023	Purchase	Commonwealth Bank of Australia	Term Deposits	40	4.21%	\$2,500,000.00	
2/06/2023	Reset	Westpac Bank	ESG TD	182	4.20%	\$2,000,000.00	
2/06/2023	Reset	Westpac Bank	ESG TD	274	4.20%	(\$2,000,000.00)	\$21,172.60
5/06/2023	Reset	Westpac Bank	ESG TD	273	1.68%	\$2,000,000.00	
5/06/2023	Reset	Westpac Bank	ESG TD	546	1.62%	\$1,500,000.00	
5/06/2023	Reset	Westpac Bank	ESG TD	1002	2.22%	\$2,000,000.00	
5/06/2023	Reset	Westpac Bank	ESG TD	364	1.68%	(\$2,000,000.00)	\$8,376.99
5/06/2023	Reset	Westpac Bank	ESG TD	640	1.62%	(\$1,500,000.00)	\$6,258.08
5/06/2023	Reset	Westpac Bank	ESG TD	1096	2.22%	(\$2,000,000.00)	\$11,434.52
8/06/2023	Maturity	Commonwealth Bank of Australia	Term Deposits	307	3.69%	(\$2,500,000.00)	\$77,591.10
9/06/2023	Reset	Macquarie Bank	Floating Rate Notes	1651	4.70%	\$2,000,000.00	
9/06/2023	Reset	Macquarie Bank	Floating Rate Notes	1651	4.12%	(\$2,000,000.00)	\$20,749.65
15/06/2023	Maturity	Auswide Bank Ltd	Term Deposits	190	4.45%	(\$2,000,000.00)	\$46,328.77
15/06/2023	Reset	NTTC	Fixed Rate Bond	1496	1.10%	\$2,000,000.00	
15/06/2023	Reset	NTTC	Fixed Rate Bond	1496	1.10%	(\$2,000,000.00)	\$22,000.00
16/06/2023	Reset	Teachers Mutual Bank	Floating Rate Notes	1825	4.96%	\$850,000.00	
16/06/2023	Reset	Teachers Mutual Bank	Floating Rate Notes	1825	4.34%	(\$850,000.00)	\$9,301.52
23/06/2023	Maturity	National Australia Bank	Term Deposits	365	0.60%	(\$3,000,000.00)	\$18,000.02
23/06/2023	Reset	Commonwealth Bank of Australia	ESG FRN	1917	4.73%	\$2,000,000.00	
23/06/2023	Reset	Commonwealth Bank of Australia	ESG FRN	1917	4.11%	(\$2,000,000.00)	\$20,698.74
29/06/2023	Maturity	Commonwealth Bank of Australia	Term Deposits	188	4.31%	(\$3,000,000.00)	\$66,598.36
29/06/2023	Maturity	Commonwealth Bank of Australia	Term Deposits	133	4.37%	(\$2,000,000.00)	\$31,847.12
29/06/2023	Maturity	MyState Ltd	Term Deposits	56	4.40%	(\$2,000,000.00)	\$13,501.37
	Activity	Macquarie Bank	At Call (Macquarie)		4.10%	\$6,465.81	\$6,465.80
	Activity	Macquarie Bank	At Call (Macquarie)		3.90%	\$2,598,140.11	\$21,922.37
	Activity	Macquarie Bank	At Call (Macquarie)		3.70%	\$1,424,936.89	\$1,154.63
	Activity	AMP Bank 31Day Notice	At Call (AMP)		4.95%	(\$1,012,799.37)	\$18,666.74
	Activity	AMP Business Saver	At Call (AMP)		2.10%	\$0.00	\$471.24
30/06/2023		EOM Balance			Total	\$137,963,441.00	\$422,539.63

Total Interest Received during Jun 2023

Ledger Account	Type	Jun
102623-1465-40068	Investments	\$373,858.84
102623-1465-40067	At Call Accounts	\$48,680.79
	Sub-Total	\$422,539.63
102623-1465-40066	General Bank Account	\$0.00
	Total	\$422,539.63

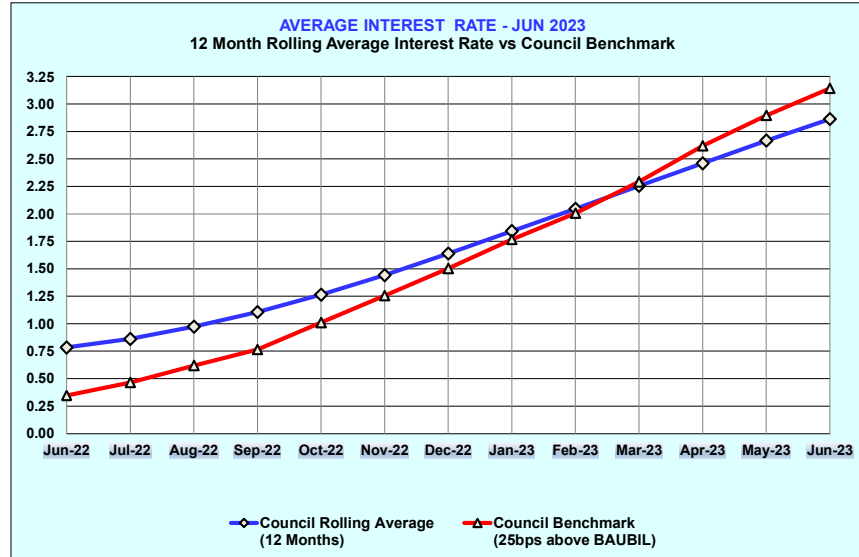
Investment Report JUNE 2023

Statement of Consolidated Cash and Investments as of 30 Jun 2023

Consolidated Cash & Investments			
Cash & Investments			
Cash At Bank as at 30 Jun 2023		\$10,885,746.79	
Investments at Fair Value as at 30 Jun 2023		\$137,963,441.00	
Total Cash & Investments			\$148,849,187.79
The above cash and investments are comprised of:			
Externally Restricted Reserves			
Externally restricted reserves refer to funds received that are restricted by externally imposed requirements for expenditure on specific purposes. Externally restricted reserves include unexpended developer contributions under Sections 7.11 and 7.12.			
Total External Restrictions			\$98,692,580.51
Internally Restricted Reserves			
Internally restricted reserves are funds restricted in the use by resolution or policy of Council			
Total Internal Restrictions			\$41,633,947.26
Unrestricted Cash & Investments			
Total Unrestricted Cash & Investments			\$8,522,660.02
Total Cash & Investments			\$148,849,187.79
Note: At the time of this report, reserve balances have yet to be finalised for 30th Jun 2023			

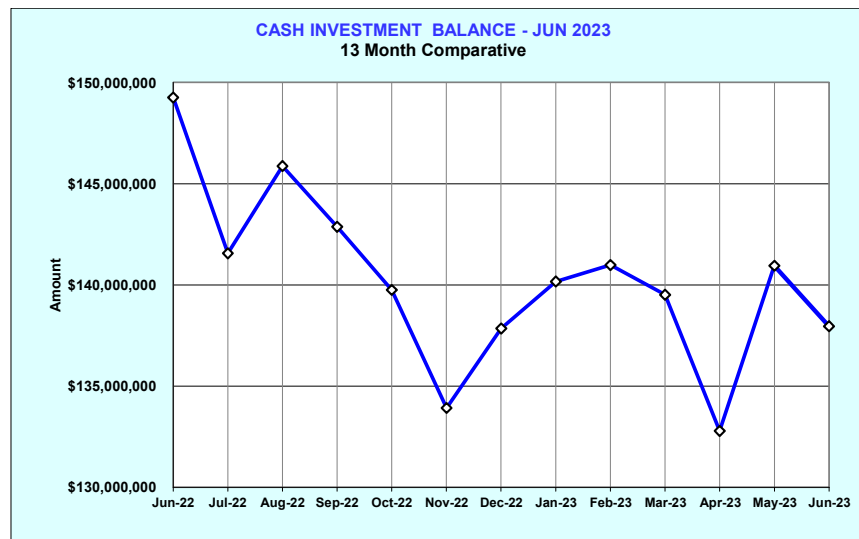
Investment Report JUNE 2023

Comparative Graphs

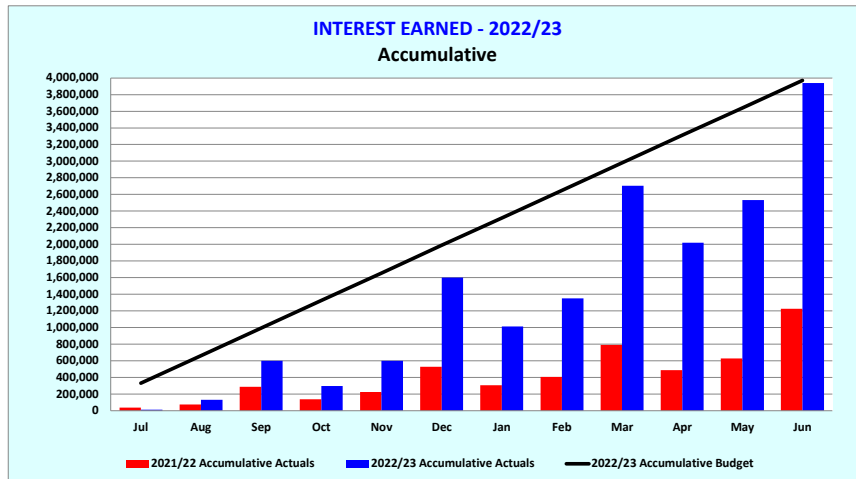
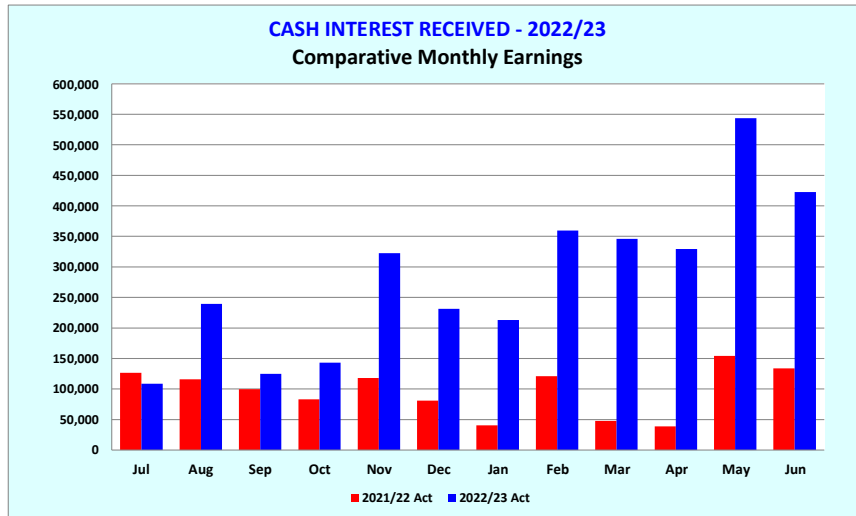


The rolling 12 month portfolio return relative to the index is expected to remain less than benchmark until November 2023. This is the impact of some fixed interest investments held in the portfolio returning less than what is currently able to be achieved if purchased in the market today.

As mentioned in the report, overall investment earnings are increasing, with the financial year ending 30 June 2023 showing a return on the portfolio of \$4.063M. By comparison, interest earned for the previous year ending 30 June 2022 was \$1.225M. Council’s Budget for 2023-24 forecasts interest earnings of \$4.565M



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