

ORDINARY COUNCIL MEETING


ATTACHMENTS BOOKLET

Under Separate Cover

Tuesday, 18 April 2023

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Outcome of
Exhibition

City of Canada Bay draft Local Character Statements
North Strathfield, Concord and Five Dock Metro Precincts

Report on Submissions

Exhibition 2: 19 April 2022 – 31 May 2022

Draft Planning Study – Metro precincts – Report on Submissions

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Draft Planning Study – Metro precincts – Report on Submissions

1. Executive Summary

The purpose of this report is to provide a summary of submissions received during the exhibition of the Sydney Metro West Station Precincts – Local Character Statements and Draft Planning Study.

The exhibition package was publicly exhibited from 19 April 2022 to 31 May 2022. There was no statutory requirement for this exhibition, however it was undertaken to seek feedback from the community on the Local Character Statements that have been prepared.

The exhibition package was publicly exhibited on Council's community engagement platform *Collaborate* for 28 days (3,746 views). Public notifications were also placed on Facebook and Instagram.

A notification letter was also sent to 6,505 landowners and residents.

A total of 154 surveys were completed on Collaborate and 101 written submissions were received during the exhibition period.

This report provides a summary of, and a response to submissions.

2. Introduction

The NSW Department of Planning and Environment announced Sydney Metro West in 2016 and construction started in 2020. Three stations will be located within the City of Canada Bay in the suburbs of North Strathfield, Five Dock and Concord/Burwood North.

Initial consultation was undertaken by Council in November and December 2020 to understand the community's aspirations for each station location. The outcomes of this initial consultation are collated in an Engagement Summary Report prepared by Cred Consulting.

Based on what we heard, draft Local Character Statements and a draft Planning Study were prepared.

- Draft Local Character Statements

Local Character Statements describe how the precincts could change in the future.

Draft local character statements were prepared for each of the three precincts, Five Dock, North Strathfield and Concord/Burwood North:

- Sydney Metro West: draft Five Dock Local Character Statement.
- Sydney Metro West: draft North Strathfield Local Character Statement.
- Sydney Metro West: draft Concord/Burwood North Local Character Statement.

- Draft Planning Study

A draft Planning Study has also been prepared that provides a technical analysis of the land use planning constraints and opportunities for each station precinct.

- Stage 1: Draft background and strategic context review – analysis of the existing precincts, relevant land use planning studies and strategies.

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- Stage 2: Draft urban design framework – integrates the findings of the community engagement with the Stage 1 Review and identifies principles to inform potential change to land use plans.

3. Consultation Strategy

The exhibition package was publicly exhibited from 19 April 2022 to 31 May 2022 on Council’s community engagement platform, *Collaborate*, for 28 days. A letter was sent to landowners and residents with walking distance of metro station locations to advise them of the exhibition. A notification email was also sent to all users who were already following the *Collaborate* page from the round 1 exhibition. Public notifications were also placed on Facebook and Instagram.

Letter

A notification letter was sent to 6,505 landowners and residents to advise them of the exhibition. The letters to landowners were addressed to the owner and sent to the owners mailing address.

Facebook

A Facebook post reached 5,430 readers, resulting in 684 engagements, consisting of 13 reactions, 4 comments and 2 shares.

A total of 329 viewers clicked on the link to go through to Council’s website containing the exhibited documents.

Instagram

An Instagram post reached 904 readers with 984 impressions, meaning that some people viewed the post more than once.

Collaborate

There were 3,746 views to the Collaborate Page by 2,478 visitors. Of those, 154 made a contribution via the surveys that were provided. 90 people are following the project page for updates.

The precincts received the following contributions:

Five Dock

44 contributions from 44 contributors with the majority of the known contributors living in Five Dock and aged between 30 and 74.

Contributor suburb	Number of contributors
Five Dock	27
Abbotsford	4
Wareemba	2
Concord	1
Concord West	1
North Strathfield	1
Russell Lea	1

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Concord/Burwood North

18 contributions from 17 contributors with the majority of the known contributors living in Concord and aged between 45 and 85.

Contributor suburb	Number of contributors
Concord	13
Concord West	1

North Strathfield

94 contributions from 93 contributors with the majority of the known contributors living in Concord and aged between 20 and 85.

Contributor suburb	Number of contributors
North Strathfield	43
Concord West	7
Concord	4
Cabarita	2
Five Dock	2
Canada Bay	1
Drummoyne	1

Note that contributors were permitted to make a contribution to more than one precinct, and a contributor was not required to answer all questions within a particular survey, including the suburb in which they live.

4. Review of Submissions

Key Concerns

This section of the report provides responses to key concerns raised in submissions received during the exhibition period. The key concerns have been summarised under the following headings:

- A. Laneways
- B. Parks/playgrounds
- C. Parramatta Road Corridor Urban Transformation Strategy
- D. Desired future character statement - Character and culture
- E. Desired future character statement - Land use and activation
- F. Desired future character statement - Movement
- G. Desired future character statement - Landscape
- H. Desired future character statement - Built form and density
- I. Train network capacity
- J. School capacity
- K. Flooding/drainage
- L. Pollution/waste
- M. Crime
- N. Climate change

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- O. Noise (pedestrian, traffic and construction)
- P. Community engagement
- Q. Forced to move/financial pressure
- R. Massing diagrams
- S. Mapping street names
- T. Precincts and sub-precincts

Part 6 of this report includes a summary of all written submissions and a response to any matters that do not fall within the above categories. Written feedback submitted with Collaborate surveys is discussed within the above categories.

A. Laneways

A number of submissions queried the necessity and location of laneways and asked how they would be delivered.

Response:

Laneways have been proposed in a number of locations in all precincts to improve pedestrian access and permeability. A laneway can be used to reduce street block sizes and make an area more walkable. Ideally a street block should be no more than 100m in length to encourage walkability. Laneways can also improve access to amenities and infrastructure outside of the precinct such as parks and foreshore areas.

The laneway locations indicated in the exhibition material are the locations that would improve accessibility and encourage walking. The locations are indicative and will be subject to further investigation and consultation.

The method of delivery for future laneways is yet to be determined. Council is cognisant of the impact that planning policies can have on private property and careful consideration will be given as to how these connections can be delivered. It is likely that development lots will be defined, and the laneways will be required when land is redeveloped, with no loss to development potential. This approach will ensure that impact to individual landowners is minimised.

The following is recommended in relation to new pedestrian links/laneways:

Five Dock

The laneways to the north of Five Dock Public School should be retained. The delivery of the laneways will be investigated further as part of the preparation of a detailed master plan. Should the laneways prove unfeasible to deliver, they may be reconsidered and removed.

Concord/Burwood North

The laneways to the north of Gipps Street should be retained. The delivery of the laneways will be investigated further as part of the preparation of a detailed master plan. Should the laneways prove unfeasible to deliver, they may be reconsidered and removed.

North Strathfield

The laneway on the eastern side of the railway between Waratah St, Wellbank St and Shipley St should be deleted given there is now limited change recommended in this location.

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B. Parks/playgrounds:

A Number of submissions queried the location of new parks and the method and timing for delivery.

Response:

Council's Social Infrastructure (Open Space and Recreation) Strategy identified the need for additional open space in various locations across the LGA to support a growing population. Specifically, the Strategy aspires to locate all dwellings within 400m of open space of at least 0.3ha and high-density dwellings within 200m of open space of at least 0.1ha.

The method of delivery for future parks is yet to be determined. Council is cognisant of the impact planning policies can have on private property and careful consideration will be given to how this infrastructure can be delivered. Options include the dedication of land by developers or the acquisition of land by Council.

The following is recommended in relation to open space/playgrounds:

Five Dock

Retention of the park in the south-west part of the precinct to be investigated to determine feasibility of delivery.

Concord/Burwood North

No change.

North Strathfield

Remove the park on private land on the eastern side of the railway where limited additional density is proposed.

The proposed park on the western side of the railway is retained and will be investigated further as part of the preparation of a detailed master plan. This will enable a decision to be made in relation to whether it is feasible to deliver a park in this location.

C. Parramatta Road Corridor Urban Transformation Strategy

Various submissions have requested that greater density be permitted than is assumed by PRCUTS due to the metro being a catalyst for increased densities. Other submissions were received that objected to the density envisaged by PRCUTS.

Response:

The Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) was released by the NSW Government in November 2016. The Strategy outlines long term plans for the corridor and specifically for identified precincts within the City of Canada Bay. Two proposed metro stations in the City of Canada Bay are also located within PRCUTS precincts, being the "Homebush" precinct at North Strathfield and the "Burwood-Concord" precinct in Concord.

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PRCUTS is required to be implemented in accordance with a 9.1 Planning Direction that requires future development to demonstrate consistency with the Strategy and supporting documents. Notwithstanding, the Canada Bay Local Strategic Planning Statement (LSPS) adopts a strategic approach when planning for change around metro stations. This involves working with the community to identify the desired future character of metro station locations and the preparation of a local planning study.

PRCUTS is an important strategy that was considered during the preparation of the draft Planning Study and Local Character Statements. The opportunity for land use change above that contemplated by PRCUTS has been informed by a number of considerations. These include the Local Planning Direction for PRCUTS, goals of the Greater Cities Commission in relation to transport hubs, the metro related actions in Council's Local Strategic Planning Statement, feedback from the community and planning opportunities and constraints in each precinct.

The following is recommended in relation to the implementation of PRCUTS:

Five Dock

PRCUTS is not applicable to the Five Dock Town Centre.

Concord/Burwood North (Burwood-Concord PRCUTS Precinct)

A substantial increase in density is proposed within this precinct under PRCUTS. Without the announcement of Sydney Metro West, it is unlikely that the planned growth would have been able to be achieved due to the need for high frequency public transport to support the increase in population.

The character statement for this precinct is generally consistent with PRCUTS and the recent rezoning of land within Stage 1 of the corridor (2016-2023 release area). Background studies have commenced with the intention to implement Stage 2 of PRCUTS in 2023/4.

There was limited support for any increase in density within this precinct beyond that contemplated by PRCUTS. Indeed, a number of submissions raised concern with an increase in density up to the outcomes envisaged by PRCUTS.

Planning around the metro station in Concord will therefore be progressed generally in accordance with the objectives and outcomes contemplated by PRCUTS.

North Strathfield (Homebush PRCUTS Precinct)

PRCUTS envisages that the land on the western side of George Street in North Strathfield, north of the Bakehouse Quarter will be retained as low density housing. The Metro presents an opportunity to review density outlined in PRCUTS having regard to the goals of the Greater Sydney Commission that prioritise dwelling growth near transport hubs.

The area captured by PRCUTS Stage 2 (bounded by Parramatta Rd, Powells Creek, Rothwell Ave and the railway) should be progressed as a part of Council's North Strathfield Metro investigations.

Traffic studies will model future road traffic and train capacity to ensure future development is able to be supported by available transport infrastructure.

D. Desired future character statement - Character and culture

A number of submissions commented that future change will negatively impact local character.

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Response:

Sydney Metro West will be a catalyst for change, and it is acknowledged that the existing character of each precinct will change.

Whilst each station location will continue to have its own unique character, the potential for change in each precinct will be informed by a number of considerations. These include the existing built form, planning opportunities arising from proximity to high frequency public transport, environmental constraints and other government strategies.

The draft Local Character Statements were prepared to ensure that the community had input into the scale and extent of change around metro stations. In this way, the draft Statements will be shaped by both community consultation and urban design principles. Once finalised, the draft planning framework will inform how change is managed and provide a coordinated approach to guide future development.

Five Dock

No change proposed to the Character and Culture principles of the draft Local Character Statement.

Concord/Burwood North

No change proposed to the Character and Culture principles of the draft Local Character Statement.

North Strathfield

There was strong support for the draft Character and Culture principles in this Precinct, however there was still concern regarding change to the current character of North Strathfield, particularly on the eastern side of the railway line.

The draft Local Character Statement foreshadows an increase in density in North Strathfield. The extent of change proposed has been moderated in response to community feedback received and as described further in Part T and the amended Character Statement.

No change is proposed for the Character and Culture principles of the draft Local Character Statement.

E. Desired future character statement - Land use and activation

Submissions were generally supportive. Change in terms of density had mixed support across the three precincts, however, change in the form of community infrastructure such as parks and community facilities was generally supported.

Response:

All of the character statements proposed increased opportunity for development and a greater mix of land uses. This included encouraging residential development, commercial/retail uses, as well as creating opportunities for passive surveillance and increased safety of the street. There was also a focus on providing more open space and improved public domain. See also Item T in relation to density in specific sub-precincts.

Five Dock

This character statement proposed greater density and a mix of land uses. A number of the comments received were not supportive of change and also raised concerns about safety. There is support for parks,

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community facilities, active transport and a desire to not permit parking at ground level. The majority of responses were generally supportive.

It is recommended that the principles be amended to minimise vehicle crossings and parking at ground level as outlined below:

Existing: Create ‘places for people’ in the street network with wide footpaths and pedestrian zones within the town centre and other key locations, such as the identified green links.

Proposed: Create ‘places for people’ in the street network with wide footpaths and pedestrian zones within the town centre and other key locations, such as the identified green links. The number of vehicular crossings are to be minimised wherever possible and parking (if provided) should not be at ground level to enable the provision of more active street frontages.

Concord/Burwood North

Most of the issues that were raised in relation to this statement related to the proposed density increases.

The principles are generally consistent with the desired future character of the area that will be delivered by the Parramatta Road Corridor Urban Transformation Strategy.

No change is proposed to the Land Use and Activation principles of the Local Character Statement for Concord/Burwood North.

North Strathfield

This Statement received a large number of comments with the majority in support. Issues were raised in relation to density increases, with comments both for and against.

The principles foreshadow land use change that will be facilitated by Sydney metro. The principles are therefore appropriate to define the desired future character of the area.

No change is proposed to the Land Use and Activation principles of the Local Character Statement for North Strathfield.

F. Desired future character statement - Movement

A significant number of submissions raised concern about traffic congestion and the need for parking. Concerns were raised about the number of people likely to arrive at Metro Stations by private vehicle. These concerns relate to commuters using local streets to park their cars. Several submissions suggested that Sydney Metro West should be providing commuter parking.

Response:

It is intended that future development around Sydney Metro stations be Transit Oriented Development (TOD) that balances accessibility to public transport with a reduction in private vehicle use and parking. This is to be achieved through new transport services (Metro and bus), the minimisation of parking and the provision of infrastructure and amenity to encourage walking and cycling.

It is noted that there may be issues both within and outside of the LGA with existing streets and intersections that contribute to congestion, as well as traffic being generated from existing and proposed developments. Traffic studies will be undertaken to investigate existing and proposed traffic volumes as

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well as traffic flows, street widths and intersection operation and design to ensure that proposed changes to density are carefully considered.

A transport study will be prepared to inform potential land use change. The transport study would address all modes including driving by private vehicle as well as movement by active and public transport. Recommendations could also be made to improve the movement of people and vehicles.

Sydney Metro have confirmed that commuter carparking will not be provided at station locations in the City of Canada Bay.

Five Dock

A number of submissions requested commuter parking near the station and raised traffic and parking issues in general, including concerns about street widths. Residents are also worried that traffic changes would subsequently impact the surrounding street network. New pedestrian links were viewed as impractical because they cannot be delivered whilst existing developments remain. See Item A.

No change is proposed to the movement principles of the Local Character Statement for Five Dock.

Concord/Burwood North

The feedback highlighted the need to ensure active transport is properly considered and implemented.

No change is proposed to the movement principles of the Local Character Statement for Concord/Burwood North.

North Strathfield

The responses were in relation to matters such as traffic and parking, encouraging active transport and the provision of lighting for safety. There was also a suggestion to take private land that has flooding issues near Powell's Creek and convert it to public open space with walking tracks. It is unlikely to be feasible for Council to acquire land along Powell's Creek for the purpose of public open space. See also Item B, Item F.

No change is proposed to the movement principles of the Local Character Statement for North Strathfield.

G. Desired future character statement - Landscape

Community feedback was mixed, with some comments suggesting there should be more landscaping and associated infrastructure, and others suggesting that Council should focus on improving existing spaces with landscaping.

Response:

It is Council's objective to increase the tree canopy to improve local amenity and biodiversity and minimise local heat islands. Detailed planning would be undertaken to identify the significant trees that are to be retained and opportunity for urban tree canopy to be increased. This includes the preparation of an urban canopy assessment and public domain plan to ensure that as development occurs, there is a plan to ensure that public and private land deliver high quality environments for existing and future residents.

Existing open space within the precincts would continue to play an important role by providing green space for local amenity and local habitat. Opportunities to renew and improve existing open space would continue to be explored.

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See also Item N.

Five Dock

Several comments suggested that the focus should be on maintaining existing infrastructure and not providing new facilities, whereas other comments requested that the landscaping be extended into surrounding streets and that more infrastructure/amenities be provided.

New landscaping and facilities are proposed to provide greater access to such resources for a growing population. Existing facilities will be maintained and upgraded over time as required. A future detailed precinct tree canopy assessment and public domain plan will assist in planting trees in appropriate locations.

No change is proposed to the landscape principles of the Local Character Statement for Five Dock.

Concord/Burwood North

Concerns are/were raised about how landscaping will be achieved and maintained, and that there should be a focus on improving existing, rather than creating new landscaping.

New landscaping and facilities are proposed to provide greater access for the growing population. Once developed, Council will need to include them within existing maintenance schedules. See also Item B, R.

No change is proposed to the Landscape principles of the Local Character Statement for Concord/Burwood North.

North Strathfield

Landscape was the most supported of the character statements and no significant changes were suggested.

No change is proposed to the Landscape principles of the Local Character Statement for North Strathfield.

H. Desired future character statement - Built form and density

The community within the study area boundaries have a diversity of views relating to development and potential increases to density. Submissions received showed that certain localities are strongly divided on this matter.

Response:

The locations where density has been considered in the draft study seek to balance competing community needs and strategic planning priorities. Good planning practices have shown that greater densities are most suitable where access is available to high frequency public transport, such as the Metro.

Community views received in the first round of community consultation was considered and assisted in the preparation of the draft Local Character Statements. Density in a number of areas has been reduced, partly in response to the community feedback received. See also Item T in relation to heights and density in specific sub-precincts.

Five Dock

The built form character statement was the least supported within the Precinct. However, overall, the majority of responses were still supportive. The greatest number of negative comments related to the

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height of buildings and did not support development over five storeys along Great North Rd and one to two storeys in surrounding streets.

The existing planning controls permit five to seven (in certain locations) storeys on land with a frontage to Great North Road. Town centre heights are proposed to be maintained with additional density provided through smaller height increases further from Great North Road and the Metro station.

No change is proposed to the Built form and density principles of the Local Character Statement for Five Dock.

Concord/Burwood North

This statement received the least support in the Precinct with a range of comments ranging from “no change” to “more medium density of 10-12 storeys”. However, the general theme was that the proposed height and density was not supported.

Change in this area must be consistent with the NSW Minister for Planning’s Local Planning Direction 1.5 (Parramatta Road Corridor Urban Transformation Strategy). See Item C, Item E.

No change is proposed to the Built form and density principles of the Local Character Statement for Concord/Burwood North.

North Strathfield

This statement was generally supported. However, it did receive the least support of all statements for this Precinct. The comments were mostly specific to the desired sub-precinct character statements and not specifically principles within the Built form desired future character statement.

Desired sub-precinct issues have been discussed within each sub-precinct.

No change is proposed to the Built form and density principles of the Local Character Statement for North Strathfield.

I. Train network capacity

Submissions raised concern about the capacity of the train station and network for commuters and passengers.

Response:

DPE and Transport for NSW have confirmed that additional train services have been added during peak hours stopping at North Strathfield over the past three years. These were intended to relieve congestion at peak periods.

Sydney Metro West will be one part of a larger public transport network intended to reduce private vehicle dependency, improve public transport options and reduce road network congestion.

The Metro is expected to further ease pressure on train capacity as it will run more frequent services below ground, minimising delays associated with above ground transport. Commuters travelling east to the Sydney CBD or west to Parramatta will have a significant increase in frequency of service.

Council will continue to work with Transport for NSW to understand the load on the existing system, as well as projected demand on the Metro.

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J. School capacity

A number of submissions raised concerns regarding the ability of local schools to accommodate new students.

Response:

The NSW Department of Education and Schools Infrastructure NSW (SINSW) are aware of population changes across NSW as well as specific growth anticipated within the Canada Bay Local Government Area (LGA).

SINSW notes there are additional projects underway within Canada Bay LGA that will assist in meeting the anticipated growth, including upgrades to Concord High School and the delivery of a new primary school in Rhodes East.

Council is committed to working with SINSW to ensure schools support community needs and continue to be appropriately resourced to respond to growing enrolments of students as the population increases.

K. Flooding/drainage

Council received submissions that raised concerns about the proposed redevelopment of land that the community knows is subject to flooding.

Response:

Some land within the LGA are flood prone. Council has completed or is in the process of preparing flood studies, most notably for Powells Creek in North Strathfield/Concord West, Exile Bay and the Burwood and Kings Bay PRCUTS precincts.

When making land use decisions, Council must consider Local Planning Direction 4.1 (Flooding) and the outcomes of flood studies that have been prepared. Specifically, the Local Planning Direction states that a planning proposal must not contain provisions that apply to a flood planning area that permit a significant increase in the development and/or dwelling density of that land.

Certain land within North Strathfield/Concord West is located within a Flood Planning Area and it is recommended that properties identified as being impacted by significant mainstream and overland flooding are excluded from an increase in density.

Any Master Plan/Planning Proposal prepared will also be supported by a flooding analysis to determine the suitability of development and minimise risks to life and property.

L. Pollution/waste

A number of submissions raised concerns about pollution caused by redevelopment of the Metro precincts; including storm water run-off resulting from the demolition of existing buildings, industries that create new materials and building products, pollution from energy generation that will be used by future occupants,

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waste from future occupants, dumped rubbish or litter from future residents, or exhaust fumes from private vehicle use.

Response:

Council has adopted policies and programs that regulate building sites to minimise run-off, provides waste education to encourage recycling, reduce waste and litter, and reduce private vehicle use in developments near public transport. Council's planning controls have also been recently updated to require new developments to accommodate bulky good waste.

Council's Environmental Strategy 2020 has set targets, such as reducing waste sent to landfill, increasing active transport trips, and achieving net zero emissions across the LGA by 2050. Should a planning proposal be prepared to give effect to the draft Local Character Statements, a sustainability assessment would be undertaken to ensure that future development is incentivised to reduce water, energy and carbon emissions.

Matters such as pollution from industry and energy generation are regulated at a State and/or Federal level.

M. Crime

A number of submissions raised concerns regarding potential increases in crime resulting from development and arising from the use of the proposed laneways.

Response:

Council has a Community Safety and Crime Prevention Plan that applies across the LGA. New developments, including laneways and parks would be designed to incorporate Crime Prevention Through Environmental Design (CPTED) principles. The City of Canada Bay DCP also requires safety and crime mitigation to be considered at the design stage of a development.

Council regularly liaises with NSW Police to ensure they are aware of and are provided opportunity to comment on future planning and population changes associated with development.

N. Climate change

Council received submissions that were concerned about an increase in development leading to rising temperatures and climate change.

Response:

Council declared a climate emergency in 2019 and adopted a new Environmental Strategy in 2020 which included a target of net zero for the LGA by 2050.

Council's current DCP includes planning controls focussed on matters such as electric vehicles, car share, reducing private vehicle use, waste management, water conservation, energy efficiency, increasing the tree canopy and protecting biodiversity.

Opportunities to further improve sustainability and resilience outcomes will be investigated as part of the plan making process.

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O. Noise (pedestrian, traffic and construction).

A number of submissions raised concerns about construction noise associated with new development and the construction of Sydney Metro West, more specifically the increase in vehicular and pedestrian traffic.

Response:

Noise can have significant impact on residential amenity. Whilst some noises are temporary, others may be long term and will require mitigation to reduce impacts. Mitigation may comprise the regulation of construction hours, requiring noise sensitive development design, minimising conflicting land uses, amongst others.

Traffic noise, depending on the location, can impact the amenity of residents. Future development along transport corridors will be required to demonstrate that noise levels can be managed in bedrooms and living areas of new apartments in accordance with *State Environmental Planning Policy (Transport and Infrastructure) 2021*. In areas close to Metro stations, maximum parking rates are used to discourage private vehicle use and encourage use of public transport which more efficiently transports larger numbers of people.

Council will continue to investigate any breaches associated with construction noise.

P. Community engagement

Several submissions raised concern in relation to the community consultation undertaken.

Response:

Feedback to inform potential change around metro stations in the City of Canada Bay has been sought on two occasions.

The first round of community consultation occurred in Nov-Dec 2020 and comprised postal notifications to 9,000 individual households within the vicinity of Metro West stations, as well as communication via Facebook, Twitter and Instagram posts. Posters were provided to local business, and decals (stickers) were placed on the footpath at key locations across the three precincts. Council also created a Collaborate page which collated feedback and provided an opt-in function for community members to receive updates on this project. The outcome of this engagement can be viewed on Council's webpage.

In the second round of community consultation, all households within the Sydney Metro West study boundaries were notified directly. This enabled landowners/tenants directly affected by the draft character statements to participate in the consultation process. A total of 6,505 letters were sent to landowners and residents within the precincts in addition to Social Media posts (Facebook and Twitter). A notification email was also sent to everyone that had chosen to follow the Collaborate page following the first consultation.

Council Officers also responded to phone calls and emails that sought to discuss the details of the project and information was made available via library computers for any member of the community without internet access.

There is no statutory legislation which required these exhibitions, rather the engagement was undertaken to ensure that the community had input into the planning process at an early stage.

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Further engagement will occur as part of the next (third) round of consultation.

Q. Forced to move/financial pressure

There was uncertainty expressed by some landowners who queried whether the draft plans would result in their land being compulsorily acquired and asking whether households would be forced to move to accommodate development.

Response:

Change within this area will not be immediate and development will take a number of years to occur. Should a planning proposal be prepared to change planning controls, further detailed studies will need to be prepared. This process will take two to three years and any finalised plans will guide incremental change over time.

Landowners who wish to remain in their home will be able to do so indefinitely and will only be required to relocate when they choose to do so.

R. Massing diagrams

A number of submitters were concerned that no buildings were shown on their properties on the massing diagrams which they thought would mean that their properties were excluded from the future development potential that may be provided to adjacent sites. There was also concern about massing that was shown in proximity to heritage items.

Response:

The massing diagrams provide a high-level concept of the general scale of future development, shown in three dimensions. The massing diagrams are not intended to show the exact location of buildings, height, setbacks, open space, laneways and the like. The location of buildings and open space are indicative and were not intended to include or exclude any particular property or remove current or future development potential.

Should the Local Planning Study and Character Statements be progressed, further studies would be prepared (urban design, traffic, flooding etc). The delivery of laneways and parks will likely require the consolidation of land parcels and further certainty would be provided in relation to proposed development standards/controls. The detailed design studies would also identify how future development will mitigate impacts on sensitive uses such as heritage items and schools.

Opportunity would be provided for landowners and residents to comment on any Planning Proposal and draft Development Control Plan that are prepared.

S. Street names

Several submissions noted that some of the maps produced for public exhibition did not include all street names, making navigation of the maps difficult.

Response:

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Main streets and precinct boundary streets were included on the maps, however, other local streets were not labelled to reduce the amount of information and improve legibility of the content.

It is also acknowledged that some street names were incorrect. These street names will be corrected for any future exhibition material.

T. Precincts and desired sub-precincts

Feedback was provided in relation to the desired future character of sub-precincts in each Local Character Area. The following discussion provides an overview of feedback received and recommendations in relation to each sub-precinct.

Five Dock

Town centre core (sub-precinct 1)

The majority of responses in relation to this sub-precinct were supportive. Primary issues raised relate to the maximum height of building and traffic. Although some respondents have suggested that greater density should be proposed, the majority of written responses were not supportive of buildings with a height of 5 to 7 storeys.

The current planning controls permit 5 to 7 storeys in the Five Dock Town Centre. The draft Local Character Statement and supporting Planning Study are generally consistent with this outcome.

See Item F in relation to traffic.

No change is proposed to this sub-precinct.

Transition sub-precinct (sub-precinct 2)

The majority of feedback was in favour of change, with submissions supporting greater height than the current two storey controls permit, but only to a maximum of five storeys (four to six storeys was proposed in the Local Character Statement).

There were a number of submissions that did not support additional height, for reasons such as impact on character and insufficient transition to lower heights.

The street blocks to the east (town centre core) have a height of five to seven storeys (with seven storeys being generally adjacent to Great North Rd and five storeys to East St) and part of the street block adjacent to Lancelot St but bounded by West St and East St has an existing maximum height of five storeys. A better outcome would be achieved, if the building heights in sub-precinct 2 provided a distinct transition from Great North Rd to the lower density buildings in the west (proposed three storeys).

It is recommended that the Transition sub-precinct have a maximum height of five storeys.

School and residential sub-precinct (sub-precinct 3)

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Almost half of the submissions received were not supportive of proposed change in this sub-precinct and raised issues relating to impact on schools and children, laneways, and traffic/parking.

There is currently a two-storey height limit for low density residential development in this area. It was proposed to increase this to three storeys/medium density which would allow apartment buildings and townhouses etc.

See Item A, Item J, Item F, Item H.

One submission proposed removing one street block from this sub-precinct (bounded by Garfield St, West St, Lancelot St and School Lane) and including it in sub-precinct 2, which would increase the height of this block from three storeys to six (note proposed height reduction discussed under sub-precinct 2). The subject street block benefits from having street frontages on all sides, including School Lane which separates it from potential lower density development to the west. On balance, development on this street block is sited close to the main street and the new metro station and a building envelope is possible that would provide a transition between Great North Road/Garfield Street and proposed three (3) storey buildings to the east. These matters will be further explored during the preparation of the detailed master plan and draft Development Control Plan.

It is recommended that:

- The block bounded by Garfield St, School Lane, Lancelot St, West St be included in sub-precinct 2.
- Medium density be retained but the maximum permissible building height be reduced from three storeys to two storeys or 9.0m (three storeys) where multi-dwelling housing (terraces) are provided.

Low density residential (west) (sub-precinct 4)

Most responses were supportive of this sub-precinct which proposed no change to existing planning controls. There were some comments that requested greater height and density, better footpaths, cycling infrastructure and tree canopy.

See Item H, Item F, Item G.

No change is proposed to the exhibition version of this sub-precinct.

Kings Bay Precinct (PRCUTS) interface (sub-precinct 5)

It was proposed to increase the existing height of this sub-precinct from two storeys to four, as a transition to buildings, with a height of five to seven storey on the southern side of Queens Road as proposed by the Parramatta Road Corridor Urban Transformation Strategy. Although the majority of submissions were supportive, concerns were raised in relation to traffic/parking and road widths and impacts on nearby schools.

Further traffic and transport assessment will be undertaken prior to the preparation of a planning proposal. See Item F.

No change is proposed to the exhibition version of this sub-precinct.

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Medium density residential (sub-precinct 6)

No change was proposed in this sub-precinct and the majority of responses were supportive.

Some comments requested improvements to through-site pedestrian links, cycleways, and public domain. Note however, that it is difficult to facilitate change within the public domain where no change is proposed to the land uses and density. Where possible, improvements to the public domain will be considered as part of the preparation of the public domain plan and detailed master plan. See Item A, Item F, Item G.

No change is proposed to the exhibition version of this sub-precinct.

Low density residential (south-west) (sub-precinct 7)

Only minor public domain improvements were proposed for this precinct. There were a number of suggestions to extend the boundary of this sub-precinct further south. There was also a concern that part of Kings Rd was proposed to be five storeys.

Increased heights and densities are proposed at the western end of Queens Road but with separation via Cross St.

No change is proposed to the exhibition version of this sub-precinct.

Residential (sub-precinct 8)

The draft Local Character Statement proposes to change this precinct from low density residential to medium density (two thirds of the precinct is already medium density), to increase height from two storeys to four. Most of the feedback received was supportive of these changes, however there was still some opposition to any change. Additional comments related to public domain improvements including footpaths, landscaping, and tree canopy.

A public domain plan will be produced to guide further planning. See also Item F, Item H, Item G.

No change is proposed to the exhibition version of this sub-precinct.

Concord/Burwood North

The Concord/Burwood North Precinct reflects built form outcomes envisaged by PRCUTS which Council is required to implement in accordance with Local Planning Direction 1.S, issued by the NSW Minister for Planning.

Parramatta direct interface (sub-precinct 1)

This precinct includes the southern half of the street block between Parramatta Rd and Burton Street and includes the Metro Station. It forms half of land that was the subject of a recent planning proposal to implement Stage 1 of PRCUTS. The majority of responses in relation to this precinct were supportive of the proposed changes, however there were objections to the density and scale of future development.

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See Item C.

It is recommended that the statement and supporting documents be updated to include reference to heights consistent with the now finalised Stage 1 Parramatta Road Corridor Planning Proposal.

High density residential and plazas (sub-precinct 2)

This precinct includes the northern part of the Stage 1 of PRCUTS LEP. The majority of feedback did not support the proposed change, with most comments suggesting that development be 12 storeys or less. Concerns were also raised about traffic and parking.

See Item C, Item F, Item H.

It is recommended that the statement and supporting documents be updated to include reference to heights consistent with the now finalised Stage 1 Parramatta Road Corridor Planning Proposal.

Infill area residential (south of Gipps Street) (sub-precinct 3)

This sub-precinct received relatively even feedback for and against. The height is proposed to be five storeys, however lower heights, potentially up to three storeys was preferred. Concerns were also raised in relation to traffic. There was some support relating to the creation of through site links to make the large blocks more walkable.

Change proposed is generally consistent with the PRCUTS. See Item C, Item F, Item H.

No change is proposed to the exhibition version of this sub-precinct.

Low density residential (north of Gipps Street) (sub-precinct 4)

The Local Character Statement envisages buildings of up to three storeys. This outcome was intended to accommodate the lowest form of medium density building typologies, being multi-dwelling housing (terraces).

Change is proposed that is generally consistent with the PRCUTS and associated the Local Planning Direction. See Item C.

It is recommended that the Local Character Statement be updated to state that the height limit will be 8.5m, or 9.0m where multi-dwelling housing (terraces) are provided.

Community, sport and medical sub-precinct (sub-precinct 5)

Given this precinct accommodates an existing private hospital and community centre, the focus in this sub-precinct was on these land uses.

Whilst the majority of responses were supportive, there was confusion about how this area would develop, and who would undertake the developments and operate the facilities. Council owns some land within this precinct but does not have the capacity to redevelop the entire precinct, as such any future facilities that are not located on Council land would need to be privately developed and managed.

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Some respondents supported new sporting facilities, medical centres and childcare centres, whilst others were concerned that encouraging this form of development would devalue private property and make it more difficult to sell.

A number of submissions noted the lack of relationship between the residential areas identified within the study boundary and the proposed community, sport and medical precinct identified in the draft local character statement. It was suggested that these services already exist in the Burwood town centre and do not need to be duplicated.

It is recognised that further medical and community uses, beyond that which exist now, are likely and future development will be encouraged consistent with the PRCUTS and associated the Local Planning Direction.

It is recommended that:

- The sub-precinct be identified as medium density residential with a maximum height of five storeys consistent with the requirements of PRCUTS.
- The community centre at 1A Gipps St be excluded from the sub-precinct.

St Luke’s Anglican Church sub-precinct (sub-precinct 6)

PRCUTS recommended heights within this sub-precinct from 8.5m (two storeys) to 40m (twelve storeys). The Local Character Statement proposed that the density of this precinct be increased in accordance with the outcomes contemplated by PRCUTS.

It was suggested by submitters that building heights should be no more than four storeys. Concerns were raised about impacts upon the Church, which is a heritage item, and also traffic impacts.

Land use change in this sub-precinct will be generally consistent with PRCUTS. The preparation of a detailed master plan to implement Stage 2 of PRCUTS may refine built form outcomes and it is possible that building heights may be varied to achieve improved planning outcomes. Future studies will also consider the interface of future development with the heritage item. See Item C, H.

No change is proposed to the exhibition version of this sub-precinct.

North Strathfield

Overall, there appeared to be more support for these sub-precincts (based on survey data), than for the other Metro Precincts. However, the North Strathfield precinct also received the most survey comments and written submissions, expressing varying opinions.

Mixed use sub-precinct (sub-precinct 1)

Submissions expressed diverse opinions, ranging from seeking an increase in density, to wanting less and/or no change.

PRCUTS sets a maximum height of 32m for the land known as the Bakehouse Quarter (the former Arnott’s factory complex). The sub-precinct principles contemplate buildings up to ten (10) storeys. The PRCUTS Stage 1 Planning Proposal sets retail, commercial, adaptable and residential floor to floor heights such that 10 storeys may not be achievable. To be consistent with PRCUTS a height of 32m

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should be applied which may only permit building up to eight storeys. Note that PRCUTS Stage 2 may propose different floor to floor heights than Stage 1.

See Item C.

It is recommended that the height limit be reduced to 8 storeys, noting that further testing will be undertaken during the preparation of a master plan.

Residential (lower west) (sub-precinct 2)

Requests to both increase and decrease the proposed height limit were received in relation to this sub-precinct. There was also feedback requesting a change to the precinct boundary, to both expand and also limit its extent.

Given the overall uplift in density proposed on the western side of George Street, there is scope to reduce the building heights and limit the extent of sub-precinct 2 to Pomeroy Street. This would enable land to the north of Pomeroy Street, comprising properties fronting Warsaw and Lorraine Street to be included in Sub-precinct 4, which is proposed to have a maximum height of 4 storeys (see discussion in sub-precinct 4). This outcome would reduce the overall density and the scale of future development in response to community feedback.

It is recommended that the boundary of sub-precinct 2 boundary be relocated at Pomeroy St, with the land to the north of Pomeroy Street being re-located within Sub-precinct 4.

As discussed in Item K there are a number of properties that may be impacted by significant mainstream and overland flooding. It is recommended that those properties be excluded from a significant increase in density and assigned to a new sub-precinct.

School District (sub-precinct 3)

The majority of responses for this precinct were supportive of the proposal. However, many respondents were concerned about the height in proximity to the primary school. There was also confusion about where a ten-storey building could be accommodated, as well as traffic concerns.

This precinct accommodates two properties comprising the McDonald College and Our Lady of Assumption Primary School. The land is adjacent to North Strathfield station and is an appropriate location to accommodate additional density. Any future redevelopment of the two school sites, if not consolidated, would need to consider an appropriate interface with development in the vicinity.

The height of sub-precinct 1 is proposed to be reduced to eight storeys to be consistent with PRCUTS. Therefore the height of sub-precinct 3 should also be consistent with PRCUTS. This approach would enable buildings on this site to be designed and constructed separately from those on adjoining and adjacent sites whilst still being conceived as belonging and contributing to the same neighbourhood, noting that the height of buildings to the east and west will be significantly lower.

See also Item F in relation to traffic.

It is recommended that the height limit be changed to 8 storeys.

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Low density residential (upper west) (sub-precinct 4)

The Engagement Summary Report from the first exhibition identified that 45% of respondents are open to certain levels of change. However, when considering housing types, 44% welcomed terraces/townhouses immediately around the station, 42% welcomed 6-8 storey and 40% welcomed high-rise buildings (noting that more than one choice could be selected). For distances of 5 – 10 minutes away from the station, the majority of respondents preferred houses and terraces/townhouse typologies.

The Local Character Statement proposed a height of 5 storeys up to Lorraine Street (sub-precinct 2), stepping down to two storeys (sub-precinct 4) which continues to the Argonne St precinct boundary.

The majority of feedback received for the second exhibition was supportive of change in this sub-precinct. Comments mostly focussed on extending the precinct boundary further north and increasing the height to be consistent with sub-precinct 2. There were also suggestions that this precinct should be extended further south to Pomeroy St and that precinct 2 be reduced in its extent.

Submissions in support of expanding the boundary of the precinct to the north argue that the properties outside of the existing study boundary would be the only remaining in North Strathfield with an R2 zoning, surrounded by higher density. In this regard, it is noted that (to the north of the precinct on the western side of Rothwell Ave and the eastern side of George St), existing controls already permit 4 storeys.

It may be preferable to lower the height moving north away from the station to align more closely with the views of the community and to ensure consistency with the height of buildings on the eastern side of George Street.

The area to the north of the North Strathfield precinct comprises 45 properties from Argonne St to Conway Ave and the northern section of Rothwell Ave. These two street blocks are outside the 800m walking distance catchment used to delineate increases in density from the metro station. However, they are within close proximity to Concord West Station. Inclusion of these properties within the sub-precinct 4 boundary would enable all land on the western side of George Street to be considered in a holistic manner.

It is therefore recommended that the proposed height of desired sub-precinct 4 be increased to 4 storeys and the boundary extended south to the northern side of Pomeroy St, and to the north to include the Argonne/Conway/Rothwell properties.

As discussed in Item K there are a number of properties that may be impacted by significant mainstream and overland flooding. It is recommended that those properties be excluded from a significant increase in density and assigned to a new sub-precinct.

High density residential (upper west) (sub-precinct 5)

The proposal for this precinct was well supported, and minimal change was proposed in submissions for this location.

Matters raised in relation to improvements to the public domain will be given greater consideration in future studies. See Item G.

No change is proposed to the exhibition version of this sub-precinct.

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Character area (LSPS) (sub-precinct 6)

There was significant support for the proposal, which includes only minor upgrades to public domain, landscaping, paths and cycleways etc. Only a very small number of submissions sought revisions to the proposal.

The character area (previously exhibited via a separate project) did not extend south of Gracemere Ave. The extension one half a block to the south via the Council Metro project has been in error.

It is recommended that the southern boundary be shifted north so that it does not extend past Gracemere Ave, to be consistent with the work to inform Local Character Areas.

Residential (east) (sub-precinct 7)

Sub-precinct 7 was proposed to extend one half street block north of Beronga St (and include a street block to the east of Tenterfield St) and to the south to Nelson Rd. It would comprise five and a half street blocks. Just over half of this sub-precinct is currently a medium density zone (Beronga St to Shipley Ave) comprising three street blocks.

The existing medium density zoning and height limit permits 8.5m (two storey) high residential flat buildings and three storey terraces with a height limit of 9.0m (subject to design requirements).

The draft Local Planning Study identifies this area to continue as a medium density zone but increases the permissible height to three storeys across the whole sub-precinct. There was strong support for this change through the online surveys, however, written submissions and comments on the website map generally did not support the change.

It is recommended that the current/proposed R3 Medium density zone be retained with no increase to building height, noting that the current LEP permits terraces up to 9m if the third storey is within a pitched roof form. This approach will continue to facilitate incremental change over time.

The existing northern R3 zone boundary is at Beronga Street. The Local Planning Study proposes to extend this by half a street block towards Gracemere Street and split the Beronga St/Gracemere St block east-west. However, there was opposition from residents in this area currently outside to being included in sub-precinct 7. Likewise, there was also opposition to including the block east of Tenterfield St (south of Correys Ave).

The northern extension was initially proposed because the properties fronting Gracemere St and street blocks to the north were identified as a separate Local Character Area. The boundary of the Local Character Area has since moved to Gracemere St and excludes the properties to the south. The Tenterfield St block was never included in the Local Character Area boundary.

If these two street blocks were excluded from sub-precinct 7, they would be isolated between the potential protections of the northern Local Character Area, and the increased density of sub-precinct 7, which is not considered to be a desirable planning outcome.

It is recommended that the northern boundary of sub-precinct 7 include the properties to the south of Gracemere St and Correys Ave to permit them to develop over time.

The Local Planning Study proposes to extend sub-precinct 7 to the south by one street block to Nelson Road. Adjoining to the south is sub-precinct 9. Sub-precinct 7 will comprise existing and proposed

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medium density zoning. Sub-precinct 9 did not propose to change the existing zoning, however it is noted that one of the two street blocks is currently low density and the other is medium density.

The proposal as exhibited will leave one street block (Nelson Rd to Napier St) not medium density, whilst medium density will be permitted both to the north and south. It is not considered to be a good planning outcome to isolate one low density street block between areas of medium density such as this.

It is recommended that sub-precinct 7 be extended to the south to Princess St (incorporating all of sub-precinct 9) to permit the land from Nelson St to Napier St to also have medium density opportunities.

Town centre core (sub-precinct 8)

Comments received in relation to this sub-precinct were mixed, with some respondents supporting change and others advising that the area should remain unchanged. There were concerns about impacts on heritage, building heights and overshadowing. Feedback also suggested that there was a need for more landscaped areas, community spaces and revitalisation of the facades.

Although the existing shops are not identified as heritage items or as being located in a heritage conservation area, the community has previously commented on their importance to the streetscape. The draft Local Character Statement proposed to retain the facades and ensure new development was set back from the street. A minimal height increase (up to four storeys) and appropriate setbacks would minimise overshadowing.

Public domain planning will make the most of public spaces, so they are landscaped, inviting and functional.

No change is proposed to the exhibition version of this sub-precinct.

Low density residential (lower east) (sub-precinct 9)

The proposal not to change this precinct was supported. However, both positive and negative feedback was received, particularly in relation to building heights and densities.

It is noted that the sub-precinct 7 boundary extends the existing medium density zone south from Shipley Ave to Nelson Rd. This is adjacent to sub-precinct 9 which contains two street blocks, Nelson Rd to Napier St, and will be retained as low density, and Napier St to Princess Ave, to be retained as medium density. The amendments as proposed will isolate the Nelson Rd to Napier St street block as low density, between medium density. This is not ideal from an urban planning perspective which may result in additional impacts. A better outcome would be to permit this isolated block to also become medium density.

It is recommended that sub-precinct 7 be extended south to Princess Ave to incorporate sub-precinct 9.

5. Amendments to draft Local Character Statements

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The draft Local Character Statements have been revised to include the following changes arising from community engagement and assessment of matters outlined in this report.

The Local Character Statement components of the draft Planning Studies were prepared in accordance with the *Local Character and Place Guideline* published by the NSW Department of Planning and Environment (DPE). Despite the previous commitment of DPE to local character areas, their policy position has changed, and DPE is no longer supportive of inclusion of local character area planning controls in Local Environmental Plans. For this reason, the draft Local Character Statements have been renamed as Planning Studies and will be used to inform the preparation of a Planning Proposal.

Five Dock

Transition sub-precinct (sub-precinct 2)

- A maximum building height of 5 storeys has been applied.

School and residential sub-precinct (sub-precinct 3)

- The block bounded by Garfield St, School Lane, Lancelot St, West St has been removed from sub-precinct 3 and included in sub-precinct 2.
- The maximum permissible building height has been reduced from three storeys to two storeys (8.5m), or three storeys (9.0m) where multi-dwelling housing (terraces) are provided.

Concord/Burwood North

Parramatta direct interface (sub-precinct 1)

- The Study and supporting documents have been updated to ensure consistency with the Parramatta Road Corridor Planning Proposal (Stage 1).

High density residential and plazas (sub-precinct 2)

- The Study and supporting documents have been updated to ensure consistency with the Parramatta Road Corridor Planning Proposal (Stage 1).

Low density residential (north of Gipps Street) (sub-precinct 4)

- The Local Planning Study has been updated to state that the height limit will be two storeys (8.5m), or three storeys (9.0m) where multi-dwelling housing (terraces) are provided.

Community, sport and medical sub-precinct (sub-precinct 5)

- The sub-precinct has been identified as medium density residential with a maximum height of five storeys, consistent with the requirements of PRCUTS.

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- 1A Gipps St has been excluded from the sub-precinct.

North Strathfield

Mixed use sub-precinct (sub-precinct 1)

- The maximum height has been reduced to 8 storeys (up to a maximum of 32m will be permitted consistent with PRCUTS).

Residential (lower west) (sub-precinct 2)

- The sub-precinct 2 boundary has been relocated to Pomeroy St, with the land to the north of Pomeroy St being re-located in sub-precinct 4.
- Land potentially impacted by significant mainstream and overland flooding has been relocated to a new sub-precinct 9 (see Land potentially subject to flooding (new sub-precinct 9)).

School District (sub-precinct 3)

- The height has been reduced to 8 storeys (up to a maximum of 32m will be permitted consistent with PRCUTS).

Low density residential (upper west) (sub-precinct 4)

- The proposed height of desired sub-precinct 4 has been increased to four storeys
- The boundary has been extended to the south to the northern side of Pomeroy St, and to the north to include the Argonne/Conway/Rothwell properties.
- Land potentially impacted by significant mainstream and overland flooding has been relocated to a new sub-precinct 9 (see Land potentially subject to flooding (new sub-precinct 9)).

Character area (LSPS) (sub-precinct 6)

- The southern boundary has been relocated to the north so that it does not extend past Gracemere Ave.

Residential (east) (sub-precinct 7)

- The medium density zone has been retained with no increase to building height.
- The precinct boundary has been extended to the north to Gracemere St (and Correys Ave).
- The precinct boundary has been extended to the south to Princess St.

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Low density residential (lower east) (sub-precinct 9)

- Sub-precinct 7 has been extended to the south to Princess Ave to incorporate sub-precinct 9.

Land potentially subject to flooding (new sub-precinct 9).

- Land potentially impacted by significant mainstream and overland flooding has been relocated from sub-precinct 2 and 4.

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6. Appendix 1 – Collaborate surveys and written submissions

Collaborate Surveys

Refer to the Canada Bay Metro Public Exhibition Engagement Report for a summary of survey responses.

Please note:

- Responses to comments provided in relation to the Desired Future Character statements (Character and Culture, Land Use and Activation, Movement, Landscape and Built Form) have been generally addressed within Part 4 – Key Concerns
- Responses to comments provided in relation to the Desired Sub-Precinct Character areas have been generally addressed within Part 4 – Key Concerns – Precincts.

Written Submissions

This section of the report provides a summary of all written submissions received during the exhibition period and a response to any matters raised in submissions that are not addressed in Section 5 above.

A total of 101 written submissions, including petitions were received by Council. Figure 1 shows the general distribution of the location of submitters in relation to the three Metro local character areas. In Figure 1 the green markers represent submissions that were generally supportive of the local character statement, or that wanted more development/change, and the red markers represent submissions that were generally not supportive.

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Figure 1: General distribution of submitters who made a written submission

Five Dock

A total of 16 written submissions were received in relation to the Five Dock precinct, with eight being generally supportive and eight generally not supportive. See Figure 2 and Table 1.

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Figure 2: General distribution of submitters who made a written submission in relation to the Five Dock precinct.

Table 1: Five Dock Precinct summary of submissions and responses.

No.	Author	Precinct	Summary of submission/issues raised	Response
6	Details withheld	Five Dock	1. Laneway between Henry St, Newcastle St and Lyons Rd West.	1. See Item A.
23	Five Dock Public School P&C	Five Dock	1. Parking capacity. 2. Road safety. 3. Student privacy and safety. 4. Use of school for events. 5. School capacity.	1. See Item F. <u>Recommendation:</u> Investigate ways to provide a safe, larger area for school drop offs and pick-ups. To be considered further as part of the preparation of a traffic study. 2. The submission made a number of suggestions to improve road safety now and for the future such as crossing guards, additional crossings, signage, no stopping zones and traffic calming. <u>Recommendation:</u>

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No.	Author	Precinct	Summary of submission/issues raised	Response
				<p>That a traffic study be undertaken prior to detailed design and planning.</p> <p>3. Concern was raised that increasing building heights surrounding the school will impact on student privacy and safety as future residents will be able to look into the school grounds.</p> <p>The maximum building heights outlined in the Planning Study and draft Local Character Statements are up to three storeys to the north, south and west of the school. Buildings to the east are proposed to be a maximum of up to 6 storeys.</p> <p>Appropriate development controls can be imposed to set new buildings back from boundaries and limit downward viewing from apartments into the school playground. This matter can be addressed in further detail as part of a future Development Control Plan.</p> <p>4. The Stage 2 Study has noted that there may be an opportunity to use the school grounds for weekend markets or public events.</p> <p>The submission has requested further consultation with the P&C.</p> <p>The shared use of school spaces for general community events/activities can provide beneficial outcomes for the public. There are no current plans to use space within the school, however Council would welcome further discussion with the school community in relation to potential initiatives in the future.</p> <p>5. See Item J.</p>
24 & 38	R. Clark	Five Dock	1. Does not support proposed plans.	1. See Item D, Item E.
30	A. Dessanti	Five Dock	<p>1. Newcastle St laneway not supported.</p> <p>2. Reduce proposed density past Scott St.</p>	<p>1. There is a laneway proposed to extend from Henry St to Lyons Rd and provide a connection to Udall Ave to improve walkability and access to the foreshore.</p> <p>The submitter acknowledges the benefits of walkability but suggests that the existing street network is sufficient, the cost of providing the</p>

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				<p>laneway would not be worthwhile and without passive surveillance the laneway may increase crime.</p> <p>The existing street block is approximately 260m long. To improve walkability, street blocks should be around 100m long.</p> <p>As such, from a planning perspective, this block is ideally suited to having a laneway. The method of delivery, as well as minimising crime are factors that would need to be considered in greater detail to ensure laneways can be delivered, maintained, and are safe to use.</p> <p>See Item A, Item B.</p> <p>2. See Item F.</p> <p>The boundaries for each local character area were informed by the location of arterial roads, major parks and convenient walking distance from the metro station. The matters reinforce Harris Road as being a logical boundary for the precinct.</p> <p>It should be noted that the character statements propose no change for the area west of Scott St.</p>
42	L. Maniaci & R. Orioli	Five Dock	1. Object to laneway between Barnstaple Rd and Second Ave.	<p>1. The submitter has stated that there should be no laneway between commercial and residential properties in this location.</p> <p>The submitter accepts the proposed laneway between Second Ave and First Ave based on this laneway being located between commercial properties.</p> <p>The laneways are already a requirement of the Canada Bay Development Control Plan. Both laneways are proposed to create separation between residential and commercial properties, provide a means of servicing both properties from the rear and create safe walkable mid-block accessways.</p>
43	J. & J. Feder	Five Dock	1. Loss of character.	1. See Item D.

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No.	Author	Precinct	Summary of submission/issues raised	Response
			<p>2. Impact on heritage item.</p> <p>3. Concentration of density around school.</p> <p>4. Traffic/narrow streets.</p>	<p>2. Careful consideration will need to be given to establishing an appropriate setback and curtilage around heritage properties. This matter will be addressed further when a detailed master plan is prepared.</p> <p>See Item R.</p> <p>3. Concern is raised that increasing building heights surrounding the school will impact on student privacy and safety as future residents will be able to look into the school grounds.</p> <p>The maximum building heights are up to three storeys to the north, south and west of the school. Buildings to the east are proposed to be a maximum of up to 6 storeys.</p> <p>Appropriate development controls can be imposed to set new buildings back from boundaries and limit downward viewing from apartments into the school playground. This matter will be addressed in further detail as part of a future Development Control Plan.</p> <p>4. See also Item F.</p>
47	No details provided.	Five Dock	<p>1. Received letter two weeks after letter date.</p> <p>2. Elderly population/no computer access.</p> <p>3. Limit density to Great North Road and 4 storeys.</p> <p>4. All residential areas should be residential zoning.</p> <p>5. Fix existing open space, not new.</p>	<p>1. Letters were posted in advance of the exhibition period commencing. The exhibition period was extended to enable late submissions to be provided.</p> <p>2. See Item P.</p> <p>3. The submission stated that if apartments were being considered, they should be limited to Great North Road, and no higher than 4 storeys.</p> <p>The existing planning controls already permit 5 to 7 storeys along Great North Rd.</p> <p>See Item H.</p> <p>4. The character statements do not propose specific zoning. At present, no new mixed-use areas are proposed.</p>

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No.	Author	Precinct	Summary of submission/issues raised	Response
			<p>6. Fix roads and footpaths.</p> <p>7. Parking/commuter parking.</p> <p>8. Traffic/congestion.</p> <p>9. Poor variety of shops/vacancy.</p> <p>10. Narrow streets.</p> <p>11. Not another Burwood.</p>	<p>5. The submitter is of the opinion that Council expenditure should fund the maintenance of existing parks.</p> <p>See Item B.</p> <p>6. Council has an annual works program for maintenance of existing infrastructure. Longer term infrastructure is outlined in the schedule of major works in the Local Infrastructure Contributions Plan.</p> <p>7/8. See Item F.</p> <p>9. Council does not regulate the types of businesses that occupy shops and cannot control vacancies.</p> <p>10. See Item F.</p> <p>11. The submitter stated that they do not want Five Dock to look like Burwood which they believe has vacant shops, is dirty, deserted and unappealing.</p> <p>The draft plan seeks to retain the maximum building height permitted along Great North Road (5 to 7 storeys). The draft Local Character Statement proposes to decrease building height as distance from Great North Road increases.</p> <p>Future studies, including a public domain plan will be prepared to ensure that Five Dock continues to be an attractive place to live as well as visit.</p>
57	Ethos Urban c/- Great Wall Property Group	Five Dock	1. Extend Transition sub-precinct boundary.	<p>1. The Transition sub-precinct is generally contained to the western side of the centre and extends north from Kings Rd to Lyons Rd West. Future development is expected to be up to 6 storeys within this sub-precinct.</p> <p>The submission relates to the block bounded by Garfield St, West St, Lancelot St and School Lane and requests that its proximity to the new Metro station entry, is a catalyst for additional density.</p> <p>The submission considers that the subject block is able to be redeveloped in accordance with the urban design principles contained within the Planning</p>

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				<p>Study, and that the additional uplift on this block will have minimal additional impacts.</p> <p>The subject street block benefits from having street frontages on all sides, including School Lane which separates it from potential lower density development to the west.</p> <p>On balance, development is able to be accommodated in this location close to the main street and the new metro station. Draft development controls will need to be prepared to ensure that the proposed building envelope is appropriate given the transitional nature of the site between Great North Road and proposed three (3) storey buildings to the east. These matters will be further explored during the preparation of the detailed master plan and draft Development Control Plan.</p> <p>It is recommended that the site be included in sub-precinct 2.</p>
77	Ethos Urban c/- Fabcot Pty Ltd	Five Dock	<ol style="list-style-type: none"> 1. Increase height. 2. Increased density for increased public benefit. 3. Performance based building massing. 	<p>1. The submission states that an increase in height (via incentives for larger and consolidated sites) in the Town Centre Core sub-precinct will enable Council to unlock greater opportunity to achieve urban enhancement of the town centre.</p> <p>The submission also notes that Council should refer to redevelopment around stations along the Northwest, City and Southwest Metro lines to derive an appropriate uplift in density.</p> <p>During the first round of community consultation 165 people completed the online survey. When asked about housing types and height 62% of respondents chose terraces/townhouses (2 storey) as acceptable immediately surrounding the station</p> <p>The draft Local Character Statement and Planning Study recommend that the scale of development be retained at 5 to 7 storeys within the blocks on either side of Great North Road per existing DCP, with development on either side stepping down in height and scale.</p>

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				<p>2. The submission identifies that increased density can incentivise the provision of additional public domain areas, plazas, greening and through site links.</p> <p>It is agreed that additional density increases the feasibility of such public benefits. However no additional through site links or public domain is proposed through the town centre that isn't already contemplated by existing planning controls.</p> <p>The draft Local Character Statement and Planning Study seeks to strike an appropriate balance between additional density and the established character of the area that the community values.</p> <p>3. The submitter has stated that building massing should be considered on performance-based criteria linked to a more engaging and permeable urban podium.</p> <p>The draft Character statements and Planning Study provide broad principles to guide the vision and anticipated development outcomes for the Five Dock Town Centre.</p> <p>These principles will be complemented by detailed development controls when the planning proposal and draft Development Control Plan are prepared.</p> <p>Irrespective of the scale of future development, future buildings will be expected to provide engaging and permeable urban podiums where they interface with public street or civic spaces.</p>
82	D. & K. Brandon	Five Dock	<p>1. Traffic and pedestrian safety.</p> <p>2. Can private vehicles be removed from Great North Rd.</p> <p>3. Laneway design.</p> <p>4. Parking needs.</p>	<p>1. The submission notes that Great North Rd already has a lot of traffic and is concerned about how pedestrian safety will be considered.</p> <p>If this project progresses then further studies will be undertaken which will include reviewing current and predicted traffic volumes, opportunities and constraints.</p> <p>2. The submitter poses the question as to whether Great North Rd between Lyons Rd and Queen St</p>

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			<p>5. Five Dock Public School capacity.</p> <p>6. Cycleway/loss of vehicular access.</p> <p>7. Future comments.</p> <p>8. Heritage considerations.</p> <p>9. Street planting selection.</p>	<p>could be made so that it is only for pedestrians and public transport.</p> <p>Great North Road is a key traffic route from Wareemba/Abbotsford to Parramatta Road and the road accommodates local vehicle movements and bus routes. Great North Road is also a State road and therefore decisions in relation to the closure of the road would be made by Transport for NSW. It is unlikely that the road can be closed without causing significant disruption for residents and businesses.</p> <p>3. The submission has questioned how well the design of the laneways, including width and lighting to reduce crime, have been considered.</p> <p>At this stage, new laneways have been identified for the purpose of consultation. If the project, including laneways is to progress, then more detailed planning and design work will be undertaken.</p> <p>4. See Item F.</p> <p>5. See Item J.</p> <p>6. The character statement has proposed to strengthen an existing cycleway along Barnstaple Rd. Council's Interim Bike Network Map indicates an existing on road cycleway in this location.</p> <p>The submission is concerned that they may lose vehicular access to their property.</p> <p>It was not intended for the roadway to be completely dedicated as a cycleway without vehicular traffic.</p> <p>7. The submission asks if there will an opportunity to comment on proposed sub precincts in the future.</p> <p>If the project progresses, a detailed urban design master plan, planning proposal and draft Development Control Plan will be prepared. This information will be placed on public exhibition for further feedback from the community.</p>

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				<p>8. The draft local character statements identify heritage items as an important matter that will need to be considered. Further detailed work will be undertaken to ensure that future development minimises impacts to heritage listed places.</p> <p>9. Additional public domain planning, including landscape plans will be undertaken to ensure that the right trees are planted in the right places.</p>
108	D. Palamara	Five Dock	1. Relocation of slip lane and island.	<p>1. The submission has suggested that there is an opportunity to remove the slip lane to increase safety for pedestrians and motorists.</p> <p>It is also suggested the island could be relocated to the adjacent property to create a more usable green space/public domain with improved connections to shops and perhaps with parking below.</p> <p>The Five Dock Town Centre Urban Design Study proposed this change a number of years ago however it was not supported by Transport for NSW.</p>
109	A. Honan	Five Dock	<p>1. 30km/h zone.</p> <p>2. Shared zones.</p> <p>3. Carpark to green space.</p> <p>4. Underground parking.</p> <p>5. Greater activation beyond main street.</p> <p>6. Improve town centre lighting.</p> <p>7. Ramsay Rd, Five Ave and Great North Rd gateway.</p>	<p>1. The submission has requested that the streets around the station and town centre be limited to 30km/h to encourage active transport.</p> <p>Recommendation: Consider reducing speed limit as part of the preparation of a future traffic study.</p> <p>2. The submission suggests that shared zones should be introduced outside of the station to provide a better connection between the western and eastern sides of Great North Rd. This matter can be further considered as part of the preparation of a traffic study.</p> <p>3. The submitter has noted that there is notation in the Stage 2 study which identifies the Waterview St and Kings Rd carparks as opportunity sites. The submitter suggests that these spaces be transformed into green spaces and playgrounds. In their opinion the open space proposed between Garfield St and Lancelot St is insufficient and more open space should be provided throughout the precinct.</p>

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				<p>The Waterview Street and Kings Bay car parks in Five Dock were identified for potential redevelopment in the Five Dock Town Centre Urban Design Study. The Kings Road car park was to accommodate additional parking and the Waterview Street car park was to contain development above ground whilst resulting in no net loss of parking.</p> <p>The draft Planning Study and Local Character Statement do not seek to change this outcome.</p> <p>4. The submitter does not want large above ground parking stations and suggests that a lot of small underground parking stations could be provided around the edges of the town centre.</p> <p>Neither Sydney Metro, nor Council is proposing to provide commuter parking.</p> <p>Future development may provide parking on site to cater for residents and businesses. Council will continue to provide public parking for visitors to the town centre.</p> <p>5. The submission requests greater emphasis and activation be placed on back streets and laneways (such as East, Henry, Thompson, Waterview, First, Second) to create better amenity and interesting experiences.</p> <p>Currently the commercial focus is on Great North Rd, with very little activity extending beyond. The Great North Rd strip is already long, and commercial uses may not be feasible or sustained further out without negatively impacting the viability of the strip. This idea would also create additional impacts to properties that would be adjacent to this new activation.</p> <p>6. The submitter would like lighting in the town centre to be upgraded to enhance night-time activity.</p> <p>Recommendation: Lighting to be considered as part of future urban design/public domain planning.</p>

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				<p>7. The submission has suggested that this intersection creates a gateway into the precinct and that it is dominated by vehicles. Rather, there should be more public open space/plazas and a shared pedestrian zone.</p> <p>The draft Planning Study identifies the potential for First Avenue to be “bus only” between Waterview Street and Great North Road. This matter will be investigated further as part of the preparation of a detailed master plan and traffic study.</p>
110	Land and Housing Corporation	Five Dock	<p>1. Upper-level setbacks inconsistent with DCP.</p> <p>2. How will character statements be implemented.</p> <p>3. Existing development not a constraint for renewal.</p> <p>4. No recognition of opportunity to combine site with Council land.</p> <p>5. Reduction in existing development potential not supported.</p>	<p>1. The submission has noted that in the desired Town Centre Core precinct the description states that levels above the existing 2 storey street wall will be set back. This is different to the current DCP which allows a 4-storey street wall for the subject Waterview Street site.</p> <p>The submission is correct. The character statement is focussed on the Great North Rd frontage and has not contemplated this section also having a frontage to Waterview St.</p> <p><u>Recommendation:</u> It is the intention that future development fronting Waterview Street have a street wall height of 4 storeys with an upper-level setback from the fifth floor.</p> <p>The draft Local Character Statement will be updated to ensure that a four-storey street wall is required to Waterview Street.</p> <p>2. If Council chooses to progress this project, then a Planning Proposal will be prepared and will propose changes to Council’s LEP, complemented by controls in a Development Control Plan.</p> <p>3. The Stage 2 study identifies the subject site which contains an existing medium density development as a potential constraint for future redevelopment.</p> <p>It is noted that this site does not have individual strata owners and planning controls applied to the land would be consistent with adjoining sites.</p>

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				<p>4. The submitter wishes for the Stage 2 study to recognise that the subject site provides an opportunity if combined with Council land as discussed in the Five Dock Town Centre Urban Design Study.</p> <p>The subject site adjoins Council land and the current LEP and DCP do not limit development from occurring on amalgamated sites. The DCP now requires a laneway three blocks north of the subject site and a laneway along the western boundary of the subject site.</p> <p>Any detailed master plan prepared for the block would not inhibit the opportunity for consolidated development outcome to occur.</p> <p>5. The submitter has noted that there are differences in height between the existing controls and the character statement (lower) documents.</p> <p><u>Recommendation:</u> It is recommended that the structure plan in Part 3.5 of the Stage 2 study be amended to include relevant sites as 4-7 storeys.</p>
114	P. Jenzen	Five Dock	<p>1. Not notified/insufficient consultation.</p> <p>2. Is compulsory acquisition for people spaces or developer profit.</p>	<p>1. See Item P.</p> <p>2. Open space has been recommended in accordance with adopted Council strategies in consideration of future demand by a greater number of people living in the area.</p> <p>See Item B.</p>
115	F. Ibrahim	Five Dock	<p>1. Development and density should also extend in east-west direction.</p> <p>2. Redevelopment surrounding the station will not be feasible and feasibility testing is required to make development</p>	<p>1. Community feedback has indicated that terraces/townhouses (2 storey) are acceptable immediately surrounding the station</p> <p>The draft Local Character Statement and Planning Study recommend that the scale of development be retained at 5 to 7 storeys within the blocks on either side of Great North Road with development on either side stepping down in height and scale to try to provide a balance between the community's</p>

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			<p>profitable to displace current land uses.</p> <p>3. More development will deliver more affordable housing.</p>	<p>vision and good transit-oriented development outcomes.</p> <p>See also submission 57.</p> <p>2. Good urban design and planning outcomes combined with community engagement have informed the draft plans to date. Feasibility testing will be undertaken following the preparation of a detailed master plan.</p> <p>3. Council needs to balance the community vision, community benefits and land use planning. At this stage the overwhelming community vision has been for no significant change which has resulted in Council proposing certain change to achieve community benefits whilst enabling certain increased densities around the station.</p>

Concord/Burwood North

A total of 19 written submissions were received in relation to the Five Dock precinct, including 1 petition. Six are generally supportive and 13 are not. See Figure 3 and Table 2.

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Figure 3: General distribution of submitters who made a written submission in relation to the Concord/Burwood North precinct.

Table 2: Burwood North Precinct summary of submissions and responses.

No.	Author	Precinct	Summary of submission/issues raised	Response
3	Dr. P. Chidiac	Concord	1. Objection to laneway between David St and Burwood Rd	1. The pedestrian laneway is one of two proposed to link west-east between David St and St. Lukes Park. The pedestrian laneway will reduce the north-south street block length and provide improved access to the park/community centre. See Item A.
4	SP9994 c/- P. Sullivan	Concord	1. More height and FSR for existing strata buildings. 2. Uplift compensation for laneways.	1. The submission requests that additional height and FSR is provided to existing strata buildings to encourage development of these sites. No height is specified for the subject site in the Character Statement, however PRCUTS permits up to 17m (from 8.5m). <u>Recommendation:</u>

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			3. Increase density above PRCUTS.	<p>It is recommended that the draft Local Character Statements and Planning Study be revised to illustrate the permitted height/density contemplated by PRCUTS for this sub-precinct.</p> <p>2. See Item A.</p> <p>3. See Item C.</p>
21 & 35 & 88	S. Batra	Concord	<p>1. Safety of laneways.</p> <p>2. Loss of wildlife/habitat.</p> <p>3. Noise.</p> <p>4. Vandalism.</p> <p>5. Pollution/waste.</p> <p>6. Crime.</p> <p>7. Maintenance.</p> <p>8. Forced to move/financial pressure.</p> <p>9. Funding for pathway/laneways.</p> <p>10. Exclusion from massing diagram/development potential.</p> <p>11. Support high rise.</p>	<p>1/4/6. See Item M.</p> <p>2. See Item G.</p> <p>3. See Item O.</p> <p>5. See Item L.</p> <p>7. Public areas would be maintained by Council, and private areas would be maintained by the relevant landowner(s). If Council is made aware of issues that create a safety or health hazard, public or private, then the matter will be investigated, and action taken as deemed appropriate.</p> <p>8. See Item Q.</p> <p>9. See Item A.</p> <p>10. See Item R.</p> <p>11. The submitter made four separate submissions, three of which were generally negative and appeared to oppose the character statements. Those issues have been discussed in points 1-10 above.</p> <p>The last submission clearly stated that they were in support of high rise as it was the only way to resolve housing issues and lower house/unit prices. The submitter has been registered as being generally supportive of the proposed changes.</p>
22	M. Holani	Concord	1. Height – Broughton St minimum 4-5 storeys	1. The submission has noted that the Stage 2 Study refers to low rise development along Broughton St and Gipps St and they are concerned that this will be lower than the Lansdowne/Burwood/Gipps block.

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				<p>Their opinion is that it should be consistent at 4-5 storeys.</p> <p>Land on Broughton Street to the north of Gipps Street is proposed to be a maximum of three storeys. Land on Broughton Street to the south Gipps Street is proposed to be up to 5 storeys.</p> <p>These building heights are consistent with those contemplated by PRCUTS and ensure the building height decreases towards the north.</p>
35& 83	M. Brongo R. Baldini J. & E. Calokerinos S. Batra	Concord (shown on map as red square against properties that have not made individual submission)	1. Oppose laneway Broughton St to Burwood Rd.	<p>Concerns are raised in relation to the location of the proposed laneway and the potential to devalue properties that may be less attractive for development.</p> <p>See Item A.</p>
36	R. Choi	Concord	1. Retain proposed height.	1. See Item C.
37 & 37a	V. Pirina	Concord	<p>1. More height and FSR for existing strata buildings.</p> <p>2. Uplift compensation for laneways.</p> <p>3. Increase density above PRCUTS.</p>	<p>1. The submission requests that additional height and FSR is provided to existing strata buildings to encourage development of these sites.</p> <p>No height is specified for the subject site in the Character Statement, however PRCUTS permits up to 17m (currently 8.5m is permissible).</p> <p><u>Recommendation:</u> It is recommended that the draft Local Character Statement and Planning Study be revised to illustrate the permitted height/density contemplated by PRCUTS.</p> <p>2. See Item A.</p> <p>3. See Item C.</p>
49	C. & S. Mathioudakis	Concord	1. No new links north of Gipps Street.	1. The objector states that as the area is to remain low density no new links are required. In addition, it

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			2. Do not overdevelop Parramatta Rd to Burton St.	<p>is stated that they will be disruptive and alter/destroy beautiful properties.</p> <p>See Item A.</p> <p>2. The scale and extent of development contemplated by the draft character statement is consistent with the Parramatta Road Corridor Urban Transformation Strategy. The Strategy is required to be implemented in accordance with a Ministerial Direction.</p> <p>See Item C.</p>
52 & 35	M. & J. Brongo	Concord	<p>1. Communication with elderly residents.</p> <p>2. Impacts from 24 storey building on Burton St.</p> <p>3. Retain proposed height for subject block.</p> <p>4. Object to laneway.</p>	<p>1. See Item P.</p> <p>2. The submitter is concerned about the potential future impacts from development on Burton St, both during and after construction.</p> <p>Construction impacts will be managed where practicable through approved hours of construction.</p> <p>It is acknowledged that the scale of towers planned within the street block between Parramatta Road and Burton will be visible from a distance. These building heights are generally in accordance with the Parramatta Road Corridor Urban Transformation Strategy under the applicable Ministerial Direction.</p> <p>Privacy impacts can be addressed via appropriate building design and building bulk can be addressed through the use of building setbacks, landscaping and architectural treatments.</p> <p>Impacts from future development will be considered during assessment of a development application.</p> <p>3. The submission has requested that the proposed 5 storey heights between Broughton St and Burwood Rd are retained and not lowered. The concern here is that if the height for properties fronting Broughton St is lowered in response to submissions from other landowners, then the development impacts will be exacerbated due to the interface between high- and low-density development.</p>

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				<p>It is recommended that the height and scale of development be retained at 4 to 5 storeys in accordance with the requirements of PRCUTS. A planning proposal to implement a rezoning and change to permitted building heights/density on this land will be the subject of further engagement with affected landowners and residents.</p> <p>4. See Item A.</p>
58	M. & A. Foldvary	Concord	1. Object to links Burwood to David and David to Stanley.	<p>1. It is suggested that the lower density of this area as well as general north-south pedestrian and bicycle traffic does not warrant the inclusion of the links. It is further suggested that it will be dangerous for pedestrians to cross Burwood Rd and will bring disruption to the community.</p> <p>See Item A.</p>
66	G. Bragg	Concord	1. Oppose 5 storey apartments in Concord.	<p>1. The character statements have proposed the redevelopment of Concord in accordance with the requirements of the Parramatta Road Corridor Urban Transformation Strategy under Ministerial Direction.</p> <p>See Item H.</p>
87	K. Mcdougall	Concord	<p>1. No consultation/not included.</p> <p>2. What plan was presented in round 1.</p> <p>3. Support medical centre precinct.</p> <p>4. How does the storey height feedback relate to the potential massing diagram.</p> <p>5. Traffic/congestion.</p> <p>6. Parking issues.</p>	<p>1. See Item P.</p> <p>2. The round 1 consultation asked the community a range of questions to understand what they liked or didn't like about the area and the sort of change that might be acceptable given the introduction of the Metro. No specific plans were exhibited as part of round 1.</p> <p>3. Noted.</p> <p>4. The majority of respondents to round 1 thought that acceptable housing types immediately surrounding the station would be 3-4 storey apartments/terraces/townhouses, and 5-10 minutes away would be houses.</p> <p>Council has had to weigh up this feedback alongside, planning advice, as well the Ministerial Direction to facilitate development consistent with PRCUTS.</p>

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			<p>7. School capacity.</p> <p>8. Loss of sunlight and privacy.</p> <p>9. Loss of community feel.</p> <p>10. Some dwellings have been excluded from massing diagram.</p> <p>11. Overdevelopment.</p> <p>12. Council wants to increase rate and developer revenue.</p>	<p>See Item C.</p> <p>5. Traffic has been assessed as part of PRCUTS.</p> <p>See Item F.</p> <p>6. Council is doing what it can to encourage a shift away from private vehicle use towards public transport. No additional public parking will be provided, and private parking will be limited in new developments.</p> <p>See Item F.</p> <p>7. See Item J.</p> <p>8. Should land be rezoned, future development will be required to demonstrate how impacts in relation to privacy and overshadowing will be minimised.</p> <p>9. The submitter has suggested that bringing medium density beyond Burton St or Gipps St will impact negatively on the community feel and affect existing residents and schools. They have also suggested that townhouses be permitted instead.</p> <p>The character statements, and Parramatta Road Corridor Urban Transformation Strategy (PRCUTS), propose to increase the height in this location to 4-5 storeys.</p> <p>See Item D, Item E.</p> <p>10. Council is not proposing to purchase/reclaim properties. Individual property owners will decide if/when they want to sell their property.</p> <p>See Item R.</p> <p>11. See Item H.</p> <p>12. Changes to planning standards and controls in the Burwood-Concord precinct followed the</p>

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				<p>adoption of the Parramatta Road Corridor Transformation Strategy by the NSW Government.</p> <p>See Item C.</p>
98	M. Burns	Concord	1. Object to sport and medical sub-precinct.	1. See Item T.
99	A. Davis	Concord	1. Object to sport and medical sub-precinct.	1. See Item T.
100	I. & F. Mikulic	Concord	<p>1. Overdevelopment of Stanley St.</p> <p>2. Too much traffic.</p> <p>3. Inadequate public engagement.</p> <p>4. Not consistent with existing low density suburban character/ overdevelopment.</p> <p>5. Congestion.</p> <p>6. Noise pollution.</p> <p>7. Overcrowding of schools.</p> <p>8. Increased road safety risk.</p> <p>9. Is it in public interest.</p> <p>10. How did Council inform residents.</p> <p>11. When will construction begin/end.</p>	<p>1. The proposed development of this area that has been shown in the character statements is consistent with Council's Stage 1 PRCUTS Planning Proposal and PRCUTS which has a Ministerial Direction requiring future development to be consistent.</p> <p>See Item H, Item C.</p> <p>2. See Item F.</p> <p>3. All of the documentation was prepared following the round one exhibition and placed on exhibition as soon as possible following the receipt of a Council resolution.</p> <p>4. See Point 1 above.</p> <p>See Item D.</p> <p>5. See Item F.</p> <p>6. See Item O.</p> <p>7. See Item J.</p> <p>8. The submission discusses road safety concerns, particularly in relation to traffic congestion and the proximity of two schools and suggests that there should be more speed bumps and speed cameras.</p>

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			<p>12. What community action can stop the proposal.</p> <p>13. Where can community action take place.</p>	<p>Future traffic studies will consider traffic safety and impact on pedestrians associated with detailed design and planning.</p> <p>9. The submitter has asked what action Council took to determine if the proposal was in the public interest.</p> <p>The public interest is served by ensuring that development occurs in a coordinated manner, deliver adopted strategy and minimises impacts upon existing and future residents.</p> <p>This is the second round of engagement that Council has undertaken in relation to potential future development near metro station locations. This is in addition to previous engagement from the NSW Department of Planning Environment when they prepared plans for the Parramatta Road corridor.</p> <p>It is important for Council to adopt a policy position at a local level in relation to future change around metro stations. In this instance, it is recommended that the height and densities contemplated by the Parramatta Road Corridor Urban Transformation Strategy be maintained as the maximum permitted in this location.</p> <p>10. See Item P.</p> <p>11. Council's role is to consider changes to planning controls and has no control over how quickly or slowly redevelopment may/may not occur.</p> <p>Concerns in relation to the implementation of the Parramatta Road Corridor Urban Transformation Strategy should be directed to the NSW Department of Planning and Environment.</p> <p>12. The community has the opportunity to make submissions during public consultation and to address Council at Council meetings.</p> <p>13. See Point 12 above.</p>
102	S. Bridge	Concord	1. Overdevelopment.	1. See Item C.

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No.	Author	Precinct	Summary of submission/issues raised	Response
			<p>2. Traffic congestion/gridlock.</p> <p>3. Impact on infrastructure/facilities.</p> <p>4. Insufficient parking.</p> <p>5. No high rise and medium density beyond Burton St.</p> <p>6. Pedestrian/school children safety.</p> <p>7. Consultation flawed.</p> <p>8. Not consistent with height responses in first consultation.</p> <p>9. Maximum 4 storeys.</p>	<p>2. See Item F.</p> <p>3. The submitter notes that additional dwellings and increased population will place additional stress on schools, hospital, parks, sporting grounds and other facilities.</p> <p>Council will seek to deliver local infrastructure (parks, laneways and affordable housing) through available mechanisms in the planning system.</p> <p>See Item I, Item J, Item C.</p> <p>4. See Item F.</p> <p>5. See Item C.</p> <p>6. There is concern that existing traffic and pedestrian safety issues will be exacerbated with increased density.</p> <p>See Submission No. 100 for recommendation for traffic studies including traffic calming.</p> <p>7. The submitter has stated that the community consultation process is flawed as the survey is badly worded and the website requires participant details, the report text is not written in a way that is easy to understand and is contradictory.</p> <p>The survey was prepared by an engagement consultant and Council and the planning reports were prepared by an urban design consultant and Council. Every effort was made to clearly outline where we had come from and where we were up to, from start to finish, in a way that was easy to understand and follow the process.</p> <p>Council requires participants on the Collaborate site to provide details so the engagement process can be better managed. We can then understand who has participated.</p>

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				<p>8. The submitter has noted that the majority of participants of the first consultation wanted low rise apartments and terraces/townhouses immediately around the station and houses and terraces/townhouses within 5-10 minutes' walk.</p> <p>The draft Local Character Statement and Planning Study reflect the maximum permitted development envisaged by the Parramatta Road Corridor Urban Transformation Strategy under Ministerial Direction.</p> <p>See Item H, Item C.</p> <p>9. The submitter has reiterated that they do not want development to go beyond Burton St and that the maximum height for any development should be 4 storeys.</p> <p>See Point 8 above.</p>
105	L. Astbury & G. Robertson	Concord	<p>1. Poor consultation/ study documents too large and complex.</p> <p>2. Benefits developers.</p> <p>3. Object to high density.</p> <p>4. Density should only be near Parramatta Rd.</p> <p>5. More consultation needed.</p> <p>6. Increased traffic.</p> <p>7. Insufficient public transport.</p> <p>8. Traffic calming increases problems.</p>	<p>1. The submitter has said that they didn't find out about the consultation until just before it closed (prior to extension) and there should have been more extensive consultation now and the previous round and that the background documents were too complex.</p> <p>The local character statements were the focus of this exhibition.</p> <p>The background studies are technical documents prepared to inform the Character Statements. They are available for community viewing and comment however there was no expectation that the community would need to become familiar with their content.</p> <p>Notification of the exhibition was sent to residents for both exhibitions. The submitter has noted that only 84 people responded to the initial survey (Concord) however it should be emphasised that Council sent out approximately 9,000 postcards, as well as undertaking other methods of promotion.</p> <p>See Item P.</p>

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No.	Author	Precinct	Summary of submission/issues raised	Response
			<p>9. Insufficient parking.</p> <p>10. More car accidents.</p> <p>11. LGA wide overdevelopment considerations.</p> <p>12. Loss of character/impacts on heritage.</p> <p>13. No cultural or art spaces.</p> <p>14. Insufficient open space.</p> <p>15. Schools over capacity.</p> <p>16. Health system over capacity.</p>	<p>2. The submitter objects to the plan as it will mostly benefit developers and impact amenity of existing residents.</p> <p>The draft plans were prepared to identify opportunity for development arising from the delivery of a metro station in Concord. Previous community consultation revealed that there was minimal appetite for significant additional development in the locality. For this reason, the draft Local Character Statements reflect the maximum yields contemplated by the Parramatta Road Corridor Urban Transformation Strategy required to be implemented by the Ministerial Direction.</p> <p>3. See Item H, Item C.</p> <p>4. See Item C.</p> <p>5. More consultation will be undertaken if the project progresses.</p> <p>6. See Item F.</p> <p>7. The submission notes that existing public transport is not sufficient for the increased demand.</p> <p>The Metro has been introduced to accommodate the additional demand. In addition, Transport for NSW will seek to ensure that bus services are provided to complement the new metro.</p> <p>8. Traffic studies and proposed changes to traffic conditions/routes/calming will need to be carefully considered to minimise impacts on residents and neighbourhoods.</p> <p>9. See Item F.</p> <p>10. Traffic studies will assist Council to understand where existing/future problems may occur and how they can be resolved.</p>

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No.	Author	Precinct	Summary of submission/issues raised	Response
				<p>11. The Canada Bay Local Strategic Planning Statement (LSPS) is an overarching Plan that seeks to identify significant land use change in the City of Canada Bay. The LSPS identifies the Parramatta Road Corridor Urban Transformation Strategy and the investigation of opportunities around metro stations as actions that will be implemented/investigated.</p> <p>12. See Item D.</p> <p>13. The submitter is of the opinion that the focus is on sporting amenities and retail and that there is nothing for people under 35 who are not interested in sport, including cultural or art spaces and presume that development of the existing community centre will be as a function centre.</p> <p>Council has a 2015-2021 Cultural Strategy (currently under review) which aims to support and partner with the community to create vibrant events, places and spaces. In addition, a Public Art Plan has also been adopted which aims to create a liveable and vibrant public domain which includes public art.</p> <p>These Plans will continue to be implemented and inform potential decisions regarding land use change and development around metro stations.</p> <p>14. Open space has been proposed as recommended by Council's existing strategies.</p> <p>15. See Item J.</p> <p>16. Council relies on the State Government to ensure that health infrastructure is provided to meet demand.</p>
107	SP15282	Concord	<p>1. Insufficient community input.</p> <p>2. Object to sport and medical precinct.</p> <p>3. Unable to speak with strategic planning.</p>	<p>1. The submitter has noted that only 84 people responded to the initial survey (Concord) and suggests different consultation methods are needed.</p> <p>Council sent out approximately 9,000 postcards, as well as undertaking other methods of promotion. Notification of the exhibition was sent to residents for both exhibitions. Please refer to Section 3 Consultation Strategy, in this submissions report.</p>

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No.	Author	Precinct	Summary of submission/issues raised	Response
				<p>2. See Item T.</p> <p>3. The submitter has stated that many of the residents in the strata plan have called Council but have been unable to speak with strategic planning, calls have not been returned and open hours are insufficient.</p> <p>At least one member of the strategic planning team is usually available during Council's opening hours. If not, customer service is able to take a message. We have no record of any unreturned phone calls.</p>
112	Concord High School P&C	Concord	<p>1. Stakeholders to ensure school can accommodate additional students.</p> <p>2. Student safety/ increased traffic/ overcrowded buses/ dangerous pickups/ dangerous crossings.</p> <p>3. Environmental impact.</p> <p>4. Collaboration with Council for youth activities.</p> <p>5. Engagement issues.</p>	<p>1. The submitter has asked who they can work together with to ensure the school can accommodate additional students arising from the additional density.</p> <p>The local character statements and planning study provide guidance for future development around the metro stations.</p> <p>If an increase in residential density is to proceed, Council will make changes to the planning controls and notify affected land owners and also appropriate authorities as required by the Department of Planning and Environment as part of the consultation process. This will include Schools Infrastructure, the agency responsible for delivery of schools, in support of NSW Department of Education.</p> <p>See Item J.</p> <p>2. The submission notes that with current traffic volumes and student numbers, student safety is of concern, and this may be exacerbated with more people and more students.</p> <p>The delivery of a metro station and the accommodation of additional students at Concord High School may potentially have safe travel impacts in particular as pedestrian and traffic movements and patterns may change.</p>

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No.	Author	Precinct	Summary of submission/issues raised	Response
				<p>Council has a Road Safety Officer working in partnership with Transport for New South Wales to develop local road safety strategies, programs and events. Current issues relating to school buses and illegal parking have been raised with Council's Road Safety Officer who will contact the P&C to discuss further.</p> <p><u>Recommendation:</u> Future studies to consider student travel routes, crossings and pick up zones.</p> <p>3. The additional density associated with this precinct was planned by the State Government in 2016 through Parramatta Road Corridor Urban Transformation Strategy. The Sydney Metro will help to minimise environmental impacts by providing improved public transport and opportunity for greater active transport use. In conjunction with density around the station, it is envisaged that the locality will become much more walkable and less reliant on private vehicles.</p> <p>Redevelopment of the areas near the metro station will be subject to consideration of flooding, water sensitive urban design, tree canopy, BASIX water and energy targets.</p> <p>Any new plans will seek to improve the landscape character of public spaces through street tree planting and general canopy cover.</p> <p>4. The submitter has complimented Council on Youth Week activities and wishes to know how they can collaborate with Council to understand permanent options that can be made available for young adults.</p> <p>Council will continue to facilitate activities and events for Youth Week and is keen to work with the community and local groups to increase activities and opportunities for our young adults.</p> <p>5. The submitter is concerned about how Council has chosen who relevant stakeholders are and how they have been communicated with. They have noted</p>

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				<p>that the school only found out about the project by being contacted by residents.</p> <p>Council attempted to engage with the school in 2020 for the first round of consultation to include them for an interview but the school did not provide Council with a contact. The school was also sent a postcard for the first consultation.</p> <p>The second consultation was much more targeted, and Council sent letters to properties within the planning precinct catchments. This was to allow these properties to have a say on character and planning outcomes that directly impact their property.</p> <p>The next consultation will involve communication to a larger area again, including outside the precinct, which may be impacted by proposed changes within the precinct.</p> <p>See Item P.</p>

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North Strathfield

A total of 64 written submissions were received in relation to the North Strathfield precinct, including 7 petitions. Forty three are generally supportive and 21 are not. See Figure 4 and Table 3.



Figure 4: General distribution of submitters who made a written submission in relation to the Concord/Burwood North precinct.

Table 3: Burwood North Precinct summary of submissions and responses.

No.	Author	Precinct	Summary of submission/issues raised	Response
2	S. Sun	North Strathfield	<p>1. Objection to laneway between Shipley Street and Waratah Street.</p> <p>2. A new playground next to the station and one in Wellbank Street is unnecessary.</p>	<p>1. Mid-block through site links seek to break down large blocks and promote permeability for pedestrians.</p> <p>The exact location of the pedestrian laneway is yet to be confirmed, however the draft Local Character Statement and Planning Study indicate that it could be located between Waratah Street and Shipley Avenue.</p>

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No.	Author	Precinct	Summary of submission/issues raised	Response
				<p><u>Recommendation:</u></p> <p>Delete laneways on eastern side of railway.</p> <p>See Item A.</p> <p>2. The draft Local Character Statement and Planning Study identified potential for open space to be provided at the entrance to the new Metro station and within a new park between Wellbank and Waratah Streets.</p> <p>The recently released Sydney Metro EIS confirms that there will be minimal opportunity to provide open space on Sydney Metro land in North Strathfield.</p> <p>As Council is no longer recommending a significant increase in density on the eastern side of the railway line it is unlikely that any additional open space can be provided.</p> <p>See Item B.</p>
5	G. & Dr J. Holt & MDHP Architects	North Strathfield	<p>1. Ruin local character.</p> <p>2. Overcrowded trains.</p> <p>3. Overcrowded schools.</p> <p>4. Flooding/drainage issues.</p> <p>5. Increased traffic and congestion.</p>	<p>1-7. See Item D, Item I, Item J, Item K, Item F, Item L and Item M.</p> <p>8. See Item B.</p> <p>See submission No. 91 for discussion on MDHP Architects submission.</p>

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No.	Author	Precinct	Summary of submission/issues raised	Response
			<p>6. More pollution.</p> <p>7. More crime.</p> <p>8. No consultation on parks.</p>	
7	M. Graham	North Strathfield	<p>1. Destroy local character.</p> <p>2. Loss of natural areas for wildlife.</p> <p>3. Temperature increase.</p> <p>4. Traffic and congestion.</p> <p>5. Parking issues.</p> <p>6. Noise (traffic and construction).</p>	<p>1. See Item D.</p> <p>2. See Item G.</p> <p>3. See Item N.</p> <p>4-6. See Item F, Item O.</p>
8	S. & S. Ganeshwaran	North Strathfield	<p>1. Reduce height – Beronga St to Nelson Rd.</p> <p>2. Loss of character.</p> <p>3. Traffic/congestion.</p> <p>4. Over population.</p> <p>5. Safety.</p>	<p>1. See Item T.</p> <p>2/3. See Item D, Item F.</p> <p>4. Sydney is projected to be home to 1.85 million more people between now and 2041. If that growth occurs in locations where people have to drive, traffic will become worse. However, if growth is clustered around train stations, reliance on car journeys will be reduced, making Sydney more liveable.</p> <p>5. See Item M.</p>
9 & 17	D. Philippe	North Strathfield	<p>1. Extend precinct boundary to include Argonne/Conway/Rothwell blocks.</p>	<p>1. See Item V.</p> <p>2. See Item T.</p> <p>3. See Item T.</p>

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No.	Author	Precinct	Summary of submission/issues raised	Response
			<p>2. Support high density.</p> <p>3. Increased height.</p>	
10	G. Li	North Strathfield	1. Increase height.	1. See Item T.
11	K. Lissa	North Strathfield	<p>1. Acquisition for apartments and green space.</p> <p>2. No consultation.</p> <p>3. Density.</p> <p>4. Traffic.</p>	<p>1. The draft Local Character Statement identifies the opportunity for public open space to be provided on the eastern side of the railway line in North Strathfield.</p> <p>As density of this precinct is not proposed to increase substantially, it is recommended that reference to this park be removed from the draft Local Character Statement and Study.</p> <p>See Item B.</p> <p>Council will not acquire land to provide apartments. It will be a decision for landowners whether to redevelop their land.</p> <p>2. See Item P.</p> <p>3. See Item H.</p> <p>4. See Item F.</p>
12	M. Counter	North Strathfield	<p>1. Cycleway – Princess Avenue.</p> <p>2. Overpass location.</p> <p>3. Multistorey parking.</p> <p>4. Napier Street is not a heritage street.</p>	<p>1. It has been suggested that the use of Princess Avenue is inappropriate due to the narrow width of the street, the reliance on on-street parking and potential safety issues.</p> <p>The draft Bike Plan exhibited by Council in 2019 proposed linking a Queen St bike path to a Patterson St path via Princess Ave. The draft Character Statements have reflected this plan.</p> <p><u>Recommendation:</u></p> <p>As part of the detailed design and planning work for the metro station precincts, a future traffic study will review this area.</p>

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				<p>2. The potential new crossing is identified to improve options for local residents to access services and amenities on either side of the railway line.</p> <p>Sydney Metro is proposing one new overpass to the north of the existing station, but not one to the south.</p> <p>The realisation of this crossing is dependent on redevelopment of the Bakehouse Quarter and input from Transport for NSW.</p> <p>3. The submission has stated that high density parking should be provided near the Metro station to accommodate commuters who travel from surrounding areas.</p> <p>Sydney Metro does not propose to provide commuter parking in North Strathfield. Kiss and ride, taxi and rideshare spaces will be prioritised.</p> <p>4. The Canada Bay Local Environmental Plan identifies street trees within Napier Street as heritage items. Individual buildings are not identified as heritage items.</p> <p>The block from Napier St south to Sydney St is currently zoned R3 and multi dwelling housing/residential flat buildings are permitted within this zone.</p> <p><u>Recommendation:</u> Sub-precinct 9 to be removed and this area is to be incorporated within sub-precinct 7, as discussed within this report.</p>
13	Save North Strathfield Residents Action Group	North Strathfield	<p>1. Loss of local character.</p> <p>2. PRCUTS deemed unsuitable for additional density and legislated.</p> <p>3. Cul-de-sacs unsuitable for additional density.</p>	<p>1. See Item D.</p> <p>2. See item C.</p> <p>3. Any redevelopment of the cul-de-sacs would be undertaken with the knowledge that the property is within the vicinity of the Sydney metro.</p> <p>Further consideration will be given to how new development should be designed to ensure appropriate access, egress and servicing.</p>

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			<p>4. Area is impacted by flooding.</p> <p>5. Impact of PRCUTS not considered.</p> <p>6. Impact of Strathfield Council developments not considered.</p> <p>7. Move sub precinct character area 4 boundary south to Pomeroy St.</p> <p>8. Low density north of Pomeroy.</p> <p>9. Replacing family homes with family units.</p> <p>10. Traffic/congestion.</p> <p>11. Insufficient parking.</p> <p>12. Labelling of streets on maps.</p> <p>13. Park surrounded by 10 storeys.</p> <p>14. School district use and height.</p> <p>15. Loss of canopy.</p> <p>16. Share density with eastern side of railway.</p>	<p>4. Council is currently undertaking a flood study for the Powell's Creek catchment. Future development will be required to adhere to flood related development controls.</p> <p>5. See item C.</p> <p>6. The draft character statement has been prepared to establish the desired future character of the area having regard to the location of a new metro station in North Strathfield.</p> <p>Prior to the preparation of a planning proposal, a traffic study would be prepared which considers local and regional development and the introduction of a metro station in North Strathfield.</p> <p>7. Sub- precinct 4 is north of Lorraine St and proposed to have a low-density character.</p> <p>Sub-precinct 2 is between Allen St and Lorraine St is identified as having the potential to accommodate up to 5 storey buildings.</p> <p>Sub-precinct 2 from Pomeroy St to Conway/Rothwell Ave (north of Pomeroy St) is generally located within a 400m walking catchment of the station and is an appropriate location for additional density.</p> <p>Recommendation: The height of sub-precinct 4 be increased to 3-4 storeys and the boundary be extended south to the northern side of Pomeroy St. A height of 4-5 storeys will extend from the southern side of Pomeroy St south to Allen St.</p> <p>8. See above.</p> <p>9. It is important to provide a variety of housing options for people at different life stages.</p> <p>Areas that are located near infrastructure such as public transport are conducive to increased densities.</p>

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No.	Author	Precinct	Summary of submission/issues raised	Response
			<p>17. Keep shop facades on Queen St.</p> <p>18. Density/overdevelopment.</p>	<p>10/11. See Item F.</p> <p>12. See Item S.</p> <p><u>Recommendation:</u> Include the names of all streets located within a precinct on any precinct map and amend incorrect names.</p> <p>13. The submission states that parks surrounded by 10 storey buildings will not be suitable and these heights should be reduced to 5 storeys.</p> <p>Development up to 10 storeys is contemplated on the Bakehouse Quarter and the site accommodating McDonald College/Our Lady of Assumption Schools.</p> <p>Any open space provided on these sites is likely to comprise urban plaza's that complement the mixed-use zoning of the land and the commercial/retail function of ground floor uses.</p> <p>14. The draft Local Character Statement and Planning Study contemplate buildings up to ten (10) storeys on the school site.</p> <p>This height was recommended due to the immediate proximity of this land to North Strathfield station and the new metro interchange.</p> <p><u>Recommendation:</u> Reduce height to 8 storeys (32m to be consistent with Bakehouse Quarter PRUCTS heights.</p> <p>See Item J.</p> <p>15. All precincts will be planned to provide an urban canopy of at least 25% in accordance with the City of Canada Bay Urban Canopy Strategy and Local Strategic Planning Statement.</p> <p>This target will be further investigated as part of the preparation of a Public Domain Plan and implemented through requirements contained</p>

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				<p>within a Development Control Plan (landscaped areas, deep soil area, and retention of significant trees).</p> <p>16. The draft character statement was informed by technical analysis that identified limitations to development on the eastern side of the railway line in Rhodes. Heritage buildings, a fine grain subdivision pattern and existing strata development limit significant potential for change between the railway line and Concord Road.</p> <p>17. The character statements propose to retain the shopfronts/two storey street edge on Queen Street.</p> <p>18. See Item H.</p>
14	North Strathfield Residents Group c/- H. Zeng	North Strathfield	1. Rezone Allen St to Conway Ave as R4 high density.	1. See Item T.
15	M. Pennisi	North Strathfield	<p>1. Limited consultation.</p> <p>2. Planning study not focussed on resident impacts.</p> <p>3. Traffic/parking.</p> <p>4. Stormwater/drainage.</p> <p>5. Losing homes to developers/ forced to move/ wellbeing/ elderly/ financial pressure.</p> <p>6. Location of parks/ loss of land value.</p> <p>7. Further consultation.</p>	<p>1. See Item B, Item H.</p> <p>2. The planning study was undertaken to provide a technical analysis of the land use planning constraints and opportunities for each station precinct.</p> <p>The draft local character statements seek to convey a vision that considers community feedback from the first consultation and the technical analysis contained within the study.</p> <p>Following exhibition of the draft documents, the study and character statement will be revised in response to submissions received. Other matters, such as traffic and flooding will be considered prior to rezoning occurring.</p> <p>3. See Item F.</p> <p>4. See Item K.</p> <p>5. See Item Q.</p>

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No.	Author	Precinct	Summary of submission/issues raised	Response
				<p>6. See Item B.</p> <p>7. Council has endeavoured to consult with the community on potential land use change near metro stations prior to preparing a planning proposal.</p> <p>The two rounds of consultation undertaken to date are in addition to any statutory engagement that will be undertaken when a planning proposal is prepared.</p> <p>Should the draft local character statements and planning study be endorsed as the basis of a planning proposal, additional work will be undertaken that will be the subject of further community engagement.</p>
16	J. Djordjevic & S. Schibeci	North Strathfield	<p>1. Extend precinct boundary to include Argonne/Conway/Rothwell blocks.</p> <p>2. Support high density.</p> <p>3. Increased height.</p>	<p>1. See Item V.</p> <p>2. See Item T.</p> <p>3. See Item T.</p>
18	A. Cameron & K. Simmons	North Strathfield	<p>1. Extend precinct boundary to include Argonne/Conway/Rothwell blocks.</p> <p>2. Support high density.</p> <p>3. Increased height.</p>	<p>1. See Item V.</p> <p>2. See Item T.</p> <p>3. See Item T.</p>
19	R & M Wakefield	North Strathfield	<p>1. Location of park.</p> <p>2. Land value.</p> <p>3. No choice.</p> <p>4. Financial pressure.</p>	<p>1/2. See Item B.</p> <p>3/4. See Item Q.</p> <p>5. See Item P.</p> <p>6. See Item S.</p>

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No.	Author	Precinct	Summary of submission/issues raised	Response
			5. Poor communication. 6. Incorrect street names. 7. Access to computer.	7. The submitter has noted that only 112 people completed Council's original online survey and has stated that this is unacceptable and that many residents are elderly and do not have access to a computer nor can they understand the implications of the project. See Item P.
20	G. Caldarola	North Strathfield	1. Increased height.	1. See Item T.
25	L. Zhou	North Strathfield	1. Extend precinct boundary to include Argonne/Conway/Rothwell blocks. 2. Increased height.	1. See Item V. 2. See Item T.
26	C. Philippe	North Strathfield	1. Extend precinct boundary to include Argonne/Conway/Rothwell blocks. 2. Support high density.	1. See Item V. 2. See Item T.
27	J. & A. Kim	North Strathfield	1. More high density or mixed use 2. Rezone Allen St to Conway Ave as R4 high density.	1. See Item T. In relation to mixed use, there is considered to be sufficient mixed-use zoning in the Bakehouse Quarter south of Allen Street. 2. See Item V, Item Q.
28	M. Quach	North Strathfield	1. Extend precinct boundary.	1. See Item V.
29	J. Gavin	North Strathfield	1. Queen Street traffic. 2. Cost /value for money of new open space and links. 3. Impact on Concord Rd businesses of extending Queen St shopping precinct.	1. The submission acknowledges the plans to improve the public domain along Queen Street in the vicinity of the Metro but raises concerns about the volume of traffic that uses Pomeroy St/Queen St/Wellbank St and the impacts that this will have. It is questioned whether a traffic study will be undertaken and if traffic calming and other measures may be taken. Future development should not unreasonably impact the ability of people to move around. The next stage of the project will involve the preparation of a traffic study. This traffic study will consider

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			<p>4. Extend precinct boundary to include Concord Rd commercial properties.</p> <p>5. Limited change to sub-precinct 7 and 8 and feasibility of improvements.</p>	<p>impacts on key intersections and how future development can make best use of available public transport.</p> <p>2. Concern is raised over the costs of infrastructure provision such as new open space and links/laneways and suggests better value for money may be obtained by providing alternative infrastructure that would have greater community benefit. It is also suggested that an infrastructure schedule be prepared to ensure value for money.</p> <p>Laneways and open space will only be delivered where there an opportunity through development. Infrastructure items to be progressed will be identified and a local infrastructure delivery strategy prepared. This may involve the preparation of an infrastructure contribution plan or other mechanism to fund the delivery of local works.</p> <p>See Item A, Item B.</p> <p>3. At present, there is one street block of commercial properties on Queen St opposite the station between Wellbank St and Waratah St.</p> <p>A metro station in North Strathfield is likely to be catalyst for activity and land use change. The Character Statement proposes to extend this precinct one block south to Shipley St and one block north to Beronga St to provide more employment opportunities and services in close proximity to the station.</p> <p>It is noted that on the eastern side of Concord Rd there are five street blocks of commercial properties, from Homedale Ave to Correys Ave. The existing commercial properties on Concord Road are unlikely to significantly change or be impacted by the changes outlined in the local character statement.</p> <p>4. It is also suggested that the Character Statement boundary be expanded to include the Concord Rd shops to properly consider opportunities and impacts upon these shops.</p>

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				<p>Concord Rd is approximately 400m from the future station and as a four-lane road it forms a boundary to the precinct. Further development to the shopping strip or beyond is not recommended and the precinct boundary should be retained so as not to encourage more change in this location.</p> <p>5. The submission raises some confusion as to whether Council is proposing change in this area. They have interpreted as minimal change but are then confused as to why improvements such as a park are proposed and how they will be feasible.</p> <p>The intention of the Character Statement was to plan for potential change, an increase for 2 to 3 storeys for residential and 2 to 4 storeys for commercial. The extent and scale of development contemplated by the draft local character statement won't be a catalyst for immediate change but would enable incremental change over time.</p> <p>Given the reduction in density proposed for this sub-precinct, the proposed pedestrian laneway and park have been removed from the draft local character statement and planning study.</p> <p>See Item A, Item B.</p>
32 & 32a	M. Benn	North Strathfield	<p>1. Increased density will intensify flooding.</p> <p>2. Remove additional density north of Pomeroy.</p> <p>3. Traffic/congestion.</p>	<p>1. The submission notes that Powells Creek regularly floods and suggests that increasing density will increase flood runoff which will make the flooding worse.</p> <p>Any development application is required to consider flooding and properly manage stormwater.</p> <p>See Item K.</p> <p>2. See Item T.</p> <p>3. Concerns are raised in relation to a number of streets and intersections and developments both within and outside the LGA and the traffic and congestion that is currently caused, as well as additional traffic as these areas continue to develop over time.</p>

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				<p>The next stage of the planning process would involve the preparation of a detailed master plan and a traffic study.</p> <p>See Item F.</p>
33	J. Lopes	North Strathfield	1. Increase density of sub-precinct 4.	1. See Item T.
34	M Martins	North Strathfield	1. Increase density of sub-precinct 4.	1. See Item T.
39	T. Du	North Strathfield	1. Supportive of change. 2. Supportive of proposed height. 3. Increased height. 4. Extend boundary. 5. Traffic congestion/parking.	1. Noted. 2. Noted. 3. It is suggested that more height should be proposed consistent with the Bakehouse Quarter (10 storeys). See Item T. 4. The submission has suggested that the precinct boundary could be extended to permit greater redevelopment. Generally, the boundary was chosen by considering a 400m walking distance from the station in order to create a pedestrian oriented precinct and take advantage of transit-oriented development principles. Some boundary locations are being reconsidered where appropriate. 5. See Item F.
40	A. Ly	North Strathfield	1. Supportive of change. 2. Supportive of proposed height. 3. Increased height. 4. Extend boundary. 5. Traffic congestion/parking.	1. Noted. 2. Noted. 3. It is suggested that more height should be proposed consistent with the Bakehouse Quarter (10 storeys). See Item T.

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				<p>4. The submission has suggested that the precinct boundary could be extended to permit greater redevelopment.</p> <p>Generally, the boundary has chosen by considering a suitable 400m walking distance from the station in order to make a more pedestrian oriented precinct and take advantage of transit-oriented development principles. Some boundary locations are being reconsidered where appropriate.</p> <p>5. See Item F.</p>
41	P. Du	North Strathfield	<p>1. Supportive of change.</p> <p>2. Supportive of proposed height.</p> <p>3. Increased height.</p> <p>4. Extend boundary.</p> <p>5. Traffic congestion/parking.</p>	<p>1. Noted.</p> <p>2. Noted.</p> <p>3. It is suggested that more height should be proposed consistent with the Bakehouse Quarter (10 storeys).</p> <p>See Item T.</p> <p>4. The submission has suggested that the precinct boundary could be extended to permit greater redevelopment.</p> <p>Generally, the boundary has chosen by considering a suitable 400m walking distance from the station in order to make a more pedestrian oriented precinct and take advantage of transit-oriented development principles. Some boundary locations are being reconsidered where appropriate.</p> <p>5. See Item F.</p>
44	S. Gao	North Strathfield	<p>1. Extend boundary.</p> <p>2. Increase density.</p>	<p>1. See Item V.</p> <p>2. See Item T.</p>
45	B. Laggas	North Strathfield	<p>1. Incorrect street names.</p> <p>2. Unable to determine location of park.</p>	<p>1. See Item S.</p> <p>2. See Item B.</p> <p>3. It is noted that in the background material some street names are incorrect, and the placement of parks has shifted slightly. The focus of the exhibition</p>

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			<p>3. Impacts cannot be determined as plans are inaccurate.</p> <p>4. Street parking/commuter parking.</p> <p>5. Increased traffic/congestion.</p> <p>6. Noise.</p> <p>7. Waste management.</p> <p>8. Inaccurate plans must be amended and re-exhibited.</p>	<p>is the character statements and more importantly the desired sub-precinct character areas.</p> <p>The minor errors contained within the draft documents do not impact on the overall desired sub-precinct character area content, which includes correct street names and illustrates parks and laneways.</p> <p>See also Item B and Item T.</p> <p>4/5. See Item F.</p> <p>6. See Item O.</p> <p>7. The submission has noted that there are currently no public rubbish bins between Concord Rd and North Strathfield station and that there is a significant amount of rubbish left by pedestrians. They have raised the issue that the character statement does not address waste management.</p> <p>The character statements provide broad principles to manage land use change.</p> <p>Should a planning proposal be prepared, a public domain plan will be prepared to guide potential improvements to public spaces. The location of waste receptacles will be informed by a subsequent detailed public domain plan that is prepared to guide construction.</p> <p>The submitter's comment is noted for future detailed construction design.</p> <p>8. Refer to response to 3. above.</p> <p>The inaccuracies are noted, however they don't change the intent of the character statements. Updated documents will be re-exhibited in the future should a planning proposal be prepared.</p>
46	Ecove Group Pty Ltd	North Strathfield	1. Council has not advocated for a better station box	1. Council has made formal submissions on each phase of the Environmental Impact Statement that has been prepared by Sydney Metro. Ultimately,

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			<p>design and east-west underground connectivity.</p> <p>2. Council has not followed LSPS.</p> <p>3. Station should open to both sides of railway and provide an east-west connection.</p> <p>4. Issues in relation to every relevant aspect of the LSPS and character statement.</p>	<p>Sydney Metro is an initiative of the NSW Government and project applications are determined by the NSW Department of Planning and Environment.</p> <p>Council continues to advocate for local issues.</p> <p>2. The submitter is of the opinion that the actions within the LSPS have not been carried out because Council knew about the stations in 2020 and has not advocated for better stations or created better outcomes around them.</p> <p>Council commenced liaising with the community in 2020 to understand opportunities for land in the vicinity of metro stations. The draft Local Character Statement and draft Planning reflect the outcome of this engagement and technical input from Council's urban design consultants.</p> <p>Council has advocated for high quality outcomes where Sydney Metro interfaces with public and private land. Ultimately, Sydney Metro is an initiative of the NSW Government and project applications are determined by the NSW Department of Planning and Environment.</p> <p>3. Sydney Metro proposes an overpass, not underground entrances as desired by the submitter.</p> <p>Opportunity to provide underground connections into the new metro station at North Strathfield from private land should be discussed between the submitter and Sydney Metro directly.</p> <p>4. The submission raises issues regarding Council's failure to plan for the station, design a better station box, improve connectivity, protect housing, increase density, disregard community views as well as a range of other issues.</p> <p>The submission appears to come from a consultant (landowner) that has not been able to influence Sydney Metro directly to provide a station entry directly from their site and is seeking additional development on their land.</p>

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				<p>The issues raised are noted, as are community concerns in relation to height and density and other related matters.</p> <p>The precinct-wide planning approach and local character statements enable buildings and sub-precincts to be designed and constructed separately yet still be conceived as belonging and contributing to the same neighbourhood.</p> <p>Recommendations in relation to the building height and scale on this site are informed by the existing character of North Strathfield combined with the planned land use change contemplated in the immediate locality. It is inappropriate to view the subject site as an island, divorced from its setting and context.</p>
48 & 63	Details withheld	North Strathfield	1. Local character area boundary must include Beronga St.	<p>1. The submission has raised an issue that properties that face Gracemere St are in sub-precinct 6 (are where existing character is to be retained) but they back onto properties (fronting Beronga St) that are in sub-precinct 7 (area where low rise residential flat buildings up to three (3) storeys are envisaged). The submission suggests that Gracemere St should be located in sub-precinct 7.</p> <p>See Item T.</p>
50	M. Emanuele	North Strathfield	<p>1. No high density/multi storey.</p> <p>2. Social impacts.</p> <p>3. Insufficient services to support population.</p> <p>4. Overcrowded schools.</p> <p>5. Traffic/congestions.</p> <p>6. Crowded trains.</p>	<p>1. The submission states that there is already enough high density/multi storey developments in North Strathfield.</p> <p>See Item H.</p> <p>2. See Item N.</p> <p>3. It is anticipated that the extension of the Queen St shopping precinct, as well as further development in the Bakehouse Quarter will provide additional spaces for businesses to service the growing community.</p> <p>4. See Item J.</p> <p>5. See Item F.</p>

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			<p>7. Insufficient doctors/specialists.</p> <p>8. Drainage systems inadequate.</p>	<p>6. See Item I.</p> <p>7. See response to 3 above.</p> <p>8. See Item K.</p>
51	S. Walker	North Strathfield	<p>1. Extend precinct boundary.</p> <p>2. Increase density to 4-5 storeys.</p> <p>3. Traffic/new road.</p>	<p>1. The submission suggests that the precinct boundary should be moved further to the north to include the subject site.</p> <p>See Item V.</p> <p>2. See Item T.</p> <p>3. The submitter has suggested that a new road is constructed along Powells Creek to alleviate traffic issues.</p> <p>Traffic and transport opportunities will be considered when a Traffic impact assessment is prepared. It is noted however that the land along Powell's creek is low lying and is flood prone.</p>
53	G. Clark	North Strathfield	<p>1. Desired sub-precinct plan states 10 areas.</p> <p>2. Allen St to Pomeroy St confusion over proposed density.</p> <p>3. Opportunities map proposes activation of Queen St retail along Powells Creek.</p> <p>4. Traffic/congestion /need for vehicles.</p> <p>5. Why is the school district 10 storeys.</p> <p>6. Drainage.</p>	<p>1. The submission points out that the text above the image states there are 10 character areas but there are only 9 shown on the plan.</p> <p>The Local Character Statement will be updated to change the reference from 10 to 9 sub-precincts.</p> <p>2. The submitter has noted that on page 7 of the character statement this area has been identified as an opportunity for medium/high density development. They have compared this with the desired sub-precinct areas which proposed 5 storey and question why there is a difference and if Council is leaving an opportunity to change this to higher density in the future.</p> <p>Consideration was given to both community feedback and technical input and the proposed maximum building height for this locality is up to five (5) Storeys.</p>

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			<p>7. Impacts on Our Lady of the Assumption school.</p> <p>8. Impact on Bakehouse Quarter heritage/height unacceptable.</p> <p>9. Traffic/congestion/movement.</p> <p>10. Commuter parking.</p> <p>11. Issues with public art.</p> <p>12. Issues with SJB company statement.</p> <p>13. Where will residents go.</p>	<p>3. The opportunities map uses an '8' to identify opportunities for Queen St. The 8 has been shown on the map in Queen St as well as at the northern end of Powells Creek.</p> <p><u>Recommendation:</u> It is recommended that the '8' be removed from Powell's Creek.</p> <p>4. See Item F.</p> <p>5. The Parramatta Road Corridor Urban Transformation Strategy permits a maximum building height of 32m on the Bakehouse Quarter.</p> <p>The draft Local Character Statement and Planning Study contemplate buildings up to ten (10) storeys on the school site.</p> <p>This height was recommended due to the immediate proximity of this land to North Strathfield station and the new metro interchange.</p> <p><u>Recommendation:</u> Reduce height to 8 storeys (32m) to be consistent with Bakehouse Quarter PRUCTS heights and because sub-precinct is so close to Metro.</p> <p>6. See Item K.</p> <p>7. The submitter is of the opinion that it is unrealistic the school will be knocked down, wanted to know what Council was actually proposing, and also wondered how student drop off/pick up times would be managed.</p> <p>If the concepts in the character statement were to progress, then Council would propose to amend LEP height and FSR standards.</p> <p>The school would only be demolished where the landowner initiates redevelopment.</p>

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				<p>If a future development was to include a school, then the assessment of such an application would give consideration to school drop off/pick up times.</p> <p>8. The height of the Bakehouse Quarter has been established by PRCUTS. There is a Ministerial Direction requiring Council to remain consistent with PRCUTS.</p> <p>A heritage study will need to be undertaken to determine heritage impacts and appropriate building envelopes on the site.</p> <p>See Item C.</p> <p>9. See Item F.</p> <p>10. The submitter has noted that the character statement refers to the provision of commuter parking but that Metro representatives have previously advised that they were not providing parking.</p> <p>Since the preparation of Council's documents, Metro has made it clear that they will not be providing commuter parking.</p> <p><u>Recommendation:</u> Remove references to the provision of commuter parking.</p> <p>11. The character statement refers to community support for public art, which came through from the first community consultation. The submitter is concerned that this will be graffiti.</p> <p>All kinds of public art may be proposed for various locations in the future and will proceed in accordance with Council's adopted Public Art Strategy.</p> <p>12. The statement used by SJB is not the subject of this consultation and will be removed from the final version of the Local Character Statement.</p>

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				13. If planning controls were to change, development would occur incrementally as it will be dependent on landowners' decision to sell or redevelop.
54	M. Abraham	North Strathfield	<p>1. Lack of east-west connectivity.</p> <p>2. Bicycle safety.</p> <p>3. Increase height to 7 storeys to be match opposite.</p> <p>4. Height of Metro.</p> <p>5. Proposed minimum lot sizes must be reduced.</p>	<p>1. The potential new crossing is identified to improve options for local residents to access services and amenities on either side of the railway line.</p> <p>Sydney Metro is proposing one new overpass to the north of the existing station, but not one to the south.</p> <p>The realisation of this crossing is dependent on redevelopment of the Bakehouse Quarter and input from Transport for NSW.</p> <p>2. The submitter has noted that the Pomeroy St/Beronga St intersection is not safe as a cycleway and that there should be more safe cycle crossings over the rail line.</p> <p>The routes that have been shown in the draft Character Statement and Planning Study are taken from a draft Bike Plan prepared by Council. The route was identified given the limited alternative options to cross the heavy rail line.</p> <p>Notwithstanding, the congestion of this intersection is acknowledged, and feedback has been sent to Council's traffic and transport team.</p> <p>3. The site is in the town centre core near Beronga St. Council has proposed to increase the height from 2 to 4 storeys and change the zoning to mixed use.</p> <p>The submission suggests that the height of the adjacent metro infrastructure should be matched.</p> <p>A 4-storey building height was recommended to enable development to retain the existing shop front whilst permitting additional density in close proximity to the station. No change is recommended to this building height given the land to the north and east is to have a maximum height of two storeys.</p>

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				<p>4. The building height above the proposed metro station in North Strathfield is unclear in the EIS for the project. See response in relation to the appropriate building height on land adjacent to metro infrastructure.</p> <p>5. The submitter has stated that if the proposed minimum lot sizes are not reduced then the fragmented strata lots and smaller Torrens lots will restrict future redevelopment due to the amalgamations that will be required.</p> <p>The draft character statements do not include minimum lot sizes. Consideration will be given to minimum lot size for development when preparing a planning proposal to change zoning and/or development standards. The planning proposal will be publicly exhibited, and opportunity will be provided for feedback to be provided on the proposed development controls and requirements.</p>
55	M. Finch	North Strathfield	1. More height.	1. See Item T.
56	B. Couch	North Strathfield	<p>1. Extend precinct boundary to include Argonne/Conway/Rothwell blocks.</p> <p>2. Support high density.</p> <p>3. Increased height.</p>	<p>1. See Item V.</p> <p>2. See Item T.</p> <p>3. See Item T.</p>
59	M. Williams	North Strathfield	<p>1. Extend precinct boundary to include Argonne/Conway/Rothwell blocks.</p> <p>2. Support high density.</p> <p>3. Increased height.</p>	<p>1. See Item V.</p> <p>2. See Item T.</p> <p>3. See Item T.</p>
60	D. & S. Kerr	North Strathfield	1. Tragedy to approve high rise between Argonne St and Rothwell Ave.	<p>1. See Item V.</p> <p>2. See Item K.</p>

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			2. Flooding. 3. Do not want a valley surrounded by high rise. 4. Loss of sunlight/mould.	3. The draft Local Character Statements contemplate additional development in this locality due to proximity to the proposed metro station. Buildings to the west of George Street were proposed to be a maximum of five (5) storeys north of the Bakehouse Quarter stepping down to three (3) storeys from the northern side of Lorraine Street to Argonne Street. 4. The draft Local Character Statements and Planning Study do not propose a change to land use/building height north of Conway Avenue. A large number of submissions were however received from landowners to the north of Argonne Street. See Item V.
61	J. & J. Maitre	North Strathfield	1. Extend precinct boundary to include Argonne/Conway/Rothwell blocks. 2. Support high density. 3. Increased height.	1. See Item V. 2. See Item T. 3. See Item T.
62	L. Dennis	North Strathfield	1. Extend precinct boundary to include Argonne/Conway/Rothwell blocks. 2. Change zoning to R3.	1. See Item V. 2. The submission requests that the zoning of the area north of the precinct be changed to R3 to be consistent with existing zoning of sites to the west and east. If the precinct boundary was to be extended, then the zoning would also be changed.
64	J. Garriga	North Strathfield	1. More height.	1. See Item T.
65	C. Deng	North Strathfield	1. Extend precinct boundary to include Argonne/Conway/Rothwell blocks.	1. See Item V.
67	D. & T. Bezzak	North Strathfield	1. Extend precinct boundary to include Argonne/Conway/Rothwell blocks.	1. See Item V. 2. See Item T. 3. See Item T.

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			2. Support high density. 3. Increased height.	
68	A. Chiswick	North Strathfield	1. More height.	1. See Item T.
69 & 101	K. & K. Sproule (including petition)	North Strathfield (shown on map as green square against properties that have not made individual submission)	1. Extend precinct boundary to include Argonne/Conway/Rothwell blocks. 2. Support high density. 3. Increased height.	1. See Item V. 2. See Item T. 3. See Item T.
70	R. Gifford	North Strathfield	1. Extend precinct boundary to include Argonne/Conway/Rothwell blocks. 2. Support high density. 3. Increased height.	1. See Item V. 2. See Item T. 3. See Item T.
71	G. Incampo	North Strathfield	1. Overdevelopment. 2. Loss of character. 3. Loss of sunlight. 4. Traffic/congestion. 5. Traffic and noise pollution.	1. See Item H. 2. See Item D. 3. Any future developments would be required to comply with guidelines for solar access. 4. See Item F. 5. See Item L, Item O.
72	R. Incampo	North Strathfield	1. Not publicised. 2. Lack of parking. 3. Traffic.	1. See Item P. 2. Future development would need to provide parking on site in accordance with applicable development controls.

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			<p>4. Living with neighbours.</p> <p>5. Noise/pollution.</p> <p>6. Insufficient services/cannot cope.</p> <p>7. Loss of sunlight/air</p> <p>8. Loss of property value.</p>	<p>On-street parking will need to be managed to minimise commuter parking on local street.</p> <p>The provision of both a metro station and a heavy railway station will provide significant transport accessibility for residents in North Strathfield and enable trips by private vehicle to be minimised.</p> <p>3. See above and Item F.</p> <p>4. The submission raises an issue of having so many people of different nationalities and personalities living so close together and using the same services, and the inconveniences and problems this causes.</p> <p>It is noted that high density living is different to low density. To accommodate future population growth, higher density housing needs to be explored and the optimal location for this is around mass public transit such as the Metro.</p> <p>5. See Item L, Item O.</p> <p>6. It is not clear which services the submitter currently has an issue with and whether they are provided by Council or the State Government such as trains (See Item I) or schools (See Item J). Council will continue to provide local infrastructure and services.</p> <p>7. Future development will be required to be designed to comply with solar access/light and ventilation requirements.</p> <p>8. Planning decisions are not made based on impact to individual property values, rather the benefit to the community as a whole arising from coordinated development and best use of available infrastructure.</p> <p>It is noted however that proximity to the Metro and/or planning regulations being changes to permit additional density result in an to increase property values.</p>

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73	J. Guo	North Strathfield	1. More height.	1. See Item T.
74	A. Dennis	North Strathfield	1. Extend precinct boundary to include Argonne/Conway/Rothwell blocks. 2. Support high density. 3. Increased height.	1. See Item V. 2. See Item T. 3. See Item T.
75	Y. Yu & J. Jiang	North Strathfield	1. Concerns about location of tunnel and impacts on units above.	1. Directed to Sydney Metro West to discuss.
76	Hannam Group	North Strathfield	1. Don't keep Queen St retail facades. 2. More parking. 3. More mixed use. 4. Increase FSR and density. 5. Connect to Majors Bay Rd precinct. 6. Queen St strip is key access to station. 7. Need residential above retail. 8. Need residential close to transport and shops.	1. The submission states that the facades need to be rejuvenated and they should not be required to be retained. Feedback that Council received during the first round of community consultation indicated a desire to keep these shops and to build on the established character of the area. There are 18 shops in this location, with the majority having a generally consistent two storey front façade, shop awning and roof parapet. The shops are not heritage items, nor are they in a heritage conservation area. It is recommended that draft planning standards and development controls clearly indicate how it is expected that future development of the inter-war shops fronts is expected to occur. 2. The submission has requested more public and private parking in the vicinity of the station and has suggested that this can be achieved by increasing the number of storeys proposed for the Queen St retail strip, or by providing underground parking. Sydney Metro will not be providing commuter parking. Future development will be required to

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				<p>provide car parking in accordance with the applicable development controls.</p> <p>See also Item F.</p> <p>3. The current B1 zoning permits the uses (medical centre, restaurants, cafes, community facilities) that the submitter has suggested are needed.</p> <p>Local planning instruments can control what is permissible in a particular zone. Ultimately, the goods and services that are proposed within individual buildings and tenancies are a decision for the landowner/tenant.</p> <p>4. See Item T.</p> <p>5. The Majors Bay Rd shopping precinct is located approximately 1.4km to the east. Whilst this is walkable, it is not within sufficient proximity to the Metro for Council to encourage further development between the two local centres.</p> <p>The draft Local Character Statement and Planning Study seek to improve connections (cycleways and walking routes) and street tree planting to encourage active transport.</p> <p>6. It is acknowledged that the main station entry is on the eastern side and that improvements are required to the Queen St retail strip as suggested in the submission. The Local Character Statement propose to extend the extent of the commercial zone to the north to improve the amount of activity and non-residential uses operating in the locality.</p> <p>7. Shop top housing is permissible in the B1 Neighbourhood Business zone and the draft Local Character Statements and Planning Study do not propose to change this outcome. The local character statements propose to increase the height which would permit additional opportunity for development to occur.</p> <p>8. The local character statements are proposing additional shops, with additional retail above, some</p>

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No.	Author	Precinct	Summary of submission/issues raised	Response
				additional residential on the eastern side of the railway and greater residential density on the western side.
78	R. Younan	North Strathfield	<ol style="list-style-type: none"> 1. Increase FSR and height. 2. Reduce setbacks. 3. Address heritage issues. 4. Public and private parking. 	<p>1. The submitter has requested additional FSR and height to allow reasonable economic returns for private investment.</p> <p>The character statement has proposed to increase the height from 2 storeys to 4 storeys which will permit additional development.</p> <p>Council works towards good urban planning outcomes and does not increase height, FSR or density just to enable greater returns/feasibility for individual landowners or developers.</p> <p>2. The concepts proposed by the character statements have not considered setbacks. These aspects will be considered in greater detail when detailed plans and a draft Development Control Plan are prepared and exhibited for comment.</p> <p>3. It is unclear what the heritage issues are that the submitter would like addressed.</p> <p>Additional studies will be undertaken to ensure that future development occurs in a manner that manages impacts to heritage items.</p> <p>4. See Item F.</p>
81	N. Essex	North Strathfield	<ol style="list-style-type: none"> 1. No consultation. 2. Extend precinct boundary to include Argonne/Conway/Rothwell blocks. 3. Increased height. 	<ol style="list-style-type: none"> 1. See Item P. 2. See Item V. 3. See Item T.
84	M. Robuffo	North Strathfield	<ol style="list-style-type: none"> 1. Not included in consultation. 2. Extend precinct boundary to include Argonne/Conway/Rothwell blocks. 	<ol style="list-style-type: none"> 1. See Item P. 2. See Item V.

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No.	Author	Precinct	Summary of submission/issues raised	Response
85	J. & R. Kane	North Strathfield	<ol style="list-style-type: none"> 1. Extend precinct boundary to include Argonne/Conway/Rothwell blocks. 2. Support high density. 3. Increased height. 	<ol style="list-style-type: none"> 1. See Item V. 2. See Item T. 3. See Item T.
86 & 81	C. Gibson & N. Essex	North Strathfield	<ol style="list-style-type: none"> 1. Extend precinct boundary to include Argonne/Conway/Rothwell blocks. 2. Support high density. 3. Increased height. 	<ol style="list-style-type: none"> 1. See Item V. 2. See Item T. 3. See Item T.
89 & 94	V. & J. Tohadze	North Strathfield	<ol style="list-style-type: none"> 1. Want to keep R3 zoning/do not want a 3+ storey flat building next door. 2. Loss of character. 3. Increased pollution. 4. Traffic congestion. 5. Keep R3 zoning and do not permit flat buildings on eastern side of railway line. 6. Metro is an interchange, not for additional density. 7. Inadequate consultation. 	<ol style="list-style-type: none"> 1. The submitter understands the zoning is currently R3 for the majority of sub-precinct 7 but doesn't want 3 storey flat buildings. A flat building is currently permissible with a two-storey limit and terraces can be three storey in certain circumstances. The LCS was proposing three storeys for all development. <u>Recommendation:</u> The height limit of sub-precinct 7 be retained as per current development controls. 2. See Item D. 3. See Item L. 4. See Item F. 5. The current R3 zoning permits medium density which includes residential flat buildings. 6. The submission has stated that the state government intention for the Metro is to improve connections, act as an interchange, and take pressure off Strathfield station. Based on this the submitter has said that it is unclear why flat buildings are proposed.

Draft Planning Study – Metro precincts – Report on Submissions

No.	Author	Precinct	Summary of submission/issues raised	Response
			<p>8. Forced sales/acquisitions.</p> <p>9. Street labelling errors.</p> <p>10. Traffic/congestion/parking.</p> <p>11. Pollution.</p> <p>12. Crime.</p> <p>13. Forced acquisitions.</p>	<p>See Item H.</p> <p>7. The submitter has objected to not being consulted directly by Council and that process has been obscure and lacking transparency. In addition, they are concerned that many residents do not have access to computers.</p> <p>See Item P.</p> <p>8. See Item A, Item B, Item G.</p> <p>9. See Item S.</p> <p>10. See Item F.</p> <p>11. See Item L.</p> <p>12. See Item M.</p> <p>13. The submitter wants more green space but has an issue with potential acquisition of homes and suggests that Council undertake an expression of interest process to see who might want to sell.</p> <p>Council does not intend to acquire properties within this precinct. An expression of interest is not currently a Council endorsed practice.</p> <p>See Item B.</p>
90 & 94	Petition	North Strathfield (shown on map as red square against properties that have not made individual submission)	<p>1. Overdevelopment.</p> <p>2. Maintain 1-2 storey on east side/no flat buildings.</p> <p>3. No acquisitions for open space.</p> <p>4. Insufficient consultation.</p>	<p>1. See Item H.</p> <p>2. The petition objects to permitting 1-3 and 4-5 storey flat buildings on the eastern side of the railway line.</p> <p>Approximately three quarters of precinct 7 is already zone for medium density housing where two storey flat buildings and terraces can currently be constructed.</p> <p><u>Recommendation:</u> Retain existing height controls.</p>

Draft Planning Study – Metro precincts – Report on Submissions

No.	Author	Precinct	Summary of submission/issues raised	Response
				<p>3. See Item B.</p> <p>4. See Item P.</p>
91 & 92	B. Johnston & MDHP Architects c/- Precinct 7	North Strathfield	<p>1. Round 1 engagement results not valid.</p> <p>2. Metro station not proposed to generate more development.</p> <p>3. Does not recognise differences across the precinct.</p> <p>4. Western side is appropriate for density not east.</p> <p>5. Medium density already exists and market has not adopted.</p> <p>6. Community does not want 3 storey walk-ups.</p>	<p>1. The submitter has reviewed the Round 1 Engagement Summary Report and noted the low level of participation and stated that the sample size is too small and would not generate valid results.</p> <p>Council sent out approximately 9,000 postcards, as well as undertook other methods of promotion. Notification of the exhibition was sent to residents and landowners for both exhibitions.</p> <p>Feedback received from the round 1 and round 2 exhibition periods is considered to provide sufficient information to inform Council of community sentiment in relation to land use change in North Strathfield.</p> <p>It is also noted that the public exhibition and notification to date has occurred in addition to any statutory exhibition that would occur following the preparation of a planning proposal.</p> <p>2. The submission states that the North Strathfield station is already a commuter station and the new Metro station will make it a commuter interchange. It is not intended that there need be a change to density.</p> <p>A mass public transit system such as this provides an appropriate opportunity to provide more and varied housing and employment options. The draft Local Character statement and Planning Study recognise the potential of the Metro to facilitate housing and services close to high frequency public transport.</p> <p>3. The submitter believes that Council has placed the Metro at the centre and proposed change radiating out from that in a series of circles and ignored differences and opportunities that exist across the precinct. Most notably the submitter points out there are differences between the eastern and western sides of the train line.</p>

Draft Planning Study – Metro precincts – Report on Submissions

No.	Author	Precinct	Summary of submission/issues raised	Response
				<p>The character statements seek to recognise unique attributes in each locality by providing eight existing sub-precinct character areas and nine desired sub-precincts. Greater density is proposed on the western side and some additional density was proposed on the eastern side and mostly within existing medium density zoned areas.</p> <p>4. The submitter has referred to previous studies/strategies including the Concord West Masterplan, PRCUTS and LSPS and has concluded that the western side of the railway line is the appropriate location for density and is supported by residents on that side. It is stated that residents on the eastern side have always wanted to remain low density.</p> <p><u>Recommendation:</u> Retain existing height controls.</p> <p>5. The submitter believes that there is no market for medium density as the medium density zoning currently exists but market forces have not resulted in redevelopment.</p> <p>It is possible that redevelopment has not occurred because the maximum height is limited, which limits feasibility, particularly given high property prices.</p> <p>It is expected that proximity to the metro station will be a market driver for redevelopment.</p> <p>Nevertheless, it is proposed that the existing medium density zoning and height of sub-precinct 7 be retained (i.e., no change is proposed), but that it also be extended over sub-precinct 9.</p> <p>See Item T.</p> <p>6. The submission references the massing diagram from the planning study which includes conceptual blocks representing 1-3 storey development. The submitter appears to have taken this to mean that all single dwellings will be knocked down to create 3 storey walk-ups which the community does not</p>

Draft Planning Study – Metro precincts – Report on Submissions

No.	Author	Precinct	Summary of submission/issues raised	Response
				<p>want. They are also unsure how Council would achieve this.</p> <p>The diagram was intended to provide a very high-level concept of the potential building massing for the study. Council would not be knocking down any buildings or be involved in redevelopment. Council's role would be to change the planning controls which would make a 3-storey form of medium density development permissible. It would then again be up to market forces as to whether this change occurred and over what time frame.</p> <p>See Item T.</p>
93	C. Lun	North Strathfield	1. Town centre core 4 storeys too low.	1. See Item T.
95	B. & P. Wong & S. Lin J. & J. Wong 105 Wellbank	North Strathfield	1. Object to acquisition for open space.	<p>1. Given that a significant increase in density is not being recommended for sub-precinct 7 in North Strathfield, the proposed parks will not be pursued and removed from the draft Character Statement and Study.</p> <p>See Item B.</p>
96, 97, 103, 104 & 106	Petition North Strathfield Community Voice & Hones Lawyers & Andrew Martin Planning	North Strathfield (shown on map as green square against properties that have not made individual submission)	1. Extend precinct boundary to include Argonne/Conway/Rothwell blocks.	<p>1. The submission requests that the precinct boundary and medium density zoning be extended to the north as this area has a proximity to transport infrastructure, open space, essential services, and does not have physical or natural constraints. The submission also notes that if it is not included it would create a low-density residential island and would be a lost opportunity to provide more medium density housing. It is argued that developing the southern side of Argonne would unreasonably impact the amenity of the northern side and also result in an inconsistent streetscape.</p> <p>The submission also notes that the Canada Bay LSPS states that housing diversity will be explored within a reasonable walking distance of high-frequency public transport, and the entirety of the western side of North Strathfield and Concord West is indicated as an urban renewal area.</p> <p>See Item V.</p>

Draft Planning Study – Metro precincts – Report on Submissions

No.	Author	Precinct	Summary of submission/issues raised	Response
111	Transport for NSW	North Strathfield	<p>1. Consultation for connections/crossing.</p> <p>2. Consultation for bicycle/pedestrian network.</p> <p>3. Canopy trees and aerial transmission lines.</p> <p>4. Future development impact on Sydney Trains.</p> <p>5. Impact of increased density.</p> <p>6. Impact on assets.</p>	<p>1. The submission states that Sydney Trains must be consulted if any additional entrances, connections or pedestrian bridges are proposed.</p> <p><u>Recommendation:</u> Add proposed crossing north of station, remove crossing south of station.</p> <p>2. The submission states that any new or expanded bicycle and/or pedestrian network adjacent to the rail corridor must be referred to Sydney Trains.</p> <p><u>Recommendation:</u> Consult with Sydney Trains for bicycle/pedestrian network as required by future Gateway Determination.</p> <p>3. The character statement proposes adding to the tree canopy to enhance the public domain.</p> <p>The submission notes that there are high voltage aerial transmission lines in Queen St that must be considered.</p> <p><u>Recommendation:</u> Consider power lines in future studies/designs.</p> <p>4. The submission has stated that future development proposed near the rail corridor or station must demonstrate that there will be no negative impact on Sydney Trains' operations, rail infrastructure or railway station.</p> <p>Any future works or development applications will need to consider all impacts.</p> <p>5. The submitter has requested that Sydney Trains continue to be consulted to ensure increased demand is managed.</p> <p><u>Recommendation:</u> Consult with Sydney Trains when future plan is developed.</p>

Draft Planning Study – Metro precincts – Report on Submissions

No.	Author	Precinct	Summary of submission/issues raised	Response
				<p>6. The submission has noted that Sydney Trains, Transport for NSW and Transport Asset Holding Entity have a number of assets in the vicinity and need to be consulted.</p> <p><u>Recommendation:</u> Consult where relevant.</p>

All precincts

A total of 2 written submissions were received that provided feedback on all three precincts. They were both generally supportive. See Table 4.

Table 4: All precincts summary of submissions and responses.

No.	Author	Precinct	Summary of submission/issues raised	Response
1 & 31	Canada Bay Bicycle User Group	All (not shown on map)	1. Support for ways to encourage safe active transport.	<p>1. The draft Local Character Statement and Planning Study support active transport by improving connectivity, investigating shared zones, reducing speed limits and providing new cycleways and pedestrian connections.</p> <p>These initiatives will be further investigated should the Planning Study be endorsed, and a detailed master plan prepared.</p> <p><u>Recommendation:</u> Future traffic study will be undertaken.</p>
113	Sydney Metro	All	<p>1. Change project title.</p> <p>2. North Strathfield Metro location incorrect.</p> <p>3. Show additional North Strathfield northern line crossing.</p>	<p>1. It is requested that the name be changed to clarify that it is a Council project, not a Sydney Metro project.</p> <p><u>Recommendation:</u> Change project name from 'Sydney Metro West Station Precincts – Local Character Statements' to 'City of Canada Bay Local Planning Studies – North Strathfield, Concord and Five Dock Metro Precincts'.</p> <p>2. Sydney Metro has requested that the Sydney Metro (M) symbol be relocated next to the Sydney Trains (T) symbol to correctly identify its future location.</p>

Draft Planning Study – Metro precincts – Report on Submissions

No.	Author	Precinct	Summary of submission/issues raised	Response
			<p>4. Show North Strathfield Metro building.</p> <p>5. Remove reference to North Strathfield parking.</p> <p>6. Remove reference to Burwood parking.</p> <p>7. Remove reference to Concord passive recreation space in sub-precinct 1.</p> <p>8. Five Dock Metro location incorrect.</p> <p>9. Recognise Metro contribution to extension of Fred Kelly.</p> <p>10. Recognise Metro as a catalyst for change.</p> <p>11. Review wording in relation to Five Dock town centre parking.</p> <p>12. Review wording in relation to Five Dock integrated station development.</p>	<p><u>Recommendation:</u> Relocate M on all relevant North Strathfield maps.</p> <p>3. The submitter has requested that an additional curved arrow indicating a train line crossing be added to the north of the station consistent with the proposed crossing in their EIS.</p> <p><u>Recommendation:</u> Add new crossing on map.</p> <p>4. Sydney Metro has requested that the hatched Metro Station building be shown in the legend of the Stage 2 Part 1.4 Opportunities map.</p> <p><u>Recommendation:</u> Add Metro building locations to all relevant maps.</p> <p>5. The Land Use and Activation section includes a desired future character statement that states ‘Provide integrated parking and commuter parking in the urban fabric. Minimise at grade parking other than provision on the street.’</p> <p>Sydney Metro has requested that references to integrated and commuter parking be removed as no parking will be provided.</p> <p>In the Movement section it states ‘Address parking issues around the station with time limited parking areas and alternate commuter parking options.’</p> <p>Sydney Metro has requested that references to alternate commuter parking be removed.</p> <p><u>Recommendation:</u> Remove commuter parking sentence from character statement.</p> <p>6. The Concord character statement has references to parking similar to North Strathfield that Sydney Metro has requested are removed.</p> <p><u>Recommendation:</u></p>

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No.	Author	Precinct	Summary of submission/issues raised	Response
				<p>Remove parking references from all documents.</p> <p>7. In the description for the desired sub-precinct 1 it states 'New spaces for passive recreation will be made available on the northern edge of the core, shielded from the noise of the main road.'</p> <p>It was Council's understanding that there would be public open space/plaza on the northern side/entrance to the station.</p> <p><u>Recommendation:</u> Revise description to replace 'passive recreation' with 'public domain'.</p> <p>8. Sydney Metro has requested that the western Sydney Metro (M) symbol be relocated closer to the Fred Kelly Place extension, and the eastern symbol be removed as it is a station services building with no public entry.</p> <p><u>Recommendation:</u> Relocate M on all relevant Five Dock maps.</p> <p>9. Sydney Metro have suggested that the Five Dock Opportunities Map be amended to specifically mention that the metro station is a contributor to the expansion of Fred Kelly Place.</p> <p>Planning controls have been in place for some time to ensure that Fred Kelly is expanded to the north upon redevelopment of the northern properties. This would have occurred in the future regardless of Metro.</p> <p>10. The submitter is of the opinion that the Desired future character principles should recognise that Sydney Metro is creating opportunities and is a catalyst for change. They have suggested that there are opportunities for behavioural change, prioritising active/public transport use, reducing car dependency, improved accessibility, increased foot traffic for businesses, increased employment and night time activities.</p>

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No.	Author	Precinct	Summary of submission/issues raised	Response
				<p>Whilst this is true, in general the community did not desire change and attributing it all to Metro may be beneficial to Council, but not to Metro.</p> <p>11. The description for the desired Town Centre Core states 'Cars will be redirected to public and private parking that is accessed from side roads and laneways, consequently minimising traffic impact along Great North Road.'</p> <p>Sydney Metro has requested that this be revised to discuss prioritising active/public transport use and reduce car dependency given the transformational effect of having a metro station. They also would like to note that Sydney Metro will not provide commuter parking.</p> <p>Both sentences are saying similar things in a different way. The community still needs to understand that there will be parking.</p> <p><u>Recommendation:</u> Combine the two sentences e.g., Priority is to be given to active transport options and car dependency will be reduced. Where appropriate cars will be redirected to public and private parking that is accessed from side roads and laneways to minimise traffic impact along Great North Road.</p> <p>12. There is text below a picture on page 19 of the Five Dock character statement that states 'Create a vibrant retail environment around the integrated station development with through site links.'</p> <p>Sydney Metro have requested that this be amended to 'Create a vibrant retail environment around the new metro station and new links as per the Canada Bay Development Control Plan.'</p> <p>New links that are not in the DCP may be proposed through future studies and community consultations.</p> <p><u>Recommendation:</u></p>

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No.	Author	Precinct	Summary of submission/issues raised	Response
				Change to 'Create a vibrant retail environment around the town centre and new metro station with through site links.'



Canada Bay Metro Public Exhibition Outcomes of Survey Report

City of Canada Bay Council
24 November 2022

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1. Introduction

1.1 Background and purpose

The NSW Department of Planning and Environment announced Sydney Metro West in 2016, with construction for the project starting in 2020. Three stations will be located within the City of Canada Bay in the suburbs of North Strathfield, Five Dock and Concord/Burwood North. It is envisaged that the Sydney Metro West station precincts will become the centre of communities, with new places for people to live, work, shop and play.

Initial consultation was undertaken by City of Canada Bay Council (Council) in November and December 2020 to understand the community's aspirations for each station location. Based on findings from consultation, Council prepared draft Local Character Statements and a draft Planning Study.

Local Character Statements describe how the precincts could change in the future, while retaining their unique character. A draft Local Character Statement has been prepared for each of the three areas of Five Dock, North Strathfield and Concord/Burwood North.

Community members were invited to review the draft Local Character Statements and provide feedback by completing a short online survey on Council's Collaborate Canada Bay portal or by making a formal submission. The consultation period was open from 19 April 2022 and 31 May 2022.

This report provides a summary of findings from the three online surveys, with the following responses received:

- Concord/Burwood North Local Character Statement Survey (18 responses)
- Five Dock Local Character Statement Survey (44 responses)
- North Strathfield Local Character Statement Survey (94 responses).

2. Concord/Burwood North Local Character Statement Survey Findings

2.1 Respondent profile

In total, 18 people responded to the survey about the Concord-Burwood North Local Character Statement. As shown in Table 1, a high proportion of respondents live in the City of Canada Bay local government area (42%), with 39% owning land/property in Concord/Burwood North. Survey respondents could select multiple answers.

Table 1 Which of the following best describes your relationship to Concord-Burwood North? (18 respondents)

Relationship to Concord-Burwood North	Percentage	Number
I live in the City of Canada Bay	42%	14
I own land/property in Concord-Burwood North	39%	13
I visit Concord-Burwood North	15%	5
I go to school in Concord-Burwood North	3%	1
I work in Concord-Burwood North	1%	0

As shown in Table 2, of the people who answered 'I live in the City of Canada Bay' in the previous question, the majority of respondents live in Concord (93%). 7% of respondents live in Concord West.

Table 2 Which suburb do you live in? (14 responses)

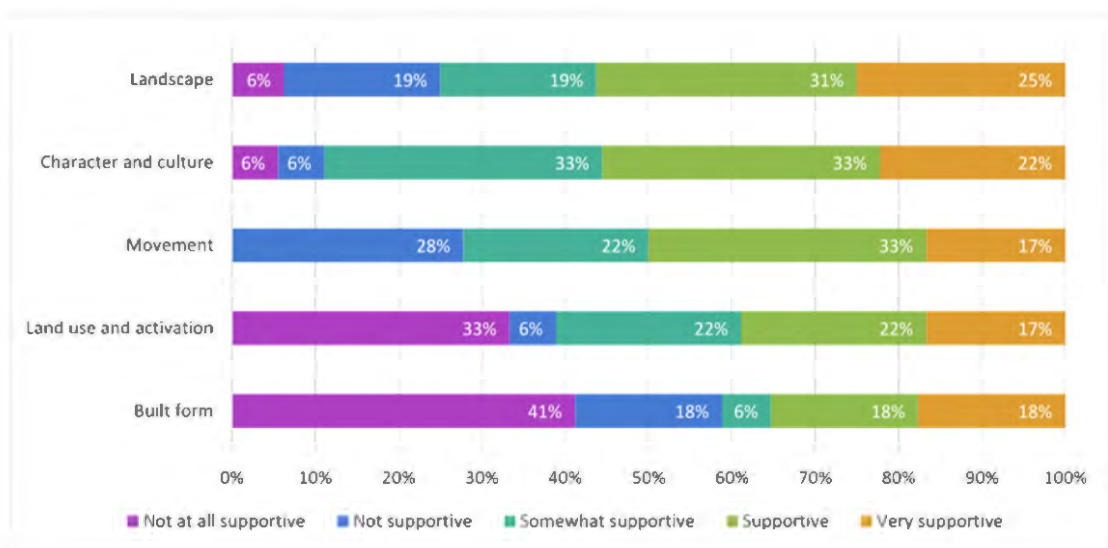
Suburb of residence	Percentage	Number
Concord	93%	13
Concord West	7%	1

2.2 Level of agreement with principles

Respondents were asked to rate their level of agreement with principles outlined in the draft Local Character Statement for Concord/Burwood North. As shown in Figure 1, respondents were most likely to agree with the 'Landscape' and 'Character and culture' principles (56% and 55% of respondents respectively were supportive or very supportive of these principles).

Respondents were most likely to disagree with the 'Built Form' and 'Land use and activation' principles (59% and 39% of respondents respectively were not at all supportive or not supportive of these principles).

Figure 1 Concord-Burwood North - Level of agreement with principles



Respondents were asked whether any principles should be changed, added or deleted. Comments related to each principle are summarised in Table 3 below.

Table 3 Summary of comments on principles

Principle	Number of comments	Summary of comments
Landscape	3	<ul style="list-style-type: none"> Street tree planting requires appropriate maintenance levels from Council Limited clarity on how this will be achieved Improve existing green open spaces so more people will use them
Character and culture	7	<ul style="list-style-type: none"> Need for more housing/apartments close to train station (2 comments) Concerns about overpopulation, congestion and loss of character Preserve green spaces and access to natural light to support positive mental health outcomes Need to improve pedestrian and cyclist safety (such as speed restrictions, shared zones and vehicle restrictions to reduce crash risk) No mention of active transport or cycling infrastructure Do not want Concord to change
Movement	9	<ul style="list-style-type: none"> Do not support tree planting in the middle of the road, as it may increase traffic congestion through loss of traffic lanes Need for increased consultation around implementation Reassess all plans to build apartments Want more detailed plan for delivering separated active transport lanes prior to new development going in Need fulfillment of promised traffic projects around areas such as Concord Oval, Barnwell Park and Gipps Street Suggest incorporation of a nearby ferry stop along Parramatta River Consideration of pedestrian traffic movement as opposed to high density growth
Land use and activation	13	<ul style="list-style-type: none"> Density limit increases to be limited to Burton Street, Loftus Street, and Gipps Street (2 comments) Medium rise apartment development around the proposed metro station site should be reconsidered due to high density increase, and increased pollution and traffic as a result of increased population numbers around the area. (3 comments) Council should commit to a detailed active transport plan for the area with increased density - namely the Metro site (2 comments) Consideration to improve the safety and amenity of public parks by activating the edges with dwellings that overlook directly onto the street Higher density with good design principles Wider footpaths and cycling lanes The principle of boosting retail activity and retail service hours beyond the Metro station's environs seem overstated in an area already very close to a major shopping centre Less reliance on private transport is encouraged, meaning less parking emphasis and more public transport access (3 comments) Parking should not be just focused on Metro commuters
Built form	7	<ul style="list-style-type: none"> Building heights should not be increased around the Metro area (3 comments) The area is unable to support a high-density town centre The area to the north of Burton Street should remain low density Need more medium density buildings (heights of 10-12 stories)

-
- Need development where it is most suitable (near public transport) and more affordable, well-built and well designed apartments
 - Use development contributions to enhance links through these developments (such as walkways, pedestrian links and small parks)
 - High density buildings marked for Burton Street and surrounds should be reconsidered
 - Buildings up to a height of 3-5 storeys will provide the required reinvigoration of the area without taking away the community feel
-

2.3 Level of agreement with sub-precinct character statements

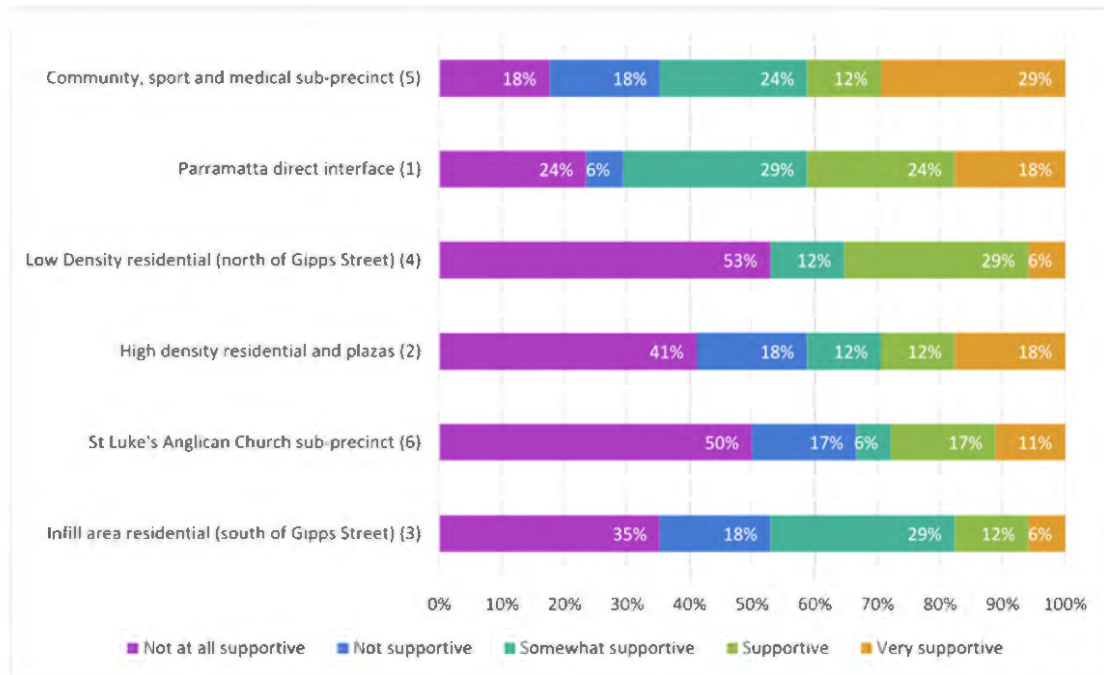
Respondents were asked to rate their level of agreement with sub-precinct character statements outlined in the draft Local Character Statement for Concord/Burwood North.

As shown in Figure 2, respondents were most likely to agree with the 'Community, sport and medical sub-precinct' and 'Parramatta direct interface' sub-precinct character statements (41% and 42% of respondents respectively were supportive or very supportive).

The majority of respondents were not supportive or not at all supportive of the following sub-precinct character statements:

- St Luke's Anglican Church sub-precinct (67% not at all supportive or not supportive)
- High density residential and plazas (59% not at all supportive or not supportive)
- Infill area residential (south of Gipps Street) (53% not at all supportive or not supportive)
- Low Density residential (north of Gipps Street) (53% not at all supportive or not supportive).

Figure 2 Concord-Burwood North - Level of agreement with sub-precinct character statements



Respondents were asked whether they had any suggestions to change the sub-precinct character statements. Comments related to each sub-precinct are summarized in Table 4 below.

Table 4 Suggested changes to sub-precinct character statements

Sub-precinct	Number of comments	Summary of comments
Community, sport and medical	10	<ul style="list-style-type: none"> • Respondents supported the idea of utilising the existing site of Concord Private Hospital (3 comments) • Parking should be considered for growing population in the precinct (2 comments) • Concerns about demolishing houses to create extra sporting and medical facilities. The existing facilities should instead be upgraded. • Request for basketball facilities/courts should be considered • The implementation of child-care and daycare is supported to encourage people to be active around the area
Parramatta direct interface	8	<ul style="list-style-type: none"> • Parramatta direct interface is supported (3 comments) • Disagreement with higher density development on Stanley Street (2 comments) • Building height should be reconsidered to a lower height. Concord has a community feel and heritage atmosphere and this should be preserved (2 comments) • All transformation should be kept along Parramatta Road as much as possible • Supportive of improving Parramatta Road. It needs something to bring it back to life, and the amount of development in the area should be limited
Low Density residential (north of Gipps St)	10	<ul style="list-style-type: none"> • Unsupportive of developments north of Gipps Street (2 comments) • The border of any density increase should be Gipps Street – over-development of Concord will impact liveability (2 comments) • Support for higher density apartments over three storeys – Gipps Street precinct (2 comments) • Unsupportive of high density housing in this area as traffic and pollution will reduce the character of Concord (2 comments) • Two stories should be the maximum height of buildings in suburban streets • The number of residents does not justify the requirement for development • Unsupportive of development on Burwood Road or Gipps Street
High density residential and plazas + housing provision	13	<ul style="list-style-type: none"> • Unsupportive of developments above 12 storeys (10 comments) • High density residential and plazas are generally supported (3 comments) • Some respondents suggest a limit of no more than three storeys (3 comments) • Need more affordable housing in the area • Keep development close to station, and close to green space • The developments should be kept much closer to Parramatta Road to avoid over-population of Concord

St Luke's Anglican Church	8	<ul style="list-style-type: none"> The implications on traffic and parking in the immediate area will be significant, especially for current residents. Having high rise buildings located next to low rise buildings will look odd and make the area feel cold and impersonal - like Burwood is as a result of the over development there. To maintain church heritage preservation and overall community feel, the height of buildings should be kept lower than four storeys, not 5-12 storeys (3 comments) Recommend reducing the number of storeys as there will be too much congestion in the area The emphasis on maintaining the nature of the existing neighbourhood is incompatible with the medium density development proposed by the plan
Infill area residential (south of Gipps St)	10	<ul style="list-style-type: none"> Infill area residential (south of Gipps Street) should be limited to three storeys (4 comments) Increased traffic congestion, pollution and overshadowing of existing properties will be exacerbated with these measures Some support for high density apartments in the area Support for underground parking, cafes, walking tracks, cycle routes, and public transport close by Some support for the development of walkthrough areas for larger urban blocks, particularly for blocks bordered by Burton, Burwood, Gipps and Broughton Streets that run east/west and align with Moreton Street and extended through to Loftus Street If the general height of the Burton Street developments are lowered to a more acceptable level of 3-5 storeys, this will remove the need for the "transition" area between 24 storey buildings and lower height dwellings. The surrounding community needs to be considered in regard to the impact of additional people and traffic in the area, along with parking impacts. The current proposed heights in the entire space should be reconsidered.

3. Five Dock Local Character Statement Survey Findings

3.1 Respondent profile

In total, 44 people responded to the survey about the Five Dock Local Character Statement. As shown in Table 5, the majority of respondents live in the City of Canada Bay local government area (45%), with 31% owning land/property in Five Dock. Survey respondents could select multiple answers.

Table 5 - Which of the following best describes your relationship to Five Dock? (83 responses)

Relationship to Concord-Burwood North	Percentage	Number
I live in the City of Canada Bay	45%	37
I own land/property in Five Dock	31%	26
I visit Five Dock	12%	10
I work in Five Dock	8%	7
I go to school in Five Dock	4%	3

As shown in Table 6, of the people who answered 'I live in the City of Canada Bay' in the previous question, the majority of respondents live in Five Dock (73%). This was followed by 11% of respondents who live in Abbotsford.

Table 6 - Which suburb do you live in? (37 responses)

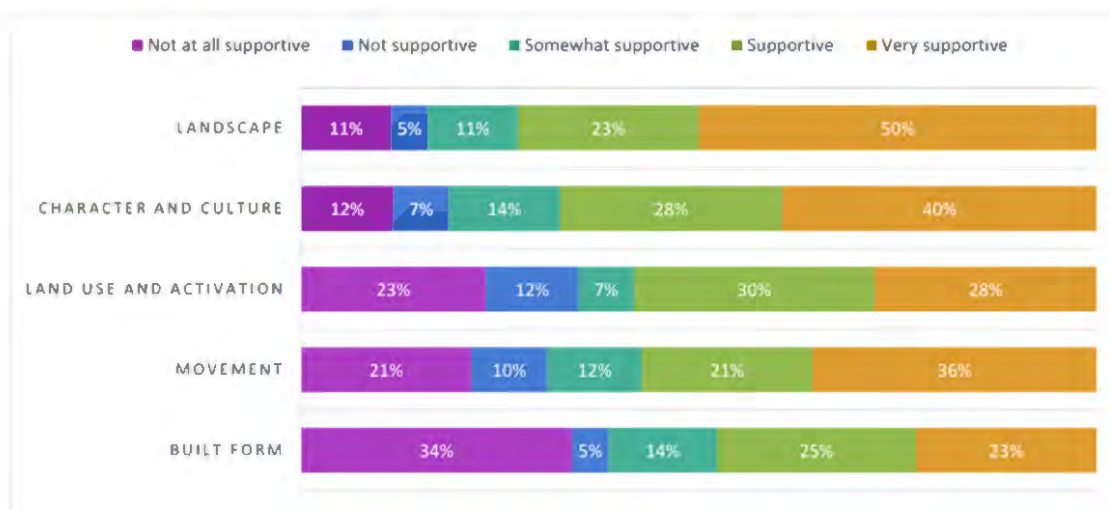
Suburb of residence	Percentage	Number
Five Dock	73%	27
Abbotsford	11%	4
Wareemba	5%	2
Concord	3%	1
Concord West	3%	1
North Strathfield	3%	1
Russell Lea	3%	1

3.2 Level of agreement with principles

Respondents were asked to rate their level of agreement with principles outlined in the draft Local Character Statement for Five Dock. As shown in Figure 3, respondents were most likely to agree with the 'Landscape' and 'Character and culture' principles (73% and 68% of respondents respectively were supportive or very supportive of these principles).

Respondents were most likely to disagree with the 'Built Form' and 'Land use and activation' principles (39% and 35% of respondents respectively were not at all supportive or not supportive of these principles).

Figure 3 Five Dock- Level of agreement with principles



Respondents were asked whether any principles should be changed, added or deleted. Comments related to each principle are summarised in Table 7 below.

Table 7 Summary of comments on principles

Principle	Number of comments	Summary of comments
Landscape	28 comments	<ul style="list-style-type: none"> Several comments indicated no change is necessary (5 comments) More emphasis on greening and more trees (5 comments) Unsupportive of trees with large canopies as Council cuts them so power lines grow through them (2 comments) Impact of parking on current residents with no off-street parking Concern about "increasing passive surveillance" implying increased high density housing Concern about only one toilet being installed at Halliday Park – there needs to be more The focus should be on enhancing and maintaining current amenities on foreshores and green spaces and parks, not implementing new ones (3 comments) This needs to extend beyond Queens Road. Lavender Street, Arlington Street and York Street are missed. There is an opportunity for green space on York Street if an old disused building shell is removed Suggest including artistic, cultural or creative spaces as well. More picnic tables in the parks would encourage more people to use the parks
Character and culture	28 comments	<ul style="list-style-type: none"> Some respondents do not believe that the Five Dock area needs to change, and should remain as is (7 comments) The reduction of through traffic on Great North Road will impact neighbouring streets (3 comments) To support local economy development and create a vibrant environment, building heights should exceed 5-7 storeys, in order to have enough people in the area (3 comments) Need to allow for additional development along Great North Road with an emphasis on quality design. This will increase the population in the local catchment, facilitating retail and hospitality investment (3 comments) Speed restrictions, shared zones and vehicle restrictions should be implemented to reduce crash risks, increase pedestrian safety and increase bicycle safety. Shared 10km/h zones and general 30km/h zones in particular would be valuable The environmental and biodiversity heritage of the Five Dock area should be highlighted within the new public spaces and pocket parks, and used for public space amenity upgrades Allowance should be made for two additional storeys based on the provision of affordable apartments with immediate proximity to the Metro and transit orientated development Increased nightlife needs to be mindful of medium density apartments along Great North Road and the noise impacts on residents Need to consider infrastructure and parking Suggest installing artwork or high quality murals Suggest incorporating renewable energy or community batteries into the design concept Consider opportunity to create a permanent space for buskers in Fred Kelly Place or the new town square
Movement	25 comments	<ul style="list-style-type: none"> Consideration needed for commuter parking near the metro station (5 comments)

		<ul style="list-style-type: none"> • Many mobility and service improvements are required for Great North Road (5 comments) • Mid-block connections may be unnecessary, particularly when homes would have to be acquired to achieve it. Prefer to focus on improving links using existing streets (2 comments) • Frequent reliable services to and from the ferry service are important. City bus routes are unreliable • Public transport is not always conducive to large families, older people or people with mobility issues who often require cars. The proposed changes will make it increasingly difficult to drive in and out of Five Dock • The streets are too narrow and there is a lack of parking • Fix the footpaths and potholes on roads • Alleviation of congestion on local roads will not be achieved by adding station drop off zones in narrow side streets • Changing configuration of road network to avoid Great North Road is a major principle with massive impact on surrounding streets. This has not been adequately addressed by Council • Suggest high density residential around train lines to reduce traffic congestion • Consideration on impacts to essential services, such as hospitals and education • A welcoming environment will be created by maintaining the existing 'warm' strip shop feel with street dining. • These will not address the current issues, such as high levels of traffic on Queens Road every day. More focus on traffic calming measures is needed • Density needs to be increased significantly • The proposed footpath link between Great North Road and Waterview Street is not practical as there are existing back to back residential and business dwellings in that area • The laneways that are close to medium density residential blocks must ensure noise does not have adverse impacts on residents • Council needs to take action on "active transport" for "movement". Reduce car dependency, improve road safety and pedestrian experience, and build a safe, integrated cycling network.
Land use and activation	31 comments	<ul style="list-style-type: none"> • Unsupportive of new high-rise development (4 comments) • Unsupportive of the 1-3 storey buildings being proposed in Lancelot Street until Scott Street. Lancelot Street is a tight, busy street which is already congested with limited parking (3 comments) • No change necessary (3 comments) • Greater development intensity requires more than 5-7 storey development in proximity to the Metro. If there are not enough people nearby to use the Metro, it may not stop there as much (2 comments) • Supportive of maintaining the current parks and green space for all age groups (2 comments) • Support for promoting community facilities, street network and retail • There is already an ongoing problem with large cars parking across driveways because there is no parking space. • Unsupportive of higher density living proposed due to Council's poor record in planning density • Concern that future residents are being prioritised over existing residents • Higher density housing reduces safety as it increases opportunity for crime. • While the village appearance is being maintained, behind the facade will be high rise buildings which will impact on the village lifestyle of Five Dock – modelling is needed on the impact an increase in population will have

		<ul style="list-style-type: none"> • The suburb is becoming crowded and there needs to be a focus on community space, green environment and livability • Concern that there is no mention of active transport. Cycling and walking should be recognised as viable means of transport • Additional density and height for affordable housing provisions and additional height around the Metro Station - transit oriented development. • Five Dock is 'already chaotic' and additional street networks will make existing issues worse • Unsupportive of increased development and underground development • Concern that the laneway behind Great North Road between Second Avenue and Barnstable Road will not eventuate due to existing infrastructure. If only partially developed with a redevelopment, then a safety issue would result • Lighting in surrounding areas would need to be addressed • Consider including a requirement that car parking is avoided at ground level
Built form	21 comments	<ul style="list-style-type: none"> • Several comments were unsupportive for developments over five storeys along Great North Road and in the Five Dock area (14 comments) • Retain Great North Road as four storeys, with only 1-2 storeys in surrounding streets (3 comments) • Set back issues as a result of taller developments, including the shade and bulk created which impacts on the village character and liveability of neighbouring homes (3 comments) • Need to maintain the character of Five Dock, however increased density limits should be explored close to the station (3 comments) • A 5 to 7 storey development adjacent to a high speed Metro providing access to the CBD and Parramatta very low and should be taller • Unsupportive of proposed scale of building height in Lancelot Street. The area already has significant parking congestion. • Concern that there are more shops and more dwellings, but no more schools and hospitals • Town centre heights should have a maximum of 5 storeys. Nothing should be taller than the current maximum height

3.3 Level of agreement with sub-precinct character statements

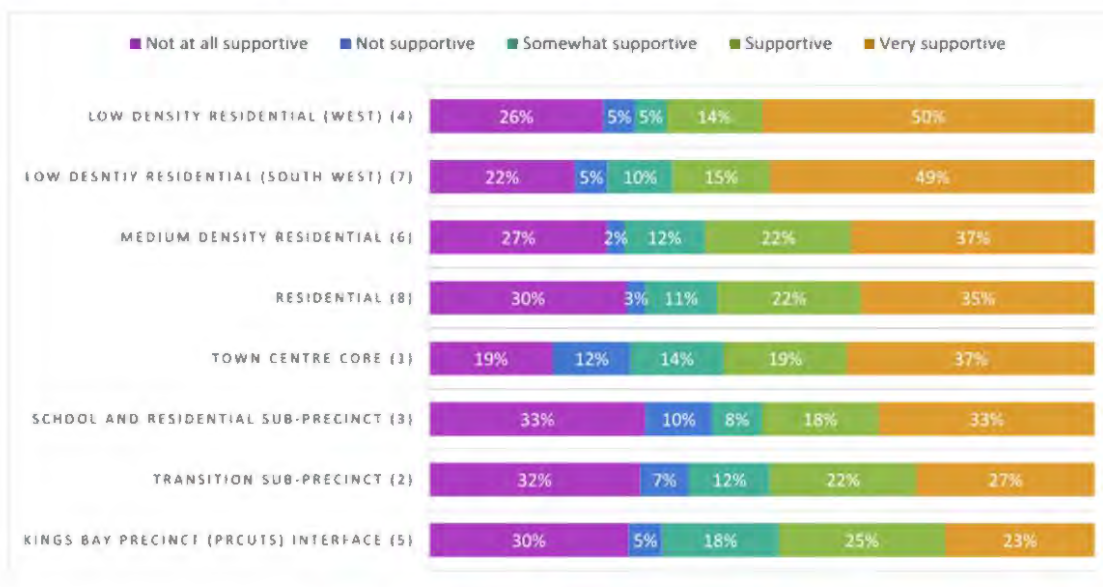
Respondents were asked to rate their level of agreement with sub-precinct character statements outlined in the draft Local Character Statement for Five Dock.

As shown in Figure 5, most respondents were likely to agree with the 'Low density residential (West)' and 'Low density residential (south west)' sub-precinct character statements (64% of respondents were supportive or very supportive).

The majority of respondents who were not supportive or not at all supportive of the following sub-precinct character statements, disagreed with:

- School and residential sub-precinct (43% not at all supportive or not supportive)
- Transition sub-precinct (39% not at all supportive or not supportive)
- Kings Bay Precinct (35% not at all supportive or not supportive)

Figure 5 Five Dock - Level of agreement with sub-precinct character statements



Respondents were asked whether they had any suggestions to change the sub-precinct character statements. Comments related to each sub-precinct are summarised in Table 8 below.

Table 8 Suggested changes to sub-precinct character statements

Sub-precinct	Number of comments	Summary of comments
Town Centre Core (1)	28	<ul style="list-style-type: none"> Unsupportive of 5-7 storeys as it is excessive development (9 comments) Parking capacity concerns (5 comments) To support local area and maximise Metro usage, development needs to be more than 4-7 storeys (4 comments) Traffic concerns (3 comments) No changes necessary (2 comments) Safety concerns (2 comments) Suggest expanding business areas and promoting commercial environment, such as extending business zones The major supermarket for the area should be included in this sub-precinct Increased height and density around the Metro. This will in turn support small businesses around the Metro and allow for significant investment within the Five Dock area. The 21 metre height limit is too low This will negatively impact the existing character of Five Dock While it is important to bring life back into Five Dock, this should not bring more traffic, over development, crime and negative behaviour Buildings should not overshadow civic spaces Supportive of plazas, alfresco dining, enhancing tree canopy, traffic calming and parking away from Great North Road,
Transition sub-precinct (2)	24	<ul style="list-style-type: none"> Support for a maximum of five storeys within the Five Dock precinct (7 comments) No changes necessary (2 comments) Slightly higher density could be supported here, as it is within walking distance of open space at Five Dock Park. The streets on the western side are quite narrow, whereas those in the eastern side are wider and could support higher densities. There should also be a transition between town centre core and low density residential Unsupportive of high rise buildings, especially in residential streets This sub-precinct is too narrow and too small to achieve adequate transitioning This should be expanded to medium residential to coincide with the position of the train station The existing character of Five Dock will be negatively impacted. It will further add to the existing problems of parking and traffic congestion High density buildings will change the village feel of Five Dock Building heights should be increased to over six storeys Higher storeys should be built along Parramatta Road to a high standard

School and residential sub-precinct (3)	21	<ul style="list-style-type: none"> • Unsupportive of high rise buildings, especially in residential streets. Unsupportive of infilling development at Five Dock Public School (6 comments) • No changes necessary (4 comments) • More development around a school zone is a risk to primary school students, due to increase in traffic (3 comments) • Parking concerns (2 comments) • Concern about traffic from surrounding infrastructure (2 comments) • A goal for a new north-south pedestrian link should guide development in this area • Concern about infill development impacting on residents • This area should remain as it is - a low-density area consisting residential houses. To have it increased to three storey apartment buildings will lead to further congestion and pollution, as the streets are narrow • This should be expanded to medium residential to coincide with the position of the train station
Low density residential (west) (4)	20	<ul style="list-style-type: none"> • No changes necessary (6 comments) • Unsupportive of high rise buildings, especially in residential streets (2 comments) • Increase height and density (2 comments) • More trees and lower speed limits in the surrounding precincts (2 comments) • The area should project a vibrant community and modern business precinct and encourage services • Supportive of low density residential • Improve all current footpaths • Should be expanded to medium residential to coincide with the position of the train station • The State government needs to be aware of the increased population so the schools can accommodate everyone • This is the core of our suburb and should be maintained • Keep the village feel of Five Dock • New open space, improved pavements, tree canopy and cycling infrastructure are supported, along with low density 1-2 storey detached dwellings
Kings Bay Precinct (PRCUTS) interface (5)	13	<ul style="list-style-type: none"> • No changes necessary (5 comments) • Unsupportive of high rise buildings, especially in residential streets (3 comments) • Increase height (2 comments) • Kings Road between Cross Street and Harris Road is a narrow road that is already heavily developed with townhouses and low level apartments. The street cannot cope with four storey buildings in its current form due to the impact on neighbouring properties • Traffic and parking around Rosebank is congested and unsafe. It needs addressing under this plan • Adequate parking must be included • Four storeys is too high. A three storey limit is all the area can maintain • This area and down to Parramatta Road needs a revamp

		<ul style="list-style-type: none"> Queens Road is a narrow, high traffic area. Any increase in built density would need to factor in sufficient resident parking and noise barriers This area requires improvement, the "significant" landscape set back needs to be defined. Four storeys may be supported if buildings are well designed with attractive streetscapes and tree canopy
Medium density residential (6)	14	<ul style="list-style-type: none"> No changes necessary (3 comments) Through-site pedestrian and cycle links would be valuable in these precincts (2 comments) Unsupportive of medium density in Five Dock. It should remain no more than 2 storeys (2 comments) Increased height and density (2 comments) Unsupportive of high rise buildings, especially in residential streets Infill development should be carefully reviewed for their contribution to Five Dock's character Concern about how improvement in cycle paths can be achieved - Kings Road and footpath widths are very narrow Unsupportive of over development The paths for pedestrians, prams, mobility scooters and bikes need improving
Low density residential (south-west) (7)	11	<ul style="list-style-type: none"> No changes necessary (2 comments) The area has flexibility to expand business precinct for services and innovation Unsupportive of high rise buildings, especially in residential streets The physical, financial and emotional impact this is having on current residents should be acknowledged Clarity needed on whether compulsory acquisition will occur and whether residents will be approached by developers Unsupportive of allowing multiple sell offs by setting up Heritage Streets. Rebuilding must not be allowed Suggest including Lavender, York and Arlington Concern that Great North Road will not cope with high density housing Concern about part of Kings Road remaining low density, and part of it having five storeys proposed This area should remain undeveloped with future restrictions imposed on any applications to do so, however some greening and improved pavements are needed
Residential (8)		<ul style="list-style-type: none"> No changes necessary (6 comments) Unsupportive of medium rise (four storeys) and high rise developments (5 comments) Increase planting and landscaping of current open spaces, including more trees (3 comments) Improve infrastructure and pedestrian safety. Expand footpaths and make Great North Road either a one way street or introduce a permanent 30-40 km/h speed limit and reduce traffic (2 comments) The area has flexibility to expand business precinct for services and innovation Suggest reducing from four storeys to 2-3 storeys, as the topography rises up to Five Dock Park

-
- Medium density development could be further encouraged in part of this zone, for example between Barnstaple Road and First Avenue, to leverage off the proximity to the town centre core and open space at Five Dock Park. This section could be part of the transition zone, providing good quality development linking the town centre with open space
 - The character of the suburb must remain as is (3 comments)
 - Allowing up to four storeys on this significant portion of Five Dock suggests a major departure from the village feel as it provides ample area for large scale apartment developments to be imposed on the area right next to the park
 - Be careful of abuse of heights on a lower level to bring them in line with other developments in high density further up on the crest along Great North Road
 - Consider the over shadowing of the built form and the density of the tree canopy so as not to block out direct solar access to all sub-precinct areas
-

4. North Strathfield Local Character Statement Survey Findings

4.1 Respondent profile

In total, 94 people responded to the survey about the North Strathfield Local Character Statement. As shown in Table 9, the majority of respondents live in the City of Canada Bay (64%), with 74% owning land/property in North Strathfield. Survey respondents could select multiple answers.

Table 9 Which of the following best describes your relationship to North Strathfield? (94 responses)

Relationship to North Strathfield	Percentage	Number
I live in the City of Canada Bay	64%	60
I own land/property in North Strathfield	74%	70
I work in North Strathfield	14%	13
I visit North Strathfield	21%	20
I go to school in North Strathfield	6%	6
Other	2%	2

As shown in Table 10, of the people who answered 'I live in the City of Canada Bay' in the previous question, the majority of respondents live in North Strathfield (72%). This was followed by 12% of respondents who live in Concord West.

Table 10 Which suburb do you live in? (60 responses)

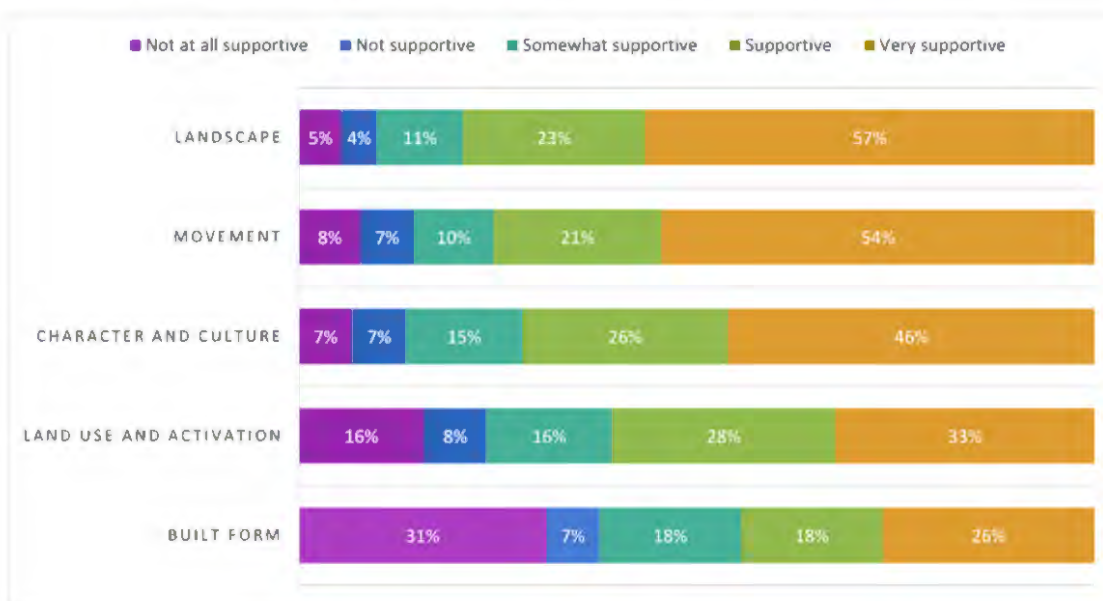
Suburb of residence	Percentage	Number
North Strathfield	72%	43
Concord West	12%	7
Concord	7%	4
Cabarita	3%	2
Five Dock	3%	2
Canada Bay	2%	1
Drummoyne	2%	1

4.2 Level of agreement with principles

Respondents were asked to rate their level of agreement with principles outlined in the draft Local Character Statement for North Strathfield. As shown in Figure 6, respondents were most likely to agree with the 'Landscape', 'Movement', and 'Character and culture' principles (80%, 75%, and 72% respondents respectively were supportive or very supportive of these principles).

Respondents were most likely to disagree with the 'Built Form' and 'Land use and activation' principles (38% and 24% of respondents respectively were not at all supportive or not supportive of these principles).

Figure 6 North Strathfield - Level of agreement with principles



Respondents were asked whether any principles should be changed, added or deleted. Comments related to each principle are summarised in Table 11 below.

Table 11 Summary of comments on principles

Principle	Number of comments	Summary of comments
Landscape	30	<ul style="list-style-type: none"> • More green canopy needed over general pedestrian areas and cycleways (5 comments) • No change required (3 comments) • More trees are needed to reduce the urban heat island effect (3 comments) • The visual connection to the community should be maintained so do not surround it with density (2 comments) • Ensure new tree plantings do not intersect power lines as they grow (2 comments) • Do not overcrowd Powells Creek with five storey or taller developments (2 comments) • Small public spaces are not safe for everyone. It is better to have designated larger open spaces that are within easy walking/riding distance from the Metro and rail stations, rather than pockets of smaller quiet parks (2 comments) • Lack of connection between Powells Creek Reserve and Ismay Ave • Not many open spaces at Powells Creek, Bicentennial Park, Cabarita, which are accessible from North Strathfield • Previous flood and extreme rain conditions proved that the area between Pomeroy to Conway is no longer a flood affected area • Residents at the west of railway at North Strathfield feel neglected. The other side of the Powells Creek has been better maintained by Strathfield Council • Need the open space to be better looked after. Need for more appropriate recreation facilities and amenities, such as barbecues, toilets, chairs and shade structures. • The Melaleuca trees along George Street are fantastic in providing privacy to unit residents and they look great. There is enough recreational space already in North Strathfield but the area could be better maintained. Roads are not well serviced • More needs to be done to improve the safety of the area – there is a need for street lights and street cameras to monitor criminal activity police need to monitor the area. Increased housing density will increase crime in the area • Concern about the densification of housing - especially on Beronga Street, Waratah Street, Wellbank Street, Nelson Road and Shipley Ave • Ensure landscaping options can be maintained easily by Council • Trade off further increases in density/height for Area 2, with the setting aside of a 30m corridor along Powells Creek for the landscape ideas. This would eliminate any concerns over flooding for build form in Area 2. • Opportunities to put in a half court basketball court and playground
Character and culture	37	<ul style="list-style-type: none"> • The area does not need to be changed (5 comments) • Heritage and culture are important principles to maintain (3 comments) • A principle about ensuring integrity in decision making, inclusion, and fairness for all residents is needed (3 comments) • Modernisation of the area is required to support the Metro (2 comments) • Maintain the current zone classification and include a principle that there will be no increase to density of housing, in order to retain the character of the existing neighbourhood

- Speed restrictions, shared zones and vehicle restrictions to reduce crash risk are required to increase pedestrian and cyclist safety. This could involve shared 10km/h zones and general 30km/h zones
- Supportive of more economic development that generates jobs. Heritage and character is important, but North Strathfield has significant potential. It should be looked as a vibrant, young area that generates growth
- Parks and leisure areas are mainly located towards the northwest area of North Strathfield. This area should be included in the plans
- There is no heritage value in the retail strip
- Real participation, transparency and direct and easy communication on social issues is needed
- Retain heritage areas and characteristics, particularly in streets such as Mackenzie Street
- Increase the population of the area sustainably
- Concern that no reference is made to the existing character of low density family homes in North Strathfield or existing residents that live there
- The culture of the area and built forms are family-based. This needs to be retained and addressed in the principles
- The principles around building high/medium density housing along Beronga Street, Wellbank Avenue, Waratah Street, Shipley Ave and Nelson Road.
- Suggest making all blocks from Allen Street to Rothwell Avenue 4-5 storeys to be consistent with the apartments across the road. This will allow a greater number of people to benefit from the Metro infrastructure
- Need for a principle that there will be no increase in housing density and no building of apartment blocks, in order to preserve the culture, character and community of North Strathfield
- Greater dwelling density within 500m of the North Strathfield Metro station
- Create high quality public spaces without impacting residents living in North Strathfield, through better use of land currently owned by government agencies
- Supportive of the Character and Culture principles as long as they are not being used to justify the need for greater densification.
- Do not replace family homes with blocks of units of up to five storeys in the cul de sacs of North Strathfield
- The area where the shops are needs a face lift to create a more vibrant and modern suburb

Movement 48

- Parking capacity concerns (8 comments)
- Focus should be on easy access to all stations - North Strathfield, new Metro, and Concord West (4 comments)
- Increased density means increased traffic congestion issues (3 comments)
- Add specifics regarding connectivity, cycleway network, active transport corridors and cycling accessibility options (3 comments)
- Consideration of an Environmental Impact Study (2 comments)
- Supportive of transport development and movement. Train lines in North Strathfield and Concord West need a facelift.
- Increased density and building heights should not be centred around the Metro - the area should be consistent with proposed developments outside the Sydney Metro West proposal.
- These principles are not being upheld in certain projects such as the proposed development of Wellbank and Waratah streets
- Fix pavements that are uneven and broken
- Enroll in e-mobility NSW government scooter trial for green mobility corridor
- Redevelopment to happen opposite North Strathfield station as the Queen Street retail area activation, with addition to new underground parking

- Supportive of building cycleways and a car park at the station to divert traffic away from residential streets
- Densification of the housing should not proceed – especially on Beronga Street, Wellbank Street, Nelson Road, Waratah Avenue, and Shipley Avenue
- Greater dwelling density within 500m radius of North Strathfield Metro station
- It will benefit a lot of residents in North Strathfield if there is Metro access from George Street and bus routes from different suburbs to the Metro station
- Traffic issues by drivers entering Princess Avenue from Concord Road. Suggest that right turn into Princess Avenue is removed
- There is a need for appropriate security lighting along Powells Creek if the footpaths are to be used as a way to/from the station
- The area has a strong walkable catchment to the station. Purpose built or allocated commuter parking is not supported and does not align to active transport aims
- Supportive of a street and pedestrian connection Lorraine Street to Underwood Road and expansion of the connection along Powells Creek towards the backhouse
- As part of a tradeoff for further increased density/height for the streets from Allen Street to Warsaw Street, suggest designating the 30m closest to the creek as open space/walking track. This may solve any issues with flooding for the development further up the hill
- Need to widen George Street to solve the traffic congestion

Land use and activation 44

- Land use needs to remain as is to maintain the character of the area as a low density residential area (5 comments)
- The existing road infrastructure is inadequate to cope with increased high density developments proposed (3 comments)
- Argonne Street Rothwell Avenue needs to be incorporated within high density dwelling plans (2 comments)
- Parking capacity is a concern (2 comments)
- Some consistency with 4-5 storey apartment blocks along both sides of George Street to unify the suburb (2 comments)
- The west side of the entire North Strathfield area supports medium to high density. Increased density on the west side would have access to parks, schools and transport within walking distance, with no impact on heritage listings
- There should be consistent development of the entire western side of North Strathfield all the way to approved increased densities at Concord West
- Suggest height increases and floor space ratio changes to make it attractive to investors
- There needs to be more residential apartments in North Strathfield for students and downsizers
- The area between Argonne Street and Parramatta Road should be zoned at least R2. This will save having to revisit the zoning in the future after the Metro is implemented. It will also make it easier to meet government goals for housing in the future
- These principles are not being adhered to in regard to rezoning and development proposals on Wellbank and Waratah streets
- The site is highly compatible to support R4 High Density Residential development for the following reasons:
 - Proximity to public transport options including four heavy rail train stations, being North Strathfield, Concord West, Strathfield and Homebush, and multiple bus routes
 - Proximity and connectivity to employment precincts including Parramatta CBD, Sydney CBD, Rhodes and Macquarie Park

	<ul style="list-style-type: none"> ○ Proximity to the metropolitan road network including the M4 Tunnel , Parramatta Road, and Homebush Bay Drive/A3 ○ Proximity to cultural and recreation amenities and open space including Sydney Olympic Park (Millennial Park) and Bicentennial Park ○ Proximity to local amenities including the schools, childcare centres and the 'Bakehouse Quarter' which features office space, restaurants, cafes, supermarkets and specialty shops ○ Proximity to the Metro Station location at North Strathfield, increasing demand for high density residential development to be provided in this area <ul style="list-style-type: none"> ● Suggest rezoning of Rothwell Avenue to Argonne Street to reflect the rest of the plans for North Strathfield to R3 ● With the Metro construction underway, the area will soon have the capacity to accommodate higher density living following rezoning to R3 or higher ● Low density is a unique characteristic of this area that should be retained ● Suggest making all blocks from Allen Street to Rothwell Avenue 4-5 storeys to be consistent with the apartments across the road. Now that a Metro is approved, a greater number of families can benefit from this infrastructure ● Greater dwelling density within 500m radius of the North Strathfield Metro station ● From the suggested draft rezoning, the houses have no historical significance and will only be devalued if not rezoned to allow for higher density ● Open spaces are not required on the eastern side of the train line, given the current ample availability of parks within close proximity in Concord and Concord West ● There is no reason to add wine bars to the east of the shopping centre as that all could be established at the Bakehouse Quarter ● Support high density residential apartments for young people
<p>Built form 72</p>	<ul style="list-style-type: none"> ● Unsupportive of higher density housing in North Strathfield. It has always been and should remain a low density area (7 comments) ● Some comments provided support for higher density to accommodate the Metro (5 comments) ● Comments noted that George Street from Allen Street to Conway Avenue should be 4-5 storeys. This would align with the apartments along the east side of George Street (3 comments) ● Support for high density living between the North Strathfield and Concord West station corridor as rapidly as possible, but close to the time of the opening of the Metro (3 comments) ● Unsupportive of Clause 5.6 form massing as illustrated in page 56 of the Sydney Metro West Planning Study Stage 2 (2 comments) ● Heritage conservation, transition of building height and some low density areas are key issues ● The application of the principles seems to have led the exclusion of the Argonne Street to Rothwell Avenue blocks from Sub-precinct 4 ● Areas from Argonne Street to Rothwell Avenue should be included in the plan and density should be uniform throughout the entire western side of the railway ● The Queen Street strip needs to be revitalized, as the current facades are dated and unsafe. ● The proposed zoning south of Argonne Street should be extended north up to the industrial area north of Rothwell Street. ● The Sydney Metro West precincts - local character statements do not apply these principles consistently in North Strathfield

-
- Concern that these proposals have not been implemented with any public participation
 - Increase residential density to improve housing affordability around park land areas and areas close to train stations and Metro stations
 - Provide equal housing opportunities to all residents on the western side of the railway between Allen Street and Victoria Avenue Concord West
 - Maintain the family friendly nature of the area and ensure that fairness and consistency is applied to the character and principles. At the moment there is no consistency and fairness regarding built form, due to the zoning.
 - Please change R2 to R3 in Argonne Street.
 - Current Local Character classification of Gracemere Street is strongly opposed.
 - Apply uniform and identical low density zoning to both Beronga Street and Gracemere Street
 - The area is heavily impacted by the increased population density in the neighboring suburb of Strathfield
 - It is a small area and needs to be equal to everyone
 - R3 zoning is needed for the houses in Argonne, George and Conway block so this will not look out of place with the surrounding R3 areas.
 - Do not turn the area into another Wolli Creek, Green Square or Rhodes - too much density and not enough access to a range of good quality social infrastructure
 - All the density is being located south and west of the rail corridor. The built form needs to be shared out more evenly instead of targeting these areas
 - Densification of the housing should not proceed - especially on Beronga Street, Wellbank Street, Nelson Road, Waratah Avenue and Shipley Avenue
 - Conway Avenue, Rothwell Avenue, Argonne Street, Brussels Street and Mena Street need to be included in this precinct map, so that the rezoning to five storeys can be included for these streets too
 - Low density is a characteristic of North Strathfield and should be maintained
 - Density should be restricted to the Bakehouse Quarter and across from the new Metro on the eastern side
 - Higher density residential will negatively impact the character of this quiet suburb
 - Support for different parts of the area being treated differently
 - Change low rise medium density to high rise density urban typologies that interface with Powells Creek and close to the station
-

4.3 Level of agreement with sub-precinct character statements

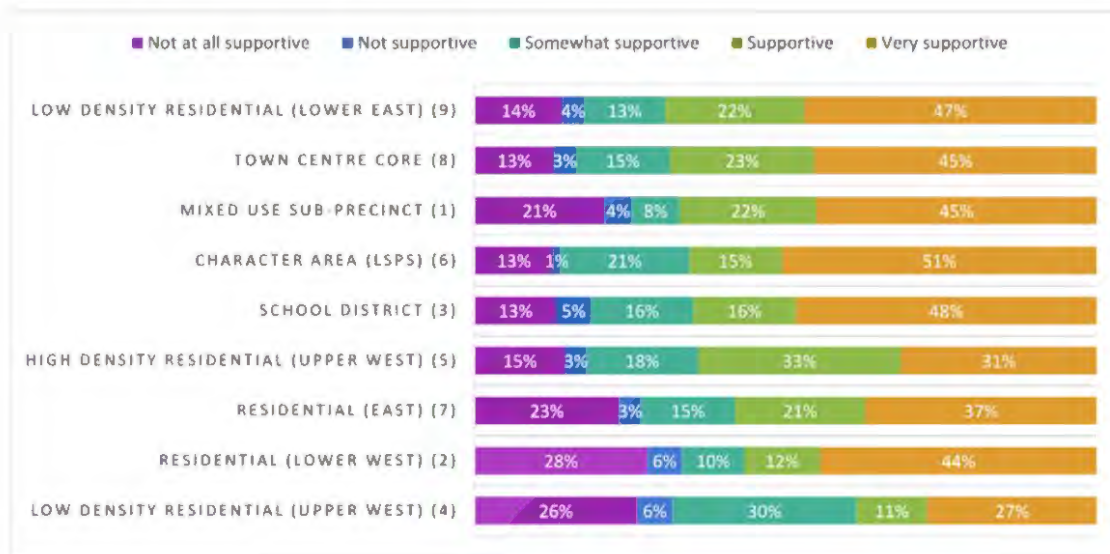
Respondents were asked to rate their level of agreement with sub-precinct character statements outlined in the draft Local Character Statement for North Strathfield.

As shown in Figure 7, respondents were most likely to agree with the 'Low density residential (lower east)', 'Town Centre Core', and 'Mixed Use Sub-precinct' sub-precinct character statements (69%, 68%, and 67% of respondents respectively were supportive or very supportive).

Respondents were not supportive or not at all supportive of the following sub-precinct character statements:

- Residential (lower west) sub-precinct (34% not at all supportive or not supportive)
- Low density residential (upper west) sub-precinct (32% not at all supportive or not supportive)
- Residential (East) (26% not at all supportive or not supportive)
- Mixed use sub-precinct (25% not at all supportive or not supportive)

Figure 7 North Strathfield - Level of agreement with sub-precinct character statements



Respondents were asked whether they had any suggestions to change the sub-precinct character statements. Many comments were submitted and are themed in relation to each sub-precinct as summarised in Table 12 below.

Table 12 Suggested changes to sub-precinct character statements

Sub-precinct	Number of comments	Summary of comments
Mixed use sub-precinct (1)	45	<ul style="list-style-type: none"> • Remove 10 story height proposals (7 comments) • Sub-precinct 4 should be extended to include the two blocks north of Argonne Street. If they are not included in sub-precinct 4, they will be isolated and inconsistent with the surrounding built environment (6 comments) • Suggest uniform zoning (5 comments) • Bakehouse Quarter should be expanded in development. The street is too limited in space and parking. It is currently a hindrance to find parking (3 comments) • Supportive of higher density in the precinct (2 comments) • There is a lack of high density vision from Shipley Avenue to Princess Avenue • Remove any reference of increasing height of up to 10 storeys • Keep the Bakehouse Quarter the same as it is today. Do not add further density or increase in building height • Include the next two blocks north along George Street into this plan • The project for the transport corridor is over extended. Unsupportive of the expansion into Wellbank and Waratah Streets. • Make all streets from Allen Street to Rothwell Avenue 4-5 storeys for uniformity with apartments on east side of George Street. All streets from Warsaw to Rothwell have access to the green corridor of Powells Creek, making 4-5 storeys suitable • Maintain existing low density 1-2 storey dwellings in Beronga street and no rezoning to higher density • Current Local Character classification of Gracemere Street is strongly opposed. • Higher density belongs here while retaining family homes and low density character in the cul-de-sacs off George Street • Sub-precinct 2 and 4 should go together in one row • Densification of housing should not proceed - especially on Beronga Street, Wellbank Street, Nelson Road, Waratah Avenue, and Shipley Avenue • Greater dwelling density within 500m radius of the North Strathfield Metro station and Rothwell-George Street roundabout • Area 4 should extend to Rothwell Avenue because there are already units above Argonne Street and on the other side of Rothwell Avenue. This pocket of 39 houses will be isolated between the new draft plans and current approved developments • This area could afford greater density as long as the heritage character and industrial history is preserved • All increased density should be restricted to this area. The rest of North Strathfield should be tidied but left with its village feel and low density intact. There are too many sub precincts which change the character of the area

		<ul style="list-style-type: none"> Consider extending the purpose and density into the section of area 2 south of Pomeroy Street A better link for pedestrians between the east and west of the railway line is needed. Walking via Parramatta Road is unpleasant. The multi story car park needs to be enhanced/beautified as part of any further development of the area
Residential (lower west) (2)	54	<ul style="list-style-type: none"> It has been generally recognised in strategic planning reviews over the years that this area is the most appropriate to zone for increased density (5 storeys and above) (3 comments) Both sides of Lorraine Street can contain 4-5 storey buildings. Some comments agreed this was a good sub-precinct area (3 comments) Several comments requested no changes to the area (3 comments) Several comments are unsupportive of the current proposal that splits Argonne Street between R3 and R2 development (2 comments) Medium density up to three storeys only (2 comments) It is already very congested in this area - this will only contribute to the problem (2 comments) Additional pedestrian links across Powells Creek needed in this area both north and south of Pomeroy Street (2 comments) Argonne Street and Conway Avenue should be included with the rezoning to R3 up to 4-5 storeys (5 comments) Current Local Character classification of Gracemere Street is strongly opposed Greater area of open space added to Powells Creek, adjacent to the zone 2 sub precinct - it could aid in the flood mitigation This area should be used for townhouses and duplexes, not five storey apartment blocks Greater dwelling density within 500m radius of the North Strathfield Metro up to and including Gracemere Street block Given the canal cutoff, this area should be zoned for higher density (8-14 storeys) as per Parramatta Road Redevelopment Plan released in 2016 Should change to high density development. This will assist first home buyers and families
School District (3)	33	<ul style="list-style-type: none"> Several comments unsupportive of a 10 storey development in the area, due to the school site and limited exit points (6 comments) Traffic congestion concerns, including issues with drop off and pick up on George Street (3 comments) Several unsupportive comments for this sub-precinct concept (2 comments) Several comments agreed with this concept (4 comments) The school district is already in place. This does not need to be changed to permit 10 storey buildings for new development There is minimal availability in public schools in the area. More focus should be on development of schools The development would have a detrimental impact on residents. Unsupportive of high rise development Traffic study and upgrade of access/egress of proposed expansion of school needed Further clarity needed on where the 10 storey buildings will go

		<ul style="list-style-type: none"> Density of housing is too populated Could be improved by adding a park directly across from the schools, removing the need for a park on the Eastern side of the railway line
Low Density residential (upper west) (4)	57	<ul style="list-style-type: none"> Some comments preferred no change (8 comments) Argonne Street and Rothwell Avenue concerns, including that they should be included for consistency reasons, and they should be higher density like the rest of North Strathfield (8 comments) Supportive of the concept and agree that there should be medium or higher density housing (6 comments) Uniform zoning (5 comments) Several comments agree to maintain the current low density character (2 comments) All the blocks along the west side of George Street from Allen Street to Conway Avenue should be the same at 4-5 storeys. This would align with the apartments along the east side of George Street that are all 4-5 storeys, creating greater consistency. (2 comments) Include Argonne Street (north) and Conway Avenue in the plan Make the rezoning of area 2 consistent with that of area 4 - making consistency with units on east side of George Street relevant due to having access to green corridor along Powells Creek Leaving an island of low density among the high rise will negatively impact the local housing prices and must be addressed Suggest changing to medium density. Low density in between high density will block people in All streets north of Pomeroy Street, which include Warsaw and Lorraine Streets, should be part of this sub precinct 4 and removed from sub precinct 2. These streets are in a different block and fit in the statement description as infill development/missing middle, as this development is already occurring in these streets Conway Avenue, Rothwell Avenue, Argonne Street, Brussels Street and Mena Street need to be included in this precinct map, so that the rezoning to five storeys can be included for these streets too Retain the character and peaceful aspects of the area For a more natural gradient and consistency, this should also be 5 to 8 storeys. North of this area is going to be developed, east is existing apartments and the area is already surrounded by industrial uses Planning laws must be amended to ensure low density dwellings only. Amended laws to be strictly adhered to in approving new developments and enforcement of compliance requirements
High density residential (upper west) (5)	37	<ul style="list-style-type: none"> Several comments agree with the concept of higher density (3 comments) Support for high density dwellings which continue past Argonne Street on the upper west side. The two streets that are missing on this plan, namely Argonne and Rothwell, are already surrounded by approved units of over 18m high (3 comments) Need improvements to pedestrian access (3 comments) Streetscape needs care and attention (2 comments) Across the road should have similar density (2 comments)

		<ul style="list-style-type: none"> • Agree with the statement but would like to see it changed to include the requirement for future onsite improvements to resident amenity • The upper west has already existing residential flat buildings. No need to do anything else to this area • This area should encompass high density. 4-6 levels is not a maximum utilisation of space for the future. This area's proximity to all other locations makes it a prime candidate for high density living • This area should be uniform with area 4 and Concord West approved developments, including the area between Argonne and Rothwell • Proposed rezoning consistent with adjacent area rezoning • Focus on infrastructure development first • Keep the zones the way they are • This would provide more affordable housing in the area. Many families are currently priced out • Conway Avenue, Rothwell Avenue, Argonne Street, Brussels Street and Mena Street need to be included in this precinct map, so that the rezoning to five storeys can be included for these streets too • Need to be more specific about what is proposed/planned • Planning laws to be amended to prevent high density buildings in the precinct • The street cannot handle exits and entering even with 3 storey apartments
Character area (LSPS) (6)	39	<ul style="list-style-type: none"> • Several comments to leave the precinct as is (13 comments) • Walkways and bike paths are supported (4 comments) • Heritage preservation is supported (2 comments) • This is exactly what the area needs in order to provide balanced sustainable development. This area should be the gateway to North Strathfield and not be overdeveloped particularly as it is the pedestrian access to schools • The risk of overdevelopment brings many problems to the area. Keeping a mix of density is fundamental to a successful plan. Maintain the character and heritage of the area • Important to maintain the heritage and characteristics of the area, while also providing some low density housing and having a gradual build up to higher density • Area 6 and the northwest area of North Strathfield between Argonne and Rothwell should be where further development is focused, not areas 6, 7 and 9 • Keep increased development and density together and in line with Concord West development plans. Still within walking distance to North Strathfield Station, Metro and Concord West Station • The maintaining of area 6 is what is essential in maintaining the character of the area and ensuring a balanced change, without compromising both the existing residents and future growth • This area has so many more exit points than sub precincts 2 and 4, and yet it is protected. Density should be shared. • Retain the existing density of 1-2 storeys • There needs to be adequate porous land space, such as grass, gardens and more open green spaces • This is appropriate, away from the traffic

Residential (east) (7)	45	<ul style="list-style-type: none"> • Unsupportive of the intention to intensify the development of higher density buildings. It is excessive and will have negative impacts on existing property owners. (7 comments) • Comments suggesting leaving precinct as is (6 comments) • Supportive of the concept to increase density (5 comments) • Consistency of housing designs/buildings preferred (2 comments) • There is no need for a park as there are many parks available in walking distance. The only good thing is improving infrastructure and pedestrian access • Area 7 and the northwest area of North Strathfield between Argonne and Rothwell should be where further development is focused, not areas 6, 7 and 9 • Heritage does not interface with development when a tokenistic house is left next to developments. This an unsubstantial approach • Maintain existing low density 1-2 storey dwellings in Beronga Street, without rezoning to higher density • Current Local Character classification of Gracemere Street is strongly opposed • Good mix of housing and support for terrace style, rather than apartments and town houses with body corporates • Support for the upgrades to roads • Suggest reviewing current LCA street boundary and excluding the properties in Gracemere Street (North Strathfield) from the proposed Local Character Area so that the classification is consistent with neighbouring properties on Beronga Street (North Strathfield). • There are a lot of empty spaces proposed and there is a park on the same street. It would be better to put more effort into making that existing green space more useful • Existing homes that date back into the 1900s should be preserved or restored • No need for public spaces/parks in this precinct • There is no need to change the character of the area as a result of Metro and especially as the future development sites on the west of the rail line were previously designated • Increased density belongs here on the eastern side as it is opposite the new Metro with a number of exit points. Increased density also belongs on Concord Road, not in the small suburban streets of North Strathfield. • Vehicle traffic on Pomeroy Street needs to be resolved. Large vehicles negotiating the roundabout and the adjacent hump across the railway is a big issue • Support for the overall concept in this area. Need to recognise topography down from Concord Road to station and how built form may transition • Strongly support better link from Pomeroy to Concord Road. This could help alleviate Wellbank Street being the primary through route, which does not align well with the intent for Queen Street being a people street and heart of the community • Need for more street lights at night
Town Centre Core (8)	37	<ul style="list-style-type: none"> • Several comments agree with this concept (8 comments) • Several comments disagree with higher density development and see value in maintaining the village feel (5 comments)

		<ul style="list-style-type: none"> • Support for higher density developments to help meet housing targets • Support for putting higher density development at location 8, as it would enhance the look of the train station • Increasing the height of these shops will cause shadowing over the roads and station and will make it dark and imposing. The shops need to be renovated and more grass areas and community spaces included to improve the look and feel • Disagree with shop top housing. Need to retain the heritage of the town centre and restore the town centre to its former glory • North Strathfield centre for future growth should not be considered as a 'town centre'. It is a suburb/area that can potentially attract more residents and businesses • New facades, floor space ratio, heights, great design and parking are attractive to investors, otherwise it will remain tired and old. • This type of development goes against the heritage values and values of urbanisation of Canada Bay characterised by space • Keeping this area to four storeys and retaining the shop fronts is a positive move • Care should also be taken around the types of shops that are allowed to be located there, to ensure the safety of the residents of North Strathfield • Retain the heritage character • Address parking problems and implement over-bridge pedestrian crossing to ensure free and uninterrupted flow of traffic and safety of pedestrians and drivers. • With a new station, this area will need a major facelift to fit in with the new facility
Low density residential (lower east) (9)	27	<ul style="list-style-type: none"> • Supportive of this statement (2 comments) • Consistency in housing designs and development (2 comments) • Future developments of up to 3-5 storeys should be allowed in some areas due to proximity to Metro station and Concord Road. • This area from Shipley to Princess should be considered for high density housing. Suggest referring to Rhodes and Wentworth Point and their distances to the railway station. Short walk from Princess Avenue to the new Metro. Residents in this area are supportive of high density but are not well informed of the plan. A Bridge near Princess Avenue to Bakehouse Quarter over the rail line would open this whole area up • Area 6 and the northwest area of North Strathfield between Argonne and Rothwell should be where further development is focused, not areas 6, 7 and 9 • Maintain existing low density 1-2 storey dwellings in Beronga street and prevent rezoning to higher density • Current Local Character classification of Gracemere Street is strongly opposed • This area should have more density as it is a short walk to the station and the new metro, it is next to Parramatta and Concord Road, there are many exit points for traffic and people, and it is protected. The eastern side is being protected at the expense of the western side of the rail line. Increased density should be shared, not concentrated on the western side of the rail corridor

-
- The volume of townhouses and duplexes in this area indicates it is not low density
 - Link across the railway to Bakehouse Quarter needs to be mandatory and added as early as possible
 - Interested in understanding how Queen Street will be turned into a pedestrian and bicycle route, given current road traffic.
-



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City of Canada Bay Local Planning Study Five Dock Metro Precinct

Prepared for
City of Canada Bay Council

Issued
Stage 3 - Post exhibition draft - December 2022

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At SJB we believe that the future of the city is in generating a rich urban experience through the delivery of density and activity, facilitated by land uses, at various scales, designed for everyone.

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Introduction

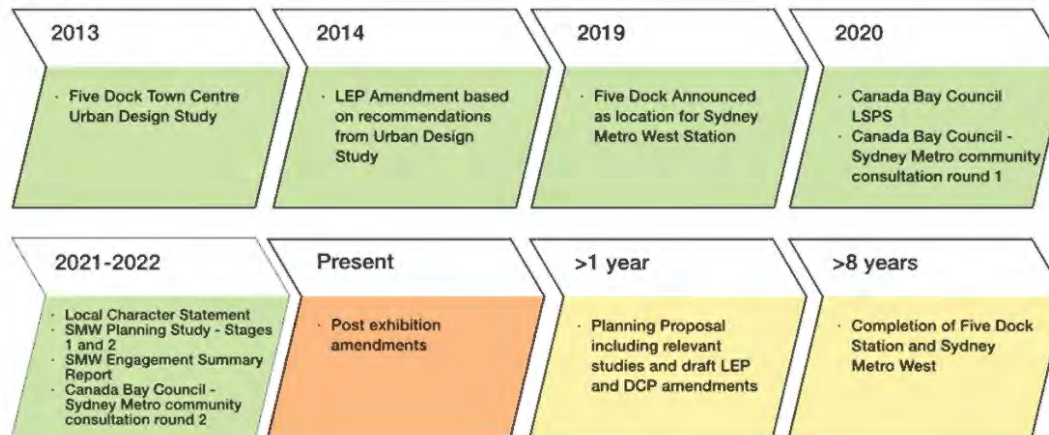
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1.1 Purpose

The Local Character Statement (LCS) was developed as a result of the proposed new Sydney Metro West (SMW) station in Five Dock. This study accounts for the strategic significance of new transport infrastructure that previous studies had not considered.

The LCS sits within a suite of documents that were developed concurrently; the "Stage 1: Background and Strategic Context Review," the "Sydney Metro West Station Precincts - Local Character Statements Engagement Summary Report," the "Local Character Statement" and the "Stage 2: Draft Final Report Urban Design Framework" The LCS builds upon an initial study that provides a thorough analysis of the local context and strategic policy drivers. The LCS uses this analysis and the community feedback to create a "Future Character Statement."



Introduction

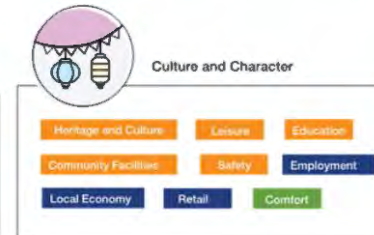
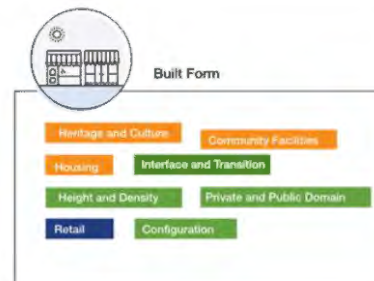
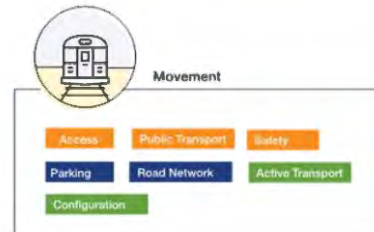
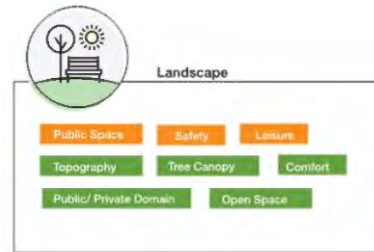
1.2 Process

The Local Character Statement (LCS) consists of a description of an area's existing character and details its desired future character. The process of assessing the character of the local area involved hearing from the local community, researching the demographics of the local area, the history, and mapping the context.

Snapshot on a page

The Snapshot is a summary of the findings undertaken over the following pages and the subsequent plan identifying the opportunities to "Change, Maintain and Enhance" the local area.

1	<p>Character, Culture and Context</p> <p>This section consists of an overview of the local area and the community that reside in Five Dock. It also provides a sense of the local history and the present day experience in Five Dock.</p>
2	<p>Community feedback and values</p> <p>This section is a summary of the engagement with the local community. It synthesis of insights provided by the community and gains a sense of the changes that the community believe are appropriate and needed.</p>
3	<p>Future Local Character Statement</p> <p>This section consists of a set of principles that come under the heading of Movement, Built Form, Landscape, Land Use, and Character and Culture. Each of these categories aligns with sub-sections of the DPIE Character Wheel. The adjacent diagram shows how they align.</p> <p>Each of the character areas identified within Five Dock study area is identified and the future character defined.</p>



DPIE Place and Character Wheel

Introduction

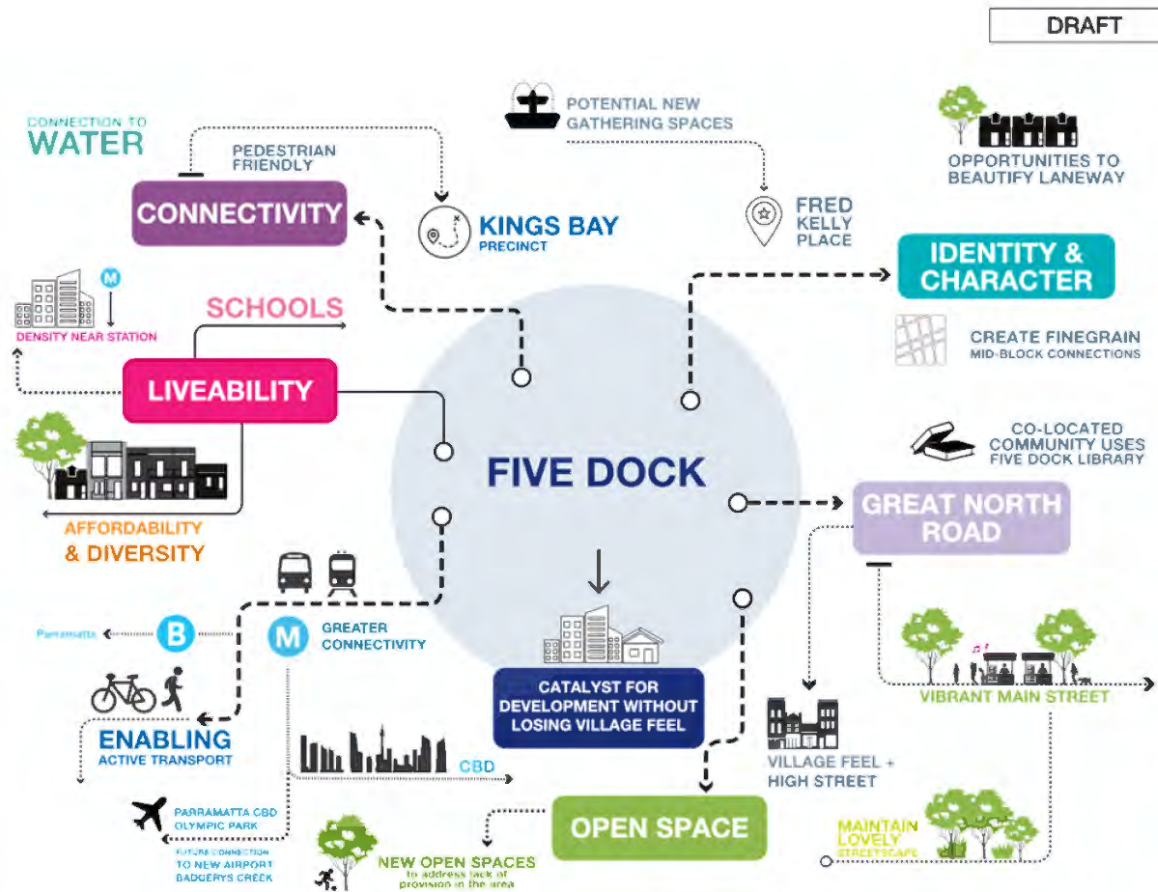
1.3 Snapshot on a page

Five Dock is an urban village that hums with culture and life. The community come together in their main street, Great North Road (GNR), and enjoy the amenity of their local parks and foreshore areas around at its margins.

Five Dock is known for its strong town centre that is based along GNR. It is vibrant and lively with fine-grain street level retail, social events, community facilities and an active public realm. GNR also hosts public events like the annual Italian Ferragosto Festival. New public plazas and open spaces along GNR will further strengthen Five Dock as a place with a strong sense of community and identity.

There are several public and private schools within walking distance to the new metro station. This brings with it a younger generation of commuters that activate the local area at key times of the day. Local elders in the community enjoy the amenity along the main street throughout the day and keep a close eye on the goings-on of their beloved Five Dock. Revitalisation of local streetscapes will continue to create spaces for people to linger and all ages to co-exist.

Future green spines will weave together the open spaces, the foreshore, GNR and local schools. These threads will be verdant spaces with broad tree canopy and lush garden beds at eye level. Even and wide pavements will encourage walkability and safe cycle paths will support greater uptake of active transport modes.



Introduction

1.4 Opportunities map

Maintain

1. The local heart of the precinct is to be maintained and the character of the streetscape protected. Maintain the 'village character' of the town centre along Great North Road through fine grain ground floor retail, consistent street wall heights, active street frontages and street planting.
2. Maintain the character of the built form in low density areas. In areas where infill development can be accommodated it must complement the existing form and scale of the locality.

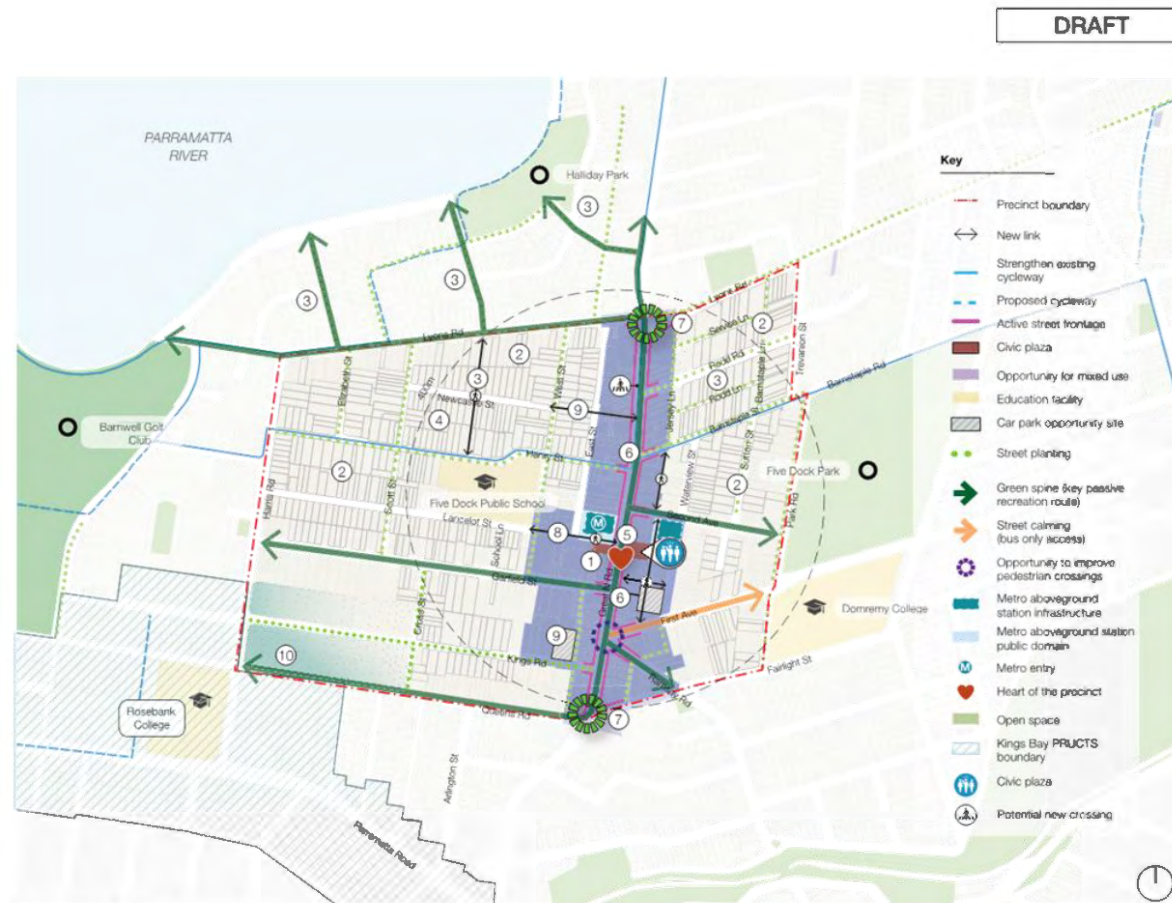
Enhance

3. Strengthen links and way-finding to the Parramatta River and to existing open spaces. Provide green streets with active transport connecting schools, public transport and open spaces.
4. Areas within 400m of the Metro station can accommodate infill development that complements the existing character and built form of the local area.
5. Enhance and expand Fred Kelly Place and a new plaza on the eastern side of Great North Road to define the civic focal point in the town centre to strengthen the 'heart' of Five Dock.
6. Encourage more alfresco dining and continue to accentuate the sense of Italian identity and food culture in Five Dock.

Change

7. Improve the gateway experience of Great North Road and Five Dock village at the Queens Road intersection in the south and Lyons Road intersection in the north.
8. Improve connectivity with through-site links, mid-block connections along long blocks and transformation of laneways into exciting and active public spaces.
9. Consolidate ground level carparking into a single multi-storey facility that is peripheral to the town centre.
10. Increase densities and improve streetscaping at interface with changes to Kings Bay Precinct (PRCUTS).

Note: The draft locations of parks and laneways is a concept only and subject to change. The method of delivery of this infrastructure is yet to be determined however it is likely that they will be required to be provided over time when the land is redeveloped, with no loss to development potential.



Key opportunities in Five Dock

Character, Culture and Context

2

2.1 Character and culture

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Overview

The Five Dock precinct is characterised with a distinct retail spine running north-south along Great North Road. The precinct specifically focuses on the area bounded by Lyons Road and Lyons Road West to the north, Harris Road to the west, Queens Road to the south and Five Dock Park to the east.

Significant open space surrounds the Town Centre with Halliday Park to the north, Five Dock Park and sports fields at Timbrell Park to the east. There are many schools within the local catchment, including Domremy Catholic College, Rosebank College and Five Dock Primary School.

A master plan was developed for the Five Dock Town Centre in 2013 which focuses on the B4 Mixed use centre at the core. A number of public domain projects have been completed for portions of Great North Road, such as Fred Kelly Place, a well used public space, and upgrades to the streetscape.

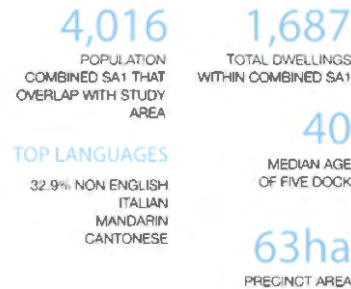
Population profile

The resident population of Five Dock in 2016 was 10,631, across 4,438 dwellings with an average household size of 2.5 people.

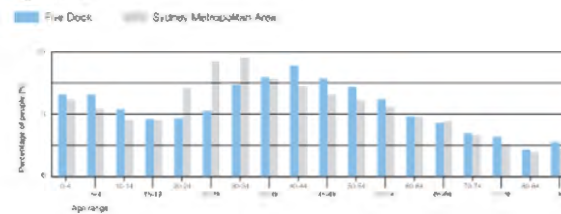
The local community consists of a high proportion of people who identify as having Italian ancestry (25%), while the proportion of the Australian/English/Irish/Scottish population makes up approximately 60%. Five Dock has a very high proportion of Caucasian European ancestry compared to other local suburbs.

Five Dock has larger percentage of 'Parents and home-builders' aged 35-44 (24.9% compared to 21.1% in the Sydney Metropolitan area). There is also a larger percentage of 'Seniors' (8.9% compared to 7.5%). Meanwhile, there is a smaller percentage of 'Tertiary education & independence' and 'Young workforce' aged 10 to 34 (19.4% compared to 25.7%).

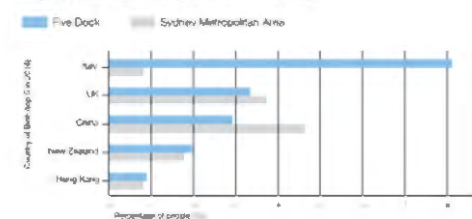
In 2016, 31.1% of people in Five Dock had a Bachelor or Higher degree qualification, this is higher than Greater Sydney and represents a significant increase since 2011 - suggesting the make up of Five Dock is changing.



Age Profile:



Top Countries of Birth (other than Australia):



Character, Culture and Context

Character and culture

Leisure

The street life of Great North Road is a key attraction within Five Dock. It includes opportunities for dining and eating out. The character of the main street peaked in the 1990s and has been in decline since then. There is an increasingly limited selection of restaurants and bars available in the local area. More events like farmers markets, community events and festivals would be an asset to Five Dock.

Outdoor activities and active recreation is one of the primary leisure activities for the local community. There is a substantial amount of public open space that is accessible to the community. Additionally, local foreshore spaces along the Parramatta River provide residents with passive walking paths and cycle tracks. More spaces for teenagers and children are required with many of the current facilities not catering well to young people.

Local Economic and Retail Activity

The Five Dock commercial centre is situated in Great North Road between Lyons Road and Queens Road. It consists of shops, banks, restaurants and other services. It includes a high proportion of small local businesses. It is a vibrant retail strip with a variety of stores and dining opportunities. The local retail creates activity in the street and adds to the vibrancy of the public realm.

The Italian cafés, restaurants and grocers are a legacy of the suburbs migration history and is a celebrated aspect of the community. Maintaining the Italian presence in the local character is something that the community particularly values.

The study area interfaces with industrial uses between Parramatta Road and Queens Road, west of Great North Road. This is called the Kings Bay Precinct and includes fast food chains, mechanics, car dealerships, warehousing and logistics centres. This area is marked for urban renewal under the PROUTS strategy.

Aboriginal History

The City of Canada Bay is part of the traditional lands of the Wangal clan, one of the 29 tribes of the Eora nation. The Wangal people inhabited what is now known as the City of Canada Bay for thousands of years prior to European

settlement. The Wangal people held a deep connection to the land and landscape of the City of Canada Bay.

Post-colonial History

The suburb's name 'Five Dock' has its roots in the five natural indentations along the Parramatta River that looked like docks. In 1806, the Governor granted this bay to military surgeon John Harris, who named it Five Dock Farm. Five Dock Farm comprised the entire bay, including the current-day suburbs of Five Dock, Abbotsford, Drummoyne, Chiswick, Russell Lea and Rodd Point. This was later sold and subdivided into smaller parcels.

Great North Road, the main street and thoroughfare through Five Dock, heads north from Parramatta Road for a short distance before ending at the Parramatta River. Historically, the Great North Road was part of a network of 'Great Roads' that were designed and built to reflect the Great Roads of England. Built in the 1830s by convict labour expanding and linking settlements throughout the colony of NSW, 240km into the Hawkesbury and Hunter Valley regions. Due to the cultural significance of the road, it was included on the Australian National Heritage List as a nationally significant example of " . . . the best surviving examples of large-scale convict transportation and the colonial expansion of European powers through the presence and labour of convicts (source: Sydney Living Museums, 2021)."

Five Dock experienced rapid population growth as transport facilities were enhanced in the 1800s. In 1836, Five Dock was serviced by the "Emu", the area's first ferry service. However the greatest catalyst for population rise was the installation of the tramway system in 1890, which has since been lost. Population growth in the local area has centred around transport infrastructure. This trend signals the significance of the Metro Station to be a catalyst in the local area and herald a new era for Five Dock.

From the early 1900s through to the 1930s, a significant number of Italian immigrants, specifically from the Aeolian Islands in Sicily, moved to the local area. As a result, Five Dock and its neighbouring suburbs were enriched by Italian culture, food stores, and restaurants. This remains significant to the local identity and character of Five Dock.

The Present Day Context and Culture

The local Italian culture is an integral part of the identity of the Five Dock. The Ferragosto festival is an Italian street festival that is key event that survey respondents indicated that they love. Italian delis and cafes contribute to the street life of the local area contribute to the local character.

Survey respondents indicated that they would like more opportunities to celebrate local culture and the arts, through galleries and exhibitions. There is also a desire to celebrate cultural diversity in the community through the use of arts, and particularly recognise aboriginal people and culture. Survey respondent suggested including local elders in the decision making processes.

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Ferragosto Festival on Great North Road



Ferragosto Festival outside St Albans Church



Historic image of Great North Road

Character, Culture and Context

2.2 Context analysis

The following context analysis has been taken from the Stage 1: Background and Strategic Context Review that sits in parallel to this document. This is a snapshot with key findings that contribute to the character of the local area. Further background and analysis can be found in the Stage 1 report.

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Land use and activity

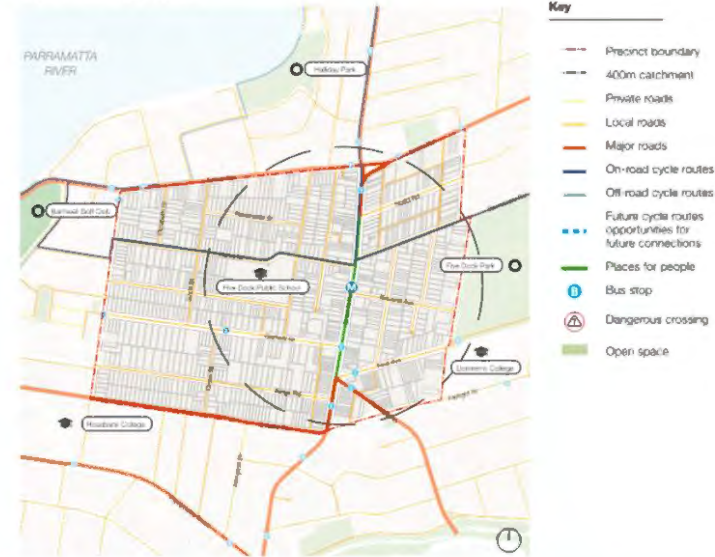


Key findings

- Social infrastructure is concentrated along Great North Road zoned for mix use (B4)
- The majority of the precinct is zoned for low to medium density residential
- There are two pockets of medium density residential (R3) between Kings Road and Garfield Street on the west

side of Great North Road and a second pocket between Barnstable Rd and First Avenue on the east side of the town centre.

Movement and access



Key findings

- Great North Road is the main spine running north/south through the precinct and provides vehicular access to Parramatta Road.
- Queens Road and Lyons Road provide east-west connections to the precinct.
- From the precinct there is no direct access to the river foreshore, way-finding is challenging.

- The section of Great North Road between Kings Road and Rodd Road has introduced street calming measures, several pedestrian crossings, generous tree planting and landscaped median. These elements contribute to the character of the street and allow to define it as 'place for people'.
- Parramatta Road identified as a major freight corridor.

Character, Culture and Context

Context analysis

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Open space, public domain and community



- Key**
- Precinct boundary
 - - - 400m catchment
 - Very low levels of tree canopy*
 - Low levels of tree canopy**
 - Potential green link
 - Potential green vehicular corridor
 - Significant habitat
 - Public open space
 - Private open space
 - Areas not within 400m from a focal open space
 - Playground
 - Skate-park
 - Dog parks
 - Basketball
 - Tennis
 - Cricket
 - Community facility
 - Childcare
 - Education
 - Library

Key findings

- The precinct relies on Five Dock Park and Halliday Park as main open spaces, both of them are located outside of the precinct boundary.
- The master plan developed in 2013 proposed an expansion of Fred Kelly Place and increase to the open space to define the civic focal point to the centre.
- The provision of tree canopy is limited throughout the whole precinct with the exception of Great North Road where the central tree planting strategy has been recently implemented.

*Identified in the Canada Bay Urban Tree Canopy Strategy as a road with the fewest trees per 100m (lowest 20% in the LGA)
**Identified in the Canada Bay Urban Tree Canopy Strategy as a road with the a low number of trees per 100m (lowest 40% in the LGA)

Residential built form and character



- Key**
- Precinct boundary
 - - - 400m catchment
 - Single detached house
 - Duplex
 - Townhouse
 - Apartment building
 - Shop-top housing
 - Open space
 - Heritage items

Key findings

- The most predominant typology within the precinct are 1 or 2 storey single detached dwellings.
- Apartment blocks have been developed between Kings Road and Garfield Street on the west of the town centre as well as several town houses where permissible by the medium density residential zoning.
- Shop-top housing, mostly 2 storeys in height has been developed mainly along Great North Road where it is permissible and has a human scale to the street.
- There is one school within the precinct and two more in the immediate proximity of the study boundary.

Character, Culture and Context

2.3 Identified sub-precinct character

Character is the intrinsic qualities which define an area. Within Five Dock seven (7) existing distinct local character sub-precincts that have been identified:



Identified local character sub-precincts in Five Dock

1 Town Centre Core
A vibrant retail street with predominately 2-3 storey shop-top housing and fine grain ground floor retail. There are some newer 5 storey buildings in the streetscape. There has been recent upgrades to the streetscape.



2 School sub-precinct
Five Dock Public School is characterised by 1-2 storey heritage and infill buildings, surrounded by open space and courts and at grade car parking.



3 Transition sub-precinct
An area of with some recent medium density development with a mixture of residential flat buildings up to 4 storeys and some remaining low density. Some of the recent developments also have ground level commercial activation.



4 Kings Bay Precinct (PRCUTS) Interface
Mixture of low density 1-2 storey residential detached dwellings adjacent to large 2-4 storey commercial floorplate buildings.



5 Medium density residential
Area of strata development characterised by 3 storey walk-ups and parking garages on the ground level.



6 Low density residential (west)
Mixture of low density 1-2 storey residential detached dwellings with little constraints currently zoned as low density.



7 Low density residential (east)
1-2 storeys of stand alone dwellings with varying development quality.



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Community Feedback

3

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3.1 Community feedback and values

165 people completed the online survey and 20 pins were dropped on the protect & celebrate map.

Comparison between age profile of survey respondents and suburb age profile indicates that a significantly higher proportion of 35-44 year olds responded to this survey. Under represented groups in the survey are children and young adults under 24 year old, as well as elderly people (75+). 65% of survey participants have lived in the area for more than 10 years.

The walkable streets, local businesses along the Great North Road high street and the presence Fred Kelly Place plaza all contribute to the local village vibe of Five Dock that residents highly value. Five Dock Primary School was also highlighted as an important part of this precinct as well as how the future precinct should consider how children experience and interact with the place.

They have a strong sense of community and desire to continue to celebrate the precinct's Italian cultural history through supporting events like Ferragosto and expanding the recognition of Indigenous and other migrant cultures in the area.

There is some apprehension about the arrival of metro to the precinct and potential development associated with that. Residents love their neighbourhood and want to ensure that any new development does impact on the existing character. Some participants expressed their 'pre-requisites' for new development, including the need to retain original building facades, stepping back height from the street, incorporating greenery and ensuring high quality construction. Some residents are concerned about the increased traffic and parking issues that could arise from more density.

Overall, participants love Five Dock as it is today, but can see that there are areas of the precinct that need improvement. Some participants hope that with the arrival of metro, there will be opportunities to improve the quality of existing parks, public spaces (and potentially create some new ones), traffic congestion and parking issues, community facilities and schools. While there is some level of support for 3-4 storey buildings immediately surrounding the station, a large proportion of respondents would like to see the area remain predominantly as houses and town houses.

Top attributes that describe the current Five Dock place character:

- The local parks, creeks and foreshore areas
- A local village feel
- Family friendly
- Its social and cultural history, and
- Walkable/easy to get around (walk, car, public transport).

Stakeholders spoke about the beautiful, diverse and welcoming community with a strong Italian heritage, local village feel, walkable streets and a connection to water.

Top attributes of the desired future place character of Five Dock:

- A local village feel
- Safe and welcoming for everyone
- High quality buildings, streets and public spaces
- Green and sustainable; and
- Lively and buzzing

Some stakeholders spoke about wanting to build on the village and European feel through additional plazas, laneways and streets for people.

The top 5 reasons for visiting this precinct were:

- I live here
- To go to the shops/retail
- To access services e.g. post office, medical
- For the restaurants, cafes and bars, and
- For the parks/public spaces.

"We want Five Dock to remain as a beautiful suburb with great parks, walks around the foreshore and some good shops/options for day and night dining"

- Survey Respondent



Great North Road

"Maintain the general village character of the Five Dock streetscape maintaining a connection to the past with sensitive new vibrant developments, unfortunately much has been lost in past developments"

- Survey Respondent

"Higher densities are the key in my mind to ensuring that local businesses are vibrant and successful"

- Survey Respondent

Appetite for change

Overall, Five Dock survey respondents indicated the strongest attachment to the existing precinct's character-while at the same time still having 75% of respondents having some level of appetite for change (despite this being the lowest 'appetite' of the three precincts).

61% I am OK with some future change throughout the precinct, provided that those changes complement our local character and protect our special places.

23% Even though I understand that the precinct will likely change in the future, I would prefer the precinct to stay exactly as it is now.

14% I would like to see the precinct transition to a completely different look and feel.

2% We shouldn't worry about the character of the precinct. People should be free to do their own thing with their own property.



Stakeholder feedback that the new development behind Jada's Gate on Great North Road is desirable because it retained the original building facades and the height steps back from the high street.

Community Feedback

3.2 Priorities for improvement

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Activities	Access	Public Space	Housing
<p>According to survey respondents, priorities for improving activities in Five Dock included: 'Outdoor dining and places to eat' (55%); 'Options for nightlife e.g. restaurants and bars' (42%).</p> <p>Survey respondents</p> <ul style="list-style-type: none"> Strong support for increased space for outdoor dining and places to eat through the provision of increased footpath space, traffic calming and beautification of the high streets. Desire to see increased diversity in the restaurants and bars offerings and strong interest in increasing night time activity along Great N Road, including restaurants, cafes and small bars. A number of participants are keen to see more festivals and events such as food markets, farmers markets and concerts. "I think leisure and relaxation will be important in the future. The Bay Run and future connections/ connectivity to other parks and bike paths essential to spread benefits wider within community." <p>Stakeholder responses</p> <ul style="list-style-type: none"> Need to consider how to design our neighbourhood for children - to integrate inspirational and incidental learning and play opportunities on streets - from climbing trees to integrated art in urban furniture and pathway inlays. 	<p>According to survey respondents, the top 2 priorities for improving access included: 'Traffic congestion' (52%) and 'Car parking' (43%).</p> <p>Survey respondents</p> <ul style="list-style-type: none"> There were a number of specific comments about the need to improve traffic flow along Great N Road and create a better pedestrian and alfresco dining experience. A number of participants spoke about the need to improve the quality of footpaths to ensure that the precinct is safe and accessible for people with 'wheels' (people with a disability, parents with prams etc.) being able to easily move around. Some participants also spoke about the need to increase trees and shade along footpaths. There was a mix of views in relation to timed parking as well as the amount of parking itself. Some survey participants would like to see increased timed parking while others wanted it removed. Similarly, some participants wanted to see increased parking, while others wanted to see parking reduced. Support for increased quality and safety of cycle and pedestrian routes through the precinct and that link to the future metro station. Some people spoke about the need for improved bus services in the precinct. "Find traffic solutions for cars and bikes pedestrians to share the precinct. Great North Road is currently dangerous to cross for all, regardless of crossings." <p>Stakeholder responses</p> <ul style="list-style-type: none"> "Need to find the right level of parking for the community – both for people living here and those wanting to access the metro (e.g. driving in from other areas to the station)." Children need safe and engaging routes to be able to walk to school 	<p>According to survey respondents, priorities for improving public space in Five Dock included: 'Street trees for shade and comfort on the streets' (69%); 'Access to quality public spaces and parks' (51%).</p> <p>Survey respondents</p> <ul style="list-style-type: none"> Strong support for increased greening, more trees, tree lined streets and paths and shade throughout the precinct. Some participants would also like to see education programs relating to native species and street greening. Increased ability to use parks and public spaces at night through improved lighting, passive surveillance and activities. Some participants highlighted a desire to see local parks enhanced such as new/upgraded play equipment, public toilets that are safe and clean, picnic shelters and BBQs. A number of respondents pointed to Majors Bay Road as a good example of traffic calming, greenery, and wider footpaths for pedestrian movement and outdoor dining. A need for more things for teenagers to do, such as half courts and other sporting activities <p>Stakeholder responses</p> <ul style="list-style-type: none"> Build on the European feel of Five Dock through the creation of more plazas, laneways and wider pathways for outdoor dining. 	<p>Survey respondents made some key observations around housing and future density:</p> <ul style="list-style-type: none"> A significant proportion of survey participants are strongly opposed to future development and view high rise and mid-rise buildings as being detrimental to the village feel and appeal of the area and impacts on traffic congestion and parking. Respondents indicated a concern about Five Dock being over developed similar to Rhodes or Burwood. A number of participants expressed their concern that Five Dock was already a dense area. Others pointed to a need to retain the federation character houses. However there was also some support from participants for higher density immediately surrounding the metro or along the Parramatta Road Corridor, providing that they are high quality and that the local character can be maintained. Affordability was also raised as an issue in the precinct. 42% of people would like to increase opportunities for younger generations to access housing in the area. Most respondents want to refurbish/redevelop commercial properties to improve the quality of accommodation, retail and active centres (61%), while some agree that development should be focused around the station (44%). Terraces / town houses (62%) and 3-4 storey low rise apartments (56%) were the top two preferences for housing immediately surrounding the metro station. Survey respondents largely thought that houses (57%) and townhouses (56%) were appropriate within walking distance of the station. A smaller number of respondents believed that 3-4 storeys was appropriate (39%).
<p><i>"Outdoor dining would be really beneficial to the character of Great North Road - but only if the traffic is improved. Diversion of through traffic is required."</i></p> <p>- Survey Respondent</p>	<p><i>"Provision of shade, where there can be a cool place to sit, wide footpaths, connectivity and way finding. I love the gardens and the trees in Five Dock. As a person who has just moved to the area, I'm so pleased with the locality."</i></p> <p>- Survey Respondent</p>		

Community Feedback

3.3 Special places map

Survey respondents identified the places that they most value in and around Five Dock.

The most valued spaces within Five Dock (that received multiple comments) were primarily clustered around the main street, Great North Road. The respondents listed the Fred Kelly Place, St Albans Anglican Church, the Library, Coles, and the NAB building, which all have a direct relationship the main street, in addition to Great North Road itself received the most listings of any individual place. Respondents remember it being full of life in the 90s. They love the presence of Italian delis and cafes, federation buildings, the pedestrian oriented nature and events, such as Ferrogosto street festival.

The community of Five Dock love the outdoors and value their public open spaces. Survey respondents highlighted Halliday Park, Fred Kelly Plaza, Rodd Park, Timbrell Park and the Foreshore in their list of special places. The diversity of activities include kids play areas, sports areas and places to walk your pets were some of the things that they particularly enjoyed. Respondents also highlighted the need to increase the amount of green and open spaces in the area.

Map ref	Location of Interest	Number of responses
1	Great North Rd	(38)
2	Five Dock Park	(28)
3	Fred Kelly place	(21)
4	Foreshore and Halliday Park	(17)
5	Parks General	(10)
6	St Albans Anglican Church	(8)
7	Rodd Park	(8)
8	Five Dock Library and Coles	(8)
9	Five Dock Leisure Centre	(8)
10	Post Office	(6)
11	NAB Bank	(6)
12	Quarantine Centre and Park	(4)
13	Timbrell Park	(3)
14	Ferrogosto Festival	(2)

Special places key identifying places with 2 or more nominations



Special places map - Five Dock

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Great North Road



Fred Kelly Place



St Albans Anglican Church

Local Character Area Statement

4

4.1 Desired future character

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The 'Local Character Statement' consists of a set of principles that come under the heading of Movement, Built Form, Landscape, Land Use, and Character and Culture.

Each of these categories aligns with sub-sections of the DPIE Character Wheel. Within each subset of principles is a diagram that shows how they align to the Wheel. For instance, the subheading 'Movement' considers the elements of 'safety and access,' 'active transport and configuration,' 'road network and parking' from the DPIE Character Wheel. There can be overlap within the subcategories or principles taken from the wheel.

The principles articulate the opportunities to 'Change, Maintain and Enhance' aspects of the study area, using language that is synonymous with these terms.

Following on from the principles is a break down of future character areas identified within Five Dock - a high level statement about each neighbourhood and the specific aspects of that location that make it unique.



Character and Culture

- Enhance heritage and culture by celebrating the local community and its diversity through farmers markets, public arts, and culturally relevant festivals.
- Empower the social life of the neighbourhood with high quality public spaces (streets, parks, plazas and community facilities).
- Enhance the retail environment along Great North Road with more variety. Create opportunities for good food, culture, fashion and increased nightlife.
- Identify spaces of cultural significance to the Wangal people, the original custodians of the land, and recognise their heritage and culture through art and signage.
- Celebrate historic federation buildings of Five Dock, including the NAB building and the local post office.
- Preserve the sense of scale and intimacy in the streets of Five Dock to enable the village feel.
- Support the local economy and employment by diversifying the retail opportunities adding commercial office space in the mixed use areas.
- Maintain and enhance safety, amenity and comfort in the public realm where the community comes together.
- Improve the amenity on Great North Road to facilitate street dining with wider, level paths, tree canopy, street lighting, seating and, in particular, the reduction of through traffic.



Local Character Area Statement

Desired future character

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Land Use and Activation

- Support greater development intensity and a broader mix of land uses within close proximity to the station and in areas that are likely to experience high levels of pedestrian traffic.
- Maximise activation of the ground plane.
- Improve the **safety** and amenity of public parks by activating the edges with dwellings that overlook or view directly to the street.



- Promote the co-location of **community facilities** (libraries, clinics and community centres) in accessible locations to revitalise key nodes and create hubs of activity. Opportunities to redevelop the post office as a community hub.
- Create 'places for people' in the [redacted] with wide footpaths and pedestrian zones within the town centre and other key locations, such as the identified green links. The number of vehicular crossings are to be minimised wherever possible and parking (if provided) should not be at ground level to enable the provision of more active street frontages.
- Create further opportunities for outdoor dining.
- Encourage commercial and [redacted] uses at key locations to improve access to conveniences and activate spaces throughout the day and into the evening.
- Promote **safety** by ensuring that future development has a positive [redacted] with the street and maximises passive surveillance.



Movement

- Enhance the local village feel in Five Dock by prioritising walkability and other modes of **active transport**.
- Enhance pedestrian **safety** by providing improved access and connections, raised zebra crossings, or signalised pedestrian crossings in key locations.
- Strengthen **active transport** links and legibility from the town centre to Parramatta River.



- Enhance the **safety** of evening commuters and enable **active transport** after hours by improving street lighting in key locations.
- Ensure that the public domain around **public transport** facilities is attractive, pedestrian friendly and offers a convenient transfer between different modes of transport.
- Alleviate congestion on the local [redacted] reducing car dependency and minimising incentives for shorter trips; improve drop off/pick up zones for schools and the station; and changing **connectivity** of the [redacted] to create permeability and avoid GNR.
- Introduce traffic calming measures to improve **connectivity** of pedestrians around GNR and consider traffic bypass opportunities to minimise overall volume.
- Opportunities to create a better pedestrian experience by introducing mid-block connections along long urban blocks at more frequent intervals in the urban [redacted].
- Build a **safe**, connected and integrated cycling network that is supported with necessary infrastructure (such as end of trip facilities).
- Increase activation, passive surveillance and add lighting to improve pedestrian **safety** in Five Dock.

Local Character Area Statement

Desired future character

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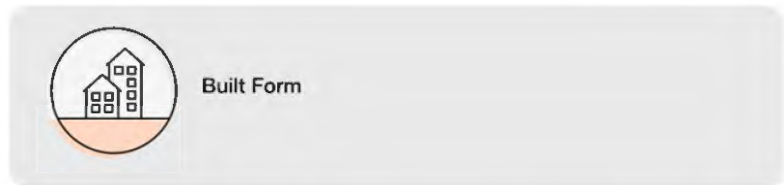


Landscape

- Enhance the **tree canopy** in the public domain by planting additional **street trees** throughout Five Dock.
- Implement the objectives and utilise the measures and benchmarks of the GA NSW's Green Grid, Greener Places documents and Draft Connecting with Country.
- Create a network of smaller **public spaces**, such as local parks and plazas along Great North Road with a focus on integrating all ages of the community.



SJB



Built Form

- Town Centre heights of max. 5-7 storeys with a consistent street wall to maintain the village feel.
- Retain low scale fine grain **retail interface** along Great North Road with upper levels set back from the retail strip to maintain the distinguishing character of Five Dock's town centre.



- Provide **safe** and **comfortable** intergenerational spaces for the community, where all ages can participate.
- Enhance local parks and **open spaces** with spaces for children and teenagers to play, such as nature play, play grounds, half-courts and increased amenity around the skate park.
- Create a network of Green Streets that connect local **open spaces** and the foreshore.
- Elevate the local image and create a consistent and holistic urban palette of materials and street furniture.
- Provide access to clean, functional facilities and amenities, such as toilets, barbecues, and bins.
- Public spaces** are to be well maintained and upgraded as they age, with particular care for landscaping and facilities.
- Encourage passive surveillance and add lighting to improve the **safety** of local **public spaces**.

- Encourage development that responds to its local context, with consideration for the scale of development that it **interfaces** with, as well as the stylistic and material decisions.
- Development should respond to cues from the natural environment, such as topography, storm water movement and preservation of significant trees.
- Retain generous setbacks to developments to encourage growth of mature trees.
- Create appropriate transition **building height** from low density into higher density areas.
- Ensure a high quality of design and materiality for new developments that reflects the desired character of the area.
- Ensure that **heritage** items are strengthened and showcased through positive landscaping improvements.

City of Canada Bay Local Planning Study

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Local Character Area Statement

4.2 Desired sub-precinct character

Five Dock has been divided into eight (8) separate future local character sub-precincts based on the feedback from the community and site analysis, as well as considerations for strategic drivers of change (such as the Town Centre Urban Design Study and a new Metro Station).



Future local character sub-precincts in Five Dock

1 Town Centre Core

Great North Road will continue to be the heart of the broader precinct and maintain a strong village feel. The life of the street will be supported by the new Metro and greater pedestrian connectivity to surrounding streets. Enabling alfresco dining, adding street trees and calming the local traffic will encourage greater vibrancy and support local businesses.

A network of high amenity public and private plazas along the street will add to the public domain and provide spaces for people to linger and observe the flourishing street life that passes by. The 'Little Italy' cultural presence will be augmented with spaces for new defs, wine bars and cafés littered along Great North Road.

Future development along the street will complement the existing scale of the street, with heights between four (4) and seven (7) storeys in total. Priority is to be given to active transport options and car dependency will be reduced. Where appropriate cars will be redirected to public and private parking that is accessed from side roads and laneways to minimise traffic impact along Great North Road.

At the centre of the local character sub-precinct will be a new station interchange that interfaces with Great North Road and Fred Kelly Place. The added pedestrian commuter traffic through this precinct will strengthen the local economy and support smaller businesses that operate in the area.

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Activate Great North Road with temporary parks and pop-up events to create vibrancy during transition phase and the construction of the Metro Station.



Accentuate the Australian 'Little Italy' look and feel to celebrate cultural history.



Support a series of public and semi-public plazas along Great North Road.



Enable on-street alfresco dining along Great North Road. Minimise the impact of traffic on amenity of the sidewalk.



Ensure that the future metro station is well integrated with other modes of transport, including bus interchange and cyclist end of trip facilities.



Create a vibrant retail environment around the town centre and new metro station. Use through site links where appropriate to improve accessibility around the town centre.

Local Character Area Statement

Desired sub-precinct character

DRAFT

2 Transition sub-precinct

This sub-precinct is already undergoing change with some existing medium density four (4) to six (6) storey residential flat buildings sitting against low density one (1) to two (2) storey residential detached dwellings.

The future character will include increased densities (remaining at the present controls of five (5) storeys or below) and unlock pedestrian connectivity between the public school and the Metro station. Development will include high quality design and activate the local streets with at grade terrace housing and local cafes that complement the residential nature of the area.



Facilitate greater permeability and walkability with additional through site links.



Provide high quality street amenity and interesting material/terrace details.

3 School and residential sub-precinct

Five Dock Public School is a focal point of the community. It is part of the historic legacy and the space where the next generation of Five Dock are gathered. Ensure that heritage items are strengthened and showcased through positive landscaping improvements. Future building projects should activate the street and balance the requirements for student safety and community contribution, shared amenities should be considered.

Infill development around the school is encouraged with low rise residential apartment buildings up to two (2) storeys (or 9m (3 storey) where multi-dwelling housing (terraces) are provided in accordance with LEP. All future development must be in keeping with the street grain and landscape setbacks of the existing neighbourhood.



Opportunity for Five Dock Public School to interface with community and share recreation facilities with wider neighbourhood.



Appropriate infill development that is sensitive to the scale, setbacks and materiality of neighbouring properties.

4 Low density residential (west)

This local character sub-precinct will maintain a mixture of low density one (1) to two (2) storey residential detached dwellings.

There are also key opportunities to revitalise the streetscape throughout the precinct with improved pavements, canopy trees and cycling infrastructure.



Enhance the local street amenity with landscaping and street furniture.



Pedestrian priority crossings along Great North Road on streets intersecting with the primary school and Five Dock Park.



Improvements to cycling infrastructure existing cycle routes and implementation on green spaces identified in the opportunities plan.



Maintain elements that make up consistent street experience, such as the consistent low fence line, landscape setback and sense of granularity in building definition.



The sub-precinct will maintain a mixture of 1 and 2 storey detached dwellings.

Local Character Area Statement

Desired sub-precinct character

DRAFT

5 Kings Bay Precinct (PRCUTS) Interface

Strategic changes to the Kings Bay Precinct under the PRCUTS strategy will evolve the character of the local area. Interfacing street will accommodate an increase in density and improved streetscaping to provide transition away from this higher density area into a more suburban neighbourhood. Buildings up to four (4) storeys will be permitted.

Delivery of mid block connections to improve the pedestrian experience is also important and ensuring that new developments are of a high level of design quality and integrate with the existing tree canopy, including a significant landscape setback in keeping with the present character of the street.

6 Medium density residential

This sub-precinct is unlikely to change significantly due to strata ownership and the challenge to redevelop with multiple owners. Nevertheless, there are opportunities to improve streetscaping, cycle paths and pedestrian connectivity to both the Kings Bay Precinct and Five Dock Metro station. Planting on private property and within the landscape setback should be encouraged. Any infill development of remaining standalone houses should be of a high quality.

8 Residential

This character area has direct access to excellent amenities and is in very close proximity to the new Metro Station. This character area would should continue to maintain the character of the streetscape and include significant landscape setbacks from the street for any future infill development up to four (4) storeys. Mature trees should be maintained and further planting to improve the street canopy and walkability.

Connections with Five Dock park is important to the character of this sub-precinct - Interfacing streets should provide ample opportunity for safe pedestrian crossing into the park.



Facilitate quality infill residential flat building development of an appropriate scale within walking distance of the station.



Protect and enhance the existing tree canopy.



Two Storey apartment building that complements the street character of stand alone dwellings.



Four storey development with landscape setback, tree canopy and low lying wall.



Provide spaces and activities that will appeal to teenagers and young adults.



Where possible provide greater connectivity.



Provide added amenity to the interface with Kings Bay.

7 Low density residential (south-west)

This local character sub-precinct has some beautiful examples of federation style development, including two dwellings that are heritage listed. This street is a continuation of the 'Kings Bay Precinct (PRCUTS) Interface' character area and should similarly provide opportunities for connection into the new urban renewal area and to Great North Road retail strip.

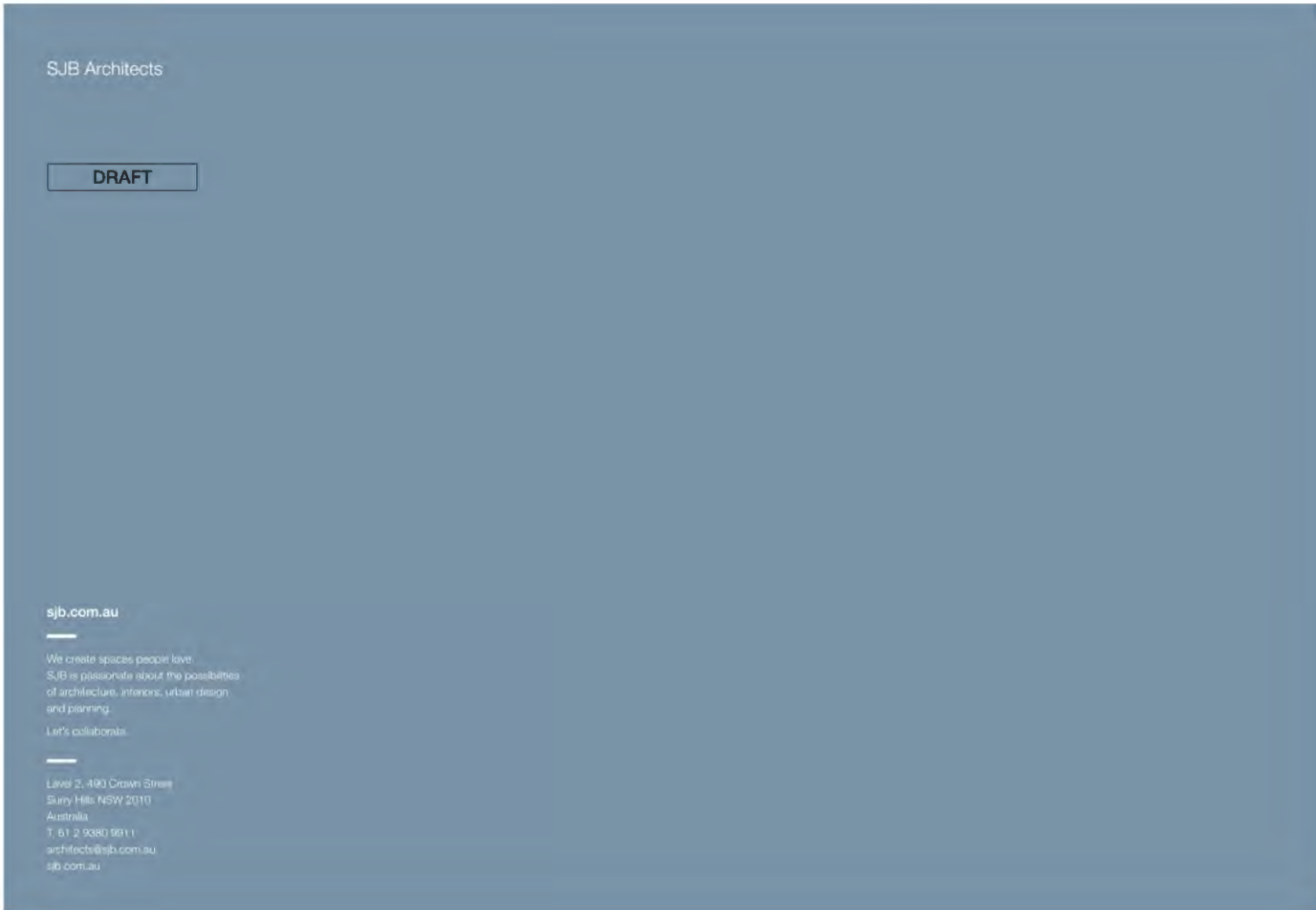
This area will maintain it's existing character with minor improvements to the amenity with street trees and other public realm improvements.

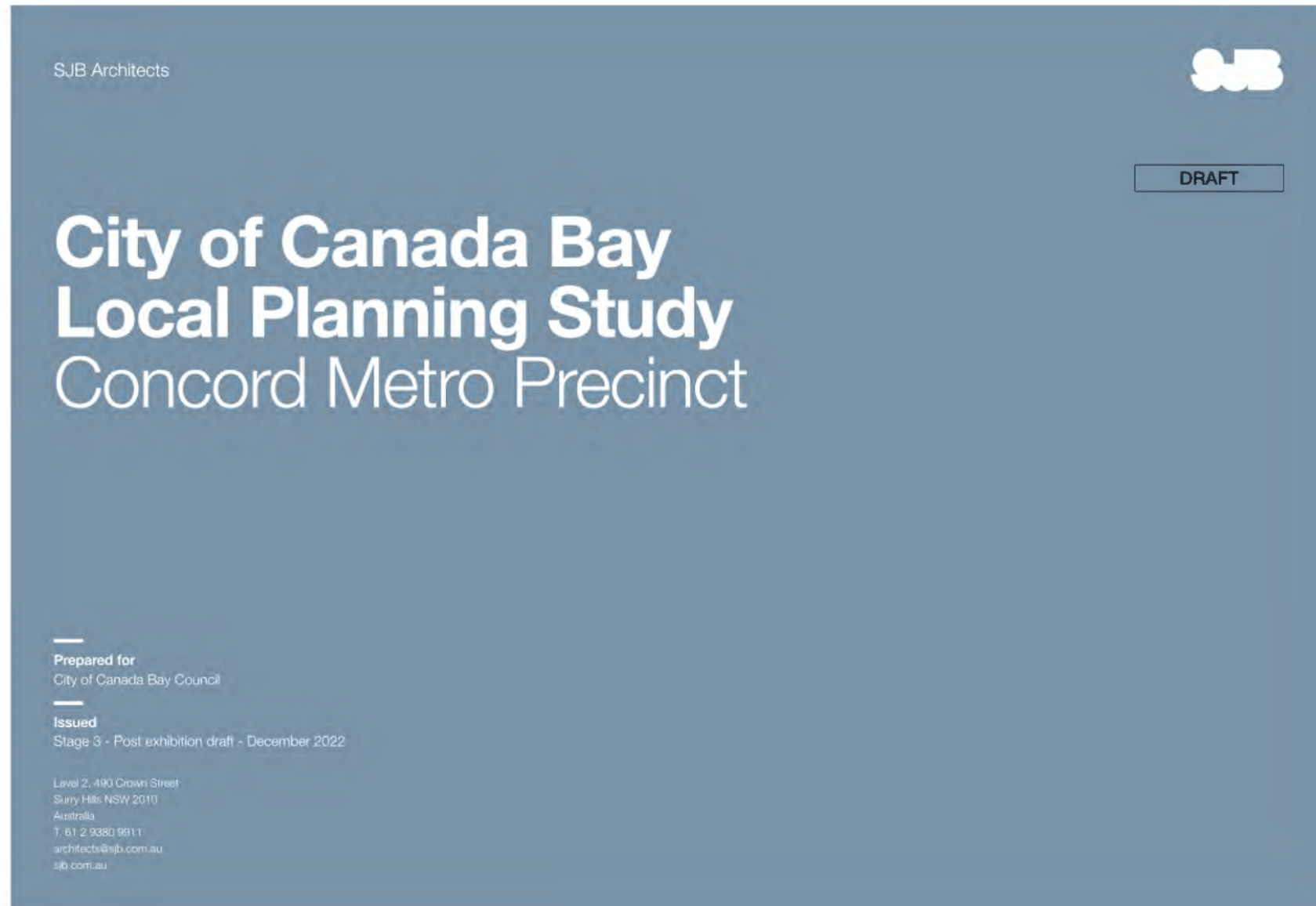


Where possible upgrade landscape amenity.



Three storey development that is appropriate in suburban area.





We create amazing places



At SJB we believe that the future of the city
 is in generating a rich urban experience
 through the delivery of density and activity,
 facilitated by land uses, at various scales,
 designed for everyone.

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Introduction

1

1.1 Purpose

DRAFT

The Local Character Statement (LCS) was developed as a result of the proposed new Sydney Metro West (SMW) station in Concord. This study accounts for the strategic significance of new transport infrastructure that previous studies had not considered.

The LCS sits within a suite of documents that were developed concurrently; the "Stage 1: Background and Strategic Context Review," the "Sydney Metro West Station Precincts - Local Character Statements Engagement Summary Report," the "Local Character Statement" and the "Stage 2: Draft Final Report Urban Design Framework" The LCS builds upon an initial study that provides a thorough analysis of the local context and strategic policy drivers. The LCS uses this analysis and the community feedback to create a "Future Character Statement."



Introduction

1.2 Process

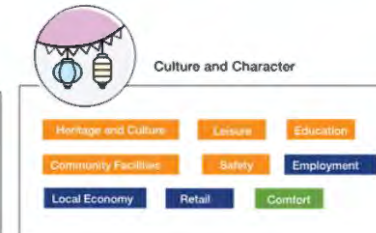
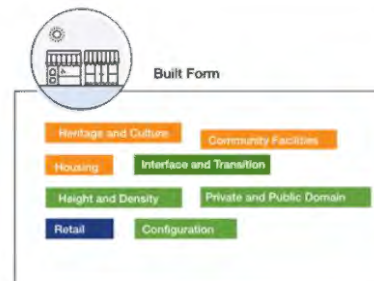
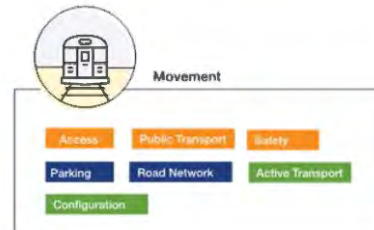
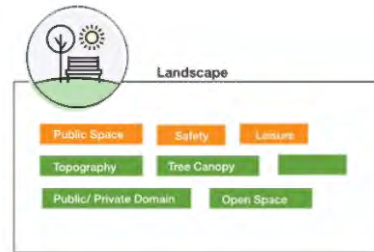
The Local Character Statement (LCS) consists of a description of an area's existing character and details its desired future character. The process of assessing the character of the local area involved hearing from the local community, researching the demographics of the local area, the history, and mapping the context. The strategic significance of the Parramatta Road Corridor Urban Transformation (PRCUTS) is also embedded in the desired future character statement.

Snapshot on a page

The Snapshot is a summary of the findings undertaken over the following pages and the subsequent plan identifying the opportunities to "Change, Maintain and Enhance" the local area.

- 1 **Character, culture and context**
This section consists of an overview of the local area and the community that reside there. It also provides a sense of the local history and the present day experience in Concord.
- 2 **Community feedback and values**
This section is a summary of the engagement with the local community. It synthesises insights provided by the community and gains a sense of the changes that the community believe are appropriate and needed.
- 3 **Future local character statement**
This section consists of a set of principles that come under the heading of Movement, Built Form, Landscape, Land Use, and Culture and Character. Each of these categories aligns with sub-sections of the DPIE Character Wheel. The adjacent diagram shows how they align.

Each of the character areas identified within Concord study area is identified and the future character defined.



DPIE Place and Character Wheel

Introduction

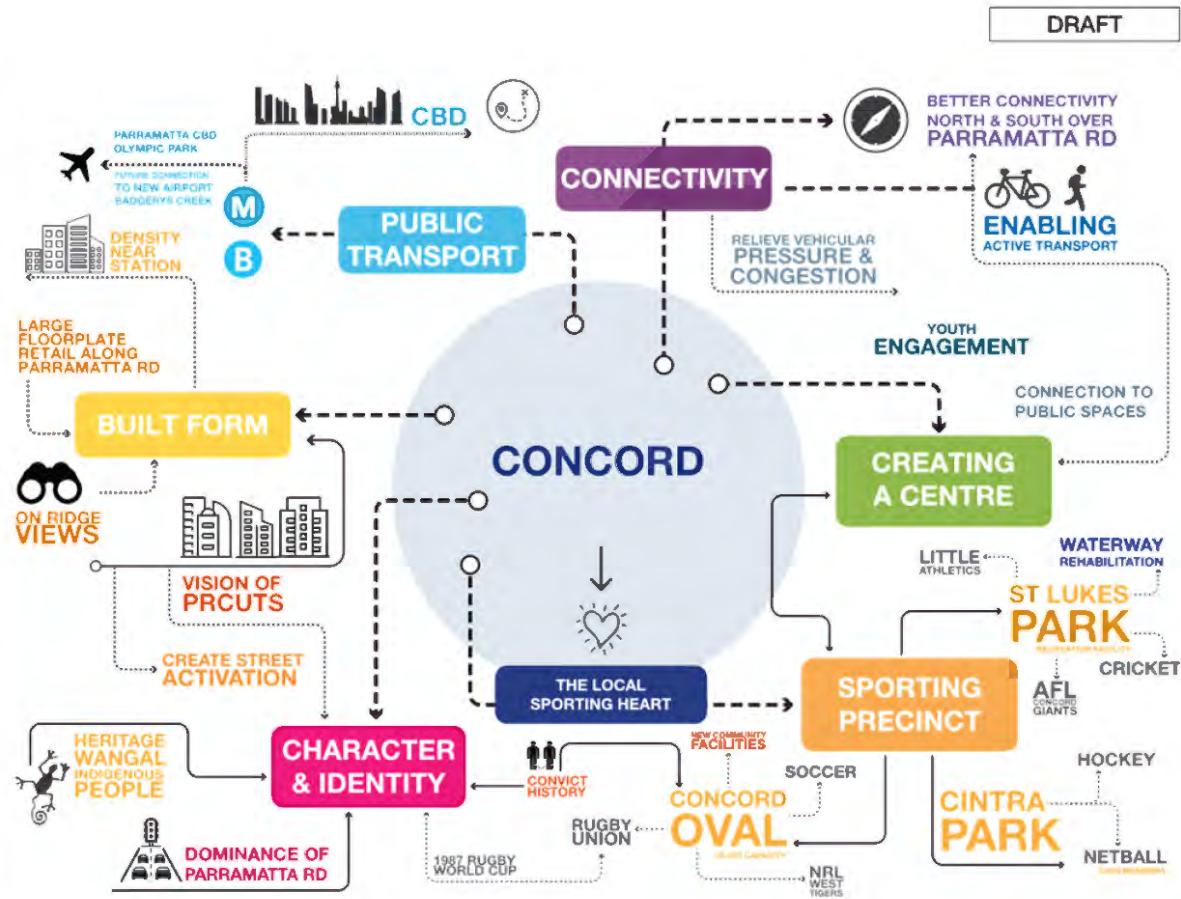
1.3 Snapshot on a page

Concord is a precinct located within the suburb of Concord and is strategically positioned to support Burwood town centre to the south and the predominantly residential population to the north.

The precinct will be an attractive destination with high quality buildings, retail opportunities, community facilities and public spaces that serve the wider community who use the Metro Station. The local area has access to many significant amenities such as local community facilities, schools and the abundance of public open space.

Concord will be a vibrant mixed use centre with height focused along Parramatta Road, transitioning to the low density residential areas to the north. The built form will be sensitive to its context, with an appropriate interface to the noise and pollution created by Parramatta Road. Pocket parks, activated through site links and a station plaza will be screened from the main road and the amenity of the local streets will be protected by the built form and trees.

Burton Street, Burwood Road and the laneways that intersect them will be 'places for people.' The community will be able to enjoy the intimate scale of a retail street with on street dining and grab-and-go opportunities for future commuters.



Introduction

1.4 Opportunities map

Maintain

1. Maintain the incredible landscape setting of the area and the connection with local parks and the foreshore area.
2. Maintain an area of 1-2 storey detached dwellings that interfaces with the school and strengthen the pedestrian friendly low scale streetscape.

Enhance

3. Enhance the amenity around the local schools and integrate spaces for the community to linger before and after drop-off times.
4. Upgrade Concord Oval as a truly vibrant community hub with co-location of uses and facilities to revitalise key nodes and create hubs of activity with good connections to key open spaces/facilities.

Change

5. Increase density with infill development especially in areas located close to the new Metro. Ensure that new quality developments integrate with the existing tree canopy, consider the landscape setback and unlock pedestrian connectivity.
6. Breakdown pedestrian barriers created by Parramatta Road, allow for more opportunities to safely cross the arterial road towards Burwood Town Centre without further congestion.
7. Improve walkability in the area with additional through site links.
8. Facilitate a range of building heights and densities across the precinct in accordance with PRCUTS.

Note: The draft locations of parks and laneways is a concept only and subject to change. The method of delivery of this infrastructure is yet to be determined however it is likely that they will be required to be provided over time when the land is redeveloped, with no loss to development potential



Key opportunities in Concord

Character, Culture and Context

2

2.1 Character and culture

DRAFT

Overview

The Concord area is known as the 'Parklands Suburb' of the Inner West and is characterised by many significant open spaces including the sporting facilities at Crinia Park, Concord Oval, St Lukes Park, Barnwell Park Golf Course (east), Massey Park Golf Club (north), Queen Elizabeth Park, Rothwell Park and Goodard Park (west). The major retail area is located approx. 750m north of the precinct along Majors Bay Road at Concord Town Centre.

The precinct sits between Concord and Burwood centres and is bounded by Parramatta Road to the south, Broughton Street and Queen Elizabeth Park to the west, Stanley Street to the north and Concord Oval and St Lukes Park to the east. The precinct sits within the Burwood-Concord centre identified in the PRCUTS.

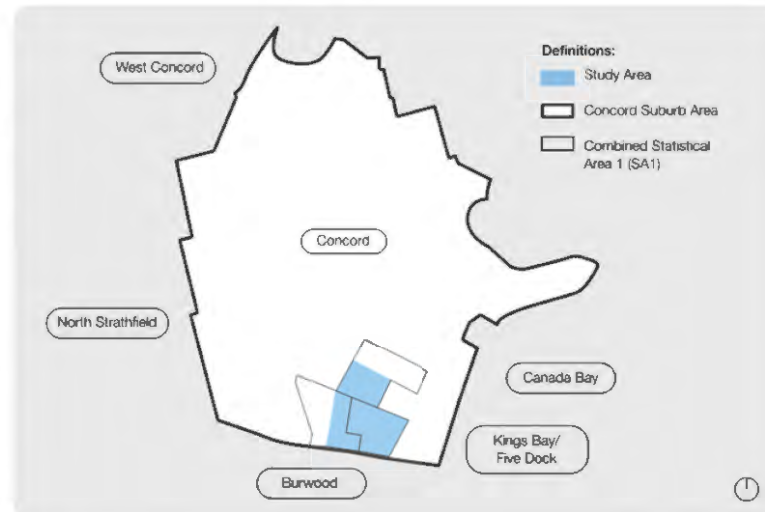
Population profile

The age profile of North Burwood/Concord is split across two main age categories when compared with the wider of Canada Bay average. There are significantly more adults in the 45-55 age bracket and more than average in all age brackets over 55 years. This correlates to a significantly higher number of children over five and particularly in their teen years. There are substantially fewer residents between 20 and 40 years than in the broader Canada Bay region. This suggests that young adults are moving away and that first home buyers in their 30s are not moving into the suburb.

The study area is only a small portion of Concord (approximately one eighth of the suburb), which is the broader area that the statistics are based on.

At least 34% of residents were born overseas, 39% of residents speak a language other than English at home. Italy (6.4%), China (5.3%), UK (2.4%) and South Korea (1.8%) were statistically the highest identified places of birth overseas. The representation of each place of birth is higher the metropolitan average for all except the UK. Residents in Burwood North/Concord proportionally have a slightly higher level of education than Greater Sydney.

The Precinct borders with Burwood in the south which has a comparatively young population with 75% of residents were born overseas, the majority from mainland China.



15,736
POPULATION
CONCORD

664
TOTAL DWELLINGS
IN COMBINED SA1 AREAS

1,601
POPULATION
SA 1 AREAS

43
MEDIAN AGE
IN COMBINED SA1 AREAS

TOP LANGUAGES

39% NON ENGLISH
ITALIAN
MANDARIN
CANTONESE

503ha
TOTAL AREA
CONCORD

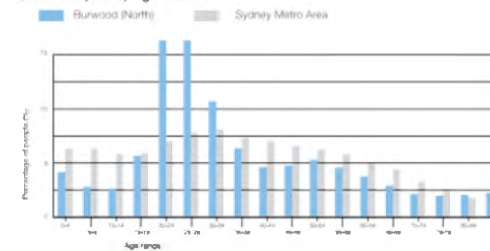
25ha
TOTAL
PRECINCT AREA

Concord Age Profile:



Age profile comparison: Concord and the northern half of Burwood - Source: ABS 2016

Burwood (North) Age Profile:



Character, Culture and Context

Character and culture

DRAFT

Aboriginal History

The City of Canada Bay is part of the traditional lands of the Wangal clan, one of the 29 tribes of the Eora nation. The Wangal people inhabited what is now known as the City of Canada Bay for thousands of years prior to European settlement. The Wangal people held a deep connection to the land and landscape of the City of Canada Bay.

Post-colonial History

Concord was named after Concord in Massachusetts, USA. This American town was the site of the Battle of Concord, one of the first military engagements of the American Revolution (1775). Historians believe that Concord in Sydney was named after its American counterpart in an attempt to encourage an amicable relationship between soldiers and freed convict settlers in the locality.

Concord's was first settled in 1793 through land grants to settlers. The land was cultivated into operating farms by their owners and by the early 1800s. In the late 1880s (nearly 100 years later), there remained only about 400 residents when Concord formed as a local government district.

From 1901 until 1948, Concord was served by a tram line, which connected Mortlake, through Majors Bay Road in Concord, to Burwood Road, south to Burwood town centre, through the centre of this study area. From here, the tram line continued south and terminated in Croydon Park. The development of this tram line opened up the local area for suburban growth and transformed a semi-rural community into the suburb that it has become today.

Present Day

Concord is a large suburb that mostly consists of quiet suburban development interspersed with open space and foreshore areas. Local amenities are dispersed across the suburb, such as the library, schools, recreation centre and retail centres.

The study area is also borders with Burwood in the south. Burwood is a higher density suburb with a younger multicultural population. Only 25% of the local Burwood population were born in Australia.

Local Economy

There is a collection of stores that operate on the corner of Burwood Road and Parramatta Road. This includes a showroom, a florist, a printer, a gym, and a few take away food outlets. The amenity in this area is very poor and it appears that the retail does not do particularly well in this location.

Concord main shopping precinct is Majors Bay Road Shopping Village. It includes several cafes, restaurants, Coles supermarket, post office, medical centre and other commercial enterprises. This is located approximately 1km from the study area and is a 15 minute walk. Another small shopping strip known as 'Cabarita Junction' with some small cafes and restaurants is a little further from the site.

On the other side of Parramatta Road, to the south of the precinct, is Burwood town centre. Burwood Westfield is only 700m away, as well as other retail and employment opportunities. The proximity of Burwood's amenities indicate the need to provide strong connections across Parramatta Road.



Concord Tram depot



Burwood Road, Burwood



Majors Bay Road, Concord

Character, Culture and Context

2.2 Context analysis

The following context analysis has been taken from the Stage 1: Background and Strategic Context Review that sits in parallel to this document. This is a snapshot with key findings that contribute to the character of the local area. Further background and analysis can be found in the Stage 1 report.

DRAFT

Land use and activity



Key findings

- The precinct includes a section of the Parramatta Road Corridor currently zoned Enterprise corridor (B6) and features mixed use and commercial buildings.
- The vast majority of the precinct is zoned for residential uses with a pocket of medium density residential (R3) north of Gipps Street and a second pocket south of Burton Street.

Movement and access



Key findings

- Limited north – south connections across Parramatta Road.
- All the access points to the precinct are off Parramatta Road with Broughton Street, Loftus Street and Burwood Road as the major access routes. These roads are major vehicular traffic corridors with wide cross sections, limited tree planting and few pedestrian crossings and a general unappealing pedestrian environment
- Gipps Street runs east-west across the precinct parallel to Parramatta Road, it is used as a 'rat run' for local traffic movement within the precinct
- There is a reliance on a small number of key roads for accommodating all modes of transport.
- The road network and lack of crossing make the open space network difficult to access
- Parramatta Road identified as a major freight corridor

Character, Culture and Context

Context analysis

DRAFT

Open space, public domain and community



Key findings

- The precinct is within close proximity to a large number of high amenity open space and recreation facilities, however open space is difficult to access within the precinct due to traffic barriers.
- The PRCUTS envisages the creation of two pocket parks along Burton Street as public domain improvements to accommodate for the density planned for Parramatta Road.
- Desired green connections along Broughton St and across St Lukes Park (as indicated by the Sydney Green Grid) are one of the planning priorities of Canada Bay LSPS.
- Queen Elizabeth Park features an extensive section of significant habitat.

¹Identified in the Canada Bay Urban Tree Canopy Strategy as a road with the fewest trees per 100m (lowest 20% in the LGA).
²Identified in the Canada Bay Urban Tree Canopy Strategy as a road with the a low number of trees per 100m (lowest 40% in the LGA).

Residential built form and character



Key findings

- The most predominant typology within the precinct are 1 or 2 storey single detached dwellings, only a few lots have been developed into medium density duplexes or town houses.
- Apartment blocks are mainly concentrated around the southern boundary along Parramatta Road with a few developments on the edge of St Lukes Park.
- Concord High School and Concord Public School are along Stanley Street north of the precinct and require appropriate setbacks and transitions.

Character, Culture and Context







2.3 Identified sub-precinct character

Character is the intrinsic qualities which define an area. Within Concord six (6) distinct local character sub-precincts have been identified:



Character Precincts in Concord

DRAFT

<p>① Parramatta Road Core 1-2 storey shop top housing with predominately commercial/retail uses along Parramatta Road. It is dominated by the heavy vehicular traffic and congestion of the arterial road with poor pedestrian amenity.</p>		<p>④ Low density residential (south of Gipps Road) 1-2 storeys of varying development quality, with a dissipation of 5 heritage items throughout the area.</p>	
<p>② Medical Hub 1-2 storey medical/sports health facilities adjacent to St Lukes Park dominated by at grade car parking.</p>		<p>⑤ Mixed density residential Mixture of low density 1-2 storey residential detached dwellings and walk-ups up to 3 storeys.</p>	
<p>③ Low density residential (north of Gipps Road) 1-2 storeys of varying development quality. Some have contributory quality to the character of the area.</p>		<p>⑥ St Luke's Anglican Church A mix of Gothic/Romanesque style church built in 1861 surrounded by at grade car park and landscaping. It is the unique heritage item within the Precinct.</p>	

Community Feedback

3

DRAFT

3.1 Community feedback and values

A total of 84 people completed the online survey and 33 pins were dropped on the protect & celebrate map during the consultation process.

Comparison between age profile of survey respondents and suburb age profile indicates a generally proportionate sample size, with the exception of 35-44yr olds who are over represented, and under 18yr olds and people aged over 75+ who are under represented (but to be expected). 63% of survey participants have lived in the area for more than 10 years.

Based on community feedback in 2020, it is evident that the community of Concord love their local area.

The presence of the parks, sporting facilities and connection to the water were some of the top existing character attributes that were identified by the local community. Survey participants want to build on the existing character to become an even more green and sustainable precinct. They want a future precinct that is welcoming for everyone (family friendly, accessible, easy to get around). They would like see the village feel strengthened in the future, their heritage buildings and spaces maintained, as well as improved quality of streets and public spaces.

While participants are open to change, they are less open to the idea of buildings taller than 3-4 storeys in the precinct. Only a quarter of survey respondent were supportive of buildings higher than 6 storeys. When asked about appropriate housing types immediately surrounding the station, 46% of participants selected 2-4 storey low rise apartments and 45% selected terraces/town houses. When asked the same question about areas within a 5 or 10minute walk from the future metro station, the predominant responses were houses and terraces/town houses.

Survey respondents hope that Concord will continue to be a place to relax and exercise and that it will become a socially connected place with more things to do at all times of the day and night, and for all ages and interests.

Top attributes that describe the current Concord / Burwood North place character:

- The local parks, creeks and foreshore areas
- Family friendly
- The look/feel of the buildings and houses
- The presence of heritage buildings and spaces
- A local village feel
- Feels safe and welcoming for everyone.

Top attributes of the desired future place character of Concord / Burwood North:

- Green and sustainable
- Pedestrian friendly/easy to get around
- A local village feel
- Safe and welcoming for everyone, and
- High quality buildings, streets and public spaces

The top 5 reasons for visiting this precinct were:

- I live here
- To go to the shops/retail
- For the parks/public spaces
- For the restaurants, cafes and bars
- To catch the bus/public transport + to access services e.g. post office, medical



Queen Elizabeth Park

"Preserve buildings and outer facia for historical significance"

- Survey Participant

"Parks and foreshore - I love all the green and open spaces and foreshore area which means I don't need to drive anywhere to walk and exercise"

- Survey Participant

Appetite for change

Over half of the survey participants are open to some change within the precinct, providing that places that are special to them are protected and the character that they value is maintained. A further 30% would like to see the precinct completely transform. Together, this represents 82% of the survey participants that have an appetite for change in the precinct.

52% I am OK with some future change throughout the precinct, provided that those changes complement our local character and protect our special places.

30% I would like to see the precinct transition to a completely different look and feel.

16% Even though I understand that the precinct will likely change in the future, I would prefer the precinct to stay exactly as it is now.

1% We shouldn't worry about the character of the precinct. People should be free to do their own thing with their own property.



Burwood Road (at the Panmure Road intersection)

Community Feedback

3.2 Priorities for improvement

DRAFT

Activities

According to survey respondents, priorities for improving activities in Concord included: 'Places for exercise and relaxation (48%)'; and 'Outdoor dining and places to eat (44%).'

Survey respondents

- A number of participants highlighted the need for improved nightlife in the precinct with more bars, shops, alfresco dining and cafés open late.
- Some respondents would like more live music and cultural activities in this precinct to attract more people, to boost local businesses and create more things for local residents to do in their own backyard.
- Other respondents can see the opportunity to build on the precinct's strength as a hub for sports and outdoor activity and create more of a destination for health and wellbeing activities such as food production and healthy eating.
- There is a desire to see the local parks enhanced with more 'things to do' such as picnic shelters, outdoor gyms, better cycling paths, a variety of play options for children of different ages and abilities and more water based activities.
- There is a desire for social connectedness and inclusion of all age groups and abilities. This could be responding to a lack of 'village heart' or public spaces to gather in the precinct.
- Some respondents specifically commented on the quality of the shopping strip along Burwood Road at the intersection with Parramatta Road and how it is in need of an upgrade.

"Bringing more arts and creativity to the area would elevate the status and attention of the district"
- Survey participant

Access

According to survey respondents, priorities for improving access in Concord included: 'Accessible by public transport (51%)'; and 'traffic congestion', (45%)'

Survey respondents

- A number of participants would like to see improved and increased bus services and service frequency in the area, including better bus connections to train stations.
- There were a number of specific comments about improving access to train stations such as providing direct bus connections to Concord station for residents living in Majors Bay Road to Burwood Station along Burwood Road.
- Some respondents would like to see more parking in the precinct, especially around public transport.
- There is a desire to see the introduction of traffic calming measures to discourage rat runs, increase safety and encourage more people to walk and cycle. Respondents also said they would like a seamless walking experience that is universally accessible and with minimal pedestrian traffic lights/ intersections.
- There is a need to provide better lighting and wayfinding along key walking and cycling routes.

"The area around Burwood road and Parramatta road is in need of an upgrade so I consider the new metro line will be an opportunity to achieve this. At the same time I enjoy having ready access to the green space in concord and wouldn't want to see this spoilt by an increase in traffic congestion and car parking facilities. Access should be limited to pedestrians, cyclists and the metro."
- Survey participant

Public Space

According to survey respondents, priorities for improving public space in Concord included: 'Street trees for shade and comfort on the streets' (60%); 'Feeling of safety' (56%); 'Access to quality public spaces and parks' (52%).

Survey respondents

- Strong support for more trees for shade and planting for amenity with an interest from some participants in using native species.
- Support to retain and enhance local public spaces and parks including:
 - Directional wayfinding
 - Interpretive and information signage
 - Improved quality of amenities such as seating, toilets and bubblers
 - Shaded play areas for children
 - Wider footpaths to and within public spaces that are universally friendly
 - Improved safety of parks for use at night time through lighting and surveillance
- Opportunities to recognise of Aboriginal and Torres Strait Islander heritage and living cultural connections to the area through increased visual presence and awareness of the Wangal People of the Eora Nation history in the precinct and dual language in signage and wayfinding boards.
- Opportunities to better connect walkways and local destinations (universal access, safe, lighting for night).

"This area has some lovely parks which should be maintained. The proposed site of the station is currently very run down and can only improve with good urban design"
- Survey participant

Housing

Survey respondents made some key observations around housing and future density Concord:

- More than half of the survey participants supported the idea that any potential apartment development to be focussed around the future metro station.
- Some participants are very supportive of the opportunities that high rise buildings could bring to the area (more public benefits e.g. improved quality of public spaces, parks and affordability of houses) while others would prefer to see the precinct remain as low density.
- A number of survey participants identified the opportunity to provide a greater mix of housing options, providing that the apartment buildings are not too high, are of good quality and co-located with the future metro and adequate public spaces. Poor quality developments in the past are contributing to people's perception of what development looks like.
- A common concern was the loss of what makes this precinct special if tall apartment blocks are introduced. People want to avoid levels of development that Burwood, Rhodes and Epping have experienced.
- Other concerns surrounding increased development included potential traffic congestion due to the increased number of people living in the area.
- Houses (52%) and terraces / town houses (49%) were the top two preferences for housing within a short minute walk from the metro station.
- 3-4 storey low-rise apartments (46%) and terraces / town houses (65%) were the top two preferences for housing immediately surrounding the metro station.

Community Feedback

3.3 Special places map

Survey respondents identified the places that they think make this precinct special.

The most special spaces within Concord (that received multiple comments) was the local high street, parks and heritage buildings. Majors Bay Road received the most listings of any individual place. Respondents love the presence of cafés, restaurants and the multi-cultural local village feel. The respondents listed, St Lukes Church, Bath Arms Hotel and the Bushell's Factory as special heritage buildings within the precinct.

Residents in this precinct love their open spaces and parks because they allow people to gather together, play sports and provide space for nature. Queen Elizabeth Park, Cabarita Foreshore Park (and pool), Cintra Park, Concord Oval and Goddard Park are all places that they community think are special.

Map ref	Location of Interest	Number of responses
1	Majors Bay Road	(16)
2	Park's in general	(15)
3	Queen Elizabeth Park	(15)
4	St Lukes Church	(8)
5	St Lukes Park	(5)
6	Burton St	(4)
7	Burwood Road	(4)
8	Cabarita Foreshore/Park/Pool	(4)
9	Cintra Park	(4)
10	Concord Oval	(4)
11	Goddard Park	(4)
12	Heritage in general	(3)
13	Bath Arms Hotel	(2)
14	Breakfast Point	(2)
15	Bushell's Factory	(2)
16	Concord Library	(2)

Locations of interest with 2 or more mentions by the community has been included in this summary. See the Engagement Summary Report for a full list of special places identified by the community.



Special places map Concord

DRAFT

①

Majors Bay Road shopping village

③

Queen Elizabeth Park

④

St Lukes Church

Local Character Area Statement

4

DRAFT

4.1 Desired future character

The 'Local Character Statement' consists of a set of principles that come under the heading of Movement, Built Form, Landscape, Land Use, and Character and Culture.

Each of those categories aligns with sub-sections of the DPIE Character Wheel. Within each subset of principles is a diagram that shows how they align to the Wheel. For instance, the subheading 'Movement' considers the elements of 'safety and access,' 'active transport and configuration,' 'road network and parking' from the DPIE Character Wheel. There can be overlap within the subcategories or principles taken from the wheel.

The principles articulate the opportunities to 'Change, Maintain and Enhance' aspects of the study area, using language that is synonymous with these terms.

Following on from the principles is a break down of future character areas identified within Concord - a high level statement about each neighbourhood and the specific aspects of that location that make it unique.



Character and Culture

- Upgrade Concord **Community Centre** as a truly vibrant community hub with co-location of uses and facilities to revitalise key nodes and create hubs of activity.
- Enhance **heritage and culture** by celebrating the local community and its diversity through community education, public arts, and culturally relevant festivals.
- Create high quality **public spaces** where the community life can flourish. Empower the social life of the neighbourhood with high quality streets, parks, plazas and **community facilities**. Provide places that bring people together, where people can linger, children can play and friends can meet.
- Enhance the **retail** environment that caters for the local population and brings vibrancy to the streets.
- Identify spaces of **cultural** significance to the Wangal people, the original custodians of the land, and recognise their **heritage** and culture through art and signage.
- Investigate opportunities to celebrate Aboriginal culture in the landscape, particularly in places of significance, such as **open spaces**, ridge lines and waterways.
- Strengthen the image as the sporting, physical health and active recreation precinct.
- Include new opportunities to celebrate local **culture** and embed public art.



Local Character Area Statement

Desired future character

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Land Use and Activation


- Support greater development intensity and a broader mix of land uses within close proximity to the station and in areas that are likely to experience high levels of pedestrian traffic.
- Encourage commercial and **office** uses at key locations to improve access to conveniences and activate spaces throughout the day and into the evening.

- Promote safety by ensuring that future development has a positive **relationship** with the street and maximises passive surveillance to improve **safety**.
- Ensure retail along Parramatta Road is suitable for its location and purpose with finer grain retail and food offering along Burton Street and Loftus Street.
- Improve the **safety** and amenity of **public parks** by activating the edges with dwellings that overlook or have views directly to the street.
- Improve the **safety** and amenity of urban plazas with adequate barriers to Parramatta Road and ground plane activation from surrounding buildings (i.e. Concord Community Centre).
- Create opportunities for footpath dining and vibrant retail offerings.



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City of Canada Bay Local Planning Study



Movement

- Ensure that the **public domain** around **public transport** facilities are attractive, pedestrian friendly and offer a convenient transfer between different modes of transport.
- Improve the green grid and create cycle links throughout the local centre by adding dedicated cycle lanes, prioritising ridge-lines and areas with subtle inclines with specific focus on a green **active transport** link along Gipps Street and connecting **green spaces**.

- Break down pedestrian barriers created by Parramatta Road, allow for more opportunities to **safely** cross the arterial road without further congestion to the **road**.
- Strengthen **active transport** green links with connections to Parramatta River and key open spaces and sporting facilities (Concord Oval, St Lukes Park, Goddard Park, Queen Elizabeth Park and Barnwell Park Golf Club).
- Create a permeable street **network** or a better pedestrian experience by introducing through site links and mid-block connections along large urban blocks.
- Introduce traffic calming measures to improve conditions for pedestrians around **public spaces** to reduce the conflict with car users.
- Improve pedestrian experience and **safety** along Parramatta Road.
- Increase activation, passive surveillance and other measures to improve pedestrian **safety**.
- Create 'places for people' in the street network with wide footpaths and pedestrian zones within the town centre and other key locations, such as Concord Oval.
- Ensure that servicing, commercial and retail loading and **unloading** along Parramatta Road are accessed from a rear lane, or alternative road other than Parramatta Road.



17

Local Character Area Statement

Desired future character

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Landscape

- Enhance the tree canopy in the **public domain** by planting additional street trees throughout Concord/ Burwood North.
- Development should respond to queues from the natural environment, such as **topography**, storm water movement and preservation of significant trees.
- Amenity of existing parks, plazas and forecourts to be improved and capitalised upon. Ensure improvements in the public experience in and around St Lukes Park and Concord Oval, even if events are not for the public.
- Allow for shared zones and break out spaces around transport infrastructure and open spaces to allow for spill out and increased pedestrian volumes during events without impacting traffic conditions.
- Improve pedestrian experience and safety along Parramatta Road with a landscape buffer to protect pedestrian amenity. Prioritise access to **public open space** by creating more links and opening up the edges of parks to the street.
- Future development should interface with and overlook open space to improve **safety** and activation.
- Promote water sensitive urban design within future streetscapes and within development sites that interact with major storm water flows.



Built Form

- Future built form is to be aligned with the requirements of the Parramatta Road Corridor Urban Transformation Strategy.
- Increase the variety of **housing** and building types on offer by encouraging more low-rise, and medium density urban typologies (terraces and integrated low-rise flats).
- Create appropriate transition **building height** from low density into higher **density** areas.
- Ensure a high quality of design and materials for new developments that reflects the desired character of the local area.
- Retain and integrate existing Character areas and **heritage** assets within new development.
- Encourage development that responds to its local context, with consideration for the scale of development that it **interfaces** with, as well as the stylistic and material decisions.
- Increase **building heights** around the Metro site and **public transport** services to improve legibility and create a landmark/gateway presence to the precinct.
- Manage acoustic and **pollution** impacts from Parramatta Road.
- Development should respond to queues from the natural environment, such as **topography**, storm water movement and preservation of significant trees.
- Transition building heights down to the north so as to improve solar access, regional views and relationship with the surrounding neighbourhoods.



Local Character Area Statement

4.2 Desired sub-precinct character

Concord has been divided into six (6) separate future local character sub-precincts based on the feedback from the community, the varied urban form that observed on site and the strategic role of the precinct.



Future local character sub-precincts in Concord

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1 Paramatta direct interface

The Paramatta Road sub-precinct will be transformed from the one to two storey shop top housing with commercial/retail uses into a high density mixed use precinct. Building heights will range from 3- 17 storeys. The pedestrian amenity along the street will be improved with design and interface strategies to mitigate the heavy vehicular traffic and congestion of Parramatta Road. New spaces for public domain will be made available on the northern edge of the core, shielded from the noise of the main road. Streets and lane-ways will be activated by retail and the integrated transport hub will add to the destination-al nature of this precinct. The future of this area will be consistent with the vision of the PRCUTS and to improve the public domain and streetscaping.

2 High density residential and plazas

Infill development that is sensitive to the surrounding built form will continue to diversify housing options in Concord. Building heights will range from 12-24 storeys with the future of this area to be consistent with the vision of the PRCUTS. Interfaces with streets and public spaces will add to the vibrancy of the local area with activation and passive surveillance from local residential dwellings and ground floor retail. The proximity to the station will make this a great space for urban commuters to live with public transport options, diverse housing choices and the amenity of local parks right at hand.



Retail opportunities and convenience stores for commuters will be provided as part of the integrated station development



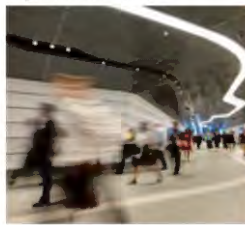
Provide a landmark or statement for the corner of Burwood Road and Parramatta Road



Appropriate street scale interface in renewal areas



Apartment buildings will provide passive surveillance of through site links and parks



Provide opportunities for pedestrians to cross Parramatta Road safely without adding to congestion



Where possible preserve the outer facade of existing shops



Activate the streets and laneways with ground level retail



Provide opportunities for retreat/relief from the business of Parramatta Road

Local Character Area Statement

Desired sub-precinct character

DRAFT

3 Infill area residential (south of Gipps Street)

Infill development should maintain the exist character and in particular the heritage trees on Landsdowne Street. More broadly, the heritage items throughout the area will be protected and augmented through public realm upgrades, including tree planting, upgrades to verges to protect existing trees and new cycle paths. This space will operate as a transition buffer from higher densities focussed along Parramatta Road to low density residential in the north-west part of the study area and broader Concord. Development of new buildings up to five (5) storeys will be mindful of the existing condition, with change evolving in a manner that continues to complement the existing conditions.



Improve streetscapes with bike paths, seating and tree canopy.



Bike paths connecting schools, open spaces, public transport will minimise traffic and improve amenity.

5 Infill area residential (north of Gipps Street)

Sub-precinct five (5) will maintain it's existing residential character with a maximum five (5) storey building height consistent with PRUCTS. Development of new buildings up to five (5) storeys will be mindful of the existing conditions, with change evolving in a manner that continues to complement the existing character. Existing uses other than residential can remain.

This precinct operates as a primary interface between St Luke Park and the wider precinct, new developments and additions to this sub-precinct should provide view-lines or through-site links from Burwood Road to the public open space.



Improve visibility and accessibility to St Luke Park from Burwood Road



Improve streetscapes additional tree planting

6 St Luke's Anglican Church sub-precinct

This local character sub-area is a residential neighbourhood anchored by St Luke's Anglican Church, which is a mix of Gothic/Romanesque style church built in 1861. The heritage nature of the building should be maintained, while opportunities to enhance the environs with better public interface through improved streetscapes should be encouraged.

Medium density development will be permitted ranging from five (5) storeys up to twelve (12) with building to boundary and active frontages encouraged on the southern edge (Burton Street).



Mixed use apartment buildings with active street frontages onto Burton Street

4 Low density residential (north of Gipps Street)

This sub-precinct will accommodate up to two (2) storeys (or 9m (3 storey) where multi-dwelling housing (terraces) are provided in accordance with LEP in a manner that us complementary to the existing dwelling typology of 1-2 storeys stand alone dwellings. There are key opportunities to enhance heritage items with the low density infill development that is of a sensitive scale to the surrounding context and improve the streetscape. Tree planting and cycle paths will add to the amenity of the local area.

Stanley Street interfaces with the local primary school and should be a particular focus for upgrades, including improvements to road crossing, street trees, bench seats and bicycle lanes.



Sympathetic in-fill development sensitive to it's context



Church interface with the street should be improved - potential to upgrade surrounds to a semi-public plaza.



Added pedestrian permeability throughout character area.



SJB Architects



DRAFT

City of Canada Bay Local Planning Study North Strathfield Metro Precinct

Prepared for
City of Canada Bay Council

Issued
Stage 3 - Post exhibition draft - December 2022

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Introduction

1

1.1 Purpose

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The Local Character Statement (LCS) was developed as a result of the proposed new Sydney Metro West (SMW) station in North Strathfield. This study accounts for the strategic significance of new transport infrastructure that previous studies had not considered.

The LCS sits within a suite of documents that were developed concurrently; the "Stage 1: Background and Strategic Context Review," the "Sydney Metro West Station Precincts - Local Character Statements Engagement Summary Report," the "Local Character Statement" and the "Stage 2: Draft Final Report Urban Design Framework" The LCS builds upon an initial study that provides a thorough analysis of the local context and strategic policy drivers. The LCS uses this analysis and the community feedback to create a "Future Character Statement."



Introduction

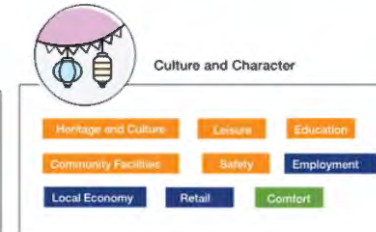
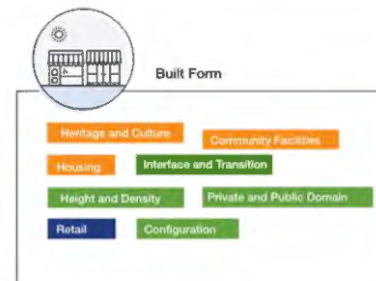
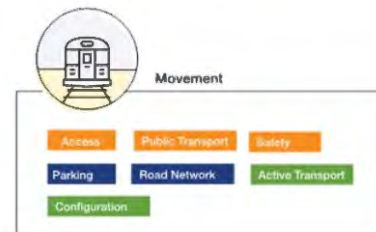
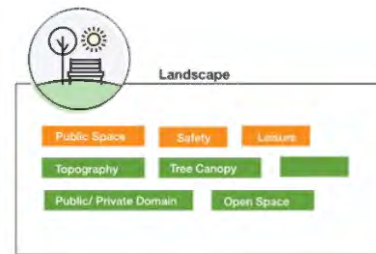
1.2 Process

The Local Character Statement (LCS) consists of a description of an area's existing character and details its desired future character. The process of assessing the character of the local area involved hearing from the local community, researching the demographics of the local area, the history, and mapping the context. The strategic significance of the Parramatta Road Corridor Urban Transformation (PRCUTS) is also embedded in the desired future character statement.

Snapshot on a page

The Snapshot is a summary of the findings undertaken over the following pages and the subsequent plan identifying the opportunities to "Change, Maintain and Enhance" the local area.

1	<p>Character, Culture and Context</p> <p>This section consists of an overview of the local area and the community that resides in North Strathfield. It also provides a sense of the local history and the present day experience in North Strathfield.</p>
2	<p>Community feedback and values</p> <p>This section is a summary of the engagement with the local community. It synthesises insights provided by the community and gains a sense of the changes that the community believe are appropriate and needed.</p>
3	<p>Future Local Character Statement</p> <p>This section consists of a set of principles that come under the heading of Movement, Built Form, Landscape, Land Use, and Character and Culture. Each of these categories aligns with sub-sections of the DPIE Character Wheel. The adjacent diagram shows how they align.</p> <p>Each of the character areas identified within North Strathfield is identified and the future character defined.</p>



DPIE Place and Character Wheel

Introduction

1.3 Snapshot on a page

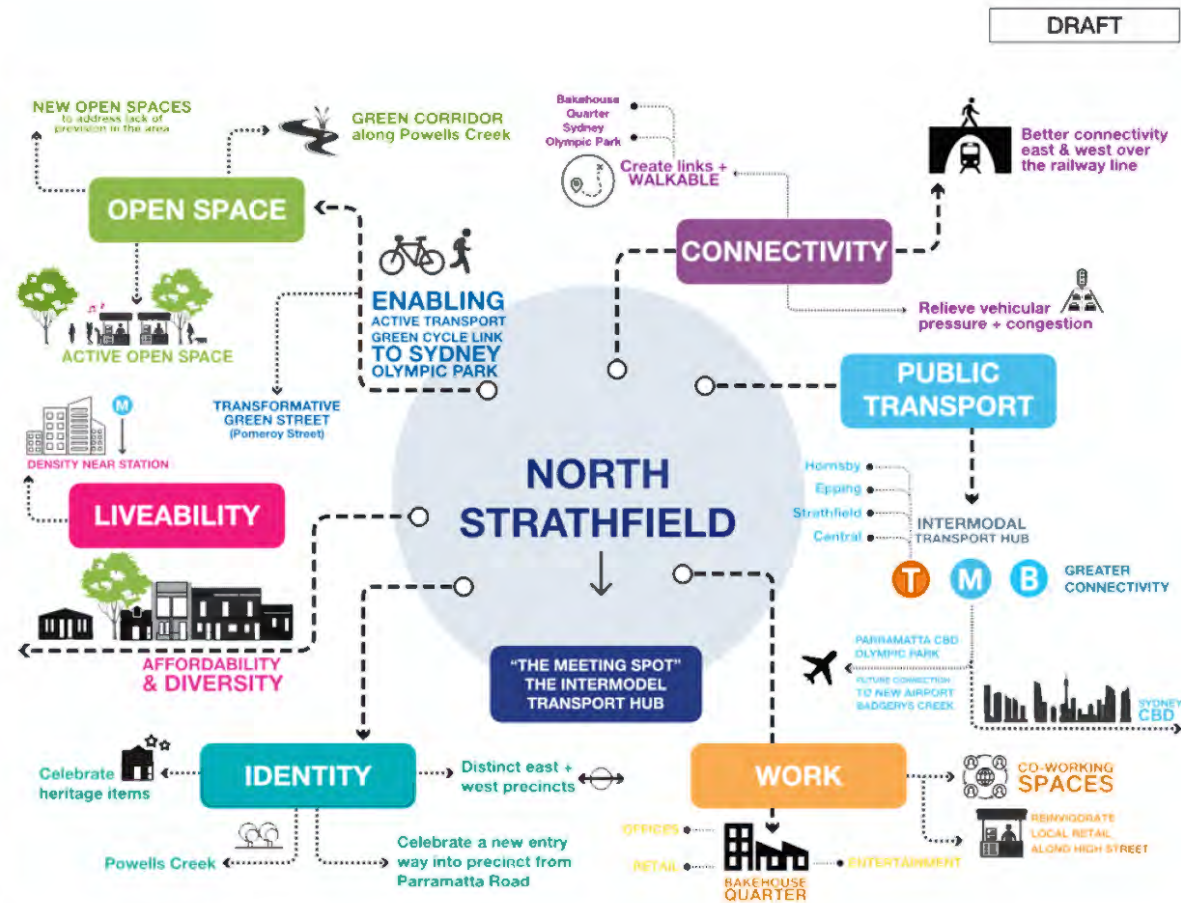
North Strathfield is a flourishing young community made up of people from diverse cultural heritage. The local area has a walkable village feel with a strong connection to its manufacturing history.

North Strathfield is defined by its long streetscapes of single storey Federation style houses and Inter-War bungalows. It is also known for its active public spaces, amenity and its close proximity to regional open spaces.

With a nod to the past, the Bakehouse Quarter is the vibrant retail and employment precinct of the area. The redevelopment of the heritage listed Arnott's biscuit factory has transformed the local area into a creative, co-working commercial hub.

The proposed interchange at the heart of the character area offers an opportunity for increased development and will transform the existing local centre into an active and lively precinct. The proposed density will be focused around the station and transition sensitively to local character areas and heritage items.

The rejuvenation of Powells Creek has created a strategic connection between the built form and natural environment that the community cherish. It was a once extensive salt marsh that flowed into the mangrove-lined streams in Bicentennial Park that remains part of the life-blood of North Strathfield.



Introduction

1.4 Opportunities map

Maintain

1. Protect identified Character area with minimal changes to streetscape and nature of built form.
2. The local heart of the character area is to be maintained and the streetscape protected. Taller buildings should be set back from the street to allow the historic buildings to be more prominent.
3. Density will be unchanged for land identified as potentially flood affected subject to outcomes of Powells Creek Flood Study.

Enhance

4. Existing medium/high density development, the streetscape is to be improved on the northern end of George Street.
5. Expansion of the Bakehouse Quarter to Parramatta Road to improve the interface into the precinct and increase retail offerings to create an attractive local centre.
6. Improve pedestrian connection over the creek corridor at Lorraine Street to connect to open space. Expand the existing pedestrian connection along the Creek towards Bakehouse Quarter
7. Expand open space provision.
8. Increase connectivity over train line for pedestrians.
9. Activate and improve on Queen street retail area, add medium density redevelopment opportunities to incentivise renewal while maintaining the street grain and facade.
10. Continue to improve the safety and amenity of the Powells Creek Corridor and draw the amenity of the open space into the precinct.

Change

11. Upgrade George Street south of Pomeroy Street to be transformed into a pedestrian priority street and revitalise the streetscape.
12. Areas that can support medium density residential development.
13. Create a gateway from Parramatta Road as a clear way finding vehicular entrance into the precinct.
14. Problematic intersections to be improved with active transport prioritised.
15. Pomeroy Street, Queen Street, George Street and Corneys Avenue to be transformed into a green spine with active transport links
16. New development to be sensitive to heritage items (scale, transition, material and architectural language) and appropriately transition in height from the conservation areas.

1.7 SJB Provide a new integrated community centre and related facilities within the precinct.



Key opportunities in North Strathfield

Note: The draft locations of parks and laneways is a concept only and subject to change. The method of delivery of this infrastructure is yet to be determined however it is likely that they will be required to be provided over time when the land is redeveloped, with no loss to development potential.

Character, Culture and Context

2

2.1 Character and culture

Overview

The North Strathfield character area is bounded by a number of major corridors including Parramatta Road and the overpass of the M4 Motorway to the south, Powells Creek - a canal recently transformed into a natural waterway to the west, Concord Road to the east and is divided through the centre by the T9 rail line. Significant open space surrounds the precinct with Mason Park Wetlands, and the sporting facilities of Bressington Park, Bicentennial Park and Sydney Olympic Park (west) and Concord Golf Club (east) as well as Allen St Reserve along Powells Creek.

The character area features a mix of uses ranging from low scale residential, some of which is identified as a local character area in the LSPS, medium density housing on both sides of the rail, to the commercial and retail core at the Bulkehouse Quarter. There are two schools within the precinct that are adjacent to the station.

Population profile

The age profile of North Strathfield is quite young compared with the wider Canada Bay average, with significantly more adults in the 20-35 age bracket and fewer above 60 years. This does not correlate to a significantly higher number of children and may suggest that there will be an increase in coming years.

The overall population is approximately 5200 residents (2020), which is less than half of Five Dock but it has a higher population density of 54p/ha due to the small area 97 hectares.

At least 50% of residents were born overseas with a similar number that speak a language other than English at home. Chinese (22%), Korean (9.5%), and Indian (7.9) were the highest identified cultural heritage after Australian/English. The representation of each ethnic group is higher the metropolitan average.

Residents in North Strathfield proportionally have a higher level of education than Greater Sydney. This includes a larger percentage of persons with Bachelor or Higher degrees (38.6% compared to 28.3%) and a smaller percentage of persons with vocational qualifications or no qualifications.



DRAFT

1,834
HOUSEHOLDS
TOTAL DWELLINGS

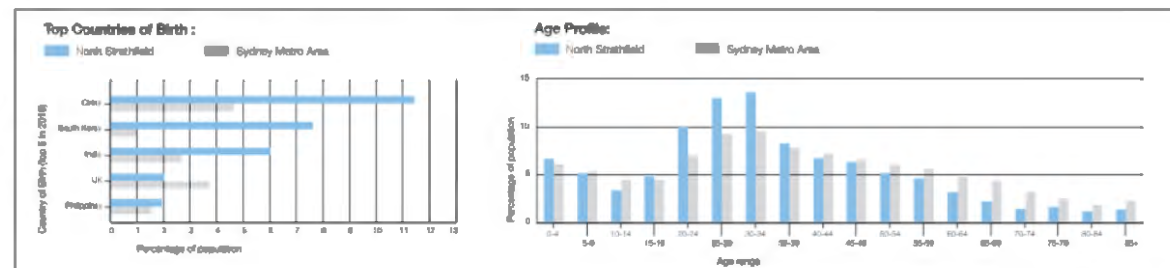
82ha
TOTAL PRECINCT
AREA

5,168
POPULATION OF
NORTH STRATHFIELD

31
MEDIAN AGE

31.1%
SPEAK LANGUAGES OTHER
THAN ENGLISH SPOKEN AT
HOME

TOP LANGUAGES:
MANDARIN
KOREAN
CANTONESE



Source: ABS 2017

Character, Culture and Context

Character and culture

DRAFT

Aboriginal History

The City of Canada Bay is part of the traditional lands of the Wangal clan, one of the 29 tribes of the Eora nation. The Wangal people inhabited what is now known as the City of Canada Bay for thousands of years prior to European settlement. The Wangal people held a deep connection to the land and landscape of the City of Canada Bay. In nearby Sydney Olympic Park an area has been named the Wangal Woodland.

Post-colonial History

Historically North Strathfield was split into two suburbs along the train line. The western side was originally part of Homebush, while the eastern side of the suburb was part of Concord. The name "North Strathfield" came from the station which was established in 1918. When the station was built it took its name from neighbouring suburb of Strathfield to the south because Concord West Station already existed.

Easy access to a railway station, and to Parramatta Road, as well as to Parramatta River made it an appealing place for industry to be based. Arnott's Biscuits moved its factory to the suburb in 1908. The factory expanded to the western side of George Street with the two warehouses linked by a bridge. By 1933 the number of employees peaked at 2,500 and annual production exceeded 10,250 tons, which was shipped across the world. The local community grew up around the factories with a new suburb forming out of the influx of workers living in the area.

The Present Day Context

Industry began moving out in the late 20th century and the local area became increasingly residential and gentrified. The suburb was not officially named "North Strathfield" until 1993. This has given the suburb its own sense of identity separate to Homebush and Concord. The Arnott's factory moved out in 1997 and the former factory site was redeveloped into the "Bakehouse Quarter." More recently, medium and high density residential developments have replaced former industrial sites on the West side of the railway line.

Efforts will need to be made to create a united North Strathfield that is not divided by the trainline. The history and evolution of the two sides of the trainline have been linked but have evolved from very different urban morphology and

land uses. This would be mitigated by greater pedestrian connectivity across the trainline and ensuring that there are attractions for the local community in both sides.

Culture

The local community are from diverse ethnic origins. There is an opportunity to celebrate the diverse cultures through the street art, music, dance and food. Festivals and culture sharing opportunities can be integrated into the local calendar of event. A new community centre could offer education programs and language specific courses will add to the flourishing of local subcultures.

Leisure

The local community identified outdoor activities and active recreation as their primary leisure activities. They are happy with the local access to relevant amenities, but would like to continue seeing upgrades to recreation spaces, particularly in regard to access and lighting along the Powells Creek Corridor.

There are other pay-on-entry leisure activities available within the Bakehouse Quarter, such as bowling and children's entertainment. Cinemas, aquatic centres and other forms of leisure are available in neighbouring suburbs.

Local Economy

North Strathfield economy includes a range of retail, commercial, educational institutions and light industrial operating within the suburb. A small collection of restaurants and cafes are located on Queen Street opposite the North Strathfield railway station. Nearby, on Concord Road is the "North Strathfield Shopping Village" it has a larger row of shops that offer a range of services, including a small supermarket. The amenity of these shops is impacted by the volume of traffic on Concord Road. Both sets of shopping strips have lovely federation façades that should be maintained, but require revitalisation and further activation.

The site of the former Arnott's Biscuits factory in George Street has been redeveloped as the "Bakehouse Quarter" and features office space, restaurants, cafes, supermarkets and shops. Aldi, Fitness First and Outback Steakhouse are major tenants here. The head office and main call centre of NRMA Motoring and Services is also located in the former factory.



Historic aerial of North Strathfield with the Arnott's Factory in the foreground.

Character, Culture and Context

2.2 Context analysis

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The following context analysis has been taken from the Stage 1: Background and Strategic Context Review that sits in parallel to this document. This is a snapshot with key findings that contribute to the character of the local area. Further background and analysis can be found in the Stage 1 report.

Land use and activity



Key findings

- Commercial, retail, food and beverage is located in the Bakehouse Quarter and is a well established entertainment precinct
- There are small pockets of RE1 land within the precinct.
- The vast majority of the precinct is zoned for medium density residential (R3) and low density residential (R2).
- A block of neighbourhood centre (B1) is located along Queen Street directly across the train station.
- Commercial and retail activity is located at the edges of the precinct with limited amenity provided in the B1 centre on Queen Street.

Movement and access



Key findings

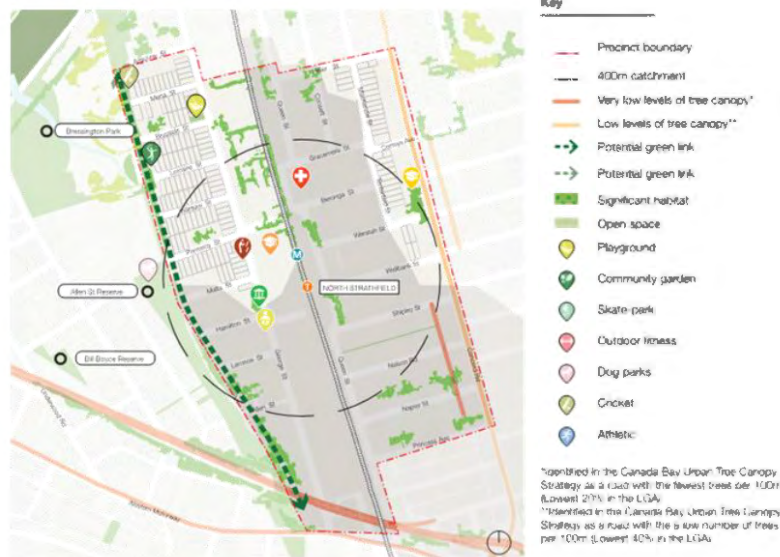
- Directly south of the study area is Parramatta Road and M4 Motorway which are regional east-west vehicular arteries, connecting Western Sydney to Sydney CBD.
- Concord Road and George Street provide the main vehicular access into the precinct. These run north-south and create barriers for pedestrian movement with few crossings and congested streets.
- Pomeroy Street is the only east-west vehicular connection over the railway corridor, it is also congested and a pedestrian barrier.
- Access within the precinct is also restricted by the railway line and Powells Creek to the west.

Character, Culture and Context

Context analysis

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Open space, public domain and community



Key findings

- There are limited open spaces within the precinct with open space primarily to the west of the rail line. For recreational purposes the precinct relies on Allen Street Reserve along Powells Creek and Bressington Park on the western side, whilst the eastern side has access to Central Park and Henley Park in Concord.
- The naturalisation of the northern section of Powells Creek is attractive and successful, but reverts back to a concrete channel south of Lorraine Street.
- Bressington Park features extensive sections of significant habitat.
- Lack of community centre within the precinct

Residential built form and character



Key findings

- The most prominent typology within the precinct is single detached houses.
- There is a scattering of duplex or town house development primarily to the east of the train line.
- Apartment blocks are concentrated one block west along the railway corridor along George Street.
- Limited shop-top housing has been delivered on the B1 Neighbourhood centre zone where it is permissible.
- The Bakehouse Quarter is a significant area of heritage in which industrial buildings have been converted into an office, entertainment and retail precinct.

Character, Culture and Context

2.3 Identified sub-precinct character

Character is the intrinsic qualities which define an area. Within North Strathfield nine (9) existing distinct local character sub-precincts have been identified:



Identified local character sub-precincts in North Strathfield

<p>1 Bakehouse Quarter An industrial heritage sub-precinct redeveloped into a vibrant retail and commercial core. This is one of the local attractions and areas of high amenity.</p>		<p>5 School District McDonald College and Our Lady of the Assumption Catholic Primary School characterised by bulky two storey buildings, courts and at grade car parks.</p>	
<p>2 Character Area (LSPS) 1-2 storey Federation and Inter-War bungalows with mature streetscapes, identified in Canada Bay Councils Local Housing Strategy as an area to be protected to retain diversity of housing types and neighbourhoods.</p>		<p>6 Low density residential (east) Area with mature streetscapes and a mixture of low density 1-2 storey residential detached dwellings and walk-ups with a disparate array of heritage houses scattered throughout the area.</p>	
<p>3 Town Centre Core Two storey shop top housing across from the railway station. There are opportunities to improve the streetscape and retail offering to make it a more attractive retail sub-precinct and civic heart.</p>		<p>7 Low density residential (west) 1-2 storeys of varying development quality, some of the area is identified as flood prone and connecting streets end in cul-de-sacs.</p>	
<p>4 High density residential (west) 4-6 storey Residential Flat Buildings developments along the rail line. There is an opportunity to improve the streetscape and pedestrian connectivity within this sub-precinct.</p>		<p>8 Parramatta Road Interface Underutilised area predominantly of surface car parking and single storey buildings that are wedged between the Western Motorway overpass to the south and the railway line to the east.</p>	
		<p>9 Land potentially subject to flooding Land in the vicinity of flood planning lots will need to have appropriate separation and transition down to the two storey low density residential flood lots.</p>	

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Community Feedback

3

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3.1 Community feedback and values

A total of 112 people completed the online survey and 28 pins were dropped on the protect & celebrate map during the consultation process.

Comparison between age profile of survey respondents and suburb age profile indicates that a significantly higher proportion of 35-54 year old people responded to this survey. Under represented groups in the survey are 18- 34 year old who are likely to be a young working population and students, as well as elderly people (75+). 71% of survey participants have lived in the area for over 10 years.

The presence of the Bakehouse Quarter, the Powells Creek Corridor, Mason Park Wetlands and its walkability were some of the top attributes that were identified by the local community. They have a strong sense of who they are and what they would like to become in the future. The community would like to further celebrate the history of the local area, including Aboriginal history, and who they are today.

There is apprehension to new development because the community want their neighbourhood to retain the qualities that they love about it now (including being family friendly, strong community spirit, presence of heritage and federation homes, good access and connections) and ensure that any new apartment building has high quality finishes and is an appropriate scale. There is concern that North Strathfield will lose its local character and become a similar environment to neighbouring high density suburbs that have recently undergone an urban renewal process.

Survey respondents hope that the North Strathfield of the future is a place for everyone. They want places for people, with a public realm that is walk-able and high quality streets that lead to incidental encounters with one another. Enhancing the village feel and keeping the area as family friendly are key priorities.

Top attributes that describe the current North Strathfield place character:

- Presence of the Bakehouse Quarter heritage precinct
- Walkable and easy to get around
- The local parks, creeks and foreshore areas
- Powell's Creek Canal and its walkway/cycleway
- The connection to Sydney Olympic Park.

Stakeholders spoke about the area's current character as being family friendly, green, quiet and walkable, with a strong sense of community and industrial history.

Top attributes of the desired future place character of North Strathfield:

- Pedestrian friendly/easy to get around
- High quality buildings, streets and public spaces
- A local village feel
- Green and sustainable
- Safe and welcoming for everyone

Some stakeholders spoke about wanting to maintain the area's current character as being family friendly and a place for locals, rather than becoming more of a destination.

The top 5 reasons for visiting this precinct were:

- I live here
- To go to the shops/retail
- For the restaurants, cafes and bars
- To catch the bus/public transport
- To access services e.g. post office, medical



Powells Creek Corridor and bike path

"Cater to diverse interests, make the precinct interesting and foster community interaction."
- Survey Respondent

"We already have housing diversity. It's a very inclusive area and we already have townhouses duplexes and units that go up to two to three levels."
- Stakeholder Interview

Appetite for change

Participants hold mixed views about height in North Strathfield. Some are open to more height near the future metro station, while others don't want to see buildings any more than 3-4 storeys anywhere in the precinct.

45% I am OK with some future change throughout the precinct, provided that those changes complement our local character and protect our special places.

38% I would like to see the precinct transition to a completely different look and feel.

15% Even though I understand that the precinct will likely change in the future, I would prefer the precinct to stay exactly as it is now.

3% We shouldn't worry about the character of the precinct. People should be free to do their own thing with their own property.



Example of an existing 3-4 storey building on George Street with a green setback to the street and deep soil planting supporting mature trees (screening the building)

Community Feedback

3.2 Priorities for improvement

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Activities	Access	Public Space	Housing
<p>According to survey respondents, priorities for improving activities in North Strathfield included: 'outdoor dining and places to eat (37%)'; and 'a number of things to do and see along the shopping street (36%).'</p> <p>Survey respondents</p> <ul style="list-style-type: none"> A number of participants highlighted the need for more outdoor dining and beautification in the precinct in George Street, Concord Road and Queen Streets. There is consensus that these retail precincts have a lot of potential, but require assistance to be flourishing neighbourhood centres. The possibility of North Strathfield becoming more of a retail hub or 'destination' brings up mixed emotions. While some would like to see this as a reality, others are more opposed to any change. Some residents would like to see a better selection of restaurants and bars available in the local area. They would like dining to become a drawcard for North Strathfield. Others are more content with the local area remaining a quiet family centric neighbourhood. There is a desire to celebrate cultural diversity in the community through the use of arts, and particularly recognise aboriginal people and culture. Opportunities for gallery and exhibition spaces, community facilities, and music venues will support the local arts scene. There is strong support for public art in this precinct to help connect people and soften hard spaces like under the M4 Western Motorway and along the Powells Creek corridor. <p>Stakeholder responses</p> <ul style="list-style-type: none"> Would like to continue to see the area as a family friendly place 	<p>According to survey respondents, priorities for improving access included: 'traffic congestion (54%)'; and 'walking and cycling connections across train lines and/or major roads (42%).'</p> <p>Survey respondents</p> <ul style="list-style-type: none"> There was particular concern that the volume of traffic would increase congestion if there was to be future development. Some participants identified one of the challenges being lack of through streets and connectivity. There were a number of specific comments about better connecting George Street and addressing traffic congestion on Pomeroy and George Streets. There is support for traffic calming, slower, more shaded and safer streets Need to explore solutions for commuter car parking introducing timed parking in some areas to reduce commuters parking in local streets and adequate drop off/ pick up zones as part of the new metro station. Strong support for increased quality and safety of cycle and pedestrian routes through the precinct and that link to the future metro station. This includes ensuring that the precinct is safe and accessible for people with a disability being able to easily move around. Strong support for improved safety of pedestrian crossings throughout the precinct (at grade and over the railway line). <p>Stakeholder responses</p> <ul style="list-style-type: none"> Narrow roads and a lack of connectivity were identified as contributing factors to existing congestion, while at the same time the cul-de-sacs (leading to Powell's Creek) were viewed as a feature that should be protected. 	<p>According to survey respondents, priorities for improving public space included: 'access to quality public spaces and parks (59%)'; 'street trees for shade and comfort on the streets (53%)'; 'feeling of safety (46%)'; and activities and play for children and families (43%)</p> <p>Survey respondents</p> <ul style="list-style-type: none"> Strong support for more trees, tree lined streets and paths and shade throughout the precinct. Support for improved lighting in streets, along Powell's Creek Canal and for people walking home from the train station generally. Improved accessibility of public spaces. More activities and spaces for children and families. Improved maintenance of parks and wayfinding signage. A significant number of participants identified the need for improved lighting in streets, along Powell's Creek Canal and for people walking home from the train station generally. Opportunities to beautify and increase the level of activity along the George Street shopping strip. Opportunities to share the place history including First Nations Peoples and Arnotts factory stones. <p>Stakeholder responses</p> <ul style="list-style-type: none"> Importance of protecting and celebrating heritage in the area including less obvious items like the heritage garden on the Queens Street side of North Strathfield Station and Arnotts Factory dedication plaques on local bench seats. 	<p>Survey respondents made some key observations around housing and future density:</p> <ul style="list-style-type: none"> Some people were of the view that North Strathfield already caters for housing diversity with various housing types and densities existing already. Conversely, others identified the need for a greater mix and the opportunity to provide the "missing middle" housing stock and affordable options, including key worker housing. A need for sustainable, well designed homes and apartment buildings was identified, unlike what survey participants had seen in neighbouring suburbs. Survey participants want to protect the sense of local history and items of heritage significance. Survey participants hope that the pace of residential development will be matched with local infrastructure improvements at the cost of the developer. There was strong opposition to high rise apartment buildings. Some respondents welcomed medium or high density development, particularly west of the train line, close to the Metro station. Terraces / town houses (44%) and 6-8 storey mid-rise apartments (42%) were the top two preferences for housing immediately surrounding the metro station. Houses (46%) and terraces / town houses (46%) were the top two preferences for housing within a 5 minute walk from the metro station. 65% of respondents believe that future development should be concentrated around the station.

Community Feedback

3.3 Special places map

Survey respondents identified the places that they most value in and around North Strathfield.

The most valued spaces within North Strathfield (that received more than one comment) were primarily clustered around the Bakehouse Quarter on George Street and the intersection of Queen and Wellbank Streets including the North Strathfield Train Station. These locations are two pockets in the local area that have considerable existing amenity and historic significance. These spaces are special to the community and present an opportunity for further improvements in the public realm.

The community of North Strathfield clearly love the outdoors and value their public open spaces. Survey respondents highlighted the Powell's Creek Corridor, Bicentennial Park, and Central Park as some of their favourite local places. None of these public open spaces are within a 400m walk from the proposed Metro location, or within the boundary of the study area. It is important that the community have high quality open space in their local walking catchment.

Map ref	Location of Interest	Number of responses
1	Bakehouse Quarter	(36)
2	Powell's Creek Corridor	(27)
3	North Strathfield Station	(27)
4	Arnott's Biscuit Factory	(21)
5	George Street	(7)
6	Bicentennial Park	(7)
7	Concord Road Shops	(4)
8	Majors Bay Road	(4)
9	Wellbank Street	(3)
10	Queen Street	(2)
11	Central Park	(2)
12	Allen Street	(2)
13	Sydney Olympic Park	(2)
14	Yeralla Estate	(2)

Special places key - places with 2 or more nominations



Identified special places in North Strathfield

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The Bakehouse Quarter



Powell's Creek Corridor



Queen Street shops

Local Character Area Statement

4

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4.1 Desired future character

The 'Local Character Statement' consists of a set of principles that come under the heading of Movement, Built Form, Landscape, Land Use, and Character and Culture.

Each of these categories aligns with sub-sections of the DPIE Character Wheel. Within each subset of principles is a diagram that shows how they align to the Wheel. For instance, the subheading 'Movement' considers the elements of 'safety and access,' 'active transport and configuration,' 'road network and parking' from the DPIE Character Wheel. There can be overlap within the subcategories or principles taken from the wheel.

The principles articulate the opportunities to 'Change, Maintain and Enhance' aspects of the study area, using language that is synonymous with these terms.

Following on from the principles is a break down of future character areas identified within North Strathfield - a high level statement about each neighbourhood and the specific aspects of that location that make it unique.



Character and Culture

- Enhance **heritage and culture** by celebrating the local community and its diversity through **community education**, public arts, and culturally relevant festivals.
- Enhance the **retail** environment that caters for the local population and brings vibrancy to the streets of North Strathfield.
- Identify spaces of cultural significance to the Wangal people, the original custodians of the land, and recognise their **heritage and culture** through art and signage.
- Create high quality **public spaces** for the community life to flourish. Empower the social life of the neighbourhood with high quality streets, parks, plazas and community facilities. Provide places that bring people together, where people can linger, children can play and friends can meet.
- Celebrate the manufacturing heritage of North Strathfield and ensure that the historic Arnott's factory buildings are maintained.
- Enhance the opportunities for **leisure** activities within North Strathfield.
- Support the **local economy** and **employment** by diversifying the **retail** opportunities adding commercial office space in the mixed use areas.
- Maintain and enhance **safety** and **comfort** in the public realm where the community comes together.



Local Character Area Statement

Desired future character

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Land Use and Activation

- Create a vibrant mixed-use precinct around the Bakerhouse Quarter with outdoor dining and civic spaces for the community to gather along George Street.
- Promote the co-location of active high order community facilities (clinics and community centres) in a highly accessible location to revitalise key nodes to create hubs of activity near the Bakerhouse Quarter.
- Revitalise the Queen Street shopping strip into a vibrant little village centre.
- Support the growth of educational uses in the centre of the suburb.
- Provide a high quality public open space in a short walking distance of residential areas. At a minimum, there should be one on either side of the train line.
- Maintain the character area as a low density residential area.



Movement


- Enhance the local village feel in North Strathfield by prioritising walkability and other modes of active transport.
- Enhance pedestrian safety by providing safer connections, raised zebra crossings, or signalised pedestrian crossings in key locations.
- Improve accessibility throughout the entire suburb with consistent kerb ramps and pavements that are even, continuous and wide.
- Enhance the safety of evening commuters and enable active recreation after hours by improving street lighting in key locations.
- Ensure connectivity and interchange at the North Strathfield Station and enhance local access to the station with more local public transport connections, end of trip facilities and walkable access.
- Alleviate congestion on the local road network, reducing car dependency and minimising incentives for shorter trips; improve drop off/pick up zones for schools and the station; and changing configuration of the road network and permeability, namely exit points onto major roads.
- Continue to improve connectivity to and along the Powells Creek to facilitate and active transport corridor.
- Build a safe, connected and integrated cycling network that is supported with the necessary infrastructure (such as end of trip facilities).



Local Character Area Statement

Desired future character

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Landscape

- Enhance the **tree canopy** in the **public domain** by planting additional street trees throughout North Strathfield.
- Implement the objectives and utilise the measures and benchmarks of the GA NSW's Green Grid, Greener Places documents and Draft Connecting with Country.
- Create a network of **smaller public spaces**, with local parks, plazas, community gardens and play spaces for children within the local 5 minute walking catchment.
- Provide **safe** and **comfortable** spaces for the community, where all ages can participate.
- Be mindful of the **topography** and flooding risks around Powell's Creek.
- Open space** is to be fit for purpose, reflecting community desires and **cultural** use of space. Provide access to appropriate recreation facilities and amenities, such as toilets, barbeques, and bins.
- Public spaces** are to be well maintained and upgraded as they age, with particular care for landscaping and facilities.
- Access to higher order **leisure** and recreation facilities in neighbouring suburbs and foreshore walks should be prioritised.
- Continue to enhance and develop the amenity of the Powells Creek corridor and improve its accessibility and **safety**.



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City of Canada Bay Local Planning Study



Built Form

- Protect and maintain the **heritage** and conservation areas of North Strathfield from future redevelopment.
- Create appropriate **building height** from low density into higher density areas.
- Ensure a high quality of design and materiality for new developments that reflects the desired character of the area.
- Revitalise areas with poor amenity in the south and west of the rail corridor with higher **density** development.
- Increase the variety of **housing** and buildings types on offer by encouraging more low-rise medium **density** urban typologies (terraces and integrated low rise apartments) that **connect** with Powells Creek and close to the station.
- Change the urban **fabric** and provide greater permeability near the train line with through site links that connect with future crossing points.
- Maintain the family friendly nature of North Strathfield and ensure that the new development offers dwelling diversity with sufficient offer of 3+ bedrooms and a mix of affordable **housing** options.
- Integrate **commercial, residential** and a **community facility** with sensitivity to local residential areas in the mixed used areas.



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Local Character Area Statement

4.2 Desired sub-precinct character

North Strathfield has been divided into nine (9) separate future character sub-precincts based on the feedback from the community and site analysis, as well as considerations for strategic drivers of change (such as PRCUTS and a new Metro).



Future local character sub-precincts in North Strathfield

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1 Mixed use sub-precinct

Bakehouse Quarter

The Bakehouse Quarter is an industrial heritage precinct that was redeveloped into a vibrant retail and commercial core in the 1990s after the closure of the Arnott's Factory. There is an opportunity to strengthen and increase the activity within this precinct in accordance with recommendations in the Parramatta Road Corridor Urban Transformation Strategy with heights up to eight (8) storey with a permitted height of 32m as per PRCUTS. Adding mixed uses, including apartment buildings will bring more activity to the precinct, while retaining the heritage nature of the Bakehouse Quarter. A network of streets and laneways will weave through the sub-precinct to create an intimate spaces and vibrant retail precinct.

Parramatta Road interface

The underpass area will also be upgraded into a new public open space that is activated by retail at lower levels and provided ample lighting. The fundamental structure of the interface will remain the same, as it will always be wedged between the Western Motorway overpass and Parramatta Road to the south and the railway line to the east. For this reason appropriate acoustic treatment will be important on any residential development.

George Street public realm upgrades

The public realm along George Street will be upgraded to be a more vibrant and active space. Orienting the retail and alfresco dining onto a comfortable, high amenity street. Adding in soft landscaped spaces, tree canopy, plazas and prioritising pedestrian spaces will continue to lift the character support spaces where people want to linger.



The activation on George Street and the retail offer at the Bakehouse Quarter to be improved.



A new community facility integrated into new development.



Acoustic measures to minimise impact of rail and freeway noises



Significant landscape upgrades to George Street with pedestrian priority streets



Provide a safe new open space under the M4 Western Motorway



Warehouse facade preservation and sympathetic integration of new development.

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Local Character Area Statement

Desired sub-precinct character

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2 Residential (lower west)

This sub-precinct will accommodate medium density development up to five (5) storeys that will interface with the mixed use Bakehouse Quarter. It will also contribute to the amenity and safety of the of the Powells Creek Corridor and bring the verdant green space into the sub-precinct. Flooding constraints will inform the intensity of development in this sub-precinct.

The interface with George Street should be active, with retail provision at the lower levels and public realm upgrades to encourage walking and the prioritisation of active transport modes in general.



Boulevard streetscapes with seating and tree canopy on George Street and Queen Street

3 School District

The school district is integral to the community life of North Strathfield. This character area can be improved upon with future development providing a better interface with the street and providing more amenity and character along George Street.

A change of land use or future redevelopment should facilitate improved pedestrian connections to the metro/train station and the provision of a plaza/civic space. Up to eight (8) storeys (32m) will be permitted for new development and it should also seek to ensure that significant trees are retained on site. Student drop off and pick up times also need to be managed to mitigate congestion at peak hours.



School interface should be vibrant and interactive with the street. Shared amenities for use by the wider community.



Improvement of drop-off and pick-up areas.

4 Low density residential (upper west)

This sub-precinct will accommodate medium density development with three (3) and four (4) storeys products, so long as it complements the neighbouring character, including setbacks, street grain and dwelling envelopes.

The connection with Powells Creek Corridor is important and greater connection should be encouraged. The provision of a new public open space and a children's park will address the current deficit of open space and provide for the young population moving into North Strathfield.



Pedestrian priority crossings and cycle paths; multiple on George Street, Queen Street at train station, Concord Road at Corvess Avenue, and Powells Creek Corridor at Pomeroy Street.



Integrate the natural landscape into development and provide passive surveillance of public spaces, particularly the Powells Creek Corridor.



If land use were to change, the School District sub-precinct should provide high quality mixed use development, a high quality plaza and improved connection to the station.



A new improved park and playground for children.

Local Character Area Statement

Desired sub-precinct character

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5 High density residential (upper west)

This sub-precinct has existing 4-6 storey residential flat building developments along the rail line. The recent nature of the strata development indicates that it is unlikely that the built form will change significantly in the future.

Improvement of the streetscape and pedestrian connectivity along George Street within this precinct will lift the amenity in this area. Encouraging greater activity on the street from existing retail offer, providing soft landscaping and adequate lighting will support safety and comfort in the street, adding to the vibrancy of the northern section of George Street.



Encourage active frontage in existing retail outlets.



Deepen the landscape planting interfacing with the street.

6 Character area (LSPS)

1-2 storey federation and inter-war bungalows with mature streetscapes, identified in CCB's Local Housing Strategy as an area to be maintained, protecting the established character of the existing neighbourhood.

The streets and public realm can continue to be improved upon, complementing the low density context with bicycle lanes, additional street trees and time limited parking for vehicles that do not belong to local residents. Crossings and better connectivity across Concord Road will also make it safer for students walking to North Strathfield Primary School.



Improve the pedestrian experience around the roundabout of Pomoroy Street.



Encourage greater tree canopy with road centre verges on wide streets.

7 Residential (east)

This character sub-precinct will undergo some change by integrating a greater mix of housing typologies. This area will be intensified due to its strategic location and the existing development that has already taken place. Some sections will remain low density 1-2 storey residential detached dwellings and walk-ups.

Heritage items will be protected with interfacial development sensitive to the urban form. Missing middle product is appropriate in this location up to two (2) storey or three (3) storeys up to 9m, where multi-dwelling housing (terraces) are provided in accordance with LEP.

Upgrading Pomoroy Street and the network of roads that connect into Concord Road with better pedestrian and bicycle infrastructure will significantly improve this area. In particular, the rail crossing, the peanut shaped roundabout and the Gacemere Street roundabout require better pedestrian/bicycle crossing points.



Create a boulevard along George Street with public realm upgrades that focus of walkability and places for the community to comfortably linger.



Area to be maintained according the CCB's housing strategy with mature street trees and federation and inter-war bungalows.



Two storey multi residential building that complements the stand alone nature of neighbouring development.



Protect and enhance the existing tree canopy.

Local Character Area Statement

Future local character sub-precincts

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8 Town centre core

The shop top housing that is situated opposite the railway station is to maintain its central role in the community and retail presence at street level. There are opportunities to improve the streetscape and retail offering to make it a more attractive precinct and form a civic heart through its relationship to the train station and station plaza.

Shop top housing could be transformed into medium density mixed use developments of up to four (4) storeys that retain the existing façades and the fine grain nature of the street. This will revitalise the Queen Street shops and enable preservation of the local character.



Shop top housing with existing facade maintained - not reflecting proposed heights.



Small scale wine bars and boutique attractions.



Station forecourt and plaza on Queen street to be upgraded and expanded

9 Land potentially subject to flooding

Existing planning controls will be maintained. Land in the vicinity of flood planning lots will need to have appropriate separation and transition down to the two storey low density residential flood lots.



SJB Urban



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Sydney Metro West Planning Study

Stage 1: Background & Strategic Context Review

City of Canada Bay, NSW

Prepared for
City of Canada Bay

18 June 2021

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We create amazing places



At SJB we believe that the future of the city is in generating a rich urban experience through the delivery of density and activity, facilitated by land uses, at various scales, designed for everyone.

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Introduction

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1.1 Purpose of the report

SJB has been appointed by the City of Canada Bay to undertake a planning study. The purpose of the study is to investigate the opportunities and implications of Sydney Metro West for Canada Bay Council area which will have three new metro station locations.

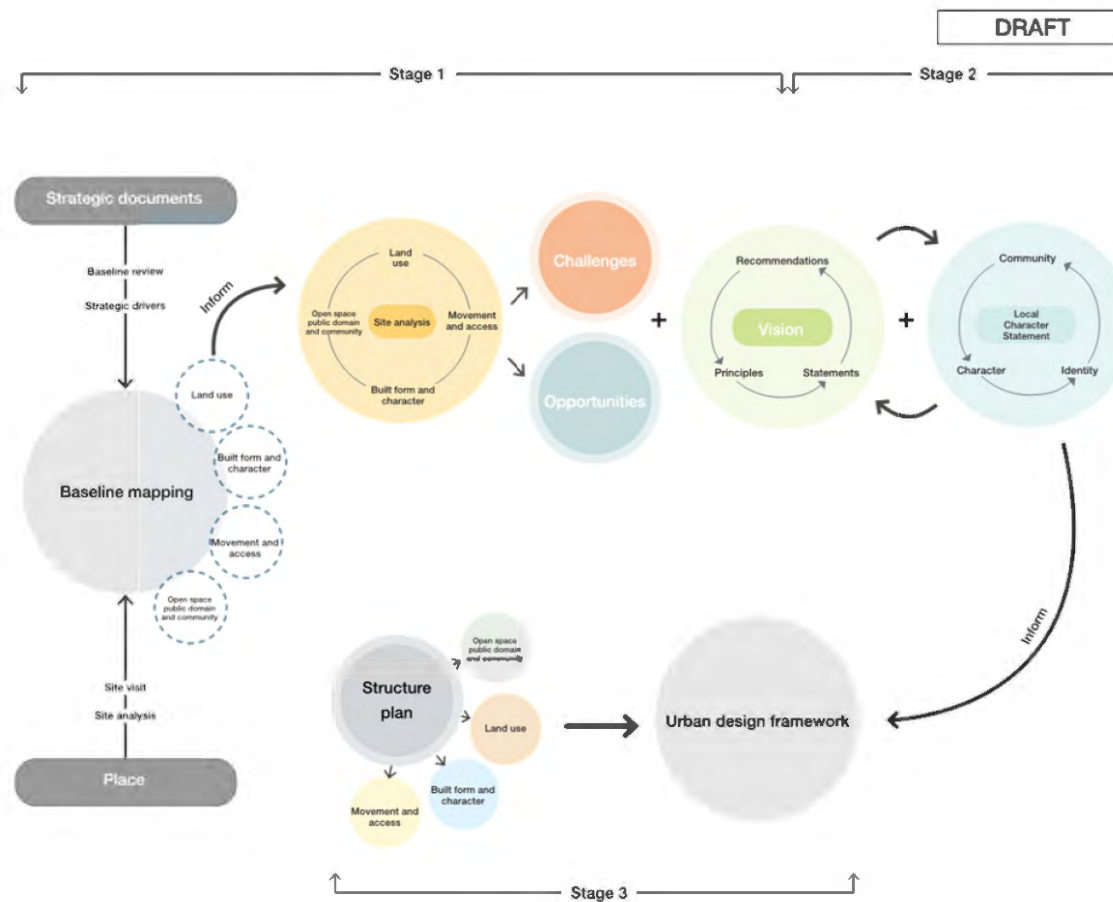
This report will investigate study areas in Five Dock, Concord/ Burwood North and North Strathfield, which are the locations earmarked as proposed station, and examine opportunities that come from new transport infrastructure.

Stage 1 of this planning study will interrogate the existing context of the precincts. This includes a review of the information from relevant land use planning studies, and other planning frameworks and strategies to identify the constraints and opportunities for each station precinct. The underlying 'baseline mapping' drawn from the strategic review will inform the site analysis and existing character of each station precinct.

The vision and objectives for each station precinct will be developed from a synthesis of the challenges and opportunities.

In the next stage, the community will be engaged to develop a 'Local Character Statement' for each of the study areas. Subsequently, an urban design framework will be developed for each station precinct which includes a structure plan and framework focused on four (4) key themes:

- Open Space, Public Domain and Community facilities
- Movement and Access
- Land Use and Activity
- Built Form



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Introduction















1.2 Regional context

Canada Bay Local Government Area (LGA) is situated south of the Parramatta River with the northern boundary defined by the river foreshore. It is strategically located approximately 10kms from both the Sydney and Parramatta Central Business Districts and is bounded by the Burwood Council LGA to the south.

The LGA has significant regional connectors within its boundary with the T9 train line to the west, intersecting through North Strathfield, Victoria Road to the east and Parramatta Road and the new WestConnex, a 33km underground motorway, to the south.

The three precincts are within close proximity to the Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). The PRCUTS is a planning framework that seeks to revitalise the Parramatta Road corridor spanning from Granville in the west to Camperdown in the east through the introduction of new homes, jobs, transport, open spaces and public amenity once WestConnex and Sydney Metro West alleviate congestion within this area.

Key

-  Canada Bay Council
-  PRCUTS
-  Economic Corridor
-  Place-based Infrastructure Compact (PIC) Area
-  Western City District Area
-  Strategic Centre
-  Health and Education Precinct
-  Metropolitan Centre
-  Metropolitan Cluster
-  Light Rail
-  Sydney Trains
-  Sydney Metro
-  Planned Sydney Metro
-  Future Sydney Metro

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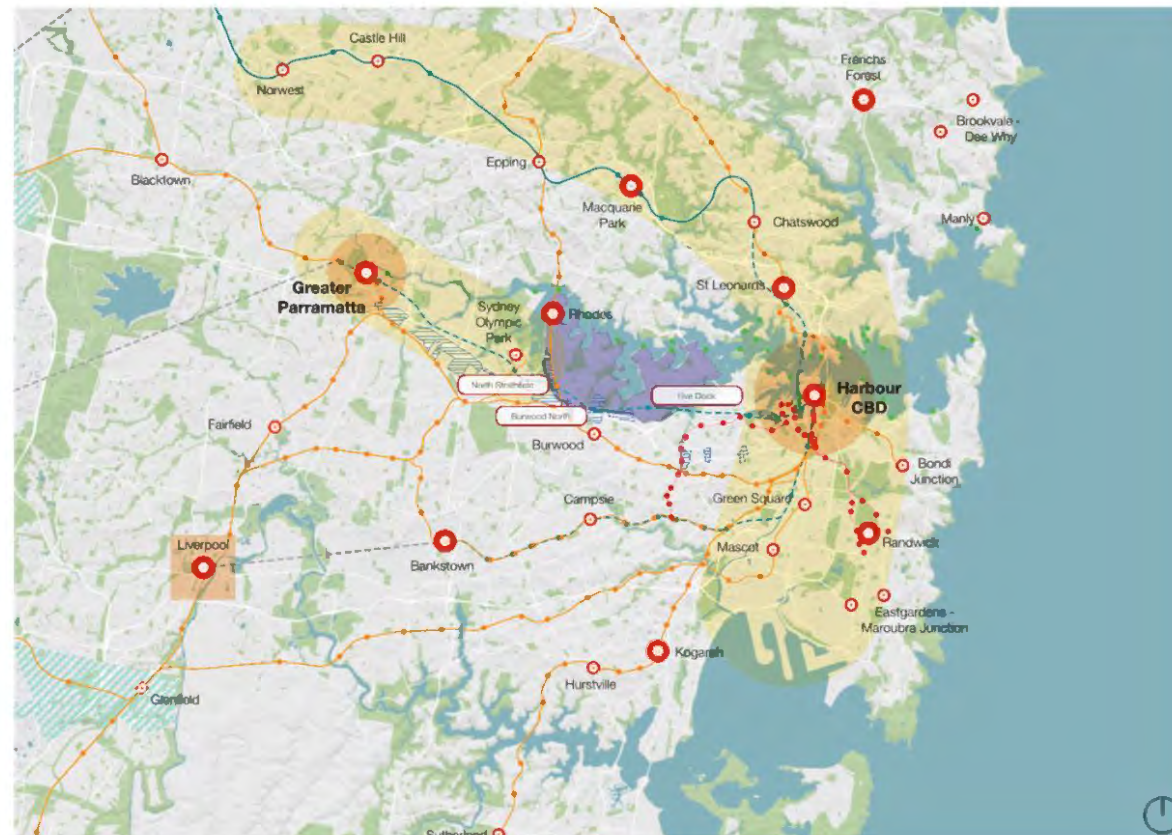


Figure 01: Regional context and strategic plan

Introduction

1.3 Eastern City District Plan (2018)

The *Eastern City District Plan* is part of the Greater Sydney Commission's region plan, *A Metropolis of Three Cities* and is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

The Region Plan identifies five Districts within Greater Sydney. Canada Bay Council LGA is located within the Eastern City District. North Strathfield and Five Dock are defined as Strategic Centres, places which are accessible to people by public transport for jobs, shops and services. Burwood North is mid-way between the strategic centre of Concord and the metropolitan centre of Burwood which is earmarked as an urban renewal area.

The Eastern City District Plan sets out a range of actions aimed at delivering the Plan's 20 Priorities and drawn from the strategies set out in the Regional Plan.

Of these actions, the most significant for the Precinct are:

- Plan for urban development, new centres, better places and employment uses that are integrated with, and optimise opportunities of, the public value and use of city shaping projects.
- Use place-based planning to support the role of centres as a focus for connected neighbourhoods.
- Integrate land use and transport plans to deliver the 30-minute city.
- Strengthen social connections within and between communities through better understanding of the nature of social networks and supporting infrastructure in local places.
- Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities.
- Deliver social and civil infrastructure that meets the needs of the community now and in the future.
- Consider the adaptability of infrastructure and its potential shared use when preparing infrastructure
- Optimise the use of available land for social infrastructure.
- Consider the local infrastructure implications of areas that accommodate large migrant and refugee populations.

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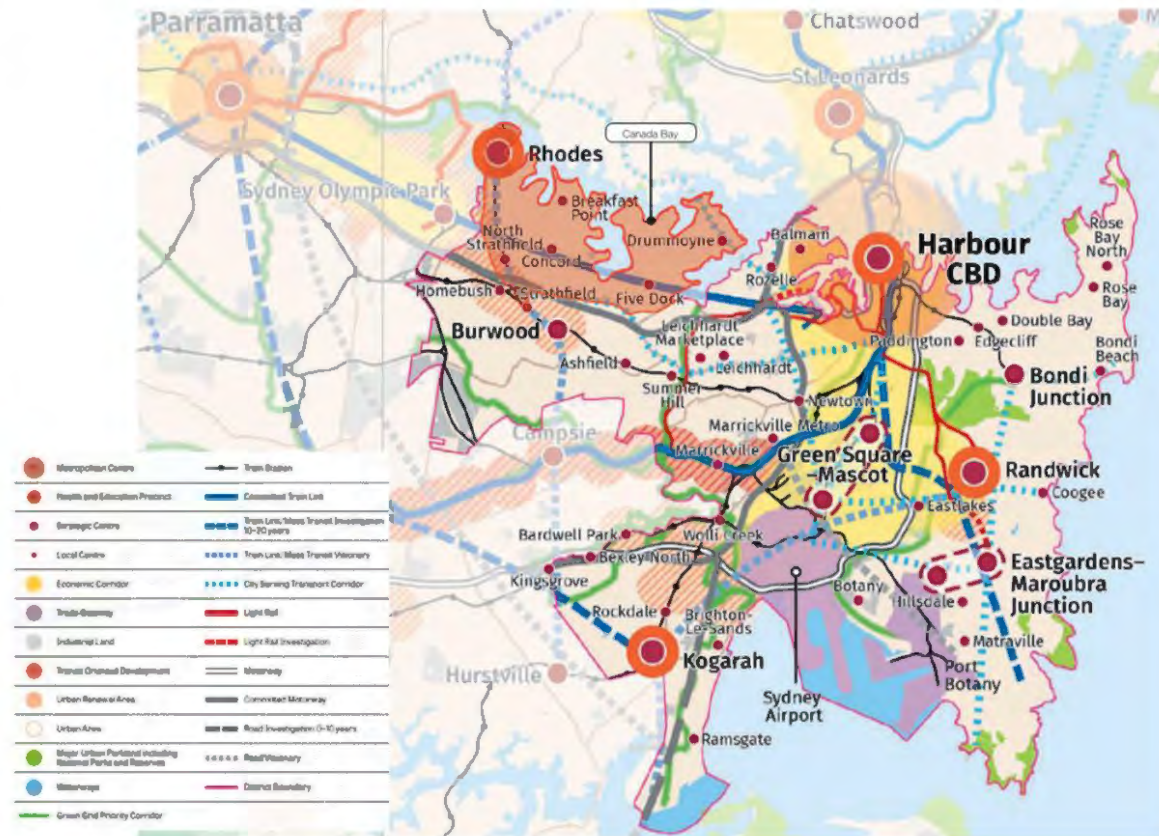


Figure 02: Eastern City District Plan Source: Greater Sydney Commission, 2018 strategies and plans.

Introduction

1.4 Strategic Driver - Sydney Metro West

A key strategic driver in GSC's *A Metropolis of Three Cities* is the Sydney Metro West, a metro system to provide fast and frequent connections between Greater Parramatta and Sydney CBD.

Three potential new metro station locations have been identified within LGA for different roles:

- North Strathfield: to provide relief to the T9 Northern Line (formerly T1 line).
- Burwood North: an intermediary metro station in the vicinity of the intersection of Parramatta Road and Burwood Road.
- Five Dock: a place with high amenity as both a place of origin and destination, with an opportunity to increase densities and work opportunities.

The design of the Sydney Metro West will also include safeguards to allow for future extensions to the southeast of the Sydney CBD via Zetland, serving the Green Square town centre, and west beyond Westmead and potentially the Western Sydney Airport.

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Figure 03: Investigation corridor for Sydney Metro West Source: NSW Government Sydney Metro 2018







Introduction

1.5 Sydney Metro West - a catalyst for change

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From our analysis, research and observations of other metro stations and what makes a successful precinct, the following are key principles which create catalysis for change to the surrounding areas supported by a Metro:

Opportunities that Sydney Metro West will provide for each precinct include...

 Metro Station	 Community	 Integrating Land Uses	 Regional Growth	 Landscape and Recreation	 Infill and Density
<ul style="list-style-type: none"> • The Metro Station will connect passengers to the wider Metropolitan Sydney, creating a unique opportunity to introduce transit oriented designs. • Metro stations to be places of departure and arrival with a mix of residential and commercial within 800m of the station. • Offer greater densities close to the station (within 400m). 	<ul style="list-style-type: none"> • Potential to introduce vibrant community facilities that fill existing gaps to service the growing population. • Provide active transport infrastructure to support and encourage a cycling and walking culture. • Opportunity for through-site links, connections to other key nodes for pedestrian friendly and safe streets. 	<ul style="list-style-type: none"> • Provide a true mixed-use centre that includes residential, retail, office and community services. • Include services such as childcare, medical and allied health. Co-location of similar activities to strengthen the character and viability of these services. • Commercial activity can thrive on activity provided by a resident population, at all times of day. 	<ul style="list-style-type: none"> • Metro station can strengthen its precinct's role as a strategic centre with increased commercial floor area balanced with higher densities for population growth and contribute to local economic growth. • Capitalise on available land in the area with a vibrant mix of residents and commercial job opportunities • Leverage changes to the local character from the metro station. 	<ul style="list-style-type: none"> • Integrate and engage with the existing public domain • Improve the of quality and quantum of open space required for accessibility for all people. • Provide high quality public spaces and interfaces that create a welcoming and well maintained sense of place • Provide access and connections to programmed open space, such as sports fields and courts. • Integrate the network of open spaces to stitch the local area together. • Provide amenity for high density living, including outdoor play spaces. 	<ul style="list-style-type: none"> • Deliver the highest densities within 400m of the station • Consolidate the commercial/residential densities to better utilize area in close proximity to the Metro. • Reduce the quantity of car parking and hard surfaces at ground level for better active and vibrant public domain. • Provide an activated, permeable ground floor • Provide opportunities for passive surveillance of public spaces

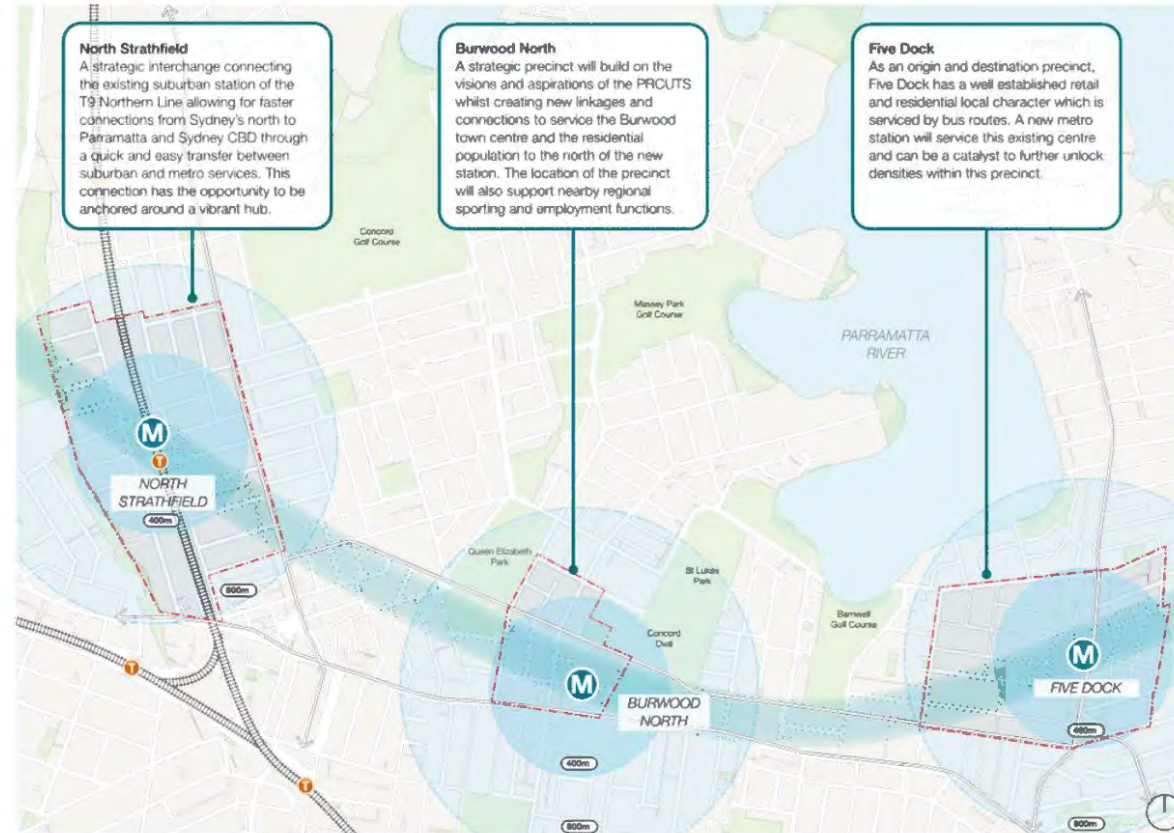
Introduction

1.6 Role of the Precincts within the Corridor

Each Metro station precinct has a unique offering both within the corridor and the overall Sydney metropolitan area.

The opportunity for each centre to provide a specific position within the Metro corridor allows for a strong character and identity to be formed for each precinct and create the vision for the services and facilities provided. The following are the current roles of the precincts.

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Background and Strategic Context Review

2

2.1 Baseline Review

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A review of background studies and documentation has been undertaken as part of the Stage 1 review process.

This section outlines those key documents reviewed by the wider team, categorised into the themes of Planning and Strategies, Economy, Public Domain and Environment, Heritage, and Access and Movement.

Each document has been reviewed under the following key strategies headings:

- Land use
- Built form and character
- Movement
- Environment

Documents	Overall strategy	Precinct		
		Five Dock	Burwood North	North Strathfield
Greater Sydney Commission 2056 Eastern City District Plan (2018)	○			
Parramatta Road Corridor Urban Transformation Strategy (2016)	●	●	●	●
Your Future 2030 Community Strategic Plan (2018)	○	○	○	○
Social Infrastructure (Open Space & Recreation) Strategy and Action Plan (2019)	●	●	●	●
Social Infrastructure (Community) Strategy and Action Plan (2019)	●	●	●	●
Local Strategic Planning Statement (2019)	●	●	●	●
Sydney Metro West (2018)	○			
Local Housing Strategy (2019)	●	●	●	●
City of Canada Bay Development Control Plan (2017)	○			
Five Dock Urban Design Study (2013)	○	○		
Local Movement Strategy (2019)	●	●	●	●
Employment and Productivity Study (2019)	○	○	○	○
Draft Burwood, Strathfield & Homebush Aboriginal Heritage Constraints Analysis (2018)	○		○	○
Draft Burwood, Strathfield & Homebush Non-Indigenous Heritage Assessment (2018)	○		○	○
Urban Tree Canopy Strategy (2019)	●	●	●	●
Draft Burwood, Strathfield & Homebush Open Space and Social Infrastructure (2018)	●		●	●
Biodiversity Framework and Action Plan (2019)	●	●	●	●

Key

- Baseline review mapped in this report
- Baseline review summarised in this report

Background and Strategic Context Review

2.2 Baseline Review - Strategy

Parramatta Road Corridor Urban Transformation Strategy - PRCUTS (2016)

Urban Growth



Key takeaway points

Homebush Precinct (incl. North Strathfield)

1. Target:
 - 19,500 new people by 2050
 - 9,500 new homes by 2050
 - 3,800 new jobs by 2050
2. Urban renewal opportunities:
 - Land immediately fronting Parramatta Road
3. Challenges:
 - Fragmented land ownership and small lots.
 - Managing planning in areas which include transitions from larger-scale development to low-scale and heritage-listed buildings

Burwood-Concord Precinct (incl. Burwood North)

1. Targets:
 - 11,400 new people by 2050
 - 5,500 new homes by 2050
 - 12,900 new jobs by 2050
2. Urban renewal opportunities:
 - Land immediately fronting Parramatta Road
 - Land north of the M4 Motorway around Underwood Road, Wentworth Road and Homebush Bay Drive
3. Challenges:
 - High levels of on street car parking
 - Pedestrian access across Parramatta Road from Powells Creek Reserve to Homebush Station
 - Movement and circulation around the WestConnex portal
 - Delivery of new open space under the M4 Motorway
 - Long term demand for new school infrastructure
 - Transitioning built form around sensitive locations and low-density areas
 - Flooding impacts in Concord

Kings Bay Precinct (south of Five Dock)

1. Target:
 - 5,200 new people by 2050
 - 2,600 new homes by 2050
 - 2,900 new jobs by 2050
2. Urban renewal opportunities:
 - Land immediately fronting Parramatta Road
 - Kings Road
3. Challenges:
 - Fostering urban support services, such as mechanics, upholsters and other local services
 - Transitioning development height and density north of Parramatta Rd towards low density and heritage areas

Homebush Precinct (North Strathfield)

Land use and activity

1. Employment and mixed-use focus on both sides of Parramatta Road and through the Bakehouse Quarter
2. Retention of the existing low-density character in North Strathfield
3. Medium and high-density residential development in select locations around key transport nodes
4. Explore opportunities for new school infrastructure with co-located community facilities within the Precinct

Built form

5. Undertake public domain improvements around Stations as a key link to public transport
6. Establish strong activity on Parramatta Road
7. Break up large blocks with laneways and throughsite links where possible
8. Facilitate site amalgamation to provide opportunities for master-planned redevelopment which delivers good public open space outcomes and other benefits.
9. Explore adaptive re-use options for heritage items and the conservation areas

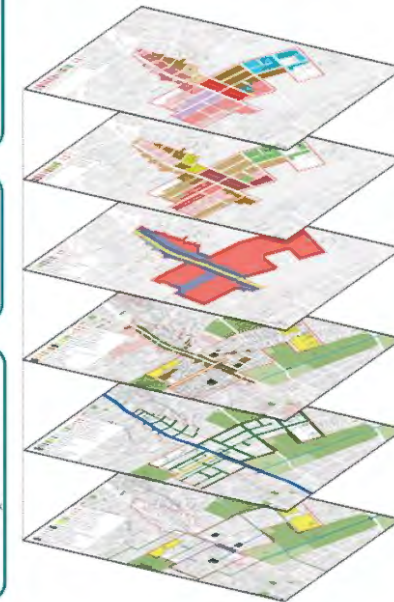
Movement and access

10. Capitalise on the improved, high-capacity public transport connections offered by the metro
11. Capitalise on development potential around transport nodes
12. Acknowledge Parramatta Road will continue to be key movement streets in the Precinct
13. Reduce car dependency by improving access to public and active transport infrastructure

Open space and community

14. Reinforce the Powells Creek corridor as a linear north-south greenway with active transport links to Mason Park Wetlands, Sydney Olympic Park and Bicentennial Park to the north
15. Reinforce the Bridge Road cycle link as part of the Bay to Bay regional cycle network
16. Enhance east-west connections, particularly across the Northern Rail Line, Powells Creek, the M4 Motorway, George Street and Pomeroy Street
17. Create two new active transport linkages across Powells Creek at Hamilton Street and Lorraine Street
18. Reinforce George Street, Lorraine Street, and Hamilton Street as key streets prioritised for pedestrians
19. Leverage new development to provide new open space, high quality and active public domains and new through-site links

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Background and Strategic Context Review

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Burwood-Concord Precinct (Burwood North)

Land use and activity

1. Facilitate the mixed use of land on both sides of Parramatta Road to complement the existing active and vibrant town centres
2. Reinforce non-residential use of ground and first floor developments in the retail core
3. Encourage appropriately scaled residential development across the Precinct

Built form

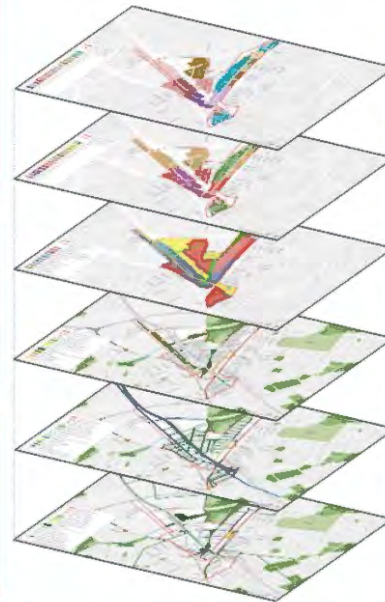
4. Appropriately respond to the existing urban grid with a network of roads, streets and laneways, in keeping with the existing urban character
5. Facilitate the amalgamation of certain sites to create opportunities for redevelopment into additional open space or public domain areas
6. Reduce residential car parking rates to decrease car dependency and increase use of public transport
7. Transition heights in appropriate locations

Movement and access

8. Capitalise on the improved, high-capacity public transport connections along Parramatta Road to the Sydney CBD
9. Capitalise on the good access to two major transport modes (heavy rail and future metro along Parramatta Road)
10. Recognise Parramatta Road as major arterial road

Open space and community

11. Recognise and celebrate the northern part of Burwood-Concord as one of Sydney's original garden suburbs
12. Develop strong active transport connections to existing open space in and around the Precinct
13. Recognise the need for new development which includes high quality open space and well connected public areas



Kings Bay Precinct (south of Five Dock)

Although not specific to the Five Dock station precinct, the Kings Bay precinct is relevant to Five Dock due to its proximity and interface between the two precincts. Understanding the vision and strategy of Kings Bay ensures that the two centres are not competing precincts that undermine each other, but work together as collaborative precincts with unique functions, qualities and offerings.

Land use and activity

1. Facilitate the mixed use of land on both sides of Parramatta Road
2. Develop a new local village around Spencer Street
3. Encourage medium and high-density residential development north of Parramatta Road, with limited, appropriately scaled residential development south of Parramatta Road

Built form

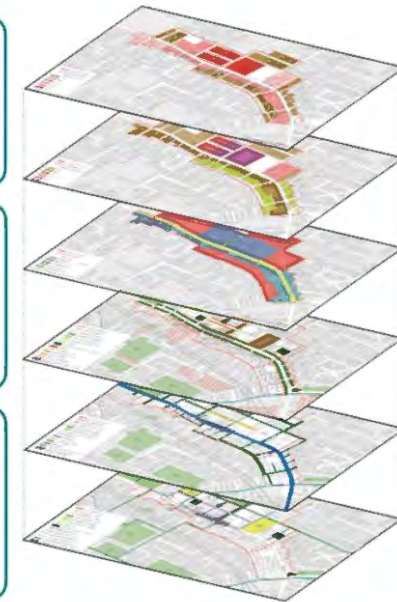
4. Create a new fine-grain road network and a mixture of uses and activities anchored on the Queens Road, Spencer Street and William Street intersections
5. Establish a new, high-amenity neighbourhood hub, focussed around Spencer Street, with low traffic
6. Retain and build on existing lifestyle/recreation businesses in and around the Precinct
7. Facilitate site amalgamation in appropriate locations to provide opportunities for redevelopment

Movement and access

8. Capitalise on reliable, frequent rapid transit to service the new population
9. Reinforce active transport links to Croydon Station
10. Benefit from the potential decrease in traffic volumes on Queens Road as a result of WestConnex
11. Recognise Parramatta Road will continue to have a movement function
12. Reduce residential car parking rates to decrease car dependency, increase use of public transport and improve traffic conditions

Open space and community

13. Leverage development to provide new open space, a north-south plaza between Spencer Street and Queens Road, and green corridors between Parramatta Road and the foreshore
14. Create mid-block, through-site links and prioritised pedestrian connections
15. Deliver new cycle links along Short Street, Grogan Street, Acton Street, William Street and through Barnwell Park Golf Course and Walker Street
16. Construct the new, separated, regional cycle path along Queens Road, connecting Concord in the west to Iron Cove in the east



Background and Strategic Context Review

2.3 Baseline Review - Planning and Design

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Local Strategic Planning Statement - LSPS (2019)

City of Canada Bay



The 19 priorities outlined by the LSPS:

Infrastructure and collaboration
 Vision: Align growth with the delivery of infrastructure
 1. Planning for a City that is supported by infrastructure
 2. Work towards best practice planning and infrastructure provision for Rhodes Planned Precinct, creating a model for sustainable, high quality development

Liveability
 Vision: Create great streets, places and buildings for people
 Plan for a diversity of housing types and affordability. Protect and enhance local character.
 3. Providing community services and facilities to meet people's changing needs
 4. Foster safe, healthy, creative, culturally rich and socially connected communities
 5. Provide housing supply, choice and affordability in key locations
 6. Provide high quality planning and urban design outcomes for key sites and precincts
 7. Create vibrant places that respect local heritage and character

Productivity
 Vision: Connect and strengthen neighbourhoods and centres. Ensure Sydney Metro West delivers "density done well"
 8. Grow investment, business opportunities and jobs in Rhodes strategic centre and Concord Hospital
 9. Enhance employment and economic opportunities in local centres
 10. Identify opportunities to support urban support services
 11. Identify land use opportunities and implications arising from Sydney Metro West
 12. Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport

Sustainability
 Vision: Improve access to Parramatta River foreshore. Facilitate sustainable development and renewal. Increase biodiversity and the urban tree canopy.
 13. Protect and improve the health and enjoyment of the Parramatta River Catchment and waterways
 14. Protect and enhance bushland and biodiversity
 15. Protect and enhance scenic and cultural landscapes
 16. Increase urban tree canopy and deliver Green Grid connections
 17. Deliver high quality open space and recreation facilities
 18. Reduce carbon emissions and manage energy, water and waste efficiently
 19. Adapt to the impacts of urban and natural hazards and climate change

Priority 11 and it's spatial actions are specifically relevant to the Metro West and is outlined in greater detail below:

Priority 11
Identify land use opportunities and implications arising from Sydney Metro West

Actions

11.1 Prior to rezoning occurring, a local planning study is to be prepared and endorsed by Council for the localities in which a Sydney Metro West station is proposed, including development sites and their immediate surrounds. The local planning study is to:

- include the preparation of a desired future character statement prepared in consultation with the community;
- identify opportunities and preferences for new and / or improved areas of open space within, adjacent to or surrounding the new Metro locations;
- identify opportunities for and facilitating improvements in the public domain to maximise pedestrian amenity, movement and experience;
- establish preferred land uses within and around the new Metro locations;
- consider opportunities for a diverse range of housing that is consistent with the desired future character of the area and determine the contribution of any new housing to the regional housing target;
- ensure that the employment functions and services around station locations are supported and enhanced as a result of the Metro project;
- establish preferred built form outcomes within and around new Metro locations; and
- identify the need for further studies or considerations resulting from transport infrastructure.

11.2 Review the Canada Bay Bike Plan to ensure routes and linkages respond to proposed metro station locations.

11.3 Advocate for improvement to local bus networks to ensure that they act as feeder services to metro station locations.

11.4 Minimise parking close to Metro West stations and require any car parking and basements within close proximity to future Metro stations to be adaptable (minimum 2.4 metres clear height).

Short term | *Long term*

Background and Strategic Context Review

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The priorities and spatial actions outlined by the LSPS that are relevant to the three (3) station precincts:

Infrastructure and collaboration	
Priority	Spatial action
1. Planning for a city that is supported by infrastructure	1.2 Collaborate to enable dedicated rapid public transport and place based outcomes along Parramatta Road Corridor.
	1.3 Collaborate with GSC and State Government to ensure urban design, place based and social infrastructure outcomes for the Planned Precinct.
	1.4 Collaborate to ensure land use change around Sydney Metro West stations deliver high quality outcomes.
	1.6 Encourage the shared use of land.

Liveability	
Priority	Spatial action
3. Provide community services and facilities to meet people's changing needs	3.1 Finalise and implement the Canada Bay Social Infrastructure (Community Facilities) Strategy.
	3.2 Update the Canada Bay Development Contributions Plan to include relevant works identified within Canada Bay Social Infrastructure (Community Facilities) Strategy.
4. Foster safe, healthy, creative, culturally rich and socially connected communities	4.1 Review the Canada Bay Development Control Plan to deliver controls.
	4.2 Implement and update The Disability Inclusion Action Plan, The Community Safety and Crime Prevention Plan and The Public Art Plan.
	4.3 Investigate opportunities to foster creative participation throughout Canada Bay by delivering an LGA level performance space and creation of a network of creative and cultural spaces.
	4.4 Amend the Canada Bay Local Environmental Plan to implement a competitive design excellence process to apply to all new buildings of over 45m height.
5. Provide housing supply, choice and affordability in key locations	5.1 Implement PRUCITS in accordance with the 2016-2023 implementation plan.
	5.2 Planning proposals that seek to rezone land outside of identified renewal areas are compatible with character and prevailing density of established neighbourhoods.
	5.3 Investigate changes to the planning framework to encourage greater diversity of dwellings within the immediate vicinity of Concord West train station, North Strathfield and Five Dock Town Centres.
	5.4 Amend Development Control Plans to require all new development to provide an increased number of 3 bedroom apartments, consistent with changing household and age structure.
	5.5 Require a minimum of 5% of GFA of new development to be dedicated as affordable housing.
	5.6 Ensure that Planned Precinct, Parramatta Road Corridor and redevelopment of large sites deliver a diversity of housing types ranging terraces to apartments.
6. Provide high quality planning and urban design outcomes for key sites and precincts	6.2 Finalise development of the Bakehouse Quarter that: <ul style="list-style-type: none"> - is consistent with the Parramatta Road Corridor Urban Transformation Strategy; - protects and is sympathetic to the heritage and character of the site; - provides a range of office uses and tenancy sizes with communal facilities; - to cater for creative and emerging businesses.

7. Create vibrant places that respect local heritage and character	Continued.	- demonstrates how existing gaps in local social infrastructure, civic space and green links will be addressed on site;
		- create built form and land use outcomes along George Street that provide a human scale and fine grain retail frontages to enhance amenity and pedestrian experience; and
		- locate any future large format retail floor space at the northern end of the Bakehouse Quarter to have closer proximity to future residential development.
		7.2 Amend the Canada Bay Local Environmental Plan to implement interim local character statements for the Character Areas.
		7.3 Review the interim local character statements.
		7.4 Seek an exclusion for Compulsory Development under the Housing Code and Low Rise Medium Density Housing Code in Local Character Areas.
		7.5 Finalise and implement an Aboriginal Cultural Heritage Study to contribute to the conservation and management of Aboriginal Cultural Heritage.
		7.6 Undertake a new LGA wide heritage study with a focus on the built and natural environment to improve the understanding and protection of Canada Bay's cultural heritage
7.8 Include a minimum lot size of 800sqm for Boarding Houses in the R2 Low Density Residential zone to improve the amenity of boarding houses and reduce their impact in these areas.		

Productivity	
Priority	Spatial action
8. Enhance employment and economic opportunities in local centres	8.4 Require commercial floor space to be located above ground floor level retail in any future mixed use centre along Great North Road or any development within close proximity to future Metro stations
	8.5 Prepare an Evening Economy Strategy that includes an understanding of its contribution to the local economy, constraints to implementation and opportunities in local centres
	8.6 Prepare an Activation Policy to provide high level direction and intent, and facilitate the community use and activation of public space in town centres and community hubs (including parks).
10. Identify opportunities to support urban support services	9.7 Ensure that B4 Mixed Use Zones and B1 Neighbourhood Centres maintain a substantial retail, office and commercial focus.
	10.2 Ensure that future built form controls and the structure of street blocks in precincts that provide for commercial, retail or urban services uses along Parramatta Road facilitate: rear lane or alternative access from a road, other than Parramatta Road; rear lane low bay access for small truck and customer parking; serviced loading docks for non-residential uses.
11. Identify land use opportunities and implications arising from Sydney Metro West	11.1 See previous page (pg 13), for further details.
	11.2
	11.3
	11.4
12. Improve connectivity throughout Canada Bay by encouraging a modal shift to active and public transport	12.1 Consider and implement the Local Movement Strategy to increase connectivity across the LGA and encourage modal shift away from car use.
	12.2 Review the Canada Bay Bike Plan to address cycling related recommendations within the Local Movement Strategy; ensure a connected and safe cycle network; and identify separated paths and opportunities for end of trip facilities.

Continued.	12.3 Advocate for improvement to public transport, including by rail, ferry and on demand transport services; increase connectivity to Concord Hospital; prioritise public transport on State roads; and improve connectors between local centres and train/metro stations.
	12.4 Develop a Walking Strategy that aims to build a physical and cultural environment that supports and encourages walking, with vibrant streets, parks, public spaces and neighbourhoods where people will choose to walk more often.
	12.5 Support implementation of travel behaviour change programs by Transport for NSW, including Travel Demand Management (TDM) measures to increase the use of sustainable transport choices.

Sustainability	
Priority	Spatial action
13. Protect and improve the health and enjoyment of the Parramatta River Catchment and waterways	13.2 Review and update WSUD controls to: reduced stormwater runoff; volumes and pollution entering waterways; pervious areas maximised; all stormwater is treated; stormwater management systems are vegetated.
	13.4 Finalise the City of Canada Bay Foreshore Access Strategy and associated plan for implementation with an aim to improve access to and along the Parramatta River foreshore.
14. Protect and enhance bushland and biodiversity	14.3 When preparing planning studies and controls, create links to habitat sites through canopy cover, the Green Grid and waterways, and improve planting of shrubs and under-story.
15. Protect and enhance scenic and cultural landscapes	15.1 Ensure that land use change in foreshore and peninsula localities does not have a significant adverse impact upon views.
16. Increase urban tree canopy and deliver Green Grid Connections	16.1 Prepare a street tree master plan in accordance with the principles and outcomes of the Canada Bay Urban Tree Canopy Strategy to increase tree canopy on public land.
	16.3 Increase the urban tree canopy on private land by amending the Canada Bay Development Control Plan to update list of recommended tree species; require tree planting when land is redeveloped; and include appropriate controls to protect trees, including the definition of a tree.
17. Deliver high quality open space and recreational facilities	16.5 Ensure that Master Plans and Precinct Plans achieve a minimum of 25% canopy cover.
	16.6 Prepare a Green Grid delivery strategy that seeks to align the relevant recommendations contained within the Biodiversity Strategy; Urban Tree Canopy Strategy; Social Infrastructure (Open Space and Recreation) Strategy; and Local Movement Strategy.
18. Reduce carbon emissions and manage energy, water and waste efficiency	17.1 Consider and implement the Social Infrastructure (Open Space and Recreation) Strategy, including delivery of sports fields and courts; passive recreation; new open space in North Strathfield, Concord West and along the Parramatta Road Corridor; a new park in the Strathfield Triangle; expansion of Fred Kelly Place; and increased indoor recreation (Five Dock Leisure Centre and Concord Oval).
	18.5 Undertake a review of Canada Bay Development Control Plan to: provision for electric vehicles and shared infrastructure; provide controls regarding solar panels and required a dedicated space for battery storage.
19. Adapt to the impacts of urban and natural hazards and climate change	19.1 Implement flood related planning controls in accordance with the recommendations of the Concord West Precinct Flood Study.

Background and Strategic Context Review

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Local Housing Strategy (2019)
City of Canada Bay



The majority of the Precincts have been identified as areas that will be investigated for greater housing diversity, with the exception of the north west corner of North Strathfield precinct, which has been identified as a Character area.

Key housing priorities

1. Large-scale urban renewal to deliver high density housing in the form of apartments as outlined under State Government plans
2. Ensure that high density dwelling yields are comprised of sufficient dwelling diversity
3. Local centres are planned to provide opportunities for alternative low and moderate-scale housing, within walking distance of services and access to public transport
4. Housing diversity and choice to be further addressed by infill development around centres in the form of low-rise medium density, to provide a wider range of housing forms whilst being respectful of local neighbourhood character
5. Ensure that housing in the LGA provides opportunities for key workers, low income households and other groups through the requirement the private sector provide affordable housing as part of larger redevelopment
6. All character areas be identified and protected, with sensitive infill development, as part of retaining a diversity of housing types and residential streetscapes

SJB

Community Strategic Plan 2018-2030 (2018)
City of Canada Bay



Built form

North Strathfield

1. **Concord/North Strathfield Character area:** Federation (mainly single storey houses, hipped roofs) and Inter-War Bungalows (1 to 1.5 storey houses, pitched roofs). Desired character area: New development will need to respond to the dominant single storey scale of the area, low fencing.
2. **Future Medium Density Residential:** Some capacity for additional dwellings. These areas are well located adjacent to local centres and train stations, with large lot sizes that could make redevelopment without amalgamation possible. Constraints: There is relatively little open space near these areas. Net Housing Capacity: 457
3. **Key Controls:** Centre Core: B1 Neighbourhood Centre, Mixed Housing Precinct - Rezone R2 Low Density areas to R3 Medium Density, HOB max. 2 storeys, opp. 3 storeys in delivery of terraces. Add manor house typology.

Burwood North

4. **Major development area** along PRCUTS corridor : Significant apartment development expected both in the first and second stage releases, with the first stage (by 2026). Net Housing Capacity: 2,833

Five Dock

5. **Major Centre:** This is a large and thriving centre which is very attractive for potential apartment dwellers. There are a number of sites scattered throughout the municipality which can accommodate some significant development. Constraints: All developments need to respect existing character which means even two storey townhouses would need to be consistent with the established single storey streetscape. Net Housing Capacity: 954
6. **Future medium density residential areas:** Most medium density opportunities lie to the east of the centre, although unlikely to yield significant volumes of dwellings. Constraints: Area does already contain a fair share of townhouse developments. Net Housing Capacity: 119
7. **Low density residential areas:** Some opportunities in the form of single lot subdivisions which would add one dwelling per lot. Net Housing Capacity: 532
8. **Key Controls:** Major Centre: B4 Mixed Use Zone, Mixed Housing Precinct - Rezone R2 Low Density areas to R3 Medium Density, HOB max. 2 storeys, opp. 3 storeys in delivery of terraces. Add manor house typology.

Sydney Metro West Planning Study

Land use and activity

Theme 1: Inclusive, involved and prosperous

1. Promote disability inclusion to enhance positive community attitudes and behaviours
2. Provide children and family services and facilities
3. Provide services and a range of facilities for Seniors for the ageing population
4. Support young people by providing information and services
5. Provide library services
6. Provide quality active and passive recreation services and facilities
7. Provide community facilities
8. Plan for affordable housing

Open Space and Community

Theme 2: Environmental responsible

9. Respond to the impacts of climate change through planning for environmental sustainability
10. Protect and enhance natural resources and biodiversity
11. Provide efficient and effective waste and resource recovery services
12. Manage drainage and stormwater infrastructure
13. Plan for, and maintain parks and open space

Movement and access

Theme 3: Easy to get around

14. Advocate and provide for accessible public transport and related infrastructure
15. Provide linked footpaths and cycleways
16. Provide efficient lighting for public spaces to ensure a safer environment
17. Deliver traffic and parking infrastructure
18. Provide quality roads and infrastructure that caters for current and future road transport needs

15

Background and Strategic Context Review

Social Infrastructure (Open Space and Recreation) Strategy and Action Plan (2019)

City of Canada Bay



Cred
CONNECTING

Open spaces and community

Open space and recreation priorities by catchment

General LGA

1. identify opportunities for recreation outcomes such as water sensitive urban design (WSUD) to improve pedestrian amenity or new open space opportunities
2. Protect existing trees and natural bushland areas throughout open space and streets, in particular in small open space areas without other recreation functions
3. Set a benchmark in a PRCUTS urban design study for all future development in line with the Greater Sydney Commission, that:
 - All dwellings should be within 400m of open space of at least 0.3ha, and
 - All high density dwellings should also be within 200m of open space of at least 0.1ha
4. Require on-site accessible communal open space, including ground floor open space in new residential developments
5. investigate opportunities for recreation, quiet contemplation and play in natural areas, particularly for people living in higher density.

SJB

North Strathfield

6. Improved connections along Powells Creek Corridor and Parramatta Road (2026)
7. Review planning for Strathfield Triangle (2026)
8. New open space close to future Metro station (minimum 0.3ha) to support increased population (2036)
9. Streetscape improvements connecting from residential areas along the train line in Concord, and Concord West, to Henley Park, Central Park and the Walkers Estate
10. Deliver Green Grid connections as part of the Parramatta Road Corridor Transformation Strategy and deliver improved connections along Parramatta Road to open space in the Powell's Creek corridor
11. Investigate opportunities to deliver new multi purpose courts.

Burwood North

12. Green Grid recreation trails from Gockilard Park to Massey Park Golf Course, and Concord Oval to Barnwell Park Golf Course (2028)
13. Informal recreation opportunities in local open space to support future Metro station and increased population (2036)
14. Deliver new outdoor recreation courts at Concord Oval (2026)
15. Investigate opportunities to redevelop underutilised outdoor recreation facilities (e.g. tennis courts, bowling clubs/greens)
16. Streetscape improvements connecting the south of the Burwood Green Link corridor and St Lukes Park/Concord Oval corridor to support habitat connections as well as improved pedestrian and cycle connections
17. Improve open space connections in these areas: Burwood Green Link - Burwood Park to Hen and Chicken Bay, St Lukes Park and Concord Oval corridor, Bicentennial Park/ Sydney Olympic Park.

Five Dock

1. Improved connections along Iron Cove Creek from Parramatta Road (2036)
2. New open space in town centre (minimum 0.3ha) to support increased population including from future Metro station (2036)
3. Streetscape improvements to improve walkability to village centres e.g. Five Dock Town Centre to Timbell Park, Five Dock Park etc.
4. Deliver expanded indoor recreation provision at Five Dock Leisure Centre to complement facility and service provision proposed at Concord Oval (2026)
5. Expansion of Fred Kelly Place (2026)
6. New youth recreation area (2028)

Sydney Metro West Planning Study

Social Infrastructure (Open Spaces and Community) Strategy and Action Plan (2019)

City of Canada Bay



Cred
CONNECTING

Land use and activity

Social infrastructure priorities by catchment

General LGA

1. Incorporate Aboriginal cultural heritage/interpretation of significance in our social infrastructure
2. Investigate shared use or temporary uses of underutilised Council owned buildings for temporary pop up arts and cultural uses
3. Work with local schools to unlock their potential as publicly accessible community facilities in areas with current gaps and future growth

North Strathfield

4. Priority area for future high school classrooms
5. Deliver a new 400m² local multi-purpose community venue (1,101m² by 2036), near future metro station
6. Youth services and programs and services and programs for culturally diverse residents
7. Communal spaces within new high density apartments

Burwood North

8. Priority area for future high school classrooms. Increased capacity of Concord High School to address growth
9. Redevelopment of Concord Community Centre. Address the existing lack of a staffed district level multi purpose community centre through the delivery of a 1,200m² community centre. This facility could include a 200+person hall, community office space, and arts and cultural facility space to support a range of age groups, and additional library program space. Space could be provided near Burwood North or Five Dock metro station to service Five Dock, Canada Bay and Concord catchments.

Five Dock

10. Local multi-purpose community venue in town centre (1,256m² by 2036)
11. Increase seniors housing
12. 684m² additional library floor space required in the Five Dock/Drumbyrne catchment
13. Plan for increased supply of seniors housing to support older people to age in place within the neighbourhoods where they are connected.
14. Spaces to provide services and programs for children, families, youth and seniors. Communal rooms to be provided within future high density developments.

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Background and Strategic Context Review

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**Five Dock Urban Design Study
- Background Report (2013)**
City of Canada Bay



**Five Dock Urban Design Study
- Recommendations Report (2013)**
City of Canada Bay



Land use and activity

1. Framework vision:
 - Public domain as a catalyst
 - Safety and surveillance: improve natural surveillance and adequate lighting in public areas
 - Activity generator: place spaces as centres of public life
 - Incentives for site amalgamation and redevelopment: encourage site amalgamation for courtyard style developments and to create larger retail shops, through bonuses. Reduction of car park provisions in centre
 - Strategic opportunity sites: Improve the centre's amenity and making it more attractive. The largest Council own site is the car park on Waterview Street and is considered key to the establishment of the new town square. Another catalyst site is at the intersection of Lyons Road and Great North Road as a new gateway park.

Movement and access

3. Framework vision:
 - A robust urban structure: new connections along east-west streets
 - A fine-grain pedestrian network: redevelop area where possible to create a permeable, fine-grain network of public lanes and pedestrian links
 - Pedestrian activity and desire lines: Adding a crossing point at Rodd Road & crossing improvements at Kelly Place, First Ave as a traffic calmed street, Pedestrian desire lines along First and Second Ave and Garfield St
 - East-west cycle connection: cycle link along Henry Street and Barnstable Rd
 - Consolidated, more efficient carparking: Relocating parking to the edges of the core to promote walking, multi-level car park at Kings Road
 - Increase safety through lighting, active/passive surveillance and new crossings.

Built form

2. Framework vision:
 - A memorable, distinctive place: highlight heritage with streetscape and an adjacent high-quality public domain. Creating spaces in centre's T-intersections
 - Defined public domain: buildings to be built to street alignment
 - Human scale and proportion: Increase max. building height to 18m, max 5 storeys, 4 storey street wall with upper level set back
 - Quality new development
 - Prominent places of interest
 - Celebrate and highlight heritage

Open space and community

4. Framework vision:
 - A strong community heart: Fred Kelly Place and open space outside of post shop defines the civic focal point in the town centre extending one/both to strengthen the "heart" of Five Dock.
 - Green streetscape: Northern section of the Great North Road in urgent need of streetscape upgrades.
 - Local identity and activity clusters: Potential locations for public art in the new town square, the proposed northern gateway park/plaza and in various streets and lanes.
 - Activity cluster: Cluster approach, grouping activate with same mix of uses
 - Northern gateway and landscaping
 - Public art

Background and Strategic Context Review

2.4 Baseline Review - Access and Movement

Local Movement Strategy (2019)
City of Canada Bay



Movement and access

Active Transport

1. Improve walking and cycling connections to town centres, train stations and future Metro station
2. More efficiently integrate transport mode at public transport interchanges
3. Provide safe walking and cycling facilities by investigating new opportunities.
4. Investigate safe cycling routes within 1km of schools through new or improved facilities
5. Provide a legible, connected and accessible cycle network through completing missing links.

Public Transport

6. Create a simple and direct bus network
7. Provide a comfortable bus travel experience for customers
8. Create a more accessible public transport network for residents who are not within walkable catchments of frequent bus routes through more on-demand services
9. More efficiently integrate transport modes at public transport interchanges
10. Priorities public transport access to major employment or mixed-use developments or in areas that would benefit from enhanced accessibility.
11. More efficiently integrate transport modes at public transport interchanges
12. Provide additional public transport capacity to relieve constrained corridors.
13. Dedicated public transport lanes on Panamatta Road

Road Network

14. Improve safety by reviewing speed limits on major roads and in town centres
15. Investigate the movement of traffic in and around local centres to increase the efficiency of the road network
16. Better manage parking requirements
17. Accommodating future transport in Canada Bay
18. Reduce demands for on-street loading by improving off-street facilities.

Travel Demand Management

19. Invest in active and public transport by leveraging off new development to shape sustainable land use
20. Behaviour change to achieve mode shift, travel reduction or peak spreading.

Land Use

21. Integrate land use and transport planning.

SJB

Sydney Metro West Planning Study

2.5 Baseline Review - Economy

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Employment and Productivity Study (2019)
City of Canada Bay



Employment

General LGA

1. Canada's Bay employment is precinct focused. Only two precincts serviced by train (Rhodes & North Strathfield). Areas in between the centres lack the necessary services to attract a strong presence of employment.
2. Many of Canada Bay's other centres are population serving. With a mix of local and neighbourhood centres, these centres predominantly play a local population-serving role. Some centres such as Five Dock and Concord have established themselves as vibrant and identifiable centres.
3. The industrial role of the LGA is transitioning. There has been a shift in the makeup of Canada Bay's employment. Both knowledge intensive and health jobs have proportionally increased, at the expense of industrial and population serving.
4. A reduction in land available for industrial jobs, with industrially-zoned land gradually rezoned and these industries in relative decline overall.
5. The workforce is becoming increasingly professional. Knowledge-intensive and health and education-related jobs employ 59% of Canada Bay's residents.

North Strathfield

1. Take advantage of the Bakehouse Quarter's unique urban character to develop a clear commercial, retail and entertainment identity.
2. The Metro is likely to have three implications for North Strathfield and the Bakehouse Quarter:
 - Additional population growth in increased demand for retail provision.
 - Increased commercial densities will likely influence the location of retail and entertainment function and may support the location of station entry points even closer to the Bakehouse Quarter to facilitate this connection.
 - Unlikely that there will be commercial intensification around North Strathfield station due to anticipated desirability of the Bakehouse Quarter.

North Strathfield

- incorporate displaced industries in the B6 and In1 zones within future mixed use and enterprise precincts along Panamatta Road as part of the PRCUTS.

Five Dock

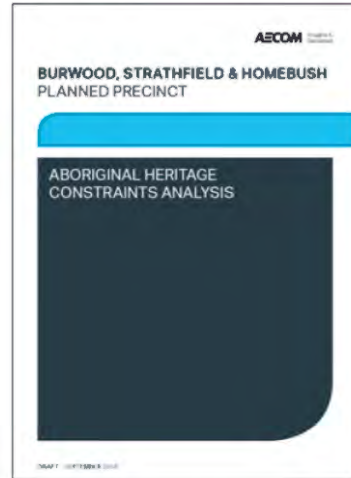
1. Concentrate future growth on perpendicular streets, rather than extending the length of the retail strip on Great North Road.
2. Provide appropriate commercial floorspace in the centre core.
3. Anticipated that the centre would be heavily focused on population serving uses such as retail rather than as a commercial core.

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Background and Strategic Context Review

2.6 Baseline Review - Heritage

Burwood, Strathfield & Homebush Aboriginal Heritage Constraints Analysis (2018)
City of Canada Bay



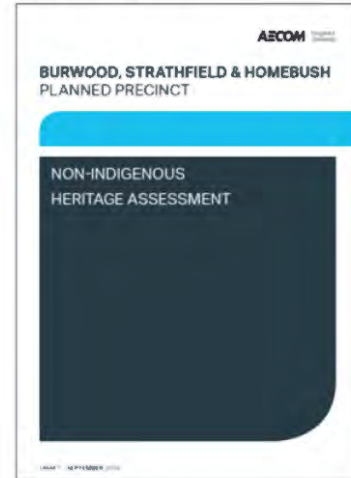
Open spaces and community

There are no areas of Aboriginal heritage or significance identified within the 3 precincts within this report.

Opportunities exist to increase the density within the precincts in areas:

- With little or no heritage value
- Where the heritage character relates to two or three storey items
- Where the heritage character has already been modified
- Where heritage items are adjacent to higher density developments such as railway corridors, town centres and apartments.

Burwood, Strathfield & Homebush Non-Indigenous Heritage Assessment (2018)
City of Canada Bay



Open spaces and community

Homebush Sub-precinct (incl. North Strathfield)

1. Bakehouse Quarter identified as a local heritage item
2. Heritage items predominately as dwellings on the east of the precinct.
3. Heritage conservation area south of Princess Street.

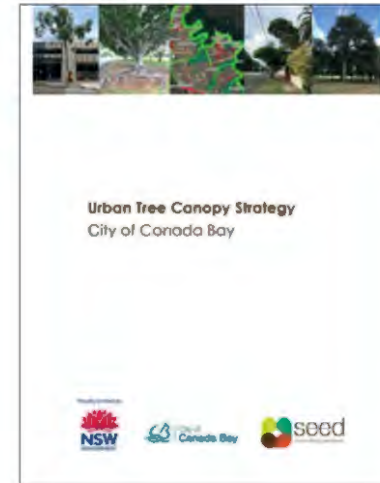
Burwood Sub-precinct (incl. Burwood North)

4. Heritage items predominately as dwellings in the west of the precinct. Significant heritage item is St Luke's Church on the west
5. Heritage items of open space Concord Oval and Queen Elizabeth Park surrounding the precinct.

2.7 Baseline Review - Public Domain & Environment

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Urban Tree Canopy Strategy (2019)
City of Canada Bay



Open spaces and community

1. Urban forest covers over 18% of the Council area, including public and private land, with the remaining land area being predominantly impervious surfaces at 55% (e.g. buildings and roads). 18% of land cover was identified as having potential plantable space. To align with the NSW Government Architect's Office Tree Canopy Manual (draft) and the Council's Your Future 2030 vision, the Council will need to achieve an increase in current canopy to at least 25% by the year 2036. That equates to an increase of approximately 1.35 km² of canopy cover, or around 190 rugby union fields' worth.

North Strathfield

3. Comprises 4.9% of the Council area and is dominated by impervious cover (62%)
4. Less than 20% of the suburb is covered by tree canopy, with more of this canopy falling on private than public land. 15% of area is identified as plantable.
5. North Strathfield is identified as a high priority suburb for tree planting.

Burwood North (part of Concord)

6. Concord is the largest suburb, comprising 25% of the Council area and dominated by impervious cover (48%) and unplantable space (12%)
7. Public land is comprised primarily of tree canopy (10.5%), and plantable grassy areas (10%). 22% of the area is identified as plantable.
8. Burwood North is identified as a high priority suburb for tree planting.

Five Dock

9. Comprises 12.3% of the Council area and has a higher than average proportion of impervious cover (62%) and unplantable space (8%).
10. Less than 20% of the suburb is covered by tree canopy, with more of this canopy falling on private than public land, making the suburb vulnerable to canopy loss should urban in-fill occur. 13% of area is identified as plantable.
11. Some streets within Five Dock are identified as high priority streets for tree planting.

Background and Strategic Context Review

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Canada Bay Biodiversity Framework (2019)
City of Canada Bay



Open spaces and community

1. Native Vegetation: protecting, managing and restoring native vegetation and biodiversity for current and future generations
2. Urban Waterways: restoring the river foreshore environment, waterways and their surrounds
3. Corridors and Connectivity: enhancing landscape linkages
4. Public Spaces: managing our reserves to promote biodiversity and community interaction
5. Urban Habitat: protecting, conserving and managing biodiversity with the community in the urban landscape
6. Green Infrastructure: providing opportunities for green infrastructure, innovation, enhancements and demonstration of excellence in biodiversity, and fostering partnerships and education opportunities in Canada Bay

North Strathfield

7. Powells Creek Reserve ecological connectivity as a high priority

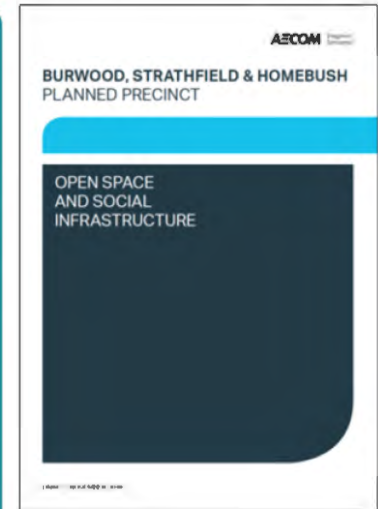
Burwood North (part of Concord)

8. Queen Elizabeth Park, Cintra Park, St Luke's Park, Goddard Park ecological connectivity as a high priority

Five Dock

9. Timbrell Park ecological connectivity as a high priority

Open Space and Social Infrastructure (2018)
City of Canada Bay



Open spaces and community

Preliminary gaps and changing needs that have been identified:

1. Increase in proportion of young adults in the community; placing higher demand on semi-formal sporting spaces and outside of business hours uses
2. High proportion of population living in flats and apartments increased demand on open space for recreation that may be done in a private open space in a less dense area e.g. barbecues
3. Ageing population increases demand for social infrastructure such as community centres as well as accessibility to all services
4. The high level of cultural diversity in the area increases demand on social infrastructure that can facilitate activities such as language classes and cultural celebrations as well as ensuring standard services are accessible to those speaking languages other than English.
5. The cultural diversity also changes the demand on open spaces and sporting infrastructure provision

Land use and activity

6. A potential baby boom from the existing young adults may create need for early childhood, play facilities and primary schools in the medium term 5-10 years
7. Canada Bay Council has an under provision of medical facilities in the Strathfield sub-precinct and open space within Homebush sub-precinct

Baseline mapping

3

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3.1 Emerging vision and common themes

The background documents provided an overview of the strategic direction for each precinct. The following section overlays the key findings from each of the strategies and is structured according to 4 key categories:

1. Land use and activity
2. Built form
3. Movement and access
4. Open space, public domain and community

The purpose of this is to understand the key priorities of each precinct based on the above categories to form the structure plans in Stage 2.



Baseline mapping

3.2 Land use and activity summary map - baseline documents

The table below identifies the key maps/documents that inform the land use and activity and built form summary maps. The purpose of these maps is to identify opportunity for growth and intensification for development whilst safe guarding heritage/conservation areas and areas of significant local character.



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LEP 2013



Land Use

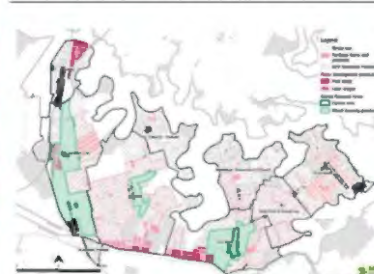


FSR



Height of Building

Canada Bay Local Housing Strategy, September 2019



Canada Bay Local Housing Strategy, September 2019, Pg 117

Urban Growth PRCUTS Planning and Design Guidelines, November 2016



Paramatta Road Corridor Urban Transformation Implementation tool kit, November 2016, Pg 139, 163

Canada Bay Local Strategic Planning Statement, September 2019



Canada Bay Local Strategic Planning Statement, September 2019, Pg 21

Baseline mapping

3.3 Character areas, conservation areas and heritage items



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Conservation areas and heritage items (LEP 2013)

The conservation areas and heritage items identified by Canada Bay Local Environmental Plan (LEP 2013) play a significant role in establishing the local character of the LGA. The character and density of these areas must be maintained intact and the heritage items enhanced.

Key

- 400m catchment
- - - Precinct boundary
- Conservation areas
- Heritage items
- RE1



Character areas (LSPS)

Character areas identified by the Canada Bay Local Strategic Planning Statement (LSPS) are areas where the current development capacity is to be maintained and where new development is to be consistent with the future character statement. Council will review the Interim Character Areas and produce new local character statements for these areas and areas identified for change.

Key

- 400m catchment
- - - Precinct boundary
- Character area
- RE1



Combined constraints map

The character areas, conservation areas and heritage items combined represent a constraint to medium density development. They are important to preserving identified local character and off-setting its loss as a consequence of the anticipated significant uplift in the LGA over the next 20 years.

The character areas, conservation areas and heritage items combined are to be considered constraints to medium density development within the LGA.

Key

- 400m catchment
- - - Precinct boundary
- Heritage item
- Conservation areas
- Character area
- RE1

Baseline mapping

3.4 Density and zoning proposed by various strategies



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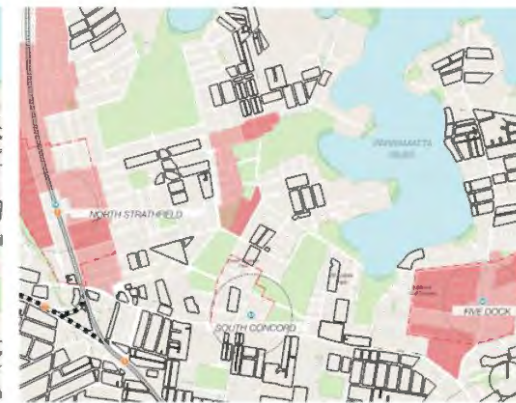
Existing land zoned as R3, B4 and B6 (LEP 2013)
The current Local Environmental Plan (LEP 2013) has land zoned medium density residential R3, not yet fully delivered. Mixed use zones (B4) and corridor enterprise zones (B6) are also existing opportunities for medium density.

- Key**
- 400m catchment
 - - - Precinct boundary
 - R3 land (LEP 2013)
 - B4 and B6 land (LEP 2013)
 - RE1



Medium Density R3 Parramatta Road Corridor Urban Transformation
The Parramatta Road Corridor Transformation strategy identified additional land to be zoned for medium density residential and mixed use. These lots are to be considered as opportunity sites for future development.

- Key**
- 400m catchment
 - - - Precinct boundary
 - Medium density residential (PRCUTS)
 - Mixed use (PRCUTS)
 - RE1



Terrace and dual occupancy potential (LSPS)
Mixed housing precinct (Local Housing Strategy)
The local housing strategy and the LSPS identify areas suitable for dual occupancy typologies and terrace houses. These lots are to be considered as opportunity sites for future development.

- Key**
- 400m catchment
 - - - Precinct boundary
 - Terrace and dual occupancy potential (LSPS)
 - Housing precinct (local housing strategy)
 - RE1

Baseline mapping

3.5 Combined medium density and housing opportunity maps - land use

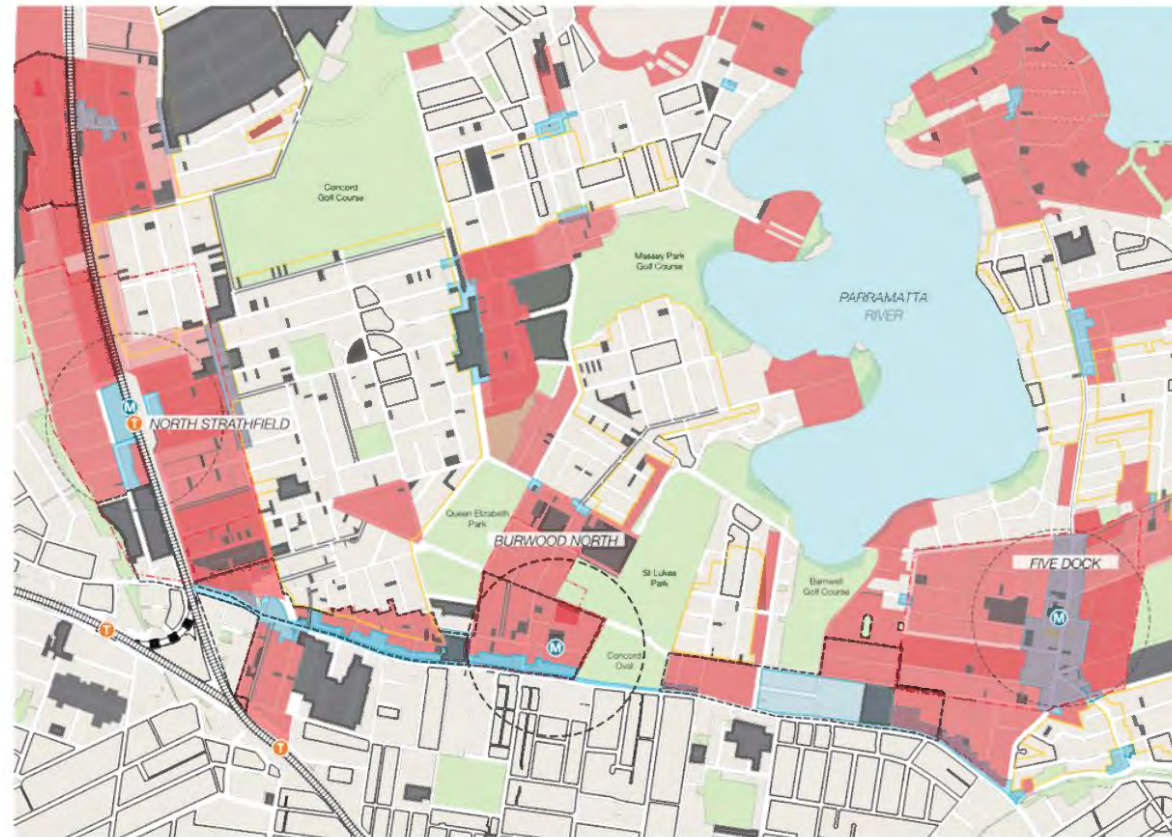
The combined medium density opportunity maps overlaid with the constraints map show the areas of the LGA considered for new medium density development in accordance with all the strategic document summaries and maps.

The opportunity areas are the following:

- Land currently zoned R3 and not yet fully delivered
- Land currently zoned mixed use B4 and not yet fully delivered
- Land identified for medium density and mixed use by the PRCUTS
- Areas identified for dual occupancy housing typology by Canada Bay Local Housing Strategy
- Land identified for dual occupancy typology and terrace houses by the LSPS

Key

- 400m catchment
- - - Precinct boundary
- R3 residential land (LEP 2013)
- Terrace and dual occupancy potential (LSPS)
- Medium density residential (PRCUTS)
- Housing precinct (local housing strategy)
- B4 and B6 land (LEP 2013)
- Areas where R3, B4, B6 land uses overlap
- Areas where heritage and B4, B6 land uses overlap
- Areas where residential uses overlap (LEP 2013, LSPS, PRCUTS, and local housing strategy)
- RE1
- Heritage and conservation areas
- Character areas



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Baseline mapping



3.6 Combined medium density and housing opportunity maps - height of buildings

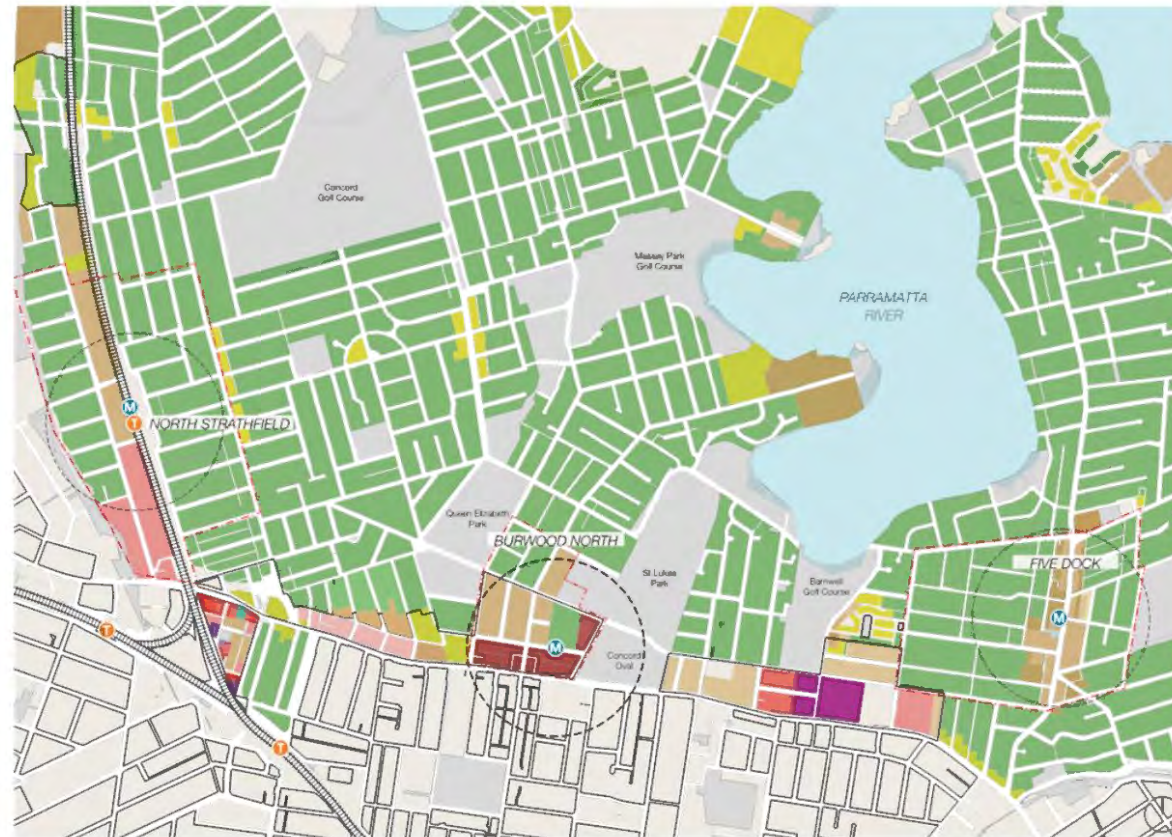
DRAFT

The combined mapping of the strategic documents regarding height of buildings across the LGA has highlighted the following existing opportunities:

- Heights of up to 16m along railway corridor at North Strathfield
- Heights up to 27m at Bakehouse Quarter
- Increased heights from 12m along Parramatta Road at Burwood North to 42m as part of the PRCUTS vision
- Increased heights at Burwood North from 8.5m to 16m.
- Five Dock height of buildings remains unchanged from the LEP 2013.

Key

--- 400m catchment	
- - - Precinct boundary	
8.5m	24m
9.5m	25m
10m	27m
11m	31m
12m	32m
14m	35m
15m	40m
16m	42m
17m	50m
20m	59m
21m	80m



Baseline mapping

3.7 Movement and access summary map - baseline documents

The table below identifies the key maps/documents that inform the movement and access summary maps. The purpose of these maps is to identify opportunity for growth and intensification for development whilst safe guarding the key access and movement routes within the precincts.



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Canada Bay LSPS, September 2019



Canada Bay Local Strategic Planning Statement, September 2019, Pg 47

Canada Bay Local Movement Strategy, September 2019



Canada Bay Local movement Strategy, September 2019, Pg 65, 69, 75

PRCUTS, November 2016



Paramatta Road Corridor Urban Transformation Strategy report, November 2016, Pg 99, 103,



Paramatta Road Corridor Urban Transformation Strategy tool kit, November 2016, Pg 131, 155, 179.

SJB

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Baseline mapping

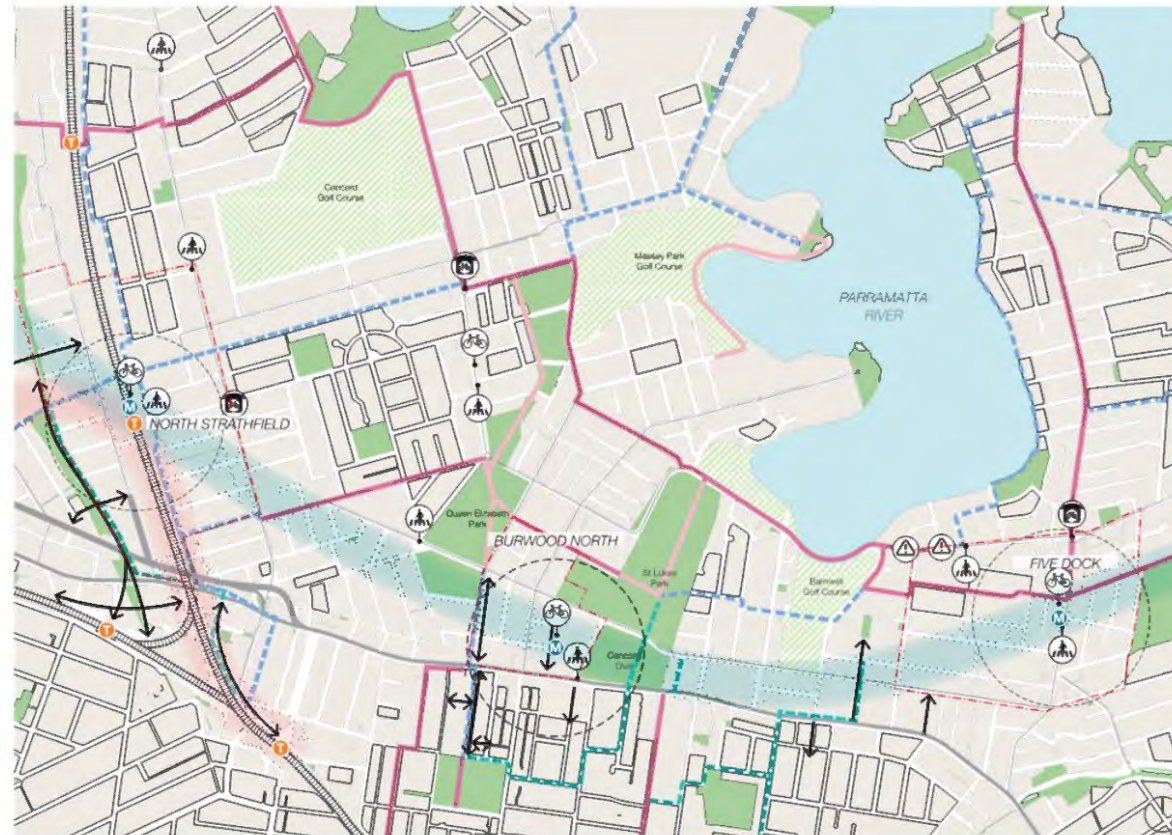
3.8 Movement and access

The combined mapping of the strategic documents regarding movement and access across the LGA has highlighted the following priorities:

- The cycleway network to be expanded and better connected and provide safe bike routes to each precinct from all residential areas not within walking distances
- Provide clear and direct routes to take them to points of destination (e.g. metro and local centres) and reducing awkward junctions and obstacles
- Provide end of trip bike facilities at each metro station to allow safe parking areas and promote active transport
- Improve existing pedestrian crossings along local centre to improve pedestrian connectivity
- Opening of new roads across Parramatta Road to provide additional entry point to the precinct and dilute vehicular traffic across alternative routes.

Key

- 400m catchment
- - - Precinct boundary
- Future connections (FRCUTS)
- Major roads (Local Movement Strategy)
- Existing on-road cycle routes (LSPS)
- Existing Off-road cycle routes (LSPS)
- Future on-road cycle routes opportunities for future connections (LSPS)
- Future on-road cycle routes opportunities for future connections (FRCUTS)
- Golf course
- Open space
- ⚠ Investigate intersection upgrade (Local Movement Strategy)
- 🚲 Bicycle end of trip facility
- 🚶 Improve pedestrian crossing
- 🚲 Bicycle laneways



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Baseline mapping

3.9 Open space, public domain and community summary map - baseline documents

The table below identifies the key maps/documents that inform the open space, public domain and community summary maps. The purpose of these maps is to identify opportunity for growth and intensification for development whilst safe guarding the public domain.



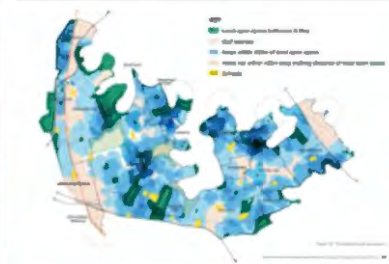
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LEP 2013



Land zoning LEP 2013

Social infrastructure (open space and recreation) Strategy and Action Plan, September 2019



Social infrastructure and open space, September 2019, Pg 66, 73

Canada Bay Biodiversity Framework and Action Plan, August 2019



Biodiversity Framework and Action Plan, August 2019, Pg 53

Canada Bay Local Strategic Planning Statement, September 2019



Canada Bay Local Strategic Planning Statement, September 2019, Pg 29, 51, 57

Baseline mapping

3.10 Combined open space, public domain and community



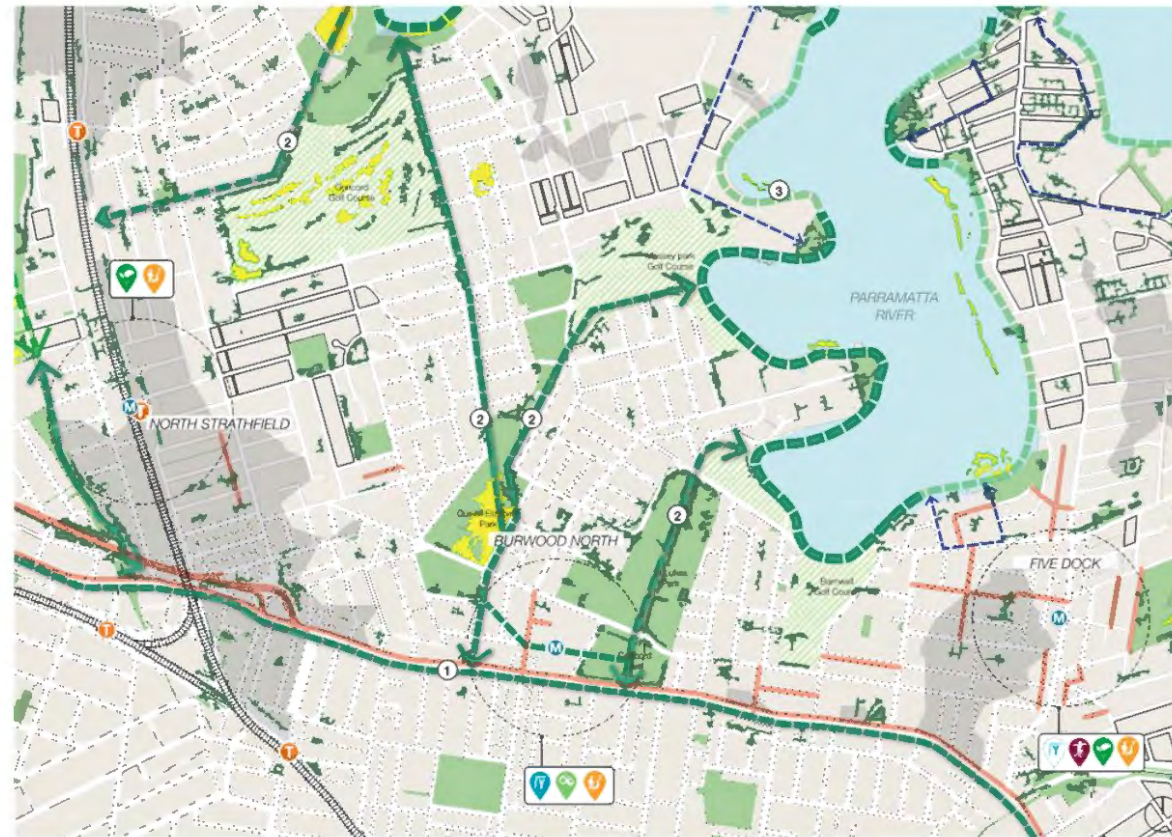
DRAFT

The combined mapping of the strategic documents regarding open space, public domain and community across the LGA has highlighted the following priorities:

- Increase of tree canopy in streets with less than 20% tree canopy to reduce heat island effect
- Increase tree canopy along the desired green corridor as identified by the LSPS in accordance with Sydney Green Grid
- Maintain and protect the identified critical habitats
- Extend the existing pedestrian path along Powells Creek to Parramatta Road
- Provide additional open space in the areas not within 400m from a local open space greater than 3ha
- Provide additional social infrastructure and improve the existing one as identified by the LSPS
- Extend the river shore access to all those areas currently inaccessible to the public.

Key

- | | | | |
|--|---|--|---|
| | 400m catchment | | Open space |
| | Road with less than 20% tree canopy | | Areas not within 400m from a local open space |
| | Desired green corridor (LSPS) | | Indoor recreational (improve) |
| | Existing shore access (LSPS) | | Indoor recreational (new) |
| | Desired shore access (LSPS) | | Open space (new) |
| | Alternative path to access the river shore (LSPS) | | Pedestrian connectivity |
| | Critical habitat (Biodiversity framework) | | Youth recreational spaces (New) |
| | Supportive habitat (Biodiversity framework) | | |



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Sydney Metro West Planning Study

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Baseline mapping



3.11 Combined summary map of all analysed strategic documents

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The mapping exercise of the strategic documents allows for the opportunity to have an overall understanding of all the main priorities and opportunities in the LGA.

These include the following:

- Identification of opportunity sites and areas of uplift for high and medium density residential
- Desired green corridors where to provide additional tree canopy
- Desired cycleway network
- Priority actions to improve active transport and pedestrian connectivity
- Improvements and additions to the existing social infrastructure
- Protect and maintain habitat
- Protect and maintain heritage

Key

	Precinct boundary		Supportive habitat (Biodiversity framework)
	400m catchment		Open space
	Land identified for density potential		Existing on-road cycle routes
	Land currently zoned R3 not yet delivered		Existing Off-road cycle routes
	Local centres		Future on-road cycle routes opportunities for future connections
	Heritage and conservation areas		Indoor recreational (improve)
	Character areas		Indoor recreational (new)
	Road with less than 20% tree canopy		Open space (new)
	Desired green corridor (LPSP)		Pedestrian connectivity
	Existing shore access (LSPS)		Youth recreational spaces (New)
	Desired shore access (LSPS)		
	Critical habitat (Biodiversity framework)		



Stations precinct study

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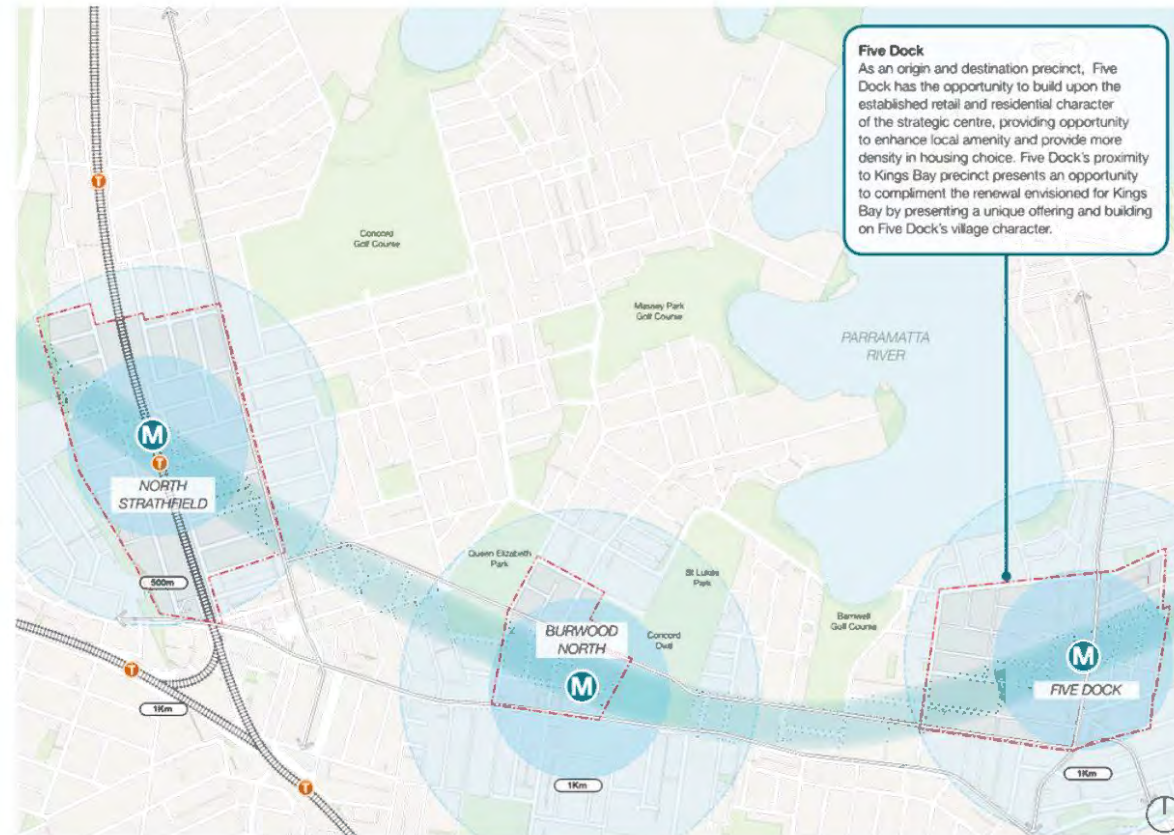
Five Dock

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Each Metro station precinct has a unique role and offerings both within the corridor and the overall Sydney metropolitan area.

Five Dock is the furthest east station within the LGA and is located in the heart of the existing Town Centre.



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Sydney Metro West Planning Study

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Five Dock

4.1 Site context

The Five Dock precinct is characterised with a distinct retail spine running north-south along Great North Road. The precinct specifically focuses on the area bounded by Lyons Road and Lyons Road West to the north, Harris Road to the west, Queens Road to the south and Five Dock Park to the east.

Significant open space surround the Town Centre with Holiday Park to the north, Five Dock Park and sports fields at Timbreil Park to the east. There are many schools within the local catchment, including Domremy Catholic College, Rosebank College and Five Dock Primary School.

A master plan was developed for the Five Dock Town Centre in 2013 which focuses on the B4 Mixed use centre at the core. A number of public domain projects have been completed for portions of Great North Road, such as Fred Kelly Place, a well used public space and upgrades to the streetscape.

Key

--- Precinct boundary



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1. Fred Kelly Place



2. Club Five Dock RSL



3. Example of ground floor retail on Great North Rd



4. New landscape median along Great North Road



5. View looking north along Great North Road towards 5-storey RFB



6. St Alban's Anglican Church at Five Dock

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Five Dock

4.2 Site analysis

Land use and activity

Key findings

- Social infrastructure is concentrated along Great North Road zoned for mix use (B4)
- The majority of the precinct is zoned for low to medium density residential
- There are two pockets of medium density residential (R3) between Kings Road and Garfield Street on the west side of Great North Road and a second pocket between Barnstaple Rd and First Avenue on the east side of the town centre.

Key takeaways

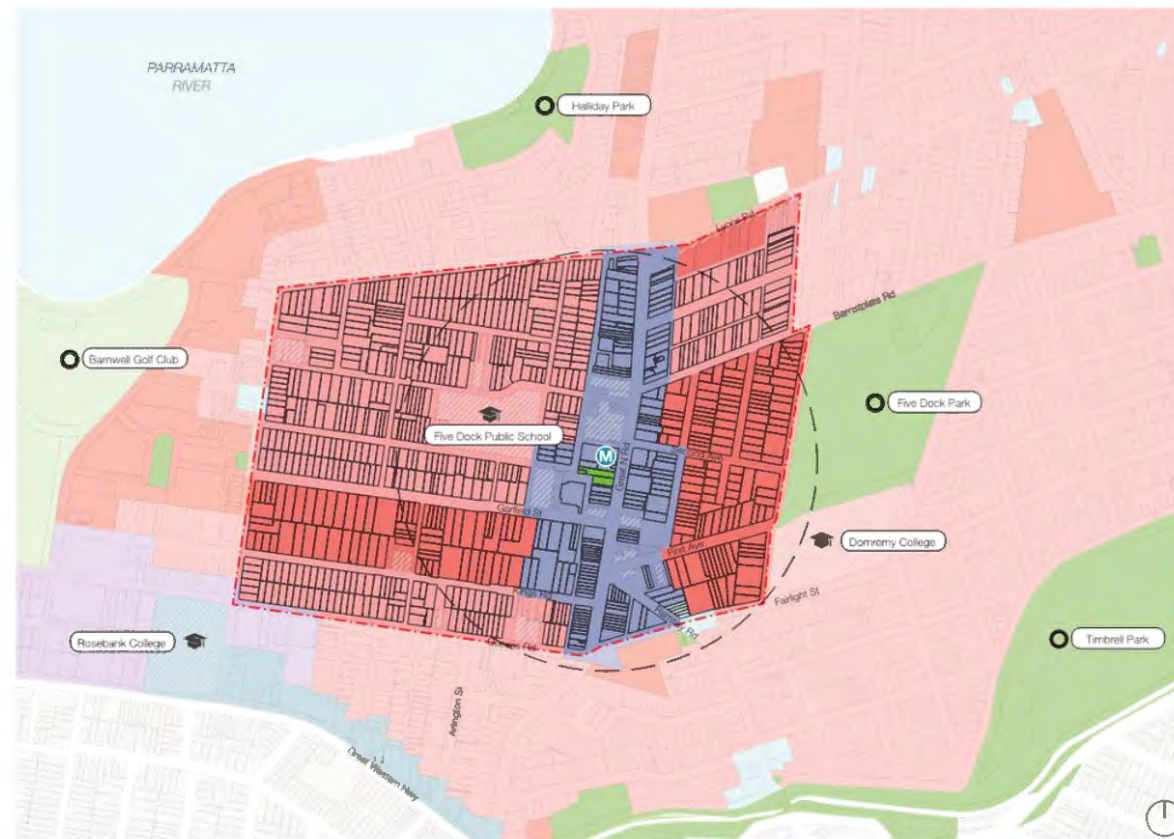
- Potential to co-locate community infrastructure and facilities close to the new Metro to help activation and provide good connectivity to these services
- Potential density uplift to align with the public transport infrastructure upgrade.
- Opportunities to trigger development in R3 zones that haven't been realised.

Key

- Precinct boundary
- M Metro site
- 400m catchment
- R2 - Low density residential
- R3 - Medium density residential
- Heritage
- B4 - Mix use
- IN1 - Light industrial
- B1 - Neighbourhood centre
- B3 - Commercial core
- Open space



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Five Dock



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Movement and access

Key findings

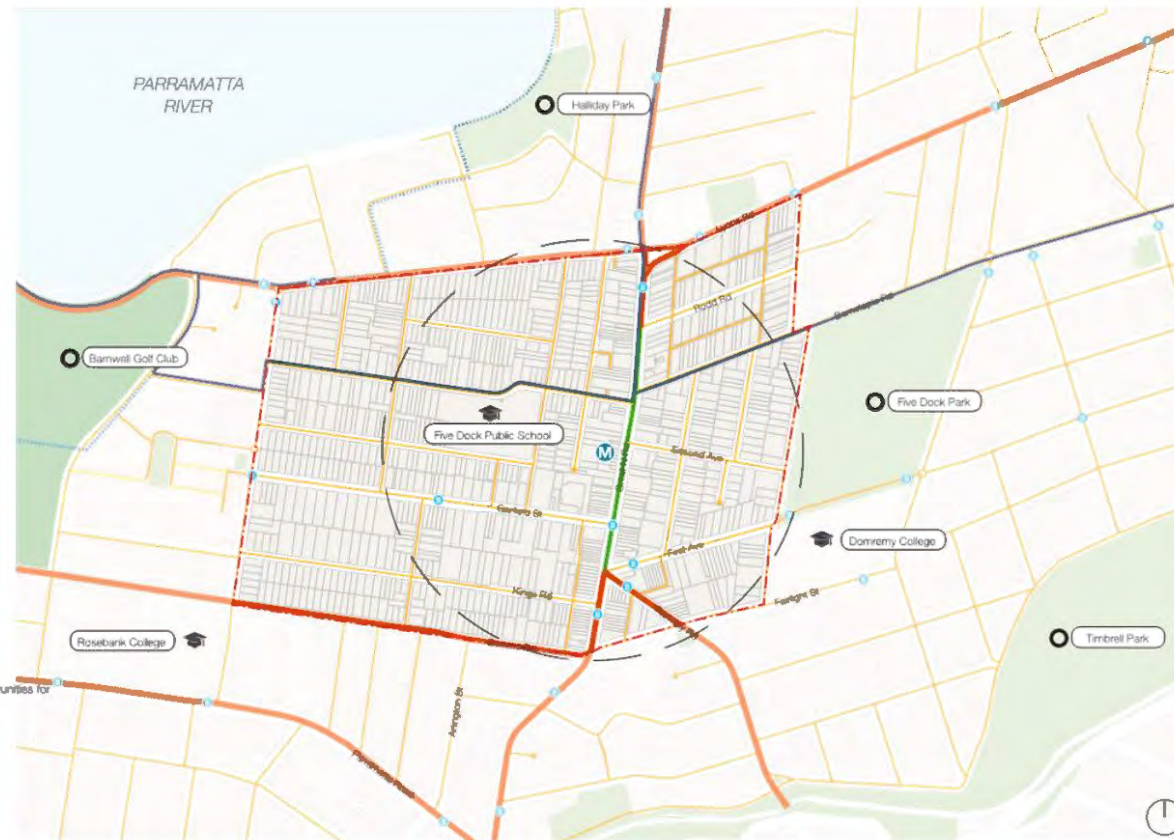
- Great North Road is the main spine running north/south through the precinct and provides vehicular access to Parramatta Road.
- Queens Road and Lyons Road provide east-west connections to the precinct.
- From the precinct there is no direct access to the river foreshore, way-finding is challenging.
- The section of Great North Road between Kings Road and Rodd Road has introduced street calming measures, several pedestrian crossings, generous tree planting and landscaped median. These elements contribute to the character of the street and allow to define it as 'place for people'.
- Parramatta Road identified as a major freight corridor.

Key takeaways

- Opportunity to improve the gateway entry into Five Dock at the intersection between Queens Road and Great North Road.
- Improve way-finding from the precinct to Parramatta River with active transport and green links.
- Opportunity to expand street calming measures along Great North Road from Lyons to Queens Road to strengthen the pedestrian friendly retail spine of the Town Centre.
- Opportunity for fine grain connectivity with through-site links, mid-block connections along long blocks and transformation of laneways into exciting and active public spaces.

Key

- Precinct boundary
- M Metro site
- - - 400m catchment
- Private roads
- Local roads
- Major roads
- On-road cycle routes
- Off-road cycle routes
- Future cycle routes opportunities for future connections
- Places for people
- Bus stop
- Dangerous crossing
- Open space



Five Dock



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Open space, public domain and community

Key findings

- The precinct relies on Five Dock Park and Halliday Park as main open spaces, both of them are located outside of the precinct boundary.
- The master plan developed in 2013 proposed an expansion of Fred Kelly Place and increase to the open space to define the civic focal point to the centre.
- The provision of tree canopy is limited throughout the whole precinct with the exception of Great North Road where the central tree planting strategy has been recently implemented.

Key takeaways

- Potential for additional new open spaces (of at least 0.3ha) within the precinct.
- Connecting the green link into the regional Green Grid network and providing active links to Parramatta River.
- Potential to improve streetscapes and overall precinct with tree planting with a specific focus on the regeneration of significant native species.
- Expansion of Fred Kelly Place and new open space on the eastern side of Great North Road to create a civic heart.
- Sharing of school grounds for community use outside of school hours

Key

- | | |
|-------------------------------------|---|
| Precinct boundary | Areas not within 400m of local open space |
| Metro site | Playground |
| 400m catchment | Skate-park |
| Road with less than 20% tree canopy | Dog parks |
| Road with 21-40% tree canopy | Basketball |
| Potential green link | Tennis |
| Potential green vehicular corridor | Cricket |
| Significant habitat | Community facility |
| Public open space | Childcare |
| Private open space | Education |
| | Library |



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Five Dock



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Built form

Key findings

- The most predominant typology within the precinct are 1 or 2 storey single detached dwellings.
- Apartment blocks have been developed between Kings Road and Garfield Street on the east of the town centre as well as several town houses where permissible by the medium density residential zoning.
- Shop-top housing, mostly 2 storeys in height has been developed mainly along Great North Road where it is permissible and has a human scale to the street.
- There is one school within the precinct and two more in the immediate proximity of the study boundary.

Key takeaways

- Areas within 400m of a Metro have the potential for density uplift. Opportunities to improve public domain and streetscaping with redevelopment.
- Opportunities for uplift whilst still retaining the fine grain shop top housing along the Great North Road.
- Opportunity to increase R3 medium density, particularly within the west of the precinct.
- Clear vision on how developments interface with Kings Bay precinct.

Key

- Precinct boundary
- M Metro site
- 400m catchment
- Single detached house
- Duplex
- Townhouse
- Apartment building
- Shop-top housing
- Open space
- Heritage items



Five Dock

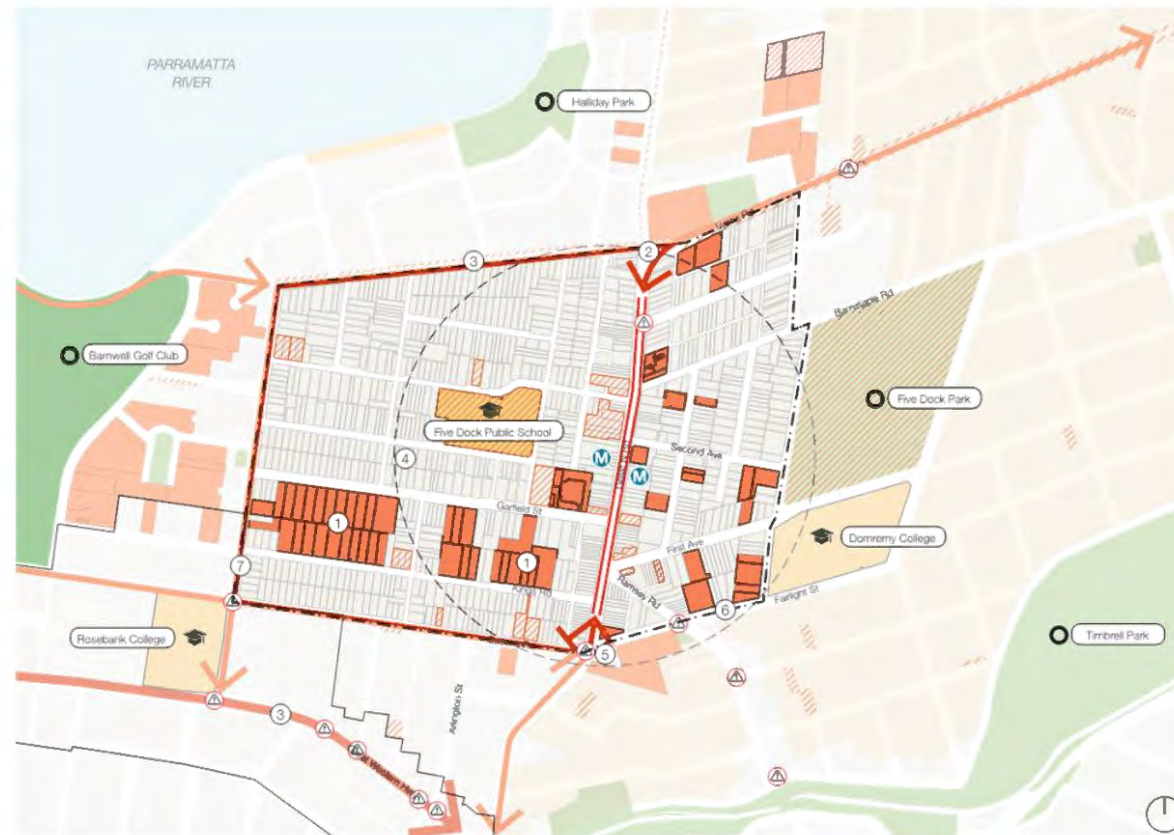
4.3 Challenges

The key findings from the site analysis and distillation from the baseline review have been summarised into the following key points:

1. Significant areas with existing medium density, difficult to redevelop
2. Limited connectivity and way-finding to water
3. Precinct bounded by busy roads, especially Parramatta Road
4. Lack of open space provision within the area bounded by Lyons, Harris, Queens and Great North Roads
5. Identified problematic intersections
6. Existing development has an appropriate interface with heritage items and conservation areas
7. If unconstrained, there could be a bleeding of density towards Kings Bay Precinct which could blur the character of the two precincts.

Key

- Precinct boundary
- Metro site
- 400m catchment
- High street
- Busy traffic road
- Major traffic road (barrier)
- Inaccessible foreshore
- Kings Bay PFCUTS boundary
- Existing medium density
- Education facility
- Character areas under investigation
- Heritage item
- Dangerous crossing
- Open space



Five Dock

4.4 Opportunities

1. Opportunities to strengthen links and way-finding to the Parramatta River and to existing open spaces and provide additional spaces with active transport and green links
2. Potential for additional new open spaces (of at least 0.3ha) within the area to the west of the precinct.
3. Areas within 400m of a significant Metro have the potential for density uplift
4. Opportunity to improve the gateway entry into Five Dock at the intersection between Queens Road and Great North Road.
5. First Ave to be transformed into a 'calm street' - bus only access to improve pedestrian amenity with priority for pedestrians and cyclists as envisioned by Five Dock Town Centre Urban Design Strategy.
6. Improve connectivity with through-site links, mid-block connections along long blocks and transformation of laneways into exciting and active public spaces.
7. Strengthen Great North Road high street character with mid-block permeability and pedestrian connectivity on high street
8. Facilitate pedestrian free movement and crossing along Great North Road maintaining parking and access on the laneways
9. Consolidate ground level carparking
10. Improve the interface with Kings Bay precinct
11. Extend Fred Kely Place and open space on the eastern side of Great North Road to define the civic focal point in the town centre to strengthen the 'heart' of Five Dock.

Key

- | | |
|--------------------------------|--|
| Metro site | Car park opportunity site |
| Precinct boundary | Street planning |
| New link | Green spine |
| Strengthen existing cycleway | Street calming |
| Proposed cycleway | Opportunity to improve pedestrian crossings |
| Active street frontage | Opportunities to introduce new open space area |
| Civic plaza | Heart of the precinct |
| Opportunity for mixed use | Open space |
| Opportunity for medium density | Public domain catalyst |
| Education facility | |



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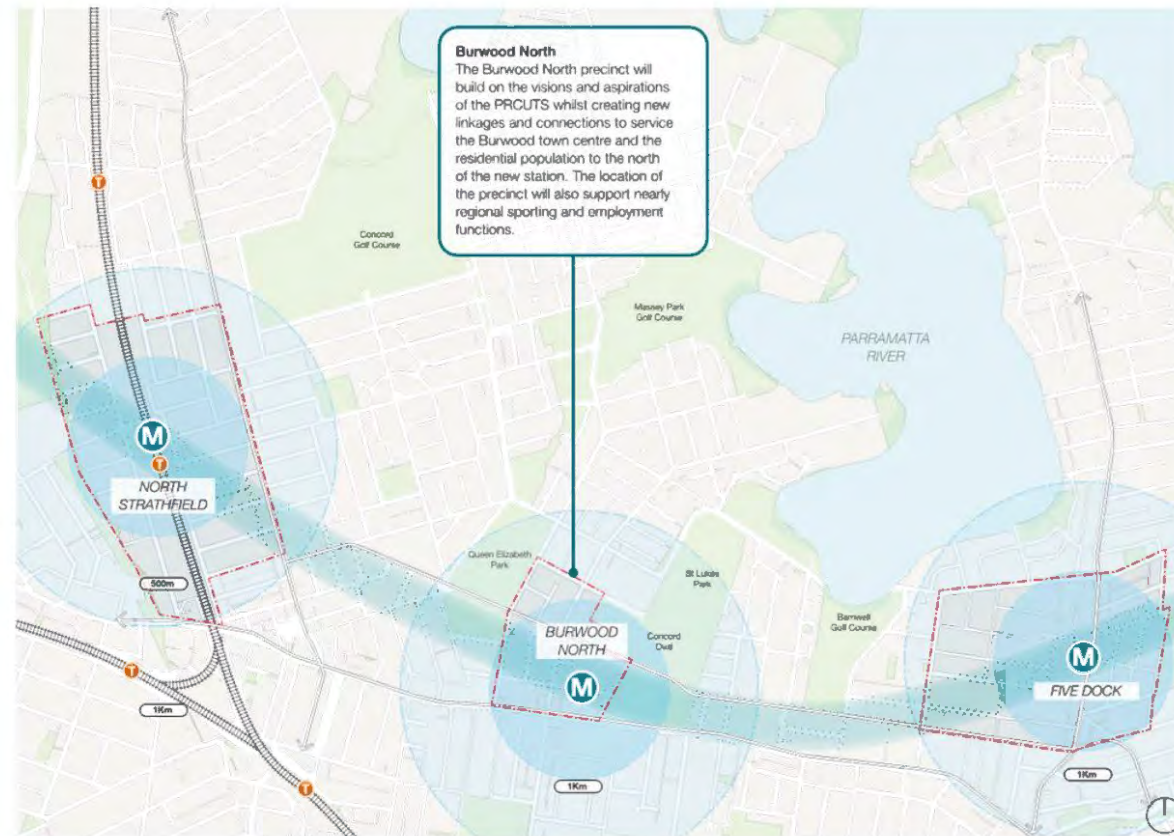
Burwood North

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Each Metro station precinct has a unique role and offerings both within the corridor and the overall Sydney metropolitan area.

Burwood North is the central station within the LGA and is within the Burwood-Concord PRGUTS precinct.



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Burwood North

5.1 Site Context

The Concord area is known as the 'Parklands Suburb' of the Inner West and is characterised by many significant open spaces including the sporting facilities at Cintra Park, Concord Oval, St Lukes Park, Barnwell Park Golf Course (east), Massey Park Golf Club (north), Queen Elizabeth Park, Rothwell Park and Goddard Park (west). The major retail area is located approx. 750m north of the precinct along Majors Bay Road at Concord Town Centre.

The precinct sits between Concord and Burwood centres and is bounded by Parramatta Road to the south, Broughton Street and Queen Elizabeth Park to the west, Stanley Street to the north and Concord Oval and St Lukes Park to the east. The precinct sits within the Burwood-Concord centre identified in the PR CUTS.

Key

-  400m catchment
-  Precinct boundary
-  Metro site



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1. View looking east along Parramatta Road



2. Pedestrian bridge over Parramatta Road



3. Bath Arms Hotel along Burwood Rd



4. View looking south-west towards a 10-storey RFB



5. Concord Oval



6. Typical single detached dwelling along Burton Street

Burwood North

5.2 Site analysis

Land use and activity

Key findings

- The precinct includes a section of the Parramatta Road Corridor currently zoned Enterprise coridor (B6) and features mixed use and commercial buildings.
- The vast majority of the precinct is zoned for residential uses with a pocket of medium density residential (R3) north of Gipps Street and a second pocket south of Burton Street.

Key takeaways

- The vision from the PRCUTS is a mixed used corridor along Parramatta Road, opportunity for increased mixed use whilst still retaining enterprise corridor uses on the ground level.
- Potential residential density uplift to align with the public transport infrastructure upgrade.
- Potential to upgrade and co-locate community infrastructure and facilities adjacent to St Lukes Park and with connections to the new Metro to help activate the precinct.

Key

- - - Precinct boundary
- M Metro site
- - - 400m catchment
- R2 - Low density residential
- R3 - Medium density residential
- Heritage
- B6 - Enterprise Corridor
- IN1 - Light industrial
- B1 - Neighbourhood centre
- B3 - Commercial core
- RE1 - Public Recreation
- Open space



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Burwood North



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Movement and access

Key findings

- Limited north – south connections across Parramatta Road.
- All the access points to the precinct are off Parramatta Road with Broughton Street, Loftus Street and Burwood Road as the major access routes. These roads are major vehicular traffic corridors with wide cross sections, limited tree planting and few pedestrian crossings and a general unappealing pedestrian environment
- Gipps Street runs east-west across the precinct parallel to Parramatta Road, it is used as a 'rat run' for local traffic movement within the precinct
- There is a reliance on a small number of key roads for accommodating all modes of transport.
- The road network and lack of crossing make the open space network difficult to access
- Parramatta Road identified as a major freight corridor

Key takeaways

- Create a series of new laneways and through links within the existing road network to increase the permeability of long blocks.
- Upgrades to the streets with tree planting, better pedestrian crossings and calming of traffic areas of high pedestrian volume.
- Opportunity for Gipps Street and Broughton Street to become green spines connecting to open space
- Creating a hierarchy of streets with clear distinction of uses
- Potential to enhance existing recreational opportunities and linkages for active transport.

Key

- | | |
|-----------------------|--|
| Precinct boundary | Future cycle routes opportunities for future connections |
| 400m catchment | Metro site |
| Private roads | Bus stop |
| Local roads | Dangerous crossing |
| Major roads | Public open space |
| On-road cycle routes | Places for people |
| Off-road cycle routes | Public open space |



Burwood North

Open space public domain and community

Key findings

- The precinct is within close proximity to a large number of high amenity open space and recreation facilities, however open space is difficult to access within the precinct due to traffic barriers.
- The PRCUTS envisages the creation of two pocket parks along Burton Street as public domain improvements to accommodate for the density planned for Parramatta Road.
- Desired green connections along Broughton St and across St Lukes Park (as indicated by the Sydney Green Grid) are one of the planning priorities of Canada Bay LSPS.
- Queen Elizabeth Park features an extensive section of significant habitat.

Key takeaways

- Unlock active transport connections to surrounding open space.
- Potential for additional new pocket parks/piazas. This could be delivered as part of the new Metro to create an improved civic heart to Concord Oval.
- Opportunity for Gipps Street and Broughton Street to become green spines connecting to open space.
- Retain and enhance significant habitat.
- Enhance heritage items with surrounding sensitive infill development

Key

 Precinct boundary	 Community facility
 Metro site	 Dog parks
 400m catchment	 Tennis
 Road with less than 20% tree canopy	 Cricket
 Road with 21-40% tree canopy	 Athletics
 Potential green link	 Netball
 Potential green vehicular corridor	 Childcare
 Significant habitat	 Education
 Open space	 Library
 Playground	
 Community garden	



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Burwood North

Built form and character

Key findings

- The most predominant typology within the precinct are 1 or 2 storey single detached dwellings, only a few lots have been developed into medium density duplexes or town houses.
- Apartment blocks are mainly concentrated around the southern boundary along Parramatta Road with a few developments on the edge of St Lukes Park.
- Concord High School and Concord Public School are along Stanley Street north of the precinct and require appropriate setbacks and transitions.

Key takeaways

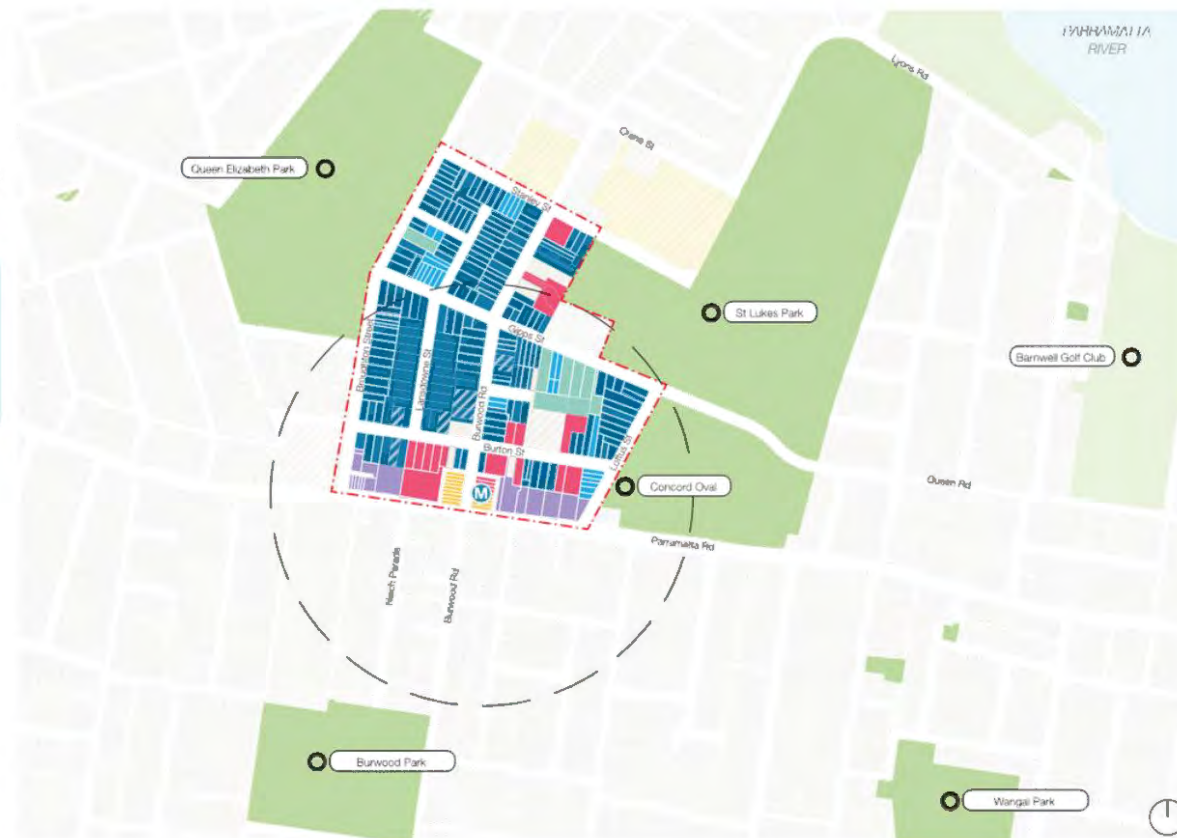
- Areas within 400m of a significant Metro have the potential for density uplift. Opportunities to improve public domain and streetscaping with redevelopment.
- Clear vision on how developments interface with Parramatta Road.
- Sensitive transition to character areas to the north.

Key

- Precinct boundary
- M Metro site
- 400m catchment
- Single detached house
- Duplex
- Townhouse
- Apartment building
- Shop-top housing
- Education
- Open space
- Heritage items



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Burwood North

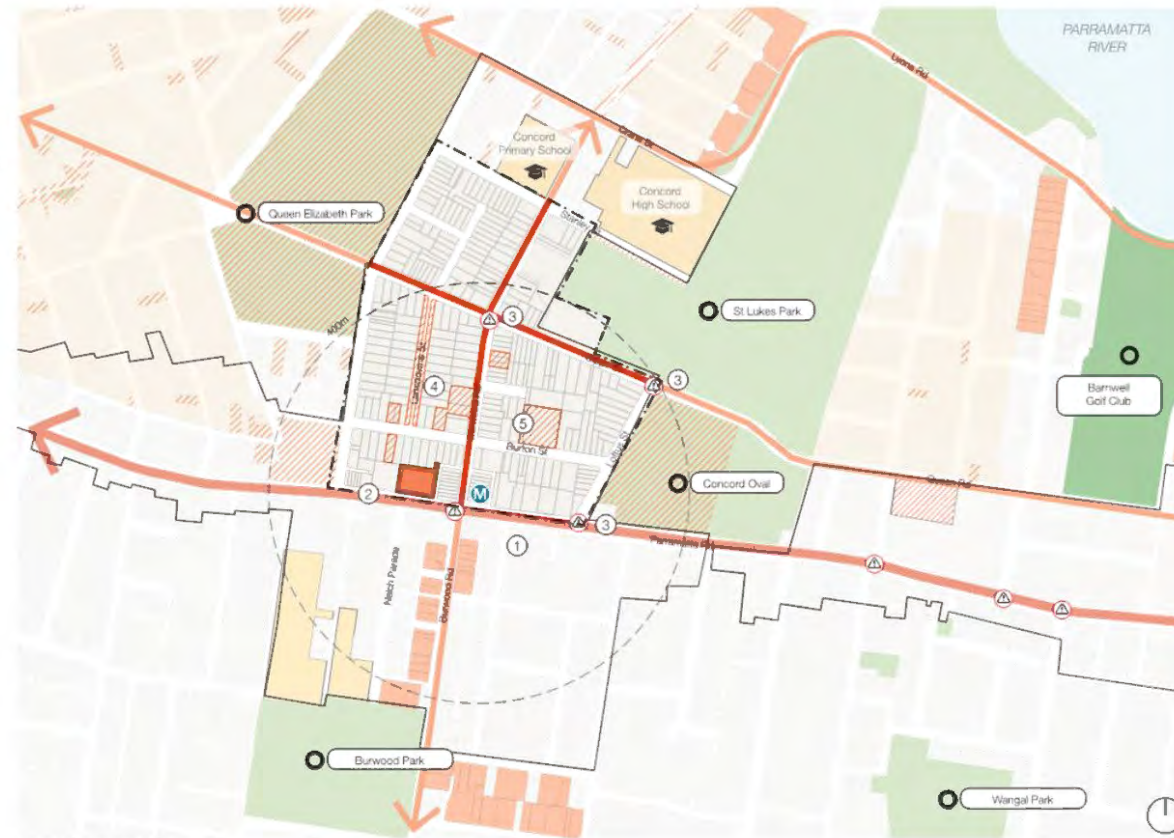
5.3 Challenges

The key findings from site analysis and distillation from the baseline review have been summarised into the following key points:

1. The vision identified in PR CUTS needs to be implemented into the structure plan however it is split across two LGAs - Canada Bay and Burwood - and could limit cohesive delivery of the vision
2. Precinct is bounded between major road traffic barriers in particular Parramatta Road acts a north-south barrier especially with active transport and pedestrian connectivity.
3. Identified problematic intersections
4. Existing new developments have poor interface with heritage items and conservation areas.

Key

- - - Precinct boundary
- M Metro site
- 400m catchment
- ▭ PR CUTS boundary
- Busy traffic road
- Major traffic road (barrier)
- Dead-end road
- - - Pedestrian paths
- Character areas under investigation
- Existing medium density
- Education facility
- Heritage item
- Dangerous crossing
- Open space
- Golf course



Key challenges in Concord/Burwood North

Burwood North

5.4 Opportunities

1. Opportunity for increased mixed use whilst still retaining enterprise corridor uses on the ground level.
2. Areas within 400m of a significant Metro have the potential for density uplift.
3. Upgrade and co-located community infrastructure and facilities adjacent to St Lukes Park and with connections to the new Metro to help activate the precinct.
4. Creating new laneways and through-site links to improve the permeability of long blocks
5. Upgrade streets with tree planting, better pedestrian crossings and calming of traffic area areas of high pedestrian volume.
6. Opportunity for Gipps Street and Broughton Street to become green spines connecting to open space
7. Potential for additional new pocket parks/plazas.
8. Clear vision on how developments interface with Parramatta Road.
9. Burton Street upgraded to local centre with active street frontage.
10. Improve gateway entry into precinct at Burwood Road and to provide an additional pedestrian crossing.
11. Improve pedestrian crossing across Parramatta Road to strengthen the significant transport interchange with Burwood Station (located 1.5km south)

Key

- | | |
|--------------------------------|--|
| Precinct boundary | Co-located community facilities |
| Metro site | Land acquisition |
| New link | Street planting |
| Strengthen existing cycleway | Green spine |
| Proposed cycleway | Opportunity to improve pedestrian crossings |
| Active street frontage | Landscape gateway |
| Connections | Open space |
| Opportunity for mixed use | Opportunity to introduce new open space area |
| Opportunity for medium density | Heart of the precinct |
| Education facility | |



Key opportunities in Concord/Burwood North

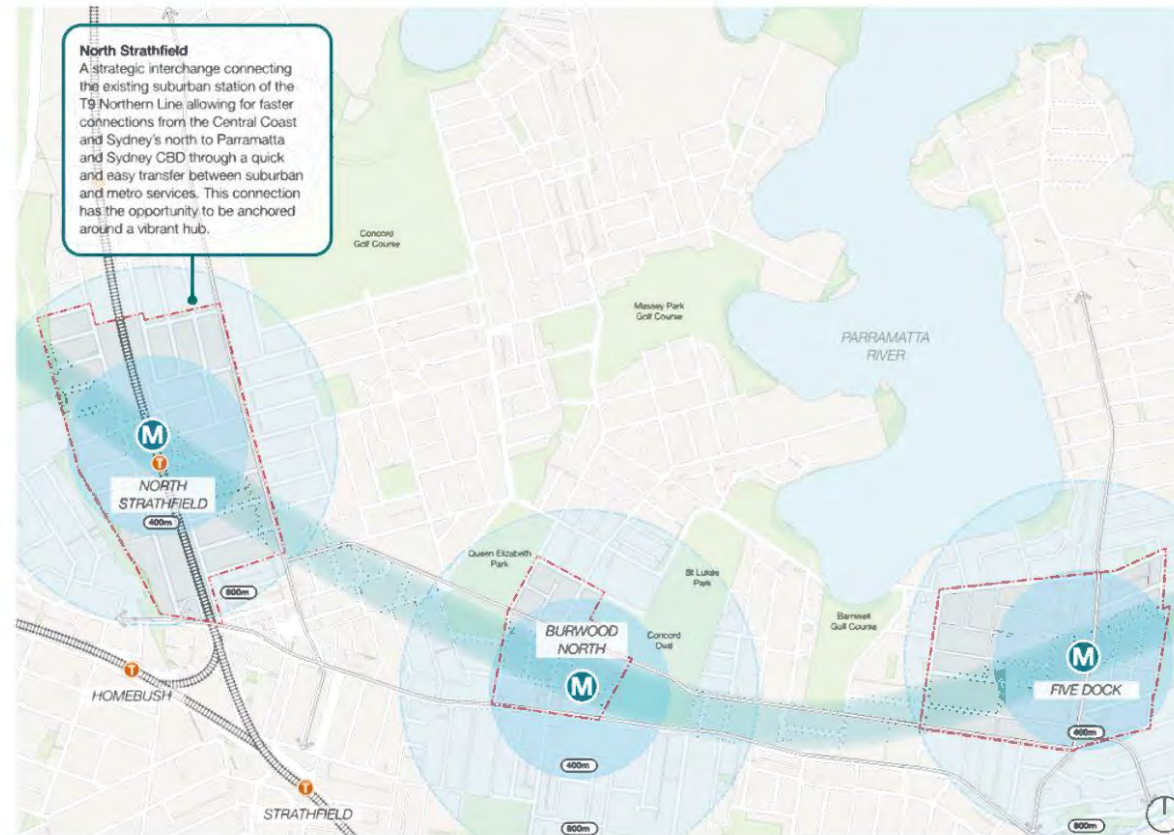
North Strathfield

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Each Metro station precinct has a unique role and offerings both within the corridor and the overall Sydney metropolitan area.

North Strathfield is the furthest west station within the LGA and is connected to an existing railway line.



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Sydney Metro West Planning Study

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North Strathfield

6.1 Site context

The North Strathfield precinct is bounded by a number of major corridors including Parramatta Road and the overpass of the M4 Motorway to the south, Powells Creek - a canal recently transformed into a natural waterway to the west, Concord Road to the east and is divided through the centre by the T9 rail line. The northern boundary of the precinct has been defined based on a 700m walking catchment from the station to include the area not covered by the Concord West precinct. Significant open space surrounds the precinct with Mason Park Wetlands, and the sporting facilities of Bressington Park, Bicentennial Park and Sydney Olympic Park (west) and Concord Golf Club (east) as well as Allen St Reserve along Powells Creek.

The precinct features a mix of uses ranging from low scale residential, some of which is identified as a local character area in the LSPS, medium density housing on both sides of the rail, to the commercial and retail core at the Bakehouse Quarter. There are two schools within the precinct and are adjacent to the station.

Key

-  Precinct boundary
-  Metro site



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1. Powells Creek corridor



2. McDonald College of Performing Arts



3. Bakehouse Quarter



4. 4-story residential with ground level retail



5. Concord Road retail street



6. North Strathfield station

North Strathfield

6.2 Site analysis

Land use and activity

Key findings

- Commercial, retail, food and beverage is located in the Bakehouse Quarter and is a well established entertainment precinct
- There are small pockets of RE1 land within the precinct and relies on Allen St Reserve and Bressington Park outside the precinct for the supply of recreational spaces.
- The vast majority of the precinct is zoned for medium density residential (R3) and low density residential (R2).
- A block of neighbourhood centre (B1) is located along Queen Street directly across the train station.
- Commercial and retail activity is located at the edges of the precinct with limited amenity provided in the B1 centre on Queen Street.

Key takeaways

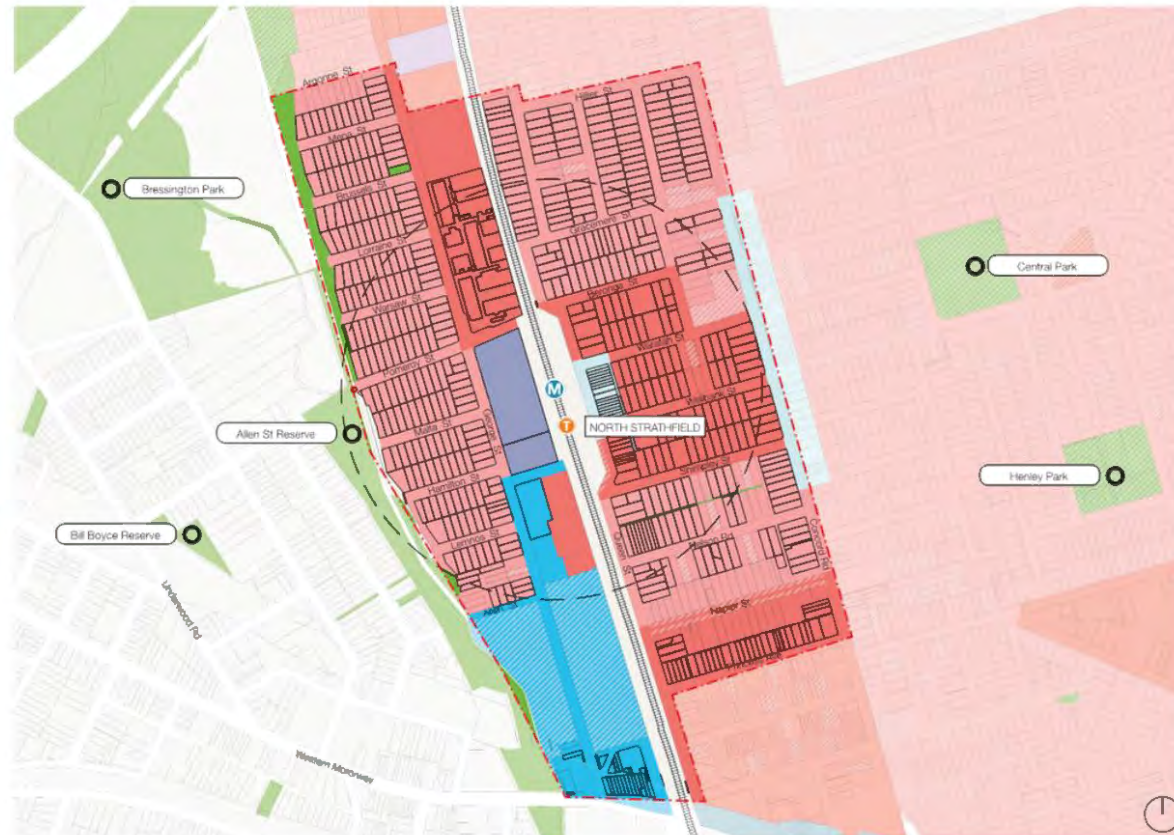
- Opportunity to increase activity around the metro station through the expansion of the existing centre.
- Potential density uplift to align with the public transport infrastructure upgrade.
- Increase the neighbourhood centre offerings to create an attractive local centre adjacent to the inter-modal transport hub.
- Increase commercial activity around the new station with mixed use development.

Key

- Precinct boundary
- Metro site
- 400m catchment
- R2 - Low density residential
- R3 - Medium density residential
- Heritage
- B6 - Enterprise Corridor
- NI1 - Light industrial
- B1 - Neighbourhood centre
- B1 - Commercial core
- Open space



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North Strathfield



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Movement and access

Key findings

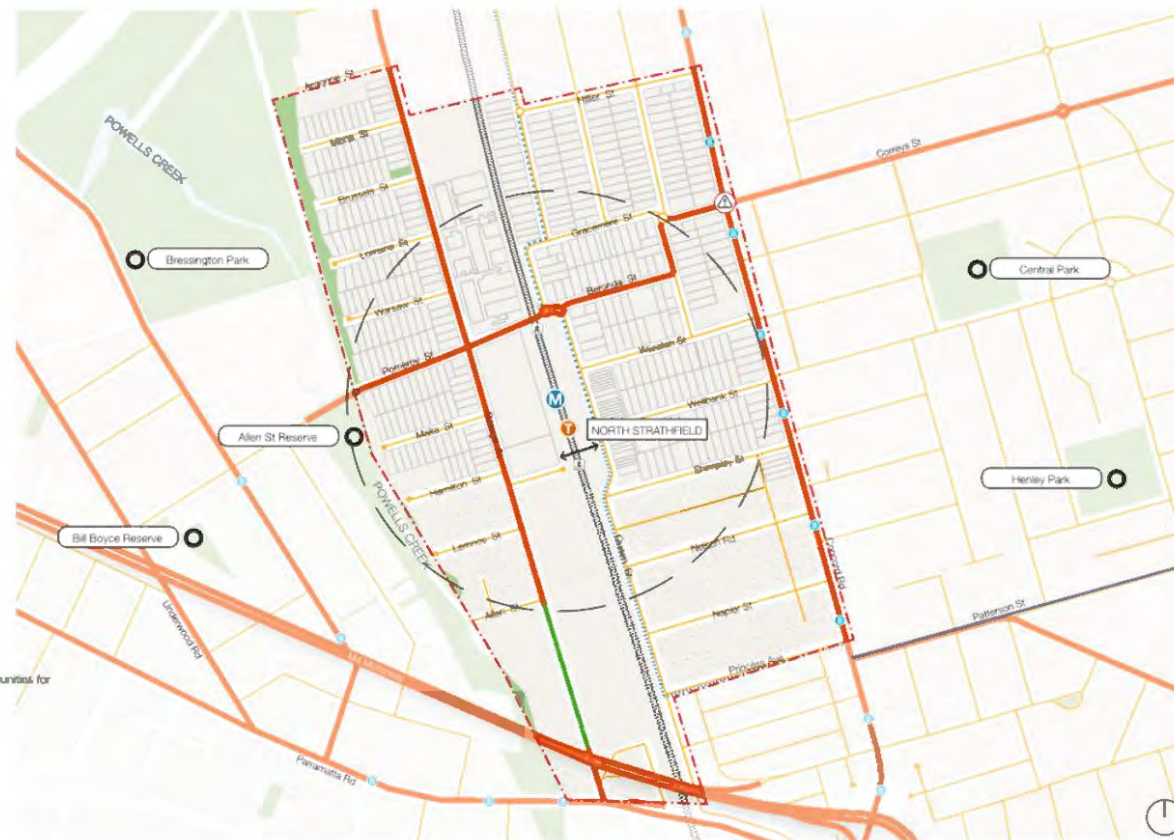
- Parramatta Road and M4 Motorway are regional east-west vehicular arteries situated south of the site area and are important connectors from Western Sydney to Sydney CBD. It is a physical barrier for connectivity into North Strathfield from the south.
- Concord Road and George Street provide the main vehicular access into the precinct. These run north-south and create barriers for pedestrian movement with few crossings and congested streets.
- Pomeroy Street is the only east-west vehicular connection over the railway corridor, congested with donut roundabout.
- The access to the eastern side of the precinct is restricted by the railway line to the east and Powell Creek to the west, relying on Pomeroy Street as the only vehicular east-west connection.

Key takeaways

- Potential for a new gateway from Parramatta Road as a clear wayfinding entrance into the precinct.
- Potential to extend George Street south of Pomeroy Street to prioritise pedestrians with generous tree planting on both sides and footpath widening allowing the street to be identified as 'places for people'.
- Potential for Pomeroy Street to be transformed into an active green street, connecting North Strathfield to regional open spaces e.g. Sydney Olympic Park. To unlock congestion by removing peanut roundabout for better legibility of the street network.

Key

	Precinct boundary		Off road cycle routes
	Metro site		Future cycle routes opportunities for future connections
	400m catchment		Places for people
	Private roads		Bus stop
	Local roads		Metro site
	Major roads		Dangerous crossing
	On-road cycle routes		Open space



North Strathfield



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Open space and community

Key findings

- There is limited open spaces within the precinct with open space primarily to the west of the rail line. For recreational purposes the precinct relies on Allen Street Reserve along Powells Creek and Bressington Park on the western side, whilst the eastern side has access to Central Park and Henley Park in Concord.
- The naturalisation of the northern section of Powells Creek is attractive and successful, but reverts back to a concrete channel south of Lorraine Street.
- Bressington Park features extensive sections of significant habitat.
- Lack of community centre within the precinct.

Key takeaways

- Potential for additional new open spaces (of at least 0.3ha) within the precinct and a multi-purpose community venue. This could be delivered as part of the new Metro to create a civic heart to North Strathfield.
- Potential to extend the naturalised section of Powells Creek to Parramatta Rd and connecting into the regional Green Grid network.
- Potential to improve streetscaping and overall precinct with tree planting with a specific focus on the regeneration of significant native species.
- Improve connection to existing parks.

Key

	Precinct boundary		Community garden
	Metro site		Skate park
	400m catchment		Outdoor fitness
	Road with less than 20% tree canopy		Dog parks
	Road with less than 40% tree canopy		Basketball
	Potential green link		Tennis
	Potential green link		Cricket
	Significant habitat		Baseball
	Open space		Athletic
	Playground		Netball



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North Strathfield



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Residential built form and character

Key findings

- The most prominent typology within the precinct is single detached houses.
- There is a scattering of duplex or town house development primarily to the east.
- Apartment blocks are concentrated one block west along the railway corridor along George Street.
- Limited shop-top housing has been delivered on the B1 Neighbourhood centre zone where it is permissible.
- The Bakehouse Quarter is a significant area of heritage in which industrial buildings have been converted into an office, entertainment and retail precinct.

Key takeaways

- Areas within 400m of a significant Metro have the potential for density uplift. Opportunities to improve public domain and streetscaping with redevelopment.
- Expansion of the Bakehouse Quarter to Parramatta Road to create a new gateway into the precinct. There is an opportunity to relocate the multi-storey car park and redevelop the surface carparking into a consolidated carpark to better service the area and to encourage active transportation and walking along George Street.
- Large areas of continuous single detached lots with opportunity for uplift.

Key

- Precinct boundary
- M Metro site
- 400m catchment
- Single detached house
- Duplex
- Townhouse
- Apartment building
- Shop-top housing
- Open space
- Heritage items



North Strathfield

6.3 Challenges

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The key findings from site analysis and distillation from the baseline review are summarised into the following key points:

1. Train line disconnects east-west precinct
2. Flooding issues limits development potential to the west
3. The creek line results in dead end roads (limits vehicular and pedestrian connectivity)
4. Heritage items scattered throughout the precinct as single lots
5. Education facilities (McDonald College and Our Lady of the Assumption Catholic Primary School) and existing medium density located in close proximity to the existing station limits the potential for new development
6. Precinct is bounded by major traffic roads which creates barriers for connectivity
7. Identified problematic intersections
8. New development to interface with heritage items (scale, transition, material and architectural language) and appropriately transition in height from the conservation areas
9. Lack of open space within the precinct
10. Lack of community centre facilities within the precinct.

Key

- | | | | |
|--|---------------------------------------|--|-------------------------|
| | Precinct boundary | | Existing medium density |
| | Metro site | | Flooding |
| | 400m catchment | | Education facility |
| | Busy traffic road | | Heritage item |
| | Major traffic road (barrier) | | Dangerous crossing |
| | Qui-de-sac | | Open space |
| | Pedestrian paths | | |
| | Character areas (under investigation) | | |



Key challenges in North Strathfield

North Strathfield

6.4 Opportunities

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1. To deliver a new public open space of at least 0.3ha to address shortfall identified by CRED findings and to accommodate the growth in population
2. Expand the B1 Neighbourhood centre and increase retail offerings to create an attractive local centre
3. Potential for a new landscaped gateway from Parramatta Road as a clear way-finding vehicular entrance into the precinct
4. Potential for George Street south of Pomeroy Street to be transformed into a pedestrian priority street
5. Potential for Pomeroy Street to be transformed into a green spine with active transport links
6. Better pedestrian connections along Wellbank Street to existing shops along Concord Road from station
7. New street and new pedestrian connection over the creek corridor at Lorraine Street to connect to open space. Expand the existing pedestrian connection along the Creek towards Bakehouse Quarter
8. Identified areas which can support medium density sites
9. Expansion of the Bakehouse Quarter to Parramatta Road to improve the interface into the precinct
10. Create public gathering spaces and co-locating community centre within a strengthened and expanded retail core with street frontage.

Key

- | | | | |
|--|---|--|---|
| | Precinct boundary | | Education facility |
| | Metro site | | Green Grid opportunities |
| | 400m catchment | | Street planting |
| | New street connection | | Green spine |
| | New pedestrian link | | Opportunity to integrate community facilities |
| | Strengthen existing cycleway | | Opportunity to improve pedestrian crossings |
| | Proposed cycleway | | Landscape gateway |
| | Active street frontage | | Open space |
| | Opportunity to strengthen Retail core (B1 and B4) | | Opportunity to introduce new open space |
| | Opportunity for mixed use | | Heart of the precinct |
| | Opportunity for medium density | | |



Key opportunities in North Strathfield



SJB Urban 

DRAFT

City of Canada Bay Sydney Metro West Planning Study Stage 3: Draft Final Report Urban Design Framework

Prepared for
City of Canada Bay

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Report Overview

1

1.1 Executive summary

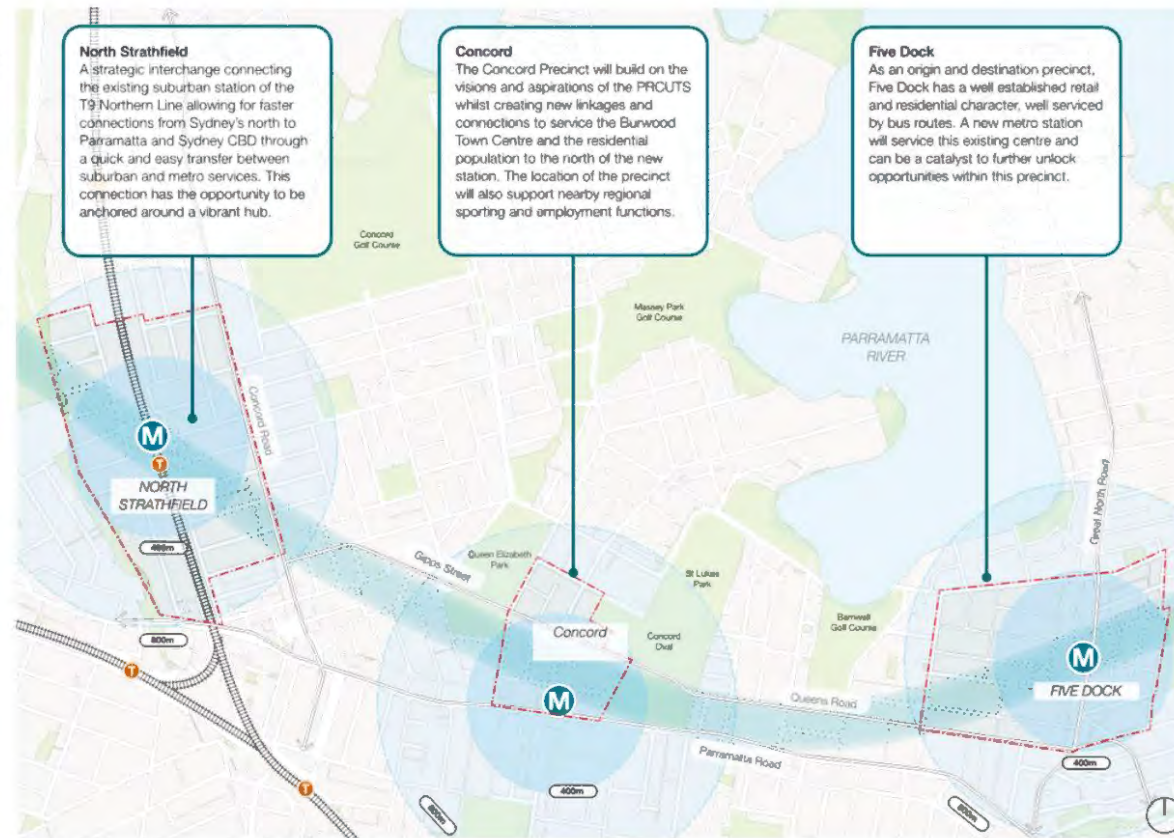
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The Purpose

The purpose of this report is to provide City of Canada Bay (CCB) with a study of the opportunities created by the delivery of Sydney Metro West. The study focuses on strategic issues which can be used in collaboration and discussion with Sydney Metro and other government agencies.

The key objectives of the planning study are to:

- Identify a strategic vision for North Strathfield, Concord and Five Dock unlocked by Sydney Metro and ensure that this vision is reflected in public domain, land use and built form outcomes
- Identify opportunities for new and/or improved areas of open space and social infrastructure within and around new Metro locations
- Identify opportunities for and facilitate improvements to the public domain to maximise pedestrian amenity, movement and experience
- Establish preferred land uses within and around new Metro locations, addressing established character and heritage buildings
- Ensure that employment functions around station locations are supported and enhanced
- Establish preferred built form outcomes and building typologies within and around new Metro locations.



The Study Precincts

Report Overview

1.2 Approach to Stage 2 - The Framework

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The Process

The process included collaborative workshopping of ideas and built form testing with Council's strategic planning team to ensure that the vision for each Precinct aligns with aspirations envisaged by Council's existing strategic planning documents. The study is divided into two stages:

Stage 1: Background Report and Project Visioning

A review and summary of the key strategic documents to examine opportunities to integrate the key visions and objectives from transport infrastructure and land use planning to support the delivery of the Sydney Metro West and its impact to the surrounding context.

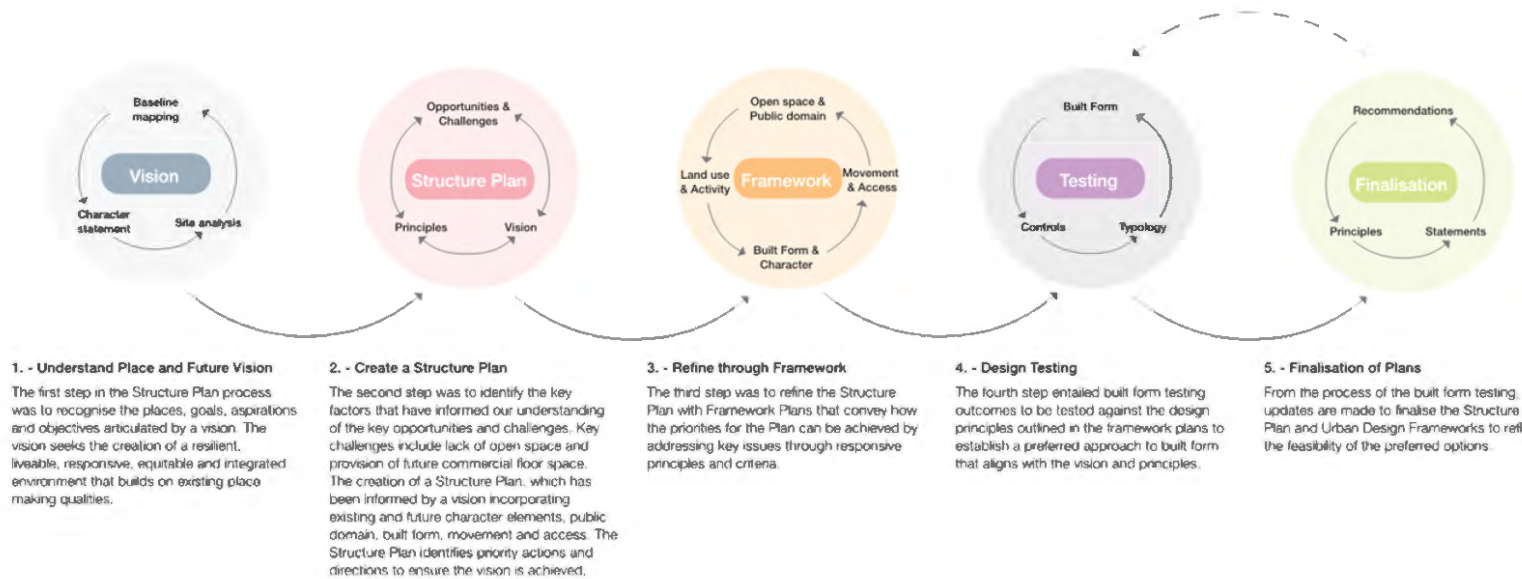
Stage 2: Final Report - Urban Design Framework

Preparation of an urban design framework for each Precinct that integrated the findings of Stage 1 to test into a future plan for each precinct this includes:

- A structure plan (overall vision)
- An urban design framework:
 - Open Space, Public Domain and Community facilities
 - Movement and Access
 - Land Use and Activity
 - Built Form and Character

A series of options were developed testing a range of development scenarios to inform the preferred plan.

The framework outlined below illustrates how the vision has been identified, refined and referenced throughout the design process. The framework also focuses on meeting the objectives of the precincts, which includes significant employment targets, improving amenity and strengthening local character.



Report Overview

1.3 Approach to Stage 2 - Outcomes

The following is a representation of the structure of the outcomes for each Precinct:

Principles & Vision

A workshop was held early in the study process to gain a better appreciation of the challenges, opportunities and aspirations of each Precinct and to summarise this vision through a brainstorming exercise.



Structure Plan

Structure Plans were produced as a synthesis of the principles and visioning exercise as well as information analysed in the baseline documentation of the background reports in Stage 1. The Plans shown within this report are the preferred options, other options were developed as part of an iterative process with Council, these options are found in the Appendix. The Structure Plan is the basis for the Urban Design Framework.



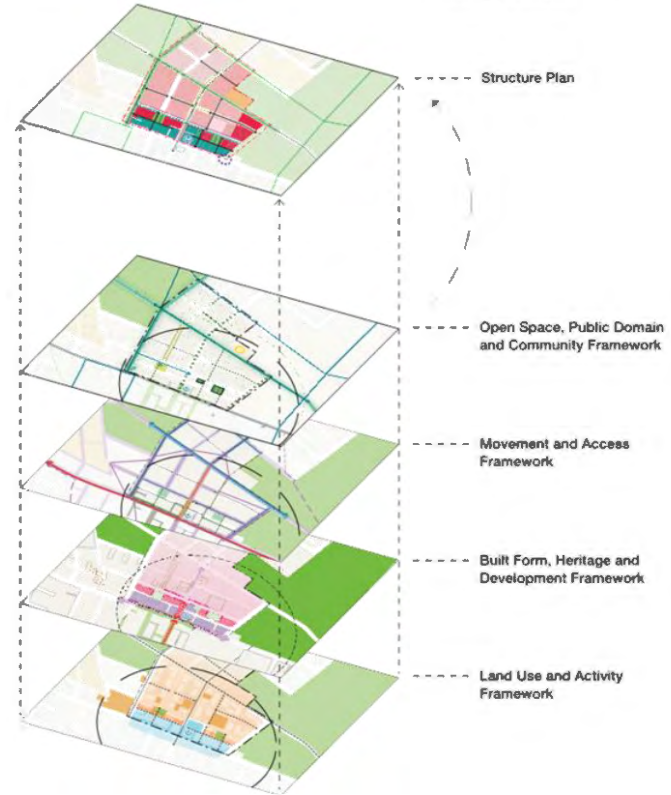
Design Testing

Opportunities to test the built form recommendations ensured that the Structure Plans had veracity and are aligned to Council's future vision. Built form testing allows for future population, commercial floorspace and dwelling targets to be calculated.



Urban Design Framework

The Structure Plan is distilled into the following Framework:



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Report Overview

1.4 Key moves

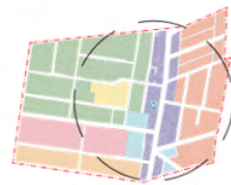
The following are the key moves for each Precinct based on the understanding of each Metro station's role within the corridor as identified in Stage 1.

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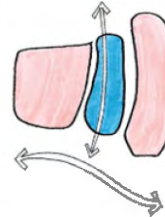
Five Dock

- Role within the Metro corridor**
An origin and destination precinct with a strong retail and residential character. It is a centre that is a well-connected attractor and place to both live and work.
- Existing condition**
Strong focus on the town centre spine along Great North Road but disconnected to the surrounding area.

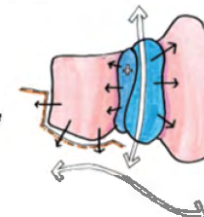
Existing precinct structure



Existing key moves



Proposed key moves



Proposed key moves
Create links and permeability throughout the precinct and improve connectivity with links and a proper interface with the visions and aspirations of the PRCUTS's Kings Bay Precinct.

Concord

- Role within the Metro corridor**
An employment and sporting destination hub which integrates the visions and aspirations of the PRCUTS within the broader transport network.
- Existing condition**
Constrained by Parramatta Road and limited connectivity north/south. Lack of facilities and services north of Parramatta Road (mostly located south in neighbouring Burwood).

Existing precinct structure



Existing key moves



Proposed key moves



Proposed key moves
Unlock north/south connectivity with Burwood. Create a local heart aligned with the new metro and expand opportunities to the north.

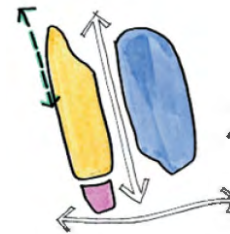
North Strathfield

- Role within the Metro corridor**
A strategic interchange allowing for faster connections from Sydney's north to Parramatta and Sydney CBD through a quick and easy transfer between suburban and metro services at a vibrant hub.
- Existing condition**
Heavily constrained by existing rail corridor and Parramatta Road and limited connectivity east to west.

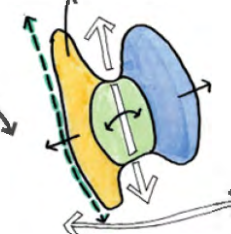
Existing precinct structure



Existing key moves



Proposed key moves



Proposed key moves
Unlock east/west connectivity within the precinct and the surrounds. Create a local heart aligned with the new metro.

The Context

2

2.1 Strategic drivers

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Canada Bay Local Government Area (LGA) is situated south of the Parramatta River with the northern boundary defined by the river foreshore. It is strategically located approximately 10kms from both the Sydney and Parramatta Central Business Districts (CBD) and is bounded by the Burwood Council LGA to the south.

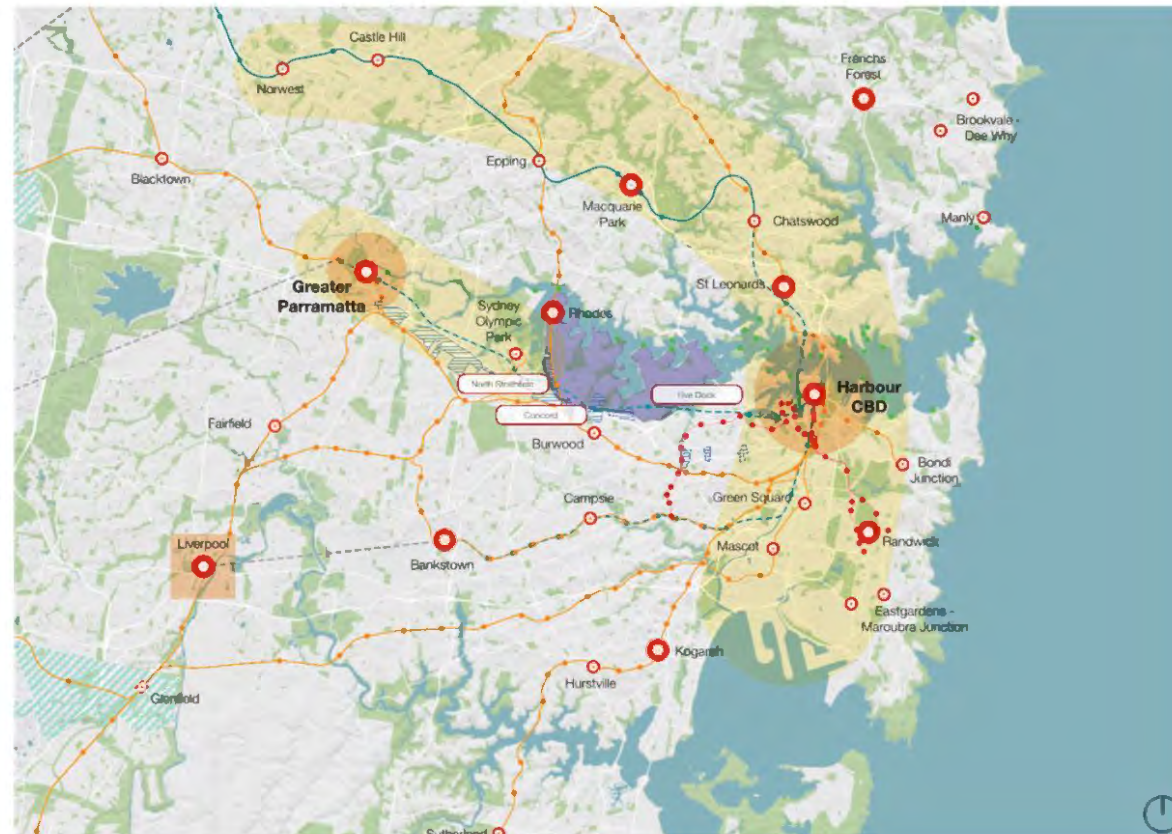
The Precincts for this study fall within the **Eastern City District Plan**, which is part of the Greater Sydney Commission's region plan, **A Metropolis of Three Cities**. This plan is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places.

The LGA has significant regional connectors within its boundary with the T9 train line to the west, intersecting through North Strathfield, Victoria Road to the east and Parramatta Road and the new WestConnex, a 33km underground motorway, to the south.

The three Precincts of Five Dock, Concord and North Strathfield are within close proximity (and overlap at Concord and North Strathfield) with the boundaries of Parramatta Road Corridor Urban Transformation Strategy (PRCUTS). The PRCUTS is a planning framework that seeks to revitalise the Parramatta Road corridor spanning from Granville in the west to Camperdown in the east through the introduction of new homes, jobs, transport, open spaces and public amenity once WestConnex and Sydney Metro West alleviates congestion within this area. The vision of the Precincts should align with the strategies outlined in the PRCUTS.

Key

-  Canada Bay Council
-  PRCUTS
-  Economic Corridor
-  Place-based Infrastructure Compact (PIC) Area
-  Western City District Area
-  Strategic Centre
-  Health and Education Precinct
-  Metropolitan Centre
-  Metropolitan Cluster
-  Light Rail
-  Sydney Trains
-  Sydney Metro
-  Planned Sydney Metro
-  Future Sydney Metro



Regional context and strategic plan

The Context

2.2 Sydney Metro West

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A key strategic driver in Greater Sydney Commission's *A Metropolis of Three Cities* is the Sydney Metro West, a metro system to provide fast and frequent connection between Greater Parramatta and the Harbour City.

In October 2019, the State Government announced eight new stations as part of the Sydney Metro West. Of them, three stations - North Strathfield, Concord and Five Dock - are located within the LGA. These eight stations will aim to service the 3.2 million people expected to live in Western Sydney by 2036, which is 50% of Sydney's population. More than 300,000 new jobs will be created in the Parramatta to Sydney corridor by 2036, with 420,000 people expected to move into the corridor.

The three proposed new metro station locations have been identified within the LGA with different roles:

- **North Strathfield:** A local centre - New metro platforms would sit alongside the existing station and entry to the station would be from a new entrance on Queen Street to provide relief to the T9 Northern Line (formerly T1 line).
- **Concord:** A strategic centre - The proposed Concord Station would be located at the corner of Burwood and Parramatta Roads, with entrances on both the north and south sides of Parramatta Road. Potential of an intermediary metro station in the vicinity of the intersection of Parramatta Road and Burwood Road.
- **Five Dock:** A local centre - The proposed Five Dock Station would be located off Great North Road, between East Street and then at the corner of Second Avenue and Waterview Street. The station entrance would be located at the civic plaza, Fred Kelly Place. It is a place of origin and destination, with an opportunity to increase amenity densities and work opportunities.

The design of the Sydney Metro West will also include safeguards to allow for future extensions to the southeast of the Sydney CBD via Zetland, serving the Green Square Town Centre, and west beyond Westmead and potentially the Western Sydney Airport.

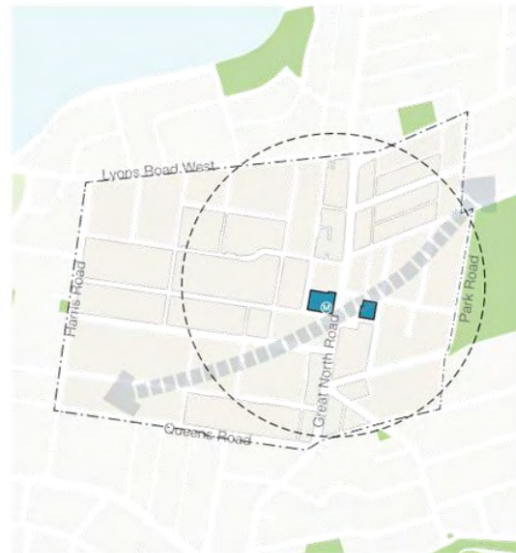


The Context

Acquisition boundaries and metro sites

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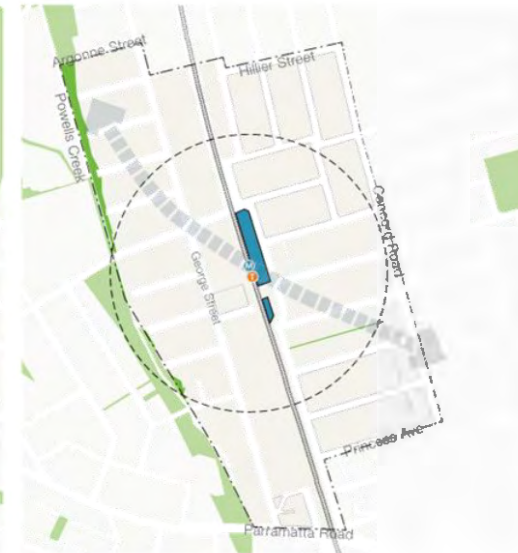
Five Dock



Concord



North Strathfield



Key

- Precinct boundary
- ... 400m catchment
- M Metro site
- Acquisition boundaries
- ⇄ Indicative metro direction

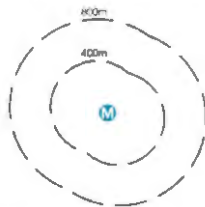
The Context

2.3 Overarching urban design principles

The following overarching themes serve as guiding principles that inform the approach to each Precinct and aims to synthesise the main drivers identified in Stage 1.

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1. Support Transport Orientated Development (TOD)



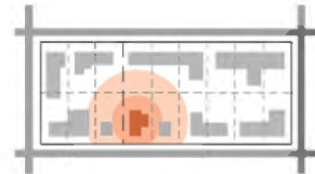
Density is focused towards the Metro station, reflecting the principles of Transit Oriented Development (TOD). Taller buildings are to be located within 150-200m of the station, and transition in height outwards.

2. Street activation and strengthening of activity hubs



The height, bulk, activation and grain of development within each centre represents the commercial and civic role of the precinct.

3. Retention of character and reduce impacts of new development on heritage items and character areas



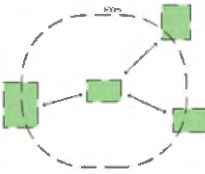
Heritage items and character areas are to be treated as special areas to be protected and maintained. Proposed developments are to ensure adequate transition, minimal overshadowing, and avoid unreasonable visual impact to these areas.

4. Preservation and expansion of tree canopy



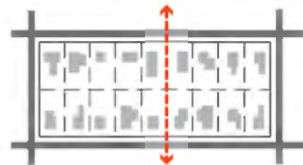
Increase the quantity of trees and the quality of the tree canopy. Measures must be taken to ensure that this is not lost when development takes place. Ensure trees are maintained within lots and that street trees are protected within streetscapes.

5. Expand open space network and protect amenity



Find opportunities to provide additional open space in the Precincts as civic spaces and in areas where there is an under supply. Overshadowing to any key existing or proposed public open spaces is to be avoided.

6. Improve accessibility



The porosity of the urban blocks can be refined to enable greater pedestrian movement throughout the Precincts. Encourage mid-block links where possible.

7. Reinforcing the Precinct with a high street



The suitability of a proposed development should consider its relationship with the surrounding context and urban grain. Reinforce the high street with improved accessibility through appropriate frontage treatment, the provision of laneways and enhanced public domain.

8. Active cycle links and green street networks



Provide opportunities for active transportation connections, linking to key destinations both within and surrounding the precinct. These connections should have appropriate shading, street planting and lane dedication for user safety and comfort.

Precincts

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The three precincts of North Strathfield, Concord, Five Dock are presented in this section.

Key challenges and opportunities that were identified in Stage 1 are represented to highlight key issues that the vision, principles and structure plan address.

This is followed by the urban design framework which is the distillation of the vision and principles into a single structure plan detailed by a series of framework plans that identify how the structure plan can be delineated.

Five Dock

3

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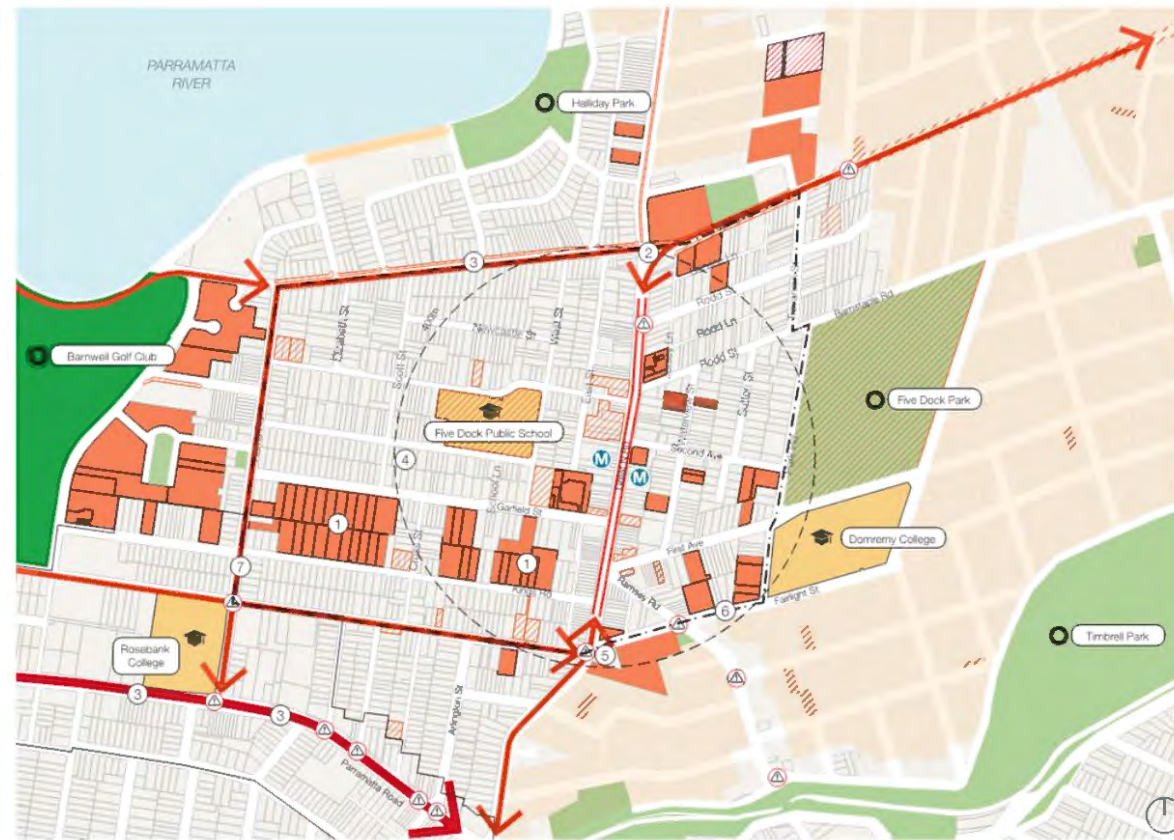
3.2 Challenges

The key findings from the site analysis and distillation from the baseline review have been summarised into the following key points:

1. Significant areas with existing medium density, difficult to redevelop
2. Limited connectivity and way-finding to water
3. Precinct bounded by busy roads, especially Parramatta Road
4. Lack of open space provision within the area bounded by Lyons, Harris, Queens and Great North Roads
5. Identified problematic intersections
6. Existing development has an appropriate interface with heritage items and conservation areas
7. If unconstrained, there could be a bleeding of density towards Kings Bay Precinct which could blur the character of the two precincts.

Key

- Precinct boundary
- Metro site
- 400m catchment
- High street
- Busy traffic road
- Major traffic road (barrier)
- Inaccessible foreshore
- Kings Bay PRCUTS boundary
- Existing medium density
- Education facility
- Character areas under investigation
- Heritage item
- Dangerous crossing
- Open space



Five Dock

3.3 Opportunities

1. Opportunities to strengthen links and way-finding to the Parramatta River and to existing open spaces and provide additional spaces with active transport and green links
2. Areas within 400m of a significant Metro have the potential for density uplift
3. Opportunity to improve the gateway entry into Five Dock at the intersection between Queens Road and Great North Road.
4. First Ave to be transformed into a 'calm street' - bus only access to improve pedestrian amenity with priority for pedestrians and cyclists as envisioned by Five Dock Town Centre Urban Design Strategy.
5. Improve connectivity with through-site links, mid-block connections along long blocks and transformation of laneways into exciting and active public spaces.
6. Strengthen Great North Road high street character with mid-block permeability and pedestrian connectivity on high street
7. Facilitate pedestrian free movement and crossing along Great North Road maintaining parking and access on the laneways
8. Consolidate ground level carparking
9. Improve the interface with Kings Bay precinct
10. Extend Fred Kelly Place and open space on the eastern side of Great North Road to define the civic focal point in the town centre to strengthen the 'heart' of Five Dock.

Key

	Precinct boundary		Car park opportunity site
	Metro entry		Street planting
	Metro above ground infrastructure		Green spine
	New link		Street calming (bus only access)
	Strengthen existing cycleway		Opportunity to improve pedestrian crossings
	Proposed cycleway		Opportunities to introduce new open space area
	Active street frontage		Heart of the precinct
	Civic plaza		Open space
	Opportunity for mixed use		Kings Bay PFRUCTS boundary
	Opportunity for medium density		Civic plaza
	Education facility		



Key opportunities in Five Dock

City of Canada Bay

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Five Dock

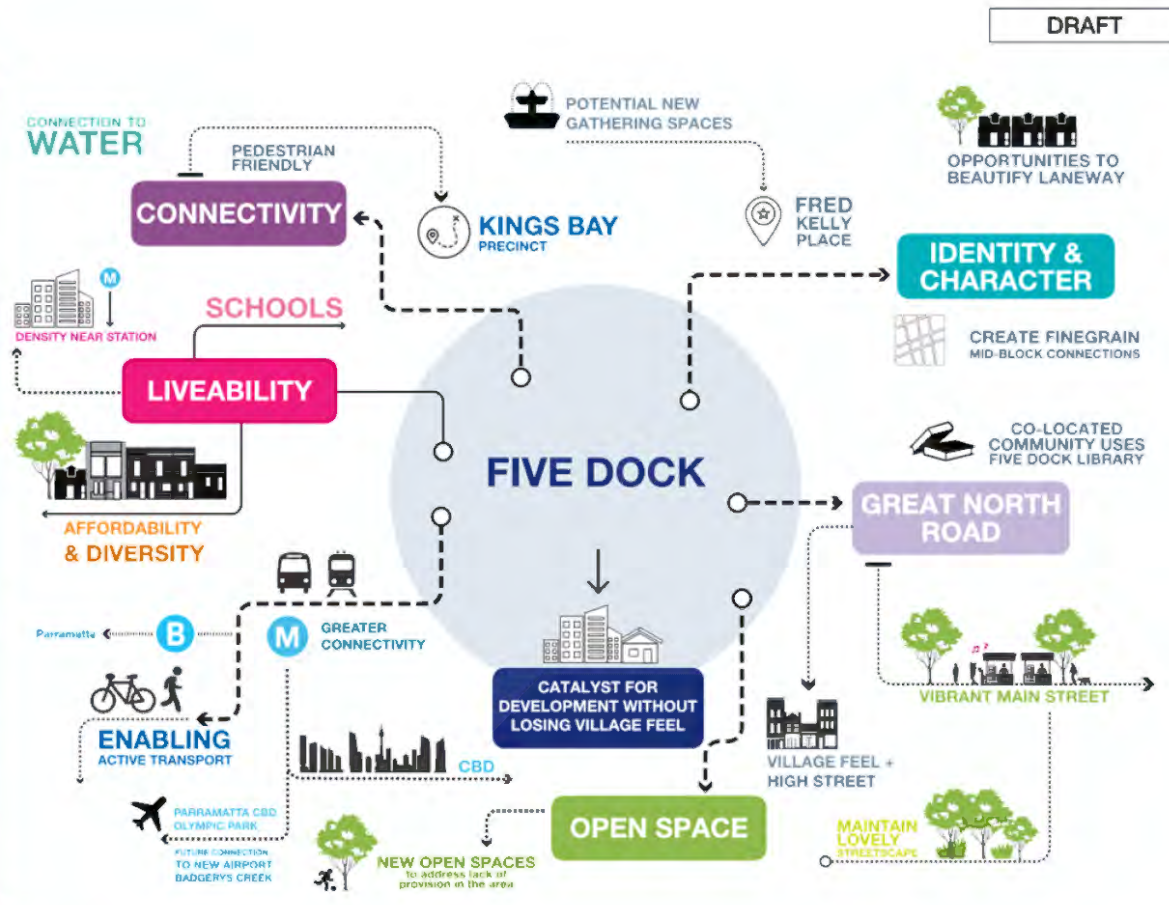
3.4 Vision

Five Dock is an urban village that hums with culture and life. The community come together in their main street, Great North Road (GNR), and enjoy the amenity of their local parks and foreshore areas around at its margins.

Five Dock is known for its strong town centre that is based along GNR. It is vibrant and lively with fine-grain street level retail, social events, community facilities and an active public realm. GNR also hosts public events like the annual Italian Ferragosto Festival. New public plazas and open spaces along GNR will further strengthen Five Dock as a place with a strong sense of community and identity.

There are several public and private schools within walking distance to the new metro station. This brings with it a younger generation of commuters that activate the local area at key times of the day. Local elders in the community enjoy the amenity along the main street throughout the day and keep a close eye on the goings-on of their beloved Five Dock. Revitalisation of local streetscapes will continue to create spaces for people to linger and all ages to co-exist.

Future green spines will weave together the open spaces, the foreshore, GNR and local schools. These threads will be verdant spaces with broad tree canopy and lush garden beds at eye level. Even and wide pavements will encourage walkability and safe cycle paths will support greater uptake of active transport modes.



Five Dock

Vision objectives

The new metro station will support growth in both residential and employment opportunities within the precinct that builds upon fine-grain village vibrancy of the centre.

Five Dock is an established centre adjacent to the Kings Bay precinct (identified in the PRCUTS) and will provide complementary retail and housing opportunities that are distinct to the existing character of the area.

There are opportunities to improve Five Dock's connectivity to water with its proximity to Parramatta River as well as surrounding open spaces. Five Dock will be strengthened as a truly connected, mixed use, fine-grain precinct. It will respond to its surrounding context and be defined by its integrated yet unique character areas.

The following are a number of high-level objectives that have informed the vision for the future of Five Dock area. These objectives have been taken from the vision statement. The principles that underpin the delivery of the vision objectives are explored in detail over the following pages.

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1. Reinforce Great North Road as the retail spine and the heart of Five Dock. Strengthen high street character with mid-block permeability and pedestrian connectivity.



2. Provide a new open space of at least 0.3ha west of Great North Road to address the lack of facilities within this area. Potential to include high quality children's play within the park.



3. A strong community heart: extend Fred Kelly Place as the focal civic centre to Five Dock. Activation of public spaces around the centre and near the metro station.



4. Opportunities to create a better pedestrian experience by introducing mid-block connections along long urban blocks at more frequent intervals.



5. Maximise activation of the ground plane and create spaces for people to linger and gather throughout the day and into the evening, including more opportunities for on street dining.



6. Create 'places for people' in the street network with wide footpaths and pedestrian zones within the town centre and other key locations, such as the identified green links.



7. Encourage development that responds to its local context. Retain generous setbacks to developments to encourage growth of mature trees.



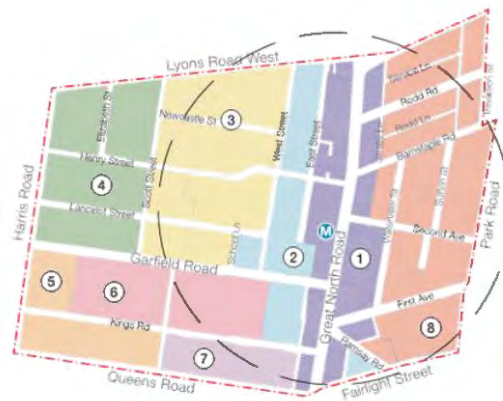
8. Town Centre heights of max. 7 storeys with 4 storey street wall to maintain the village feel, with taller heights set back one block from the retail spine.

Five Dock

Summary desired sub-precinct character

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Five Dock has been divided into eight (8) separate future local character sub-precincts based on the feedback from the community and site analysis, as well as considerations for strategic drivers of change (such as the Town Centre Urban Design Study and a new Metro Station). This is a summary of the findings from the Local Character Statement:



Future local character sub-precincts in Five Dock

- 1 Town Centre Core**

Great North Road will be the heart of the local area and maintain its village feel. Future development will complement the existing scale of the street, with heights between four (4) and seven (7) storeys and the levels above the existing street wall will be setback.
- 2 Transition sub-precinct**

The new development will remain at the present controls of five (5) storey and unlock pedestrian connectivity between the public school and the Metro station. High quality developments will activate the local streets with at grade terrace housing and local cafés that complement the residential nature of the area.
- 3 School and residential sub-precinct**

The school's heritage items are strengthened and showcased and future building projects should activate the street. Infill development around the school is encouraged with low-rise residential apartment buildings up to two (2) storeys, or 9m (3 storeys) where multi-dwelling housing (terraces) are provided in accordance with LEP will be permitted.
- 4 Low density residential (west)**

This character sub-precinct will maintain a mixture of low density 1-2 storey residential detached dwellings.
- 5 Kings Bay Interface**

Strategic changes to the Kings Bay Precinct under the PRCUTS strategy will evolve the character of the local area. Interfacing streets will accommodate buildings up to four (4) storeys and provide transition away from this higher density area into a more suburban neighbourhood.
- 6 Medium density residential**

This sub-precinct is unlikely to change significantly due to strata ownership and the challenge to redevelop with multiple owners. Any infill development of remaining standalone houses should be of a high quality.
- 7 Low density residential (south-west)**

This character sub-precinct has some beautiful examples of federation style development, including two dwellings that are heritage listed. This sub-precinct will maintain its existing character with minor improvements to the amenity with street trees and other public realm improvements.
- 8 Residential**

This character sub-precinct would will maintain the character of the streetscape and include significant landscape setbacks from the street for any future infill development up to four (4) storeys. Mature trees should be maintained and further planting to improve the street canopy and walkability.

Five Dock

3.5 Five Dock preferred structure plan

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The following are the key elements of the Structure Plan which synthesises the urban design frameworks for Five Dock:

Key elements

1. Incorporate the strategic moves of the Five Dock Town Centre Urban Design Study.
2. Additional residential density to be located one block behind the retail high street to protect the fine grain character along Great North Road.
3. Medium density generally within 400m from the Metro station.
4. The remaining areas to remain low residential with transition in height towards the periphery of the Precinct.
5. Green spine streets along Queens Road, Great North Road, Garfield Street and Second Ave as key connection routes.

Note: The draft locations of parks and laneways is a concept only and subject to change. The method of delivery of this infrastructure is yet to be determined however it is likely that they will be required to be provided over time when the land is redeveloped, with no loss to development potential.

Key

- | | | | |
|--|--|--|----------------------------|
| | Proposed precinct boundary | | Metro acquisition boundary |
| | New pedestrian link | | Metro entry |
| | Primary connections | | Education facility |
| | Pedestrian crossing | | Street planting |
| | Plaza | | Green spine |
| | Solar controls for plaza | | Heritage items |
| | Strengthen existing cycleway from on road to dedicated | | up to 3 storey residential |
| | Active street frontage | | up to 5 storey residential |
| | Upgrade intersection | | up to 7 storey residential |
| | | | 400m catchment |



Five Dock Structure Plan

Five Dock

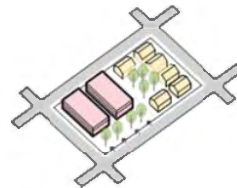
3.6 Five Dock - design recommendations

The following are the design recommendations specific for Five Dock to ensure that the vision of the Precinct is achieved.

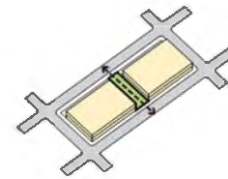
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1. Provide landscape setback in residential zone of 5m and 8m along priority green streets.



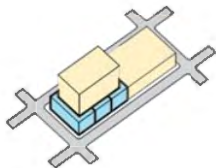
2. Preserve tree canopy within residential zone with deep soil provided to reduce urban heat.



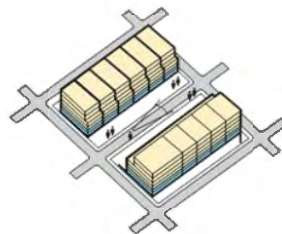
3. Prioritise through-site links and permeability on long urban blocks for improved connectivity.



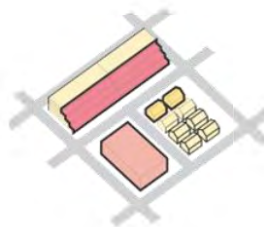
4. Sensitive development around Five Dock School with generous setbacks.



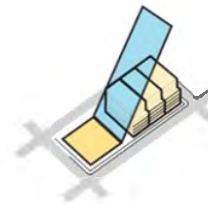
5. Respond to fine-grain of cadastral lots and create a distinctive streetscapes.



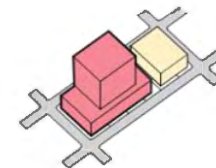
6. Shop top housing along Great North Road, maintaining fine grain with residential uses above. Activity focused on the streets as a place for community and people particularly on Great North Road.



7. Sensitive transition of scale and height to areas with no change/heritage items.



8. Protect solar amenity to existing and future open spaces, especially the upgraded Fred Kelly Place.



9. Amalgamation of lots for developments over 3 storeys with minimum lot sizes of 1,800m².

Five Dock

3.7 Five Dock potential built form massing

Built form testing of the Structure Plan ensures that the design recommendations are achievable and enables proposed future populations to be calculated.

Note: This diagram is a general concept only and is not intended to specify development potential or open space associated with any specific site.

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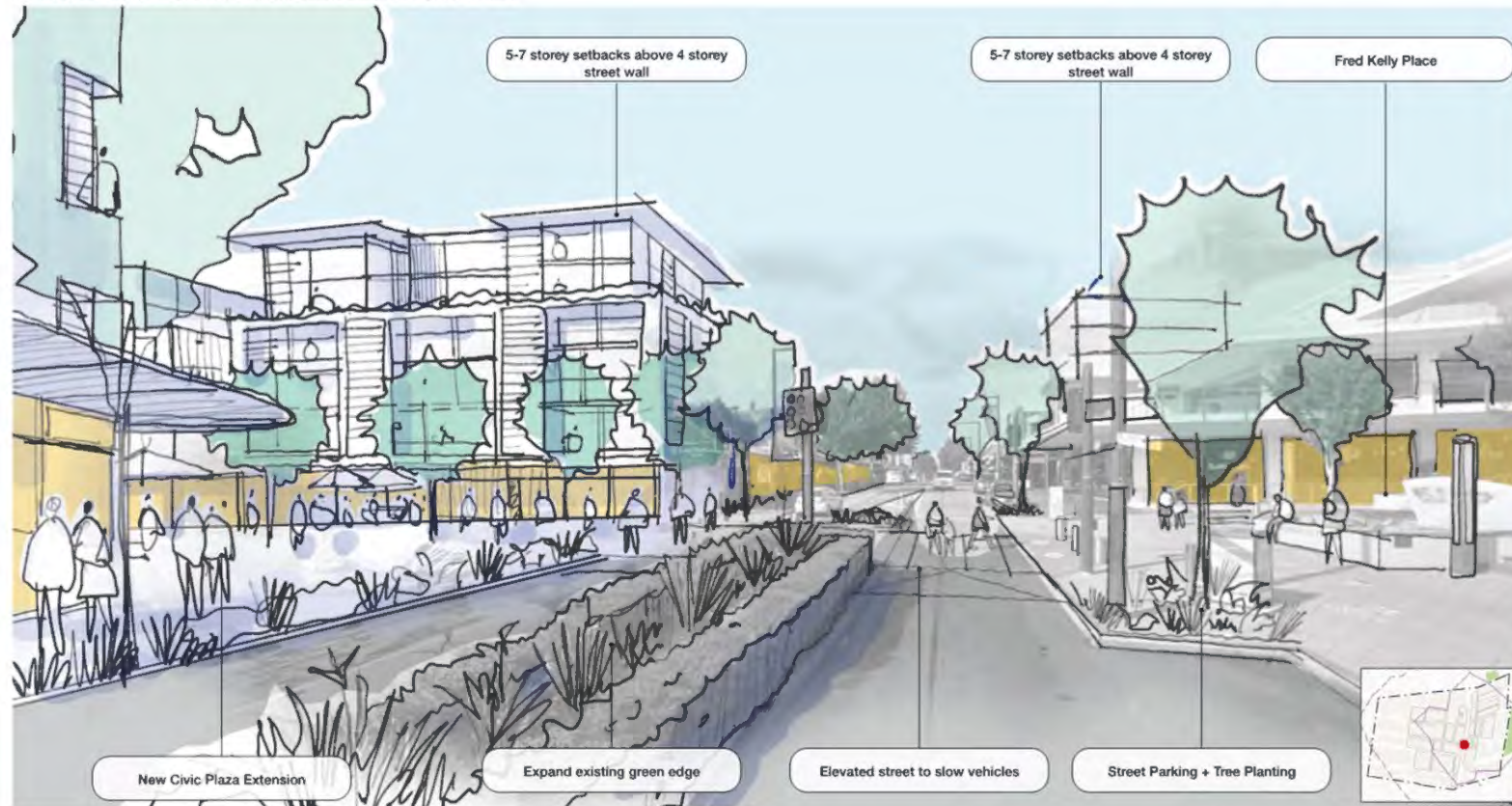


Five Dock

Illustrative streetscape - Great North Road looking south

The civic heart of Five Dock is the high street on Great North Road adjacent to the new Metro station and civic plaza, below is an illustrative sketch of the public domain:

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Five Dock

3.8 Open space, public domain and community framework plan

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Key moves

1. Great North Road, Queens Road, Garfield Street and Second Avenue are green spine streets consistent with Sydney metropolitan Green Grid network
2. Connect key open spaces with direct green cycle routes and pedestrian friendly streets to create a green network
3. Expand greening of Great North Road aligned with the Five Dock Town Centre Urban Design Study recommendations
4. Street planting along streets which have been identified with low tree canopy cover
5. Extension of the existing civic plaza (Fred Kelly Place) to the east aligned to Five Dock Town Centre Urban Design Study recommendations
6. Potential to use Five Dock Public School for weekend markets and public events (subject to approval)
7. Potential location for a new community facility. Five Dock will need 1,256m² by 2036 of new multi-purpose community centre as stated by the CCB's *Social Infrastructure Community Strategy* (CRED 2019)

Key

- | | | | |
|--|---|--|--|
| | Precinct boundary | | Pedestrian crossing/ pedestrian area |
| | Metro site | | Metro site |
| | New pedestrian link | | 400m catchment from open space |
| | Cycleway network | | Heritage street trees |
| | Green spine | | Education facility within the study area |
| | Major vehicular road | | Potential location for multipurpose community center |
| | Tree canopy cover to be increased | | |
| | Established street tree canopy cover over 40% | | |
| | Civic space / plaza | | |



Five Dock open space and public domain framework

Five Dock

3.9 Movement and access framework plan

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Key moves

1. Future Transport Strategy 2056 classification to be used to delineate different streets to perform different functions (see definitions on page 24)
2. Great North Road to be developed as 'Vibrant street' this is pedestrian friendly and aligned with the Five Dock Town Centre Urban Design Study recommendations
3. Improved crossing of Great North Road connecting the east and west portion of the Fred Kelly Place made by paving and elevated street to focus on pedestrian amenity
4. Main vehicular movement to be redirected along the periphery of the precinct (Horns Road and Lyons Road)
5. All major and minor local roads intersections with Great N Road to be developed as 'Place for People'
6. First Avenue as a calm street with a raised bus only or shared zone street to simplify the intersection and opportunity to create a new public open space, highlighting historic buildings and offering 'spill-out' spaces
7. Through-site links to provide safe fine grain pedestrian routes connecting residential areas to civic plaza, Metro station and retail street.
8. New improved pedestrian crossing at the intersection of Rodd Road and Great North Road
9. Establish fine grain pedestrian friendly lanes to connect residential to civic plaza

Key

- | | | | |
|--|--|--|-------------------------|
| | Precinct boundary | | Crossing to be improved |
| | Movement corridor | | Gateway crossing |
| | Vibrant street | | 400m catchment |
| | Place for people | | New pedestrian link |
| | Local street (major) | | |
| | Local street (minor) | | |
| | Education facility | | |
| | 5 minute walking catchment from Metro | | |
| | 10 minute walking catchment from Metro | | |



Five Dock movement and access framework - vehicular

Five Dock

Priority streets - recommendations

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A. Places for People (Great North Road)

- Create a pedestrian environment by expanding footpath upgrades from Lyons Road West to Queens Road (through dedication and kerb alignment) to allow for outdoor dining/seating and deep soil planting for mature street trees. Expand calm street with paving treatment
- New tree street planting in between parking bays to increase shading
- Allow opportunities for easy pedestrian crossing along the street



B. Transition Street (Queens Street)

- Street to provide interface between the vision of the PRCUTS south of Queens Road and the medium scale development north of the street
- Add dedicated two-way cycle lane to southern side of the street and increase shading through street planting along the verge to improve pedestrian and cycling experience
- Upgrade on-street carparking on southern side to allow for pockets of deep soil planting in between parking bays



C. Green Street / Local Street (Garfield Street)

- Add dedicated two-way cycle lane to northern side of the street and increase shading through street planting along the verge to improve pedestrian and cycling experience
- Upgrade on-street carparking on southern side to allow for pockets of deep soil planting in between parking bays
- Generous street setbacks for deep soil planting on private lots



Five Dock

Active and cycle framework plan

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Revitalized alleyway at Evans Alley Bridge, Denver

Key moves

1. New improved pedestrian crossing at the intersection of Rodd Road and Great North Road
2. Establish fine grain pedestrian friendly lanes to connect residential to civic plaza
3. New on road cycleway along Great North Road finishing at the civic plaza with an end of trip facility to promote active transport to reach Metro station from residential areas
4. Improvements of existing on-road cycleway within the boundary to dedicated cycleways which connect and are consistent with the proposed Concord cycleway network.

Key

- Precinct boundary
- Metro site
- Existing cycleway
- LSFS future on road cycle route
- PRICUTS future on road cycle route
- Upgrade to dedicated cycle lanes
- New pedestrian link
- Pedestrian priority street
- Education facility
- Fred Kelly Place extension
- 5 minute walking catchment from Metro
- 10 minute walking catchment from Metro
- New pedestrian crossing
- End of trip facility



Five Dock movement and access framework - active and cycle

Five Dock

3.10 Land use and activity framework plan

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Key moves

1. Upgrade and extension of Fred Kelly Place as an important civic plaza for the Town Centre
2. Activity hubs focused around the existing civic plaza and new extension where the Metro station is proposed
3. More activity opportunities to extend along Great North Road from Lyons Road and Queens Road
4. Passive recreation activities could be located along the laneways where a more calm environment is created by the reduced vehicular movement. Opportunities for laneway activation and public activities (such as pop-up events).

Key

-  Precinct boundary
-  Metro site
-  Mixed use
-  Residential density transition
-  Active street
-  Active frontage
-  Secondary frontage activation
-  Heritage
-  New open space



Five Dock land use and activity framework

Five Dock


3.11 Built form and heritage framework plan

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Key moves

1. Built form to provide transition from low scale, low density residential toward the higher densities along Great North Road
2. Heights concentrated along Great North Road with up to 7 storeys mixed use developments. Heights transitioning down to 4 to 5 storey residential apartment buildings and 1 to 3 terrace houses and dual occupancy typologies
3. Interface between mixed use and residential densities to be approached through the provision of lanes and through site links.

Key

-  Precinct boundary
-  Mixed use
-  Residential density transition
-  Residential and mixed use interface
-  Heritage
-  Open space
-  New pedestrian link



Five Dock built form, heritage and development framework

Five Dock

Building heights



Five Dock recommended building heights

- Key**
- Precinct boundary
 - M Metro site
 - up to 2 storeys
 - up to 3 storeys
 - up to 4 storeys
 - up to 5 storeys
 - up to 7 storeys
 - X Storey height

Key moves

1. Heights reflecting Five Dock Town Centre Urban Design Study recommendations with maximum heights of 7 storeys with 4 storey street walls along Great North Road
2. Up to 5 storey height for residential development for areas east and west of Great N Road
3. Up to 4 storeys for the blocks bounded by Scott Street, Cross Street, Lyons Road, Queens Road, Fairlight Street and Trevanion Street as a transition area to surrounding existing low density areas.
4. No change for the blocks between Scott St and Harris Road

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Setbacks

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Five Dock recommended setbacks

- Key**
- Precinct boundary
 - M Metro site
 - No street setback
 - 1m street setback
 - 3m street setback
 - 5m street setback
 - 8m street setback

Key moves

1. Setbacks to respond to and reflect the structure plan and built form typology and building heights as well as the Five Dock Town Centre study recommendations
2. 0m setback along Great North Road block to encourage street activation along the high street
3. Green spine streets delivered through 8m street setback to promote increased tree canopy and landscaped interfaces with the street
4. 5m setback along areas earmarked for residential redevelopment
5. 3m setback along laneways one block from Great North Road to allow for pedestrian connectivity
6. 1m setback along all existing laneways
7. Retain existing setback controls for areas unchanged.

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Concord

4

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4.1 Challenges

The key findings from site analysis and distillation from the baseline review have been summarised into the following key points:

1. The vision identified in PRCUTS needs to be implemented into the structure plan however it is split across two LGAs - Canada Bay and Burwood - and could limit cohesive delivery of the vision
2. Precinct is bounded between major road traffic barriers in particular Parramatta Road acts a north-south barrier especially with active transport and pedestrian connectivity.
3. Identified problematic intersections
4. Existing new developments have poor interface with heritage items and conservation areas.

Key

- - - Precinct boundary
- - - 400m catchment
- ▭ PRCUTS boundary
- Busy traffic road
- Major traffic road (barrier)
- Dead end road
- - - Pedestrian paths
- ▭ Character areas under investigation
- ▭ Existing medium density
- ▭ Education facility
- ▨ Heritage item
- ⚠ Dangerous crossing
- ▭ Open space
- ▭ Golf course



Key challenges in Concord

Concord

4.2 Opportunities

1. Opportunity for increased mixed use whilst still retaining enterprise corridor uses on the ground level.
2. Areas within 400m of a significant Metro have the potential for density uplift.
3. Creating new laneways and through-site links to improve the permeability of long blocks.
4. Upgrade streets with tree planting, better pedestrian crossings and calming of traffic area areas of high pedestrian volume.
5. Opportunity for Gipps Street and Broughton Street to become green spines connecting to open space.
6. Potential for additional new pocket parks/plazas.
7. Clear vision on how developments interface with Parramatta Road.
8. Burton Street upgraded to local centre with active street frontage.
9. Improve gateway entry into precinct at Burwood Road and to provide an additional pedestrian crossing.
10. Improve pedestrian crossing across Parramatta Road to strengthen the significant transport interchange with Burwood Station (located 1.5km south).

Key

- | | |
|-----------------------------------|---|
| Precinct boundary | Opportunity for medium density |
| Metro entry | Education facility |
| Metro above ground infrastructure | Co-located community facilities |
| New link | Street planting |
| Strengthen existing cycleway | Green spine |
| Proposed cycleway | Opportunity to improve pedestrian crossings |
| Active street frontage | Landscape gateway |
| Connections | Open space |
| Opportunity for mixed use | Opportunity to introduce new open space |



Key opportunities in Concord

Concord

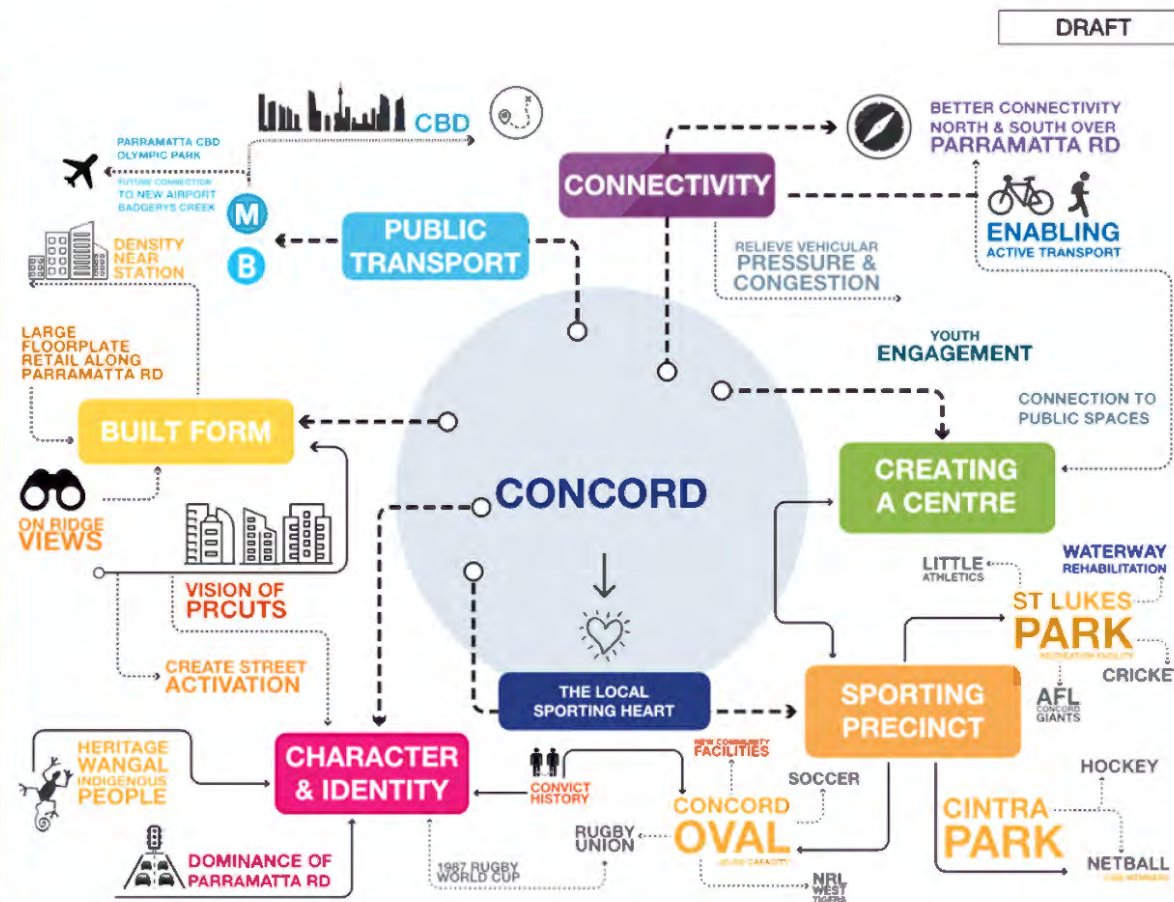
4.3 Vision

Concord is a precinct located within the suburb of Concord and is strategically positioned to support Burwood town centre to the south and the predominantly residential population to the north.

The precinct will be an attractive destination with high quality buildings, retail opportunities, community facilities and public spaces that serve the wider community who use the Metro Station. The local area has access to many significant amenities such as local community facilities, schools and the abundance of public open space.

Concord will be a vibrant mixed use centre with height focused along Parramatta Road, transitioning to the low density residential areas to the north. The built form will be sensitive to it's context, with an appropriate interface to the noise and pollution created by Parramatta Road. Pocket parks, activated through site links and a station plaza will be screened from the main road and the amenity of the local streets will be protected by the built form and trees.

Burton Street, Burwood Road and the laneways that intersect them will be 'places for people.' The community will be able to enjoy the intimate scale of a retail street with on street dining and grab-and-go opportunities for future commuters.



Concord

Vision objectives

Concord is known as the 'Parklands Suburb' of the inner West, and offers a unique opportunity to be the local sporting and physical health precinct for the LGA. Reinforced by the new metro, Concord can offer a supporting role to Sydney Olympic Park's facilities by hosting a variety of sporting events, building upon the existing amenities provided in the area and reinforced as a centre with connectivity to the greater Sydney metropolitan area.

The PRCUTS incorporates Concord within the Burwood-Concord Precinct and identifies transformation areas to create a significant transport interchange with Burwood Rail Station (approximately 1.5km south) and improving active transport connections to regional recreation and open space facilities, reinforcing the vision of an active and vibrant sporting precinct.

Not only will Concord precinct continue to service the area with regional sporting facilities and attract exciting and new sporting events, other significant employment opportunities such as sports and health related services (such as Concord Private Hospital and Orthosports Physiotherapy and Sports Injuries Centre) will also be enhanced and expanded. This precinct provides the opportunity to locate a range of housing typologies within close proximity to the significant recreational amenities.

The following are a number of high-level objectives that have informed the vision for the future of Concord area. These objectives have been taken from the vision statement. The principles that underpin the delivery of the vision objectives are explored in detail over the following pages.



1. Ensure public domain around public transport facilities are attractive, pedestrian friendly and offer a convenient transfer between different modes of transport and better pedestrian connections.



2. Breakdown pedestrian barriers created by Parramatta Road, allow for more opportunities to safely cross the arterial road towards Burwood Town Centre without further congestion.



3. Upgrade Concord Oval as a truly vibrant community hub with co-location of uses and facilities to revitalise key nodes and create hubs of activity with good connections to key open spaces/facilities.



4. Allow for shared zones and break out spaces around transport infrastructure. Create spill out spaces for events which are activated and pedestrian friendly.



5. Create 'places for people' ensuring retail along Parramatta Road is suitable with its location and purpose with finer grain retail and food offering along Burton Street.



6. Maximise activation of the ground plane. Support greater development intensity and a broader mix of land uses within close proximity to the station and areas of high pedestrian footfall.



7. Increase the variety of housing and building types on offer by encouraging more low-rise, and medium density urban typologies. Development should respond to queues from the natural environment.



8. Increase building heights around the Metro site to improve legibility and create a landmark/gateway presence to the precinct. Towers should be of appropriate scale to the area with good street interface and setbacks.

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Concord

Summary desired sub-precinct character

Concord has been divided into six (6) separate local character sub-precincts based on the feedback from the community, the varied urban form that observed on site, and alignment with strategic changes in the local area. This is a snapshot taken from the local character statement.



Character Precincts in Concord

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1 **Parramatta direct interface**

The Parramatta Road sub-precinct will be transformed from the one to two storey shop top housing with commercial/retail uses into a high density mixed use precinct. Building heights will range from 3- 17 storeys. The pedestrian amenity along the street will be improved with design and interface strategies to mitigate the heavy vehicular traffic and congestion of Parramatta Road. New spaces for public domain will be made available on the northern edge of the core, shielded from the noise of the main road. Streets and lane-ways will be activated by retail and the integrated transport hub will add to the destination-al nature of this precinct. The future of this area will be consistent with the vision of the PRCUTS and to improve the public domain and streetscaping.

2 **High density residential and plazas**

Infill development that is sensitive to the surrounding built form will continue to diversify housing options in Concord. Building heights will range from 12-24 storeys with the future of this area to be consistent with the vision of the PRCUTS. Interfaces with streets and public spaces will add to the vibrancy of the local area with activation and passive surveillance from local residential dwellings and ground floor retail. The proximity to the station will make this a great space for urban commuters to live with public transport options, diverse housing choices and the amenity of local parks right at hand.

3 **Infill area residential (south of Gipps Street)**

Infill development should maintain the exist character and in particular the heritage trees on Lansdowne Street. More broadly, the heritage items throughout the area will be protected and augmented through public realm upgrades, including tree planting, upgrades to verges to protect existing trees and new cycle paths. This space will operate as a transition buffer from higher densities focussed along Parramatta Road to low density residential in the northern part of the study area and broader Concord. Development of new buildings up to five (5) storeys will be mindful of the existing condition, with change evolving in a manner that continues to complement the existing conditions.

4 **Low density residential (north of Gipps Street)**

This sub-precinct will accommodate up to two (2) storeys, (or 9m/3 storeys) where multi-dwelling housing (terraces) are provided in accordance with LEP, in a manner that is complementary to the existing dwelling typology of 1-2 storeys stand alone dwellings. There are key opportunities to enhance heritage items with the low density infill development that is of a sensitive scale to the surrounding context and improve the streetscape. Tree planting and cycle paths will add to the amenity of the local area.

Stanley Street interfaces with the local primary school and should be a particular focus for upgrades, including improvements to road crossing, street trees, bench seats and bicycle lanes.

5 **Infill area residential (north of Gipps Street)**

Sub-precinct five (5) will maintain it's existing residential character with a maximum five (5) storey building height consistent with PRCUTS. Development of new buildings up to five (5) storeys will be mindful of the existing condition, with change evolving in a manner that continues to complement the existing character. Existing uses other than residential can remain.

This precinct operates as a primary interface between St Luke Park and the wider precinct, new developments and additions to this sub-precinct should provide view-lines or through-site links from Burwood Road to the public open space.

6 **St Luke's Anglican Church sub-precinct**

This local character sub-precinct is a residential neighbourhood anchored by St Luke's Anglican Church, which is a mix of Gothic/Romanesque style church built in 1861. The heritage nature of the building should be maintained, while opportunities to enhance the environs with better public interface through improved streetscaping should be encouraged.

Medium density development will be permitted ranging from five (5) storeys up to twelve (12) with building to boundary and active frontages encouraged on the southern edge (Burton Street).

4.4 Concord preferred structure plan

The following are the key elements of the Structure Plan which synthesizes the urban design frameworks for Concord:

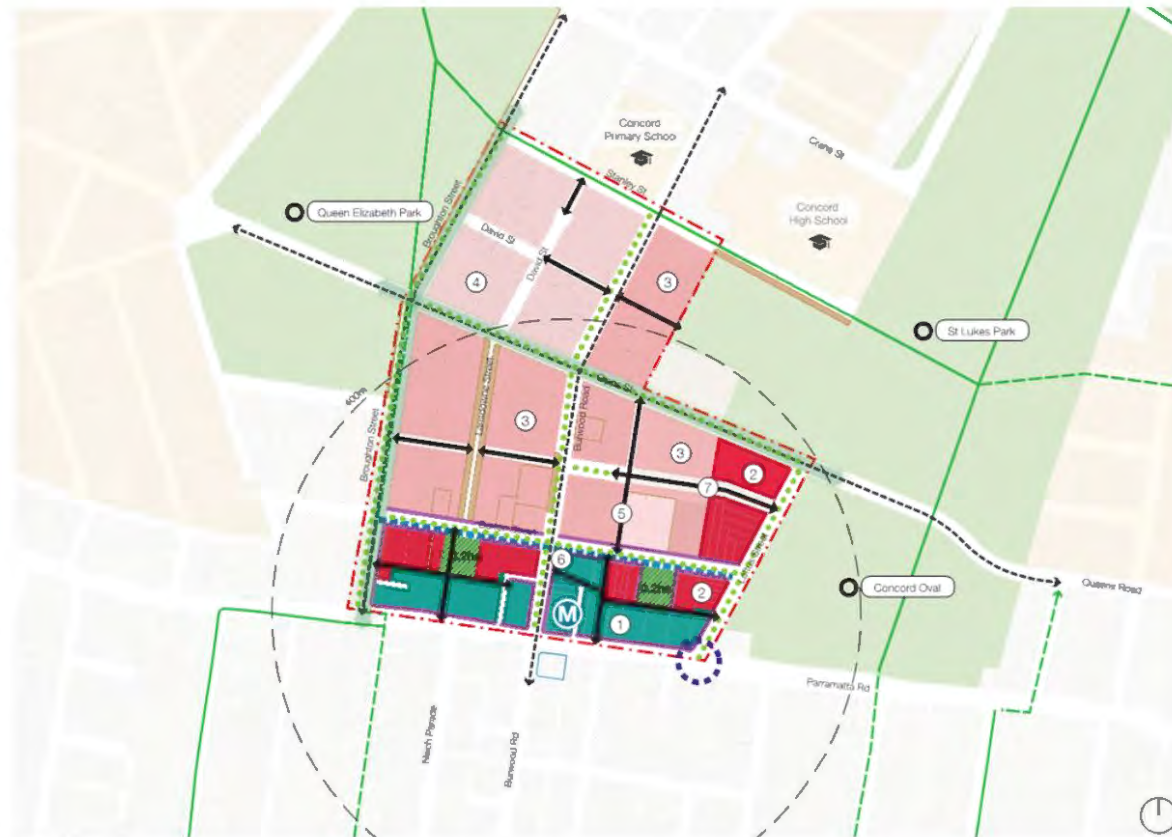
Key elements

1. Incorporate the strategic moves of the PRCUTS along Parramatta Road. Strengthen the local centre with mixed use development along Parramatta Road
2. High residential density within 200m of the station and along the park edge
3. Low rise residential density concentration along Broughton and Gipps Streets within 400m from the Metro Station and to frame St Lukes Park
4. The remaining areas to remain a three storey residential area and transition in height towards Queen Elizabeth Park, the periphery of the Precinct and the earmarked Character Area in the Local Housing Strategy
5. Provide new streets for better connections from the station to the upgraded community precinct and St Lukes Park
6. Provide an open space/plaza within the Metro development
7. Unlock permeability throughout the Precinct with key new connections.

*Note: The draft locations of parks and laneways is a concept only and subject to change. The method of delivery of this infrastructure is yet to be determined however it is likely that they will be required to be provided over time when the land is redeveloped, with no loss to development potential.

Key

	Proposed precinct boundary		Metro site
	Metro site		Improved streetscape
	New pedestrian link		Character Area
	Primary connections		Street planting
	Plaza		Green spine
	Open space		Up to 3 Storeys residential
	Strengthen cycleway to dedicated lane		Up to 5 Storeys residential
	Proposed cycleway		Up to 24 Storeys residential
	Active street frontage		Up to 12 Storeys mixed use
	Heritage		



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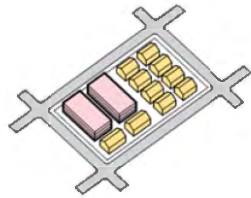
Concord Structure Plan

Concord

4.5 Concord - Design recommendations

The following are the design recommendations specific for Concord to ensure that the vision of the Precinct is achieved:

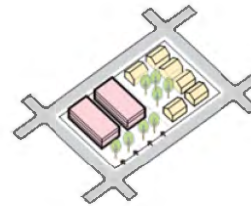
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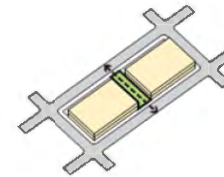
1. Ensure sensitive interface with heritage item is provided through setbacks and height transition.



2. Provide landscape setback in residential zone of 3m and 8m along priority green streets.



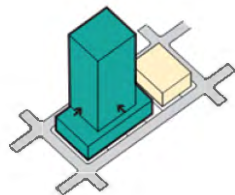
3. Preserve tree canopy within residential zone with deep soil provided to reduce urban heat.



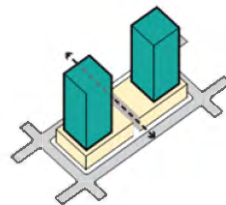
4. Prioritise through-site links and permeability on long urban blocks for improved connectivity.



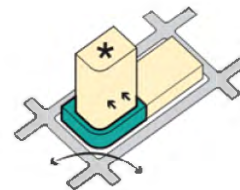
5. Passive surveillance to St Luke's Park. Opportunity to remove back fences and provide laneway to provide street frontage to park.



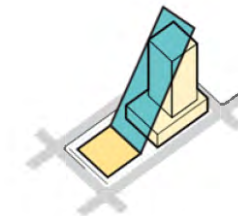
Amalgamation of lots for developments over 3 storeys with minimum lot sizes of 1,800m². Minimum lot size of 1,800m² with podium setback above 4 storeys to provide a continuous street wall and reduce scale from street level.



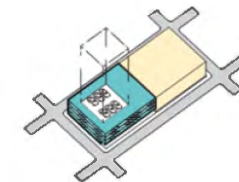
Building separation between towers to be ADG compliant at a minimum.



Prioritise height at key intersections and nodes as gateway sites.



Protect solar amenity to existing and future open spaces and plazas.



Parking preferably underground, where not possible, above ground carparking should be sleeved with active uses or green walls.

Concord

4.6 Concord potential built form massing

Built form testing of the Structure Plan ensures that the design recommendations are achievable and enables proposed future populations to be calculated:

Note: This diagram is a general conceptual massing and is not intended to specify development potential or open space associated with any specific site.

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Concord

Illustrative streetscape - Burwood Road looking south

Burwood Road is a key vibrant street which connects north to Parramatta River and south to Burwood Town Centre, it is also adjacent to the new Metro station, below is an illustrative sketch of the public domain:

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Concord

4.7 Open space, public domain and community framework plan

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Key moves

1. CCB's *Social Infrastructure (Open Space and Recreation) Strategy and Action Plan (CRED 2019)* indicates that there is a sufficient provision of open space within this Precinct.
2. Gipps and Broughton Streets green spine streets consistent with the vision of the metropolitan Sydney Green Grid network
3. Connection of the key open spaces of Queen Elizabeth Park and St Lukes Park along Gipps through improved pedestrian and cycle experience
4. Vision of the PRCUTS along Parramatta Road reducing the dominance of vehicular traffic to a multi-modal street with an integrated bus rapid lane and clear access and connections to the Metro station
5. Improve pedestrian and cycle mobility north to south especially crossing Parramatta Road. This includes street level intersections, pedestrian bridges and underground connections through the Metro station. These links should connect with the broader regional cycle network and green streets
6. Additional tree planting to reduce heat island effect and provide 40% tree canopy across the entire precinct.

Key

- Precinct boundary
- New pedestrian link
- Cycleway network
- Green spine
- Major vehicular road
- Tree canopy cover to be increased
- Established street tree canopy cover over 40%
- Metro site
- Metro acquisition boundary
- 400m catchment from open space
- Heritage street trees
- Character area under investigation



Concord open space and public domain framework

Concord

4.8 Movement and access framework plan

Key moves

1. Future Transport Strategy 2056 classification to be used to delineate different streets to perform different functions. Promote clear types of functions and street hierarchy to prioritise each street type (see definitions on page 24)
2. Main vehicular movements focused on the periphery along Parramatta Road and Broughton Street. This allows for local movements within the precinct.
3. Improve pedestrian connections from metro to Concord Primary and High School with streetscape upgrades and footpath widening
4. Integration of the PRACUTS vision to provide bus rapid transport lanes along Parramatta Road to further promote public transport movement with servicing laneways away from pedestrian focused streets.
5. Promote Burwood Road as vibrant street thus redirecting vehicular movement along Broughton Street to allow for activation and pedestrian friendly environment.
6. Mid-block through site links to break down urban blocks, promote porosity, connectivity and safe routes for pedestrians.
7. Opportunities to increase pedestrian and cycle accessibility and safety through streetscape improvements along Parramatta Road.
8. Connect open spaces through a green spine and cycleway network along Gipps Street.
9. Provide on road cycle way along Burton Street up to the civic plaza with a end of trip facility to promote active transport to the Metro station.
10. Provide new lane access for commercial uses.

Key

- | | |
|--|--|
| Precinct boundary | PRACUTS future on road cycle route |
| Metro site | Movement corridor |
| Movement corridor | Vibrant street |
| Vibrant street | Place for people |
| Local street (major) | Local street (minor) |
| Local street (minor) | Existing cycleway |
| Existing cycleway | LSPS future on road cycle route |
| LSPS future on road cycle route | 5 minute walking catchment from Metro |
| 5 minute walking catchment from Metro | 10 minute walking catchment from Metro |
| 10 minute walking catchment from Metro | Crossing to be improved |
| Crossing to be improved | Gateway crossing |
| Gateway crossing | New pedestrian link |
| New pedestrian link | Proposed open space |
| Proposed open space | End of trip facility |
| End of trip facility | |



Concord movement and access framework - vehicular and active

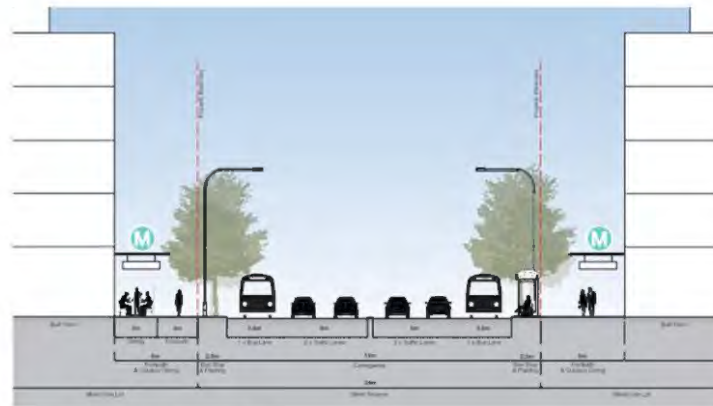
City of Canada Bay

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Concord

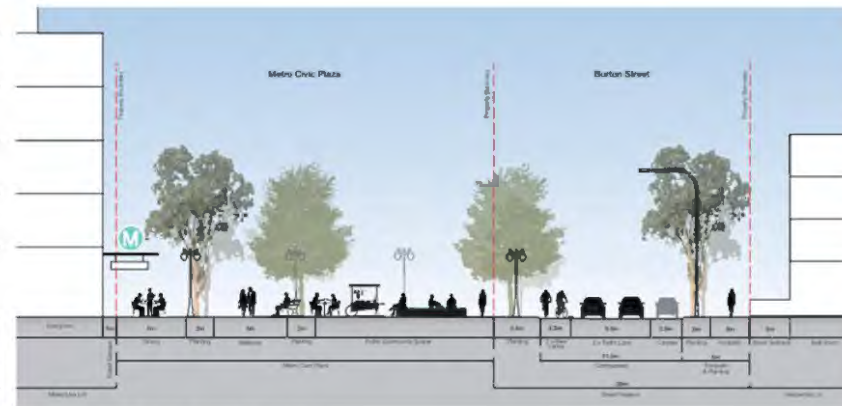
Priority streets - recommendations

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A. Movement Corridor (Parramatta Road)

- Align with the vision of PRCUTS, converting one lane into a bus rapid transit lane with weather protection bus shelters
- Expand footpath through setback controls for potential outdoor dining
- Generous street setbacks to allow deep soil planting to achieve optimum tree outcomes



Places for People (Burton Street & Neichs Lane)

- Realign Neichs Lane to allow seamless transition into the Metro Civic Plaza from the Metro Entry and increase outdoor dining and planting
- Creation of Metro Civic Plaza as a community space, potential for seating, popup markets and outdoor cinema etc.
- Add dedicated two-way cycle lane to southern side of Burton Street and increase shading through street planting



Concord

4.9 Land use and activity framework plan

Key moves

1. Street activation through ground level fine grain retail and non-residential uses focused along areas where higher levels of pedestrian traffic is anticipated around the mixed use areas between Parramatta Road and Burton Street
2. Improved connections of Burwood Road south and north of Parramatta Road as a continuous retail spine, strengthening this street as a vibrant corridor
3. Active frontage and retail to face Parramatta Road, service laneway to remove servicing off Parramatta Road. Opportunity to realign laneway not to conflict with the seamless connection of the new Metro station entrance.

Key

- Precinct boundary
- M Metro site
- Mixed use
- High density residential
- Residential density transition
- Active street
- Active frontage
- New open space
- Heritage item



Concord land use and activity framework

Concord

4.10 Built form and heritage framework plan

DRAFT

Key moves

1. Built form transition from low scale, low density residential north of Stanley Street to taller development along Parramatta Road in line with the PRCUTS vision of heights up to 24 storeys.
2. Built form to face new pocket parks and civic plazas to create active frontages and provide passive surveillance
3. Ensure that solar amenity is maintained to proposed and existing public domain
4. Residential developments from Stanley Street to Burton Street. Mixed use along Parramatta Road with commercial uses in the podium and residential above
5. Lot amalgamation with a minimum 1,800m² size to facilitate larger developments and height to ensure proper deep soil planting and improved public domain interface.

Key

- Precinct boundary
- Mixed use
- Residential density transition
- Residential and mixed use interface
- Heritage
- Open space
- ◆◆◆ New pedestrian link



Concord built form, heritage and development framework

Concord

Building heights



Concord recommended building heights

Key

- Precinct boundary
- M Metro site
- up to 3 storeys
- up to 5 storeys
- 6-11 storeys
- 12+ storeys
- X Storey height

Key moves

1. Heights reflecting PRCUTS recommendations with maximum heights of 42m (13 storeys) for the blocks between Burton Street and Parramatta Road.
2. Heights of 38m (12 storeys) for the block along Loftus Street and overlooking Concord Oval and creating an edge to the precinct
3. 4-5 storey height for residential development for all blocks between Burton Street and Gipps Street and the block between Stanley Street and Gipps Street facing St Lukes Park
4. 1-2 storeys or 9m (3 storey) for the blocks bounded by Gipps Street, Stanley Street, Burwood Road and Broughton Street as a transition to existing low density areas to the north.

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Setbacks

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Concord recommended setbacks

Key

- Precinct boundary
- M Metro site
- No street setback
- 3m street setback
- 4.5m street setback
- 5m street setback
- 8m street setback

Key moves

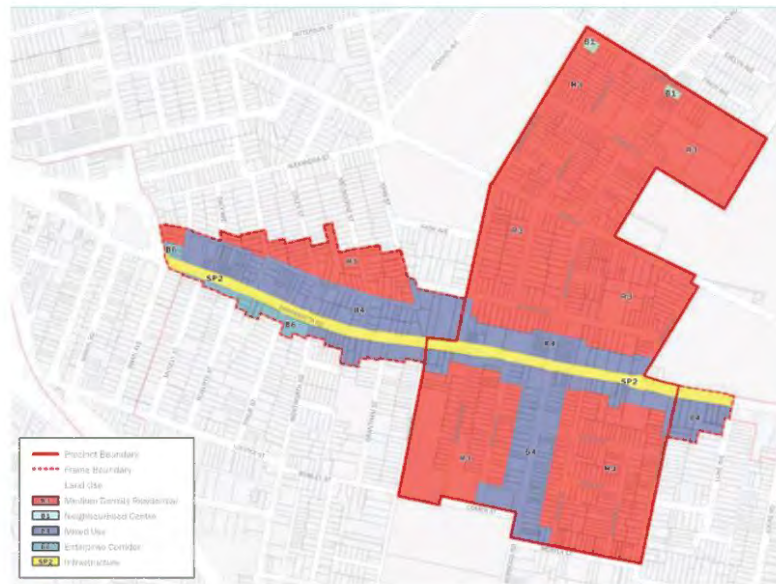
1. Setbacks to respond to and reflect the structure plan and built form typology and building heights as well as the PRCUTS recommendations
2. 6m setback along Parramatta Road as recommended by PRCUTS
3. Green spine delivered through 8m street setback to promote increased tree canopy and landscaped interfaces with the street
4. 3m setback along all new lanes and connections
5. 3m setback in areas with residential density uplift to promote deep soil planting to interface with the streets
6. Retain existing setback controls for areas unchanged.

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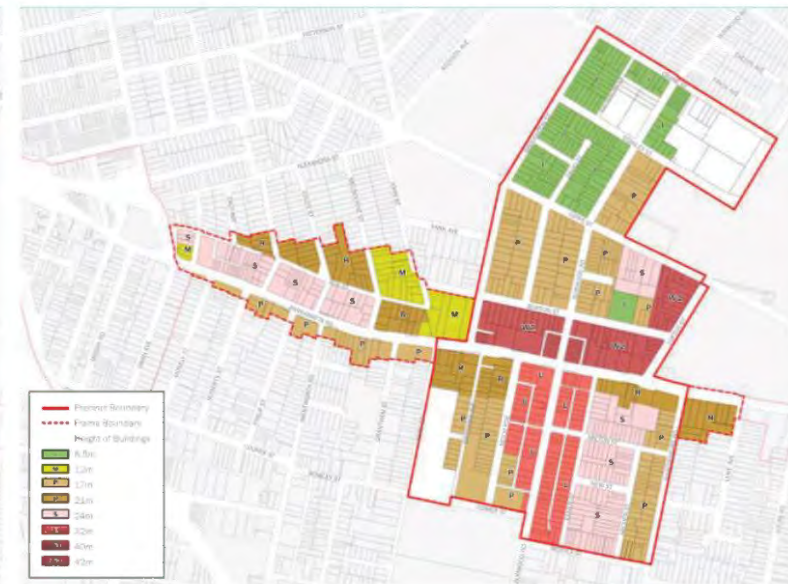
Concord

PRCUTS (reference)

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Land Zoning



Height of Buildings

North Strathfield

5

DRAFT

North Strathfield

5.1 Challenges

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The key findings from site analysis and distillation from the baseline review are summarised into the following key points:

1. Train line disconnects east-west precinct
2. Flooding issues limits development potential to the west
3. The creek line results in dead end roads (limits vehicular and pedestrian connectivity)
4. Heritage items scattered throughout the precinct as single lots
5. Education facilities (McDonald College and Our Lady of the Assumption Catholic Primary School) and existing medium density located in close proximity to the existing station limits the potential for new development
6. Precinct is bounded by major traffic roads which creates barriers for connectivity
7. Identified problematic intersections
8. New development to interface with heritage items (scale, transition, material and architectural language) and appropriately transition in height from the conservation areas
9. Lack of open space within the precinct
10. Lack of community centre facilities within the precinct.

Key

	Precinct boundary		Existing medium density
	Metro site		Flood affected land
	400m catchment		Education facility
	Busy traffic road		Heritage item
	Major traffic road (barrier)		Dangerous crossing
	Cul-de-sac		Open space
	Pedestrian paths		
	Character areas (under investigation)		



Key challenges in North Strathfield

North Strathfield

5.2 Opportunities

1. To deliver a new public open space of at least 0.2ha (+ approximately 0.1ha public domain) to address shortfall identified by CRED findings and to accommodate the growth in population
2. Expand the B1 Neighbourhood centre and increase retail offerings to create an attractive local centre
3. Potential for a new landscaped gateway from Parramatta Road as a clear way-finding vehicular entrance into the precinct
4. Potential for George Street south of Pomeroy Street to be transformed into a pedestrian priority street
5. Potential for Pomeroy Street to be transformed into a green spine with active transport links
6. Better pedestrian connections along Wellbank Street to existing shops along Concord Road from station
7. New street and new pedestrian connection over the creek corridor at Lorraine Street to connect to open space. Expand the existing pedestrian connection along the Creek towards Bakehouse Quarter
8. Identified areas which can support medium density sites
9. Expansion of the Bakehouse Quarter to Parramatta Road to improve the interface into the precinct
10. Create public gathering spaces and co-locating community centre within a strengthened and expanded retail core with street frontage.

Key

- | | |
|---|---|
| Precinct boundary | Green Grid opportunities |
| Metro site | Street planting |
| 400m catchment | Green spine |
| New pedestrian connection | Opportunity to integrate community facilities |
| Strengthen existing cycleway | Opportunity to improve pedestrian crossings |
| Proposed cycleway | Landscape gateway |
| Active street frontage | Open space |
| Opportunity to strengthen Retail core (B1 and B4) | Opportunity to introduce new open space |
| Opportunity for mixed use | Heart of the precinct |
| Opportunity for medium density | Crossing improvement |
| Education facility | |



Key opportunities in North Strathfield

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North Strathfield

5.3 Vision

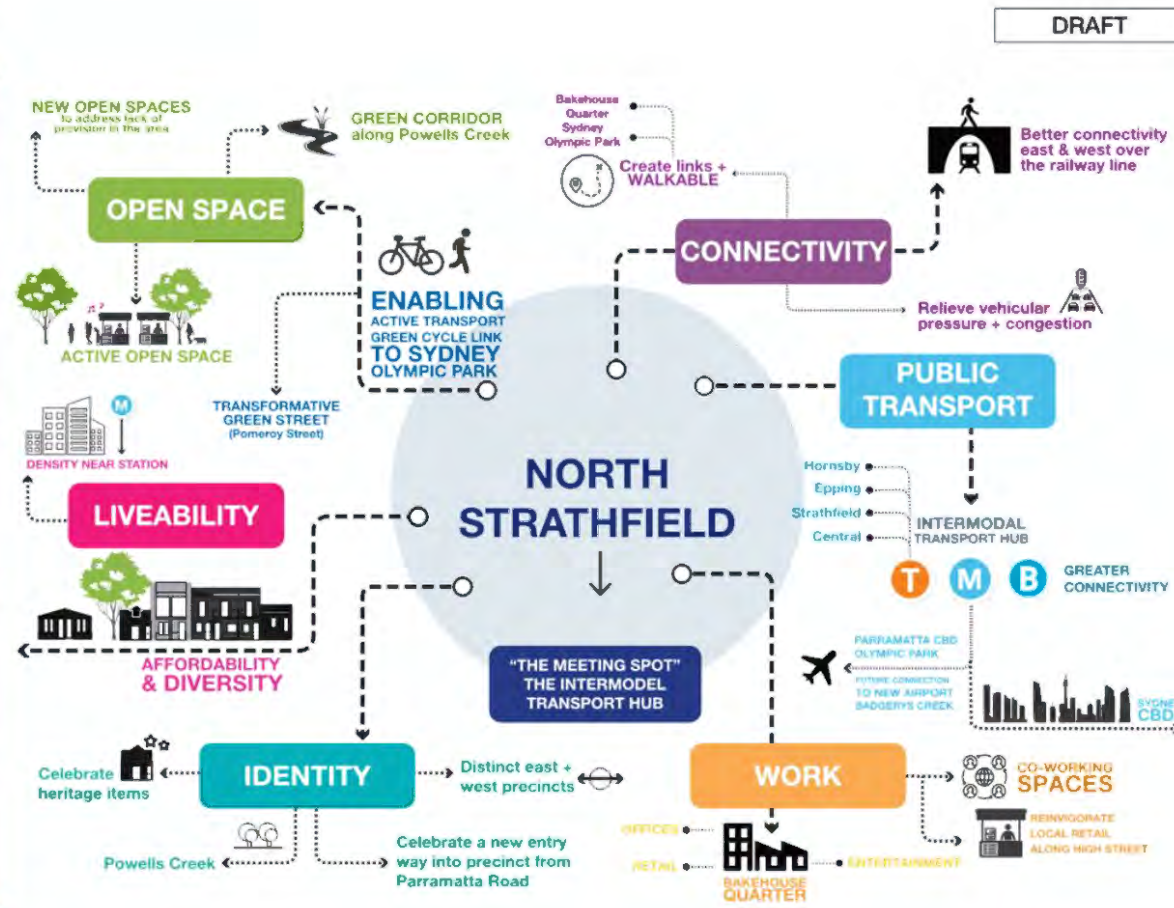
North Strathfield is a flourishing young community made up of people from diverse cultural heritage. The local area has a walkable village feel with a strong connection to its manufacturing history.

North Strathfield is defined by its long streetscapes of single storey Federation style houses and Inter-War bungalows. It is also known for its active public spaces, amenity and its close proximity to regional open spaces.

With a nod to the past, the Bakehouse Quarter is the vibrant retail and employment precinct of the area. The redevelopment of the heritage listed Arnott's biscuit factory has transformed the local area into a creative, co-working commercial hub.

The proposed interchange at the heart of the precinct offers an opportunity for increased development and will transform the existing local centre into an active and lively precinct. The proposed density will be focused around the station and transition sensitively to local character areas and heritage items.

The rejuvenation of Powells Creek has created a strategic connection between the built form and natural environment that the community cherish. It was a once extensive salt marsh that flowed into the mangrove-lined streams in Bicentennial Park that remains part of the life-blood of North Strathfield.



North Strathfield

Vision objectives

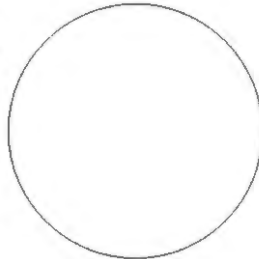
North Strathfield offers a unique opportunity to play a strategic role within the Sydney metropolitan area as the new metro station provides an important interchange opportunity with the existing T9 train line. The increased connectivity will support growth in both residential and employment opportunities within the precinct, building upon the existing retail and amenities provided in the area.

The PRCUTS incorporates North Strathfield within the Homebush Precinct which identifies a transformation of the areas into an active and varied hub blending higher density housing with a mix of uses that integrate with the existing character of the area and is supported by a network of green links that tie into the surrounding context.

Building on the vibrancy and character of the Bakehouse Quarter, North Strathfield has an opportunity to provide unique employment opportunities, supported by established retail, and with a diverse range of commercial offerings. The village environment of the Bakehouse Quarter has the opportunity to serve as major gateway into the precinct from Parramatta Road.

The following are a number of high-level objectives that have informed the vision for the future of North Strathfield area. These objectives have been taken from the vision statement. The principles that underpin the delivery of the vision objectives are explored in detail over the following pages.

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1. Breakdown pedestrian barriers created by the train line and improve east-west connectivity with green links and cycle paths. New connections over creek along Lorraine Street and green link along Pomeroy Street.



2. Create a town centre 'heart' and high street adjacent to the station. Encourage commercial and retail uses at key locations to improve access to conveniences and activate spaces throughout the day and into the evening.



3. Extension of the naturalised Powells Creek. Prioritise access to public open spaces by creating more links and opening up the edges of parks to the street.



4. Provide a public domain as part of the new metro development to address the lack of facilities within this area. Opportunity to include high quality children's play in the new open space.



5. Promote active community plazas and the co-location community facilities (libraries, clinics and community centres) in accessible locations to revitalise key nodes and create hubs of activity especially near the transportation hub.



6. Improve integration with the Bakehouse Quarter to the south to strengthen and improve the interface into the precinct from Parramatta Road and improve connections to the metro station.



7. Increase the variety of housing and buildings types on offer by encouraging more low-rise, and medium density urban typologies whilst preservation of the natural environment and addressing flooding issues.



8. Improve the green grid and create cycle links throughout the local centre by adding dedicated cycle lanes to key destinations (i.e. open space, local retail and public transportation).

North Strathfield

Summary desired sub-precinct character

North Strathfield has been divided into ten (10) separate Future Character Areas based on the feedback from the community and site analysis, as well as considerations for strategic drivers of change (such as PRCUTS and a new Metro). This is a summary of a broader section taken from Local Character Statement.



Future local character sub-precincts in North Strathfield

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- 1 Mixed use sub-precinct**

There is an opportunity to strengthen and increase the activity within this precinct in accordance with recommendations in the Parramatta Road Corridor Urban Transformation Strategy with heights up to eight (8) storeys. Improvements to and activation of George Street
- 2 Residential (lower west)**

This local character sub-precinct will accommodate medium to high density development up to five (5) storeys that will interface with the mixed use Bakehouse Quarter. It will also contribute to the amenity and safety of the of the Powells Creek Corridor and bring the verdant green space into the precinct.
- 3 School District**

This character area can be improved upon with future development providing a better interface with the street and providing more amenity on George Street. Any redevelopment should improve connections to the station and provide a plaza/civic space. Up to eight (8) storeys will be permitted.
- 4 Low density residential (upper west)**

This local character sub-precinct will maintain its low density character, with increasing height up to Three (3) four (4) storeys. Infill development and missing middle product would be appropriate, so long as it complements the neighbouring character, including setbacks, street grain and dwelling envelopes.
- 5 High density residential (upper west)**

This sub-precinct has existing four (4)- six (6) storey residential flat building developments. It is unlikely that the built form will change significantly in the future. For this reason, public realm improvement is the priority.
- 6 Character Area (LSPS)**

1-2 storey Federation and Inter-War bungalows with mature streetscapes, identified in CCB's Local Housing Strategy as an area to be maintained, protecting the established character of the existing neighbourhood.
- 7 Residential (east)**

This character sub-precinct will sensitively integrate a mix of housing typologies. Missing middle product up to three (3) storeys is appropriate in this location.
- 8 Town Centre Core**

Shop top housing could be transformed into medium density mixed use developments of up to four (4) storeys that retain the existing façades and the fine grain nature of the street. This will revitalise the Queen Street shops and form a civic heart through its relationship to the train station and station plaza.
- 9 Land potentially subject to flooding**

Land in the vicinity of flood planning lots will need to have appropriate separation and transition down to the two storey low density residential flood lots. Existing planning controls will be maintained.

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North Strathfield

5.4 North Strathfield preferred structure plan

DRAFT

The following are the key elements of the Structure Plan which synthesises the urban design frameworks for North Strathfield:

Key elements

1. Increased density and mixed use opportunities at Bakehouse Quarter
2. Extend the mixed use north towards the Rail Station.
3. Strengthen the local centre by extending mixed use/retail offerings along Queen Street from Beronga Street to Shipley Avenue
4. Medium density largely within 400m from the Metro Station.
5. Areas to remain low density residential.
6. Unlock permeability throughout the Precinct with key new connections
7. Provide an open space/plaza within the Metro development
8. Expand existing open spaces to increase quantum within the Precinct.

Note: The draft locations of parks and sidewalks is a concept only and subject to change. The method of delivery of this infrastructure is yet to be determined however it is likely that they will be required to be provided over time when the land is redeveloped, with no loss to development potential.

Key

	Precinct boundary		Conservation Area under investigation (1-2 storeys)
	New pedestrian link		Heritage items
	Primary connections		Proposed open space on Metro site
	Plaza		Proposed open space
	Pedestrian crossing		Street planting
	Strengthen existing cycleway from on road to dedicated		Green spine
	Active street frontage		up to 3 storey residential
	Metro site		up to 4 storey residential
	Metro acquisition boundary		up to 5 storey residential
	Education facility		up to 5 storey mixed use
			up to 8 storey mixed use
			Upgrade intersection
			400m catchment



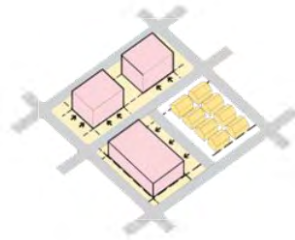
North Strathfield Structure Plan
City of Canada Bay

North Strathfield

5.5 North Strathfield - Design recommendations

The following are the design recommendations specific for North Strathfield to ensure that the vision of the Precinct is achieved:

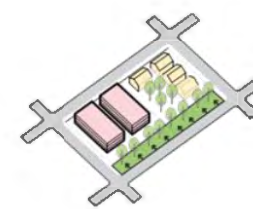
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1. Heritage items and character areas under investigation to be maintained and enhanced with generous setbacks to reduce visual impact.



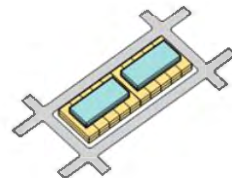
2. Provide landscape setback in residential zone of 4m on local streets and 8m along priority green streets.



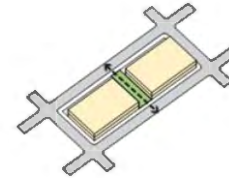
3. Preserve tree canopy within residential zone where possible and provide deep soil setbacks for tree planting



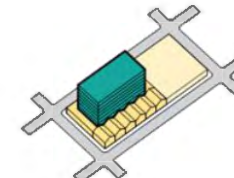
4. Adjacent developments to provide passive surveillance and ground level activation to parks.



5. Shop top housing along Queen Street, maintaining fine grain with above residential uses



6. Prioritise through-site links and permeability on long urban blocks for improved connectivity.



7. Sensitive development with above podium setbacks on top of heritage items at Bakehouse Quarter

North Strathfield

5.6 North Strathfield potential built form massing

Built form testing of the Structure Plan ensures that the design recommendations are achievable and enables proposed future populations to be calculated.

Note: This diagram is a general concept only and is not intended to specify development potential or open space associated with any specific site.

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North Strathfield built form massing

North Strathfield

Illustrative Streetscape - Queen Street looking north

The focal point for the community of North Strathfield is the high street on Queen Street adjacent to the new Metro station, below is an illustrative sketch of the public domain:



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North Strathfield

5.7 Open space, public domain and community framework plan

DRAFT

Key moves

1. CCB's *Social Infrastructure (Open Space and Recreation) Strategy and Action Plan* (CRED 2019) indicates a need for a 0.2ha of open space + approximately 0.1ha public domain with new play space required for the Precinct west of the train line
2. Provide new open spaces with different activities to create a various and rich outdoor program open to all, including:
 - Opportunity for wild play park to integrate with Powells Creek naturalised channel (A)
 - Activate public spaces and civic plazas, encourage social interaction and gathering (B)
3. Opportunity to connect key open spaces with direct green cycle routes and pedestrian friendly streets to create a green network
4. Protecting solar amenity to existing and future open spaces
5. Additional street planting along streets which have been identified as low tree canopy cover
6. Delivery of new community facility that are inclusive and adaptable in particular North Strathfield will need 1,101m² by 2036 of new multipurpose community centre as stated by the CCB's *Social Infrastructure Community Strategy* (CRED 2019)

Key

- | | |
|---|---|
| --- Precinct boundary | ■ Metro acquisition boundary |
| ◆◆◆ New pedestrian link | - - - 400m catchment from open space |
| → Green spine | ■ Civic space |
| ➡ Potential overpass over railway corridor | ■ Heritage street trees |
| → Main connections | ■ Existing open space |
| ➡ Powells Creek walking track extension | ■ Proposed open space on Metro site |
| ●●● Tree canopy cover to be increased | ■ Education facility |
| ○ Established street tree canopy cover over 40% | ■ Character area under investigation |
| ▬ Pedestrian crossing | ● Possible location for multipurpose community centre |
| M Metro site | ▨ Potential open space |



North Strathfield open space and public domain framework

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North Strathfield

5.8 Movement and access framework plan

DRAFT

Key moves

1. Future Transport Strategy 2056 classification used to differentiate streets to perform different functions:
 - Movement corridor: Places that provide safe, reliable and efficient movement of people and goods between regions and strategic centres
 - Vibrant streets: Places that have a high demand for movement as well as place with a need to balance different demands within available road space
 - Places for people: Streets with a high demand for activities and lower levels of vehicle movement. They create places people enjoy, attract visitors and are places communities value
2. Improve east to west connectivity by unlocking opportunities to cross the railway line including the peanut intersection at Pomeroy/Beronga Streets and improving pedestrian access at the Metro station
3. Prioritise assessment of crossings that require improvements and increase pedestrian/cycle safety and accessibility to reach the transport interchange
4. Reduce speed limits around pedestrian zones in local centres and civic spaces
5. Deliver mid-block through-site links to break down urban blocks, promote porosity, connectivity and safe routes for pedestrians.
6. Integrate dedicated cycle paths into key green streets with adequate tree planting and shading to improve pedestrian and cycle experience

Key

- | | |
|-------------------------------------|--|
| --- Precinct boundary | Education facility |
| M Metro site | 5 minute walking catchment from Metro |
| → Movement corridor | 10 minute walking catchment from Metro |
| → Western motorway overpass | ○ Crossing to be improved |
| → Vibrant street | ○ Gateway crossing |
| → Place for people | ♦♦♦ New pedestrian link |
| → Local street (major) | □□□□ New pedestrian crossing |
| → Local street (minor) | Proposed new open space on Metro site |
| → New vehicular road | End of trip facility |
| → LSPS future cycle route | |
| → PRQUTS future on road cycle route | |



North Strathfield movement and access framework - vehicular and active

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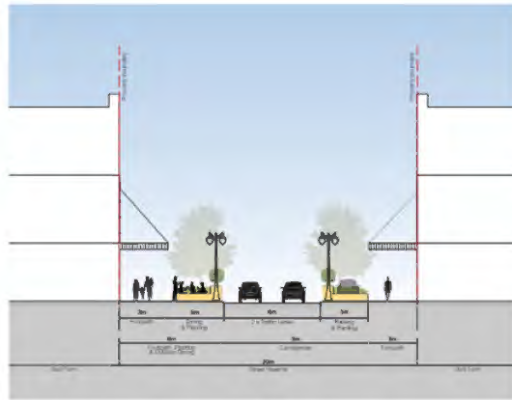
City of Canada Bay

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North Strathfield

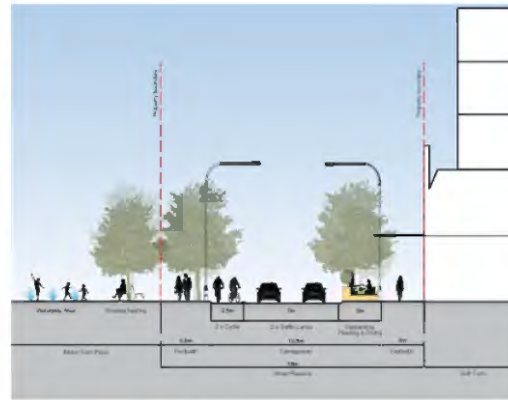
Priority streets - recommendations

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A. Places for People (George Street - Bakehouse Quarter)

- Strengthen pedestrian friendly street by expanding footpath upgrades from Allen Street to Parramatta Road (through dedication and kerb alignment) to allow for outdoor dining/seating and deep soil planting for mature street trees. Expand shared zone with paving treatment
- New tree street planting in between parking bays to increase shading
- Allow opportunities for easy pedestrian crossing along the street.



B. Places for People (Queen Street)

- Create a new civic plaza as part of the integrated Metro development.
- Add a dedicated cycle lane along civic plaza
- Provide double row of deciduous street trees on western side of the street for shading and as a natural buffer to the street
- Upgrade on-street carparking on eastern side to allow for pockets of deep soil planting and outdoor dining opportunities
- Shared zone street adjacent to Metro plaza through paving treatment.



C. Green Street (Pomeroy Street)

- Add dedicated two-way cycle lane to southern side of the street and increase shading through street planting along the verge to improve pedestrian and cycling experience.
- Upgrade on-street carparking on northern side to allow for pockets of deep soil planting in between parking bays.
- Generous street setbacks to allow deep soil planting within private properties.



North Strathfield

5.9 Land use and activity framework plan

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Key moves

1. Three (3) distinct local centres with different characters and activity hubs have been identified:
 - (A) Urban services along Concord Road: larger scale bulky services (such as local supermarket)
 - (B) Local centre along Queen Street: fine-grain boutique cafés and retail with an attractive high street
 - (C) Heritage destination hub (commercial, food & beverage precinct) at the Bakehouse Quarter: opportunity for larger anchor tenancies as attractors (such as breweries and restaurants)
2. Improve connectivity to the different hubs by clear way-finding, pedestrian access and streetscaping
3. Active frontages to create streets as places for people along the high streets
4. Increase activity supported by increased footfall through increased density and investment in Metro development
5. Transport interchange to be the main activity hub supported through the creation of a new civic heart adjacent to the station.

Key

- Precinct boundary
- Metro site
- Mixed use
- Residential density transition
- Active street
- Active frontage
- New open space
- Character area under investigation
- Heritage



North Strathfield land use and activity framework

North Strathfield

5.10 Built form and heritage framework plan

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Key moves

1. Retain fine grain retail along local streets and Bakehouse Quarter to maintain the established character
2. Establish clear neighbourhood character through scale, density and consistency in the architectural elements (setbacks and street wall heights)
3. Integration of existing strata development into new urban morphology with mix of building typology, variety of uses, and diversity of users
4. Sensitive development around heritage items
5. Clear interface between residential and mixed use areas
6. Transition of scale from high density to low density and parklands. In particular, a sensitive built form transition north towards the Character Area identified in CCB's *Local Housing Strategy (2019)*
7. Lot amalgamation with a minimum 1,800m² size to facilitate larger developments and height to ensure proper deep soil planting and improved public domain interface.

Key

-  Precinct boundary
-  Metro site
-  Mixed use
-  Residential density transition
-  Residential and mixed use interface
-  Heritage
-  Heritage item in Bakehouse Quarter
-  Education facilities
-  Open space
-  New pedestrian link
-  Character area under investigation



North Strathfield built form, heritage and development framework

North Strathfield

Building heights



North Strathfield recommended building heights

Key

- - - Precinct boundary
- M Metro site
- Character areas under investigation 1-2 storeys
- up to 3 storeys
- up to 4 storeys
- up to 5 storeys
- up to 8 storeys
- X Storey height

Key moves

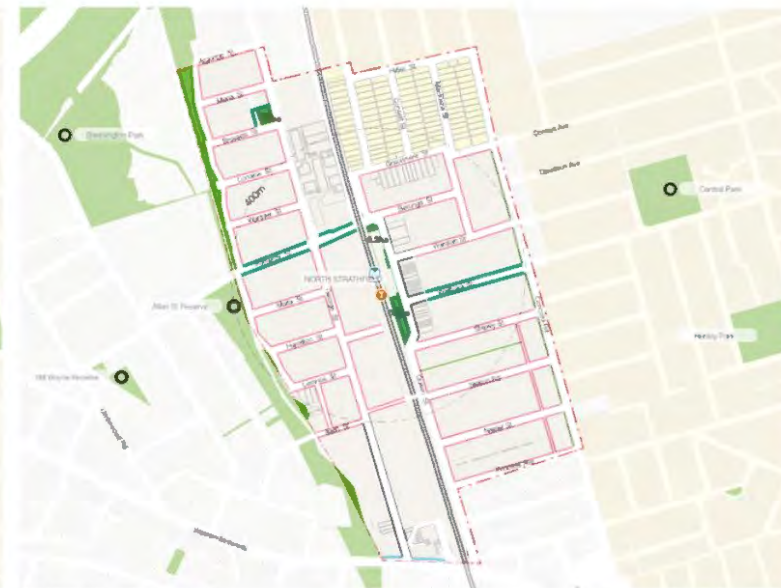
1. 4 storey street wall and 8 storey heights concentrated within the Bakehouse Quarter
2. 2 storey street wall and up to 5 storeys within 400m catchment from the Metro station and main local centres
3. 1 to 3 storeys localised in transition area to interface parklands and character areas currently under investigation

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Setbacks

DRAFT



North Strathfield recommended setbacks

Key

- - - Precinct boundary
- M Metro site
- 0m street setback
- 4m street setback
- 5m street setback
- 6m street setback
- 8m street setback

Key moves

1. Setbacks to respond to and reflect structure plan, building heights and building typology
2. Green spine streets delivered through 8m street setbacks to promote increasing tree canopy and landscaped streetscapes
3. 6m setback along Parramatta Road as recommended by PRCUTS
4. Active streets have 0m setbacks on street frontages and where possible, utilise service lanes to move service vehicles off pedestrian streets
5. 5m setback along Concord Road to promote deep soil planting to interface with the vehicular dominant street
6. 4m setback in areas with residential density uplift
7. Retain existing setback controls for areas unchanged.

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North Stratfield

PRCUTS (reference)

DRAFT



Land Zoning



Height of Buildings





Reflect Reconciliation Action Plan

June 2023 – June 2024





The City of Canada Bay is a local government area in Sydney. We acknowledge the Australian Aboriginal and Torres Strait Islander peoples, in particular the Wangal people of the Eora nation, as the first inhabitants of the nation and the traditional custodians of the lands where we live, learn and work.

The artwork for our RAP was created by Gwiyaala Aboriginal Art in collaboration with attendees at a First Nations meet up and art workshop in November 2022. This vibrant artwork is being featured throughout the document and is on display at the City of Canada Bay's Civic Centre in Drummoyne. More about the piece can be found on page 30.

Mayor's foreword



I am proud to present the City of Canada Bay's Reflect Reconciliation Action Plan (RAP).

This is our first Reconciliation Action Plan, a guiding document that will help us to make practical steps towards reconciliation, both within Council and our wider community.

Reconciliation is an action as well as a goal, and Council is in a unique position to lead our community towards reconciliation through education, programs, policies, and celebrations.

Developed in consultation with Aboriginal and Torres Strait Islander peoples, our intention for this Reconciliation Action Plan is to create a framework for Council to build strong connections with our First Nations community and reflect

on how we can bring our diverse community together to work on a shared vision for reconciliation.

The City of Canada Bay is committed to recognising and celebrating Aboriginal and Torres Strait Islander cultures and heritage of our area, in particular the Wangal people of the Eora nation, as the first inhabitants of the nation and the traditional custodians of the lands where we live, learn and work.

Council has introduced a range of initiatives to support and recognise Aboriginal and Torres Strait Islanders, their cultures, and their heritage. This includes our 2006 Aboriginal Heritage Study and Management Plan, Acknowledgement and Welcome to Country before Council meetings and events, flying the Aboriginal flag permanently outside the Drummoyne Civic Centre, and Wangal wayfinding signage on the iconic Bay Run.

I am confident our Reflect Reconciliation Action Plan will assist the City of Canada Bay to make continued progress towards reconciliation, and I invite our whole community to walk with us towards a more respectful and inclusive future.

Message from Reconciliation Australia



Reconciliation Australia welcomes City of Canada Bay to the Reconciliation Action Plan (RAP) program with the formal endorsement of its inaugural Reflect RAP.

City of Canada Bay joins a network of more than 1,100 corporate, government, and not-for-profit organisations that have made a formal commitment to reconciliation through the RAP program.

Since 2006, RAPs have provided a framework for organisations to leverage their structures and diverse spheres of influence to support the national reconciliation movement. The program's potential for impact is greater than ever, with close to 3 million people now working or studying in an organisation with a RAP.

The four RAP types — Reflect, Innovate, Stretch and Elevate — allow RAP partners to continuously develop and strengthen reconciliation commitments in new ways.

This Reflect RAP will lay the foundations, priming the workplace for future RAPs and reconciliation initiatives.

The RAP program's strength is its framework of relationships, respect, and opportunities, allowing an organisation to strategically set its reconciliation commitments in line with its own business objectives, for the most effective outcomes.

These outcomes contribute towards the five dimensions of reconciliation: race relations; equality and equity; institutional integrity; unity; and historical acceptance.

It is critical to not only uphold all five dimensions of reconciliation, but also increase awareness of Aboriginal and Torres Strait Islander cultures, histories, knowledge, and leadership across all sectors of Australian society.

This Reflect RAP enables City of Canada Bay to deepen its understanding of its sphere of influence and the unique contribution it can make to lead progress across the five dimensions. Getting these first steps right will ensure the sustainability of future RAPs and reconciliation initiatives, and provide meaningful impact toward Australia's reconciliation journey.

Congratulations City of Canada Bay, welcome to the RAP program, and I look forward to following your reconciliation journey in the years to come.

Karen Mundine

Chief Executive Officer
Reconciliation Australia





Col Hardy performs at Australian Evening of Celebration.



Our Business

Formed in the 2000 from the merger of Concord and Drummoyne Councils, the City of Canada Bay Council is in Sydney's inner west, about 6km from Sydney's CBD. With its 36km of waterfront, our area is known for its vibrant communities' picturesque landscapes and foreshore.

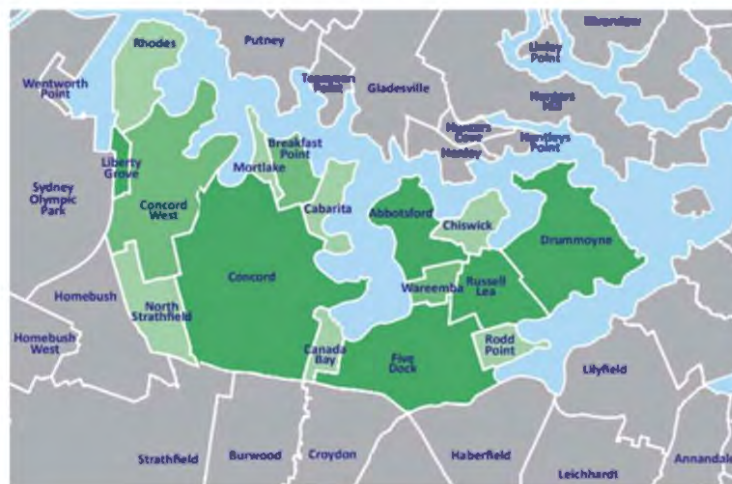
The City of Canada Bay Council serves over 96,000 residents, providing and maintaining facilities and services for our residents, including over 190 parks, recreational areas, and sports facilities.

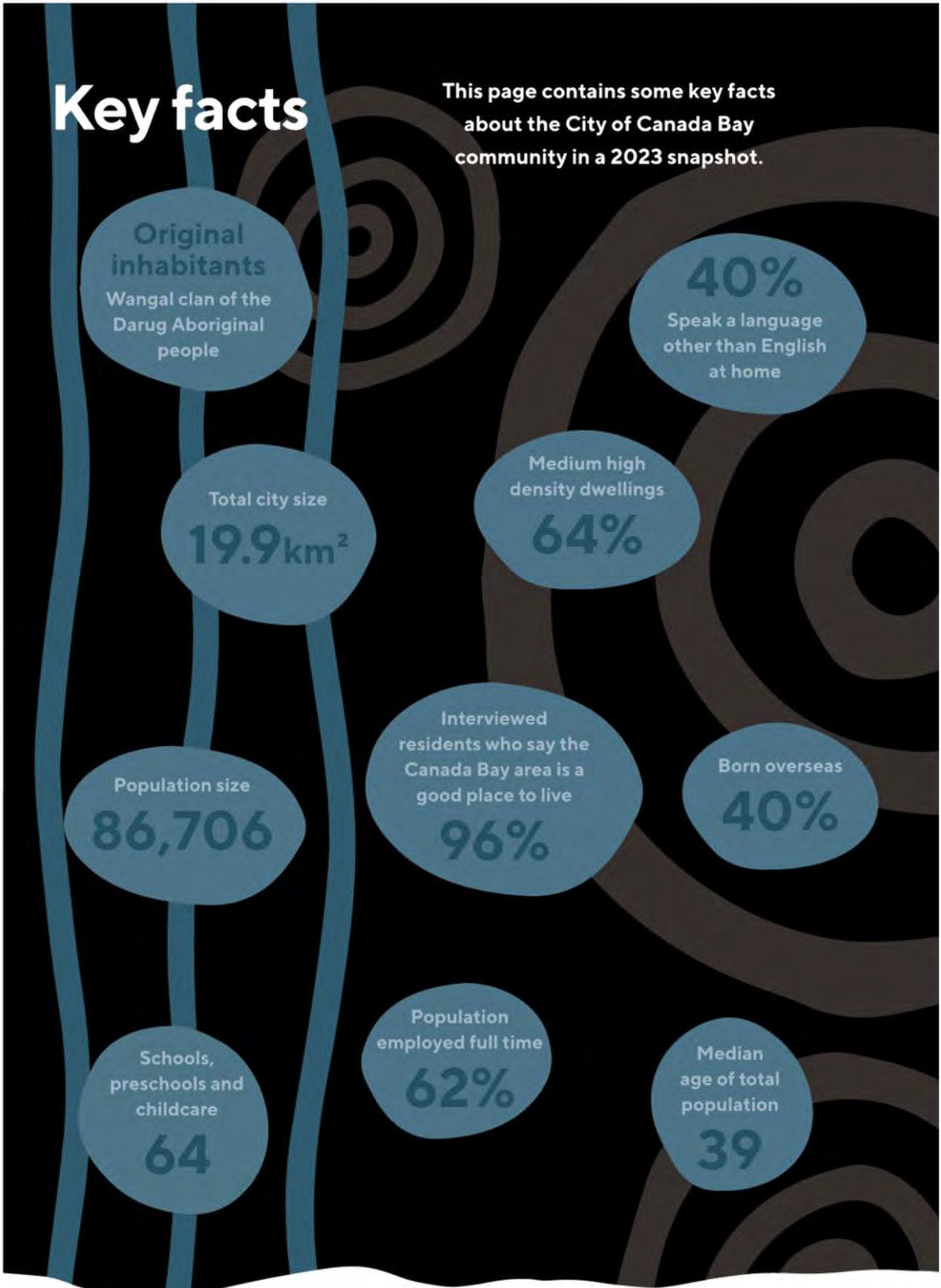
Suburbs include Abbotsford, Breakfast Point, Cabarita, Canada Bay, Chiswick, Concord, Concord West, Drummoyne, Five Dock, Liberty Grove, Mortlake, North Strathfield, Rhodes, Rodd Point, Russell Lea, Strathfield (part) and Waremba.

We employ 465 people at the City of Canada Bay to serve the community at Drummoyne Civic Centre, Five Dock Depot, Five Dock Leisure Centre, Five Dock Library, Concord Library, and Rhodes Learning Space. At last count (November 2021), we employ 2 people who identify as Aboriginal and/or Torres Strait Islander.



Jason Wing's The Serpent.





Our First Nations Community

Based on 2021 Census Data, .6% of our population in the City of Canada Bay are Aboriginal and/or Torres Strait Islander people. As part of developing this RAP, we sought to connect with our local First Nations communities and hear directly from those living here about what they would like to see Council focus on regarding reconciliation and support for First Nations people. Throughout the delivery of this RAP, we will continue to build strong relationships on our reconciliation journey.

.6%

(496 of 86,706) of the City of Canada Bay's population identify as Aboriginal and/or Torres Strait Islander

61

local First Nations people are undertaking vocational or university education

47%

of the City of Canada Bay's Aboriginal and/or Torres Strait Islander population are female, 53% are male

Household type

25% of households are couples with children, 18% of households are one parent families, 27% are couples with no children, and 30% are lone person households and group households.

32%

of Aboriginal and Torres Strait Islanders in Canada Bay have one or more long term health condition.

122

local First Nations people attend preschool, primary or secondary school

The median age of the local Aboriginal and Torres Strait Islander population is

27



Why a RAP?

The City of Canada Bay Council is developing a Reconciliation Action Plan to prioritise and progress reconciliation in our local area. As a local Council, we serve our community, and have a responsibility to recognise and promote the dual history of our area, celebrate contemporary First Nations cultures, and support the oldest surviving cultures in the world. We also want to focus on how we better deliver services and build connection and trust with our local Aboriginal and Torres Strait Islander communities - with each other, with Council, and with the non-Indigenous community. The City of Canada Bay is seeking to raise our ambition for reconciliation; recognising the past while working together to build a future of shared respect.

The Reconciliation Action Plan (RAP) Framework

Reconciliation Australia's RAP Framework provides organisations with a structured approach to advance reconciliation. There are four different types of RAP that an organisation can develop: Reflect, Innovate, Stretch & Elevate. Each type of RAP is designed to suit an organisation at different stages of their reconciliation journey and reflects a process that is not linear in nature.

The City of Canada Bay decided to start our RAP journey with a Reflect RAP, giving us time to build relationships, listen to our community, and establish solid foundations for growth and increasing ambition.



Our RAP artwork by Gwiyaala Aboriginal Art.

Our Community Strategic Plan: OUR Future 2036

Our community values open space and foreshore as the area's greatest assets. Many residents want to learn more about the city's Wangal history and culture, and their connection with the land. They are a community who want to foster stronger community ties, celebrate diversity, and acknowledge Aboriginal and Torres Strait Islander cultures.

Our community's vision is "Together we are an inclusive, sustainable and thriving foreshore community", and we are committed to the following five directions:

1. Connected Community
2. Sustainable and Thriving Community
3. Vibrant Urban Living
4. Infrastructure and Transport
5. Civic Leadership

The community outcome in our Connected Community direction is "Our local communities are diverse, inclusive, and safe places where we honour all cultures. Everyone has equitable access to services and facilities, and there are plenty of opportunities for all people to enjoy active lifestyles both outdoors and indoors."

Within this direction, we have a goal to "Celebrate, recognise and honour Aboriginal and Torres Strait Islander cultures."

Within our Library Strategic Plan, our community vision is: 'We celebrate and promote First Nations cultures and knowledge, and we welcome the LGBTQIA+ community, new migrants, refugees, children, young people, and seniors.' This is enacted through programming and events (during and beyond NAIDOC week), catalogue management and author talks.



Our reconciliation journey so far

First Nation's meet up attendees participate in an art workshop.

In 2020, Council established a RAP Working Group to begin developing Council's first RAP. Due to COVID-19, the development of the RAP was delayed until late 2021, when the initial working group grew to 18 officers and regular workshops and learning opportunities were conducted to prepare the RAP. These included a smoking ceremony conducted by Brendan Kirin from Metropolitan Local Aboriginal Land Council (MLALC), a walk on Country with Elder Uncle Jimmy Smith (pictured below), a visioning workshop, and information gathering tasks. The working group

came together collaboratively to contribute and share what steps should be taken towards reconciliation.

Currently, we do not have Aboriginal or Torres Strait Islander representation in the RAP Working Group, however establishing First Nations representation is in our Reflect RAP commitments. Our RAP Champion is Stephanie Kelly, who first initiated the RAP process with enthusiasm. Our RWG will help to deliver this RAP across the 8 sites our Council staff work across, leading the many teams who will play key roles in its implementation.



Council's RAP Working Group take a walk on Country with Uncle Jimmy.

RAP Working Group participants

Manager, Place Management (RAP Champion)

Operations Manager, Community Services

Acting Operation Manager, Community Services

Engagement Coordinator, Place Management (RWG Chair)

PRCG Communications Officer

Manager, Media and Communications

Place Management Coordinator

Senior Strategic Planner (Social)

Team Leader, Garden Services

Team Leader, Bushcare

Community Development Coordinator

Online Communication Coordinator

P & C Business Partner and Organisational Design and Development

Senior Town Planner Statutory Planning

Operations Manager, Library Programs

Planning Assistant - Statutory Planning

Parks Project Manager

Library Officer, Administration

Senior Sustainability Project Officer

Existing Programs, Projects and Practices

As part of our Reflect RAP, the City of Canada Bay collated existing programs, projects and practices that establish a baseline of our work to progress reconciliation in our organisation and community. This Reflect RAP seeks to build upon this strong foundation.

AREA	ACTIONS
Metropolitan Local Aboriginal Land Council (MLALC)	<ul style="list-style-type: none"> 2011 Principle of Cooperation and collaborative relationship
2006 and 2022 Aboriginal Heritage Study and Management Plan	<ul style="list-style-type: none"> Archaeological study that outlines where Aboriginal sites exist in our LGA, guides their maintenance and dictates planning controls to protect them
Raising the Aboriginal and Torres Strait Islander flags at Council venues	<ul style="list-style-type: none"> Aboriginal Flag outside civic buildings Aboriginal Flag and Torres Strait Islander flags in Council Chambers
Acknowledgment of Country	<ul style="list-style-type: none"> At all Council Meetings, library programs and all public events Welcome to Country by MLALC at Council events Acknowledgement of Country on Council website and Collaborate Canada Bay

Celebration of Aboriginal culture


- Wangal Country dual-naming wayfinding signage was erected in 2021 around the iconic Bay Run in collaboration with Bundjalung and Biripai artist David Cragg
- Dedicated Council website page "Original Inhabitants"
- Canada Bay Newsletter CCB News history page features
- Local Studies collection
- Involving First Nations performers in our events programs
- Series of digital stories by First Nations people sharing cultural knowledge are featured on Council's YouTube channel and website. QR codes with this content is rolled out in Wangal Reserve yarnning circle and Bay Run wayfinding signage.

Council day care centres

- Council runs two day-care centres that have reconciliation embedded into their work, including yarnning circles, Acknowledgement of Country in all group sessions, a partnership with Sydney Olympic Park Authority (SOPA), cultural safety training and ongoing reflection

NAIDOC Week

- Canada Bay Libraries run extensive programs each year



Canada Bay Libraries

- First Nations Astronomy event with astrophysicist and proud Wiradjuri woman Kirsten Banks (pictured)
- First Nations author displays (pictured)
- Koori Kinnections storytelling workshops
- Council funded mentoring program with 30 students from Concord Highschool Art Club and Bundjalung and Biripai artist Noni Cragg, now on display at Five Dock Library (pictured)
- First Nations themed storytime
- Local Studies history collections on Wangal people across digital and physical resources

Sustainability Team

- Bush tucker gardens
- Native plant giveaways
- Wildflower Partnership - a community of Aboriginal and Torres Strait Islander peoples dedicated to creating environmentally sustainable landscapes in Sydney

Parks

- Yarning Circle at Wangal Reserve, Mortlake
- Public art
- Bush Tucker garden at Five Senses Garden, Concord
- Indigenous plantings
- Flora and Fauna protection and enhancement programs

Public Art

- Council has a strong legacy of First Nations commissions in public art through both general and designated recruitment of artists. Our collection, with over 10 works from First Nations artists such as Joe Hirst, Jason Wing, Brook Andrew, Melle Smith, Maddison Gibbs, Leanne Tobin, Jason Shaw, and Daniel Cragg. This legacy will continue with a commission from Reko Rennie at the new Concord Oval.

Major projects

- New Concord Oval major tender included appointment of First Nations sub-contractors
- Phoenix Park and The Connection Rhodes feature integrated First Nations cultural designs

Cultural safety and employment

- Deadly Mentorz Saltwater training - cultural safety training conducted with community services and children's services teams
- Online cultural awareness course available to all staff
- Designated contracts
- Designated traineeships

Procurement

- Social sustainable procurement is part of Council's Procurement Policy
- Council is focusing on increasing purchasing from First Nations community through social procurement including event suppliers, caterers, filmmakers, contractors on major projects, graphic designer, and artists more broadly.

Our Reconciliation Action Plan



The City of Canada Bay Council recognises our RAP will provide an opportunity to build stronger relationships with and respect for Aboriginal and Torres Strait Islander peoples and cultures.

With support from the Executive and Leadership Teams, our RAP Working Group (RWG) has met regularly and enthusiastically over the last year to develop our reconciliation vision and actions, prepare case studies on our reconciliation journey and existing partnerships and programs, and participate in community engagement.

The City of Canada Bay Councillors are invested in this journey and have shown strong support for the organisation to continue to strengthen our commitment to promoting Aboriginal and Torres Strait Islander peoples and cultures through recognition and reconciliation.

We have met with local Aboriginal and Torres Strait Islander people to foster connection and trust, to share information, and seek feedback on how Council can support local Aboriginal and Torres Strait Islander communities within our sphere of influence. Their input has helped shape our vision and goals for this RAP. Their ongoing participation and collaboration with us are central to achieving these goals.

We will approach the implementation of our RAP as we do all our strategic plans; with support from senior leaders, clear actions and outcomes assigned to relevant teams and managers, a resourcing strategy that will assist with its success, and ongoing RAP Working Group meetings to share responsibilities and maintain accountability.

The Reconciliation Action Plan was developed through a process which included:

Strategic document review, programs, and learning:

- OUR Future 2036 Community Strategic Plan
- United Nations Declaration on the Rights of Indigenous Peoples (March 2009)
- Reconciliation Australia (March 2021) Guidelines to Producing a RAP
- City of Canada Bay Cultural Strategy 2022-2036
- City of Canada Bay 2022 Aboriginal Cultural Heritage Study and Management Plan

Community consultation and engagement:

- Reconciliation Australia webinar and office hours session
- Internal RAP Working Group sessions
- Internal engagement to collate Council's reconciliation initiatives to date

- Held consultation circle with Aboriginal and Torres Strait Islander stakeholders and local community members
- Met with Aboriginal elders
- Engagement with Metropolitan Local Aboriginal Land Council
- Briefed executive, leadership team and Councillors
- Met with neighbouring Councils to share ideas and seek advice on actions
- Outreach to community through LGA wide newsletter to encourage First Nations locals to connect with Council
- Held meet up event with local First Nations community members to discuss RAP vision, the community's needs from Council, and art workshop to create RAP art.

Fostering Connections (our partnerships)

On Sunday 6 November 2022, Council hosted a First Nations Meet Up event in the award winning 5 Senses Garden in Concord West. The focus of the event was to foster connection between the First Nations community and Council, as well as the wider community. Uncle Jimmy Smith joined us to acknowledge the Wangal people and shared his deep understanding and care for the spirits of the Wangal people on country. Over 30 people came together to meet one another, talk, share a meal, and participate in an incredible art workshop run by Gwiyaala Aboriginal Arts. Bronwen Smith and Gavin Chatfield took the group through a self-reflection exercise to create their own art that tells their story on smaller canvases. They also invited participants to contribute to the large canvas that tells the story of the Wangal people and the significance



Our RAP artwork by Gwiyaala Aboriginal Art.

of their waterways and the saltwater mullet festivals held by traditional owners that brought local clans together in the area pre-colonisation.

The canvas also features the eel, as Wangal Country is a place of eel dreaming, and this is the RAP art seen throughout this document.



First Nation's meet up art workshop.

Council's connections include:

- Metropolitan Local Aboriginal Land Council principals of cooperation
- Gwiyaala Aboriginal Arts
- Deadly Mentorz Saltwater Training with Naomi Huxley
- Koori Kinnections Aboriginal education
- Koori Kids
- Wildflower Indigenous landscaping and native planting collective
- Reko Rennie
- Uncle Jimmy Smith
- Neighbouring local Councils Inner West Council, Sydney Olympic Park Authority, Burwood and Strathfield

Relationships



2011 Principle of Cooperation signing
by Metropolitan Local Aboriginal Land
Council (MLALC) and Council.




Koori-Kinnections
childrens education programs.



Proud Wiradjuri and Gadigal Elder Uncle
Jimmy Smith and Council's Engagement
Coordinator and RWG chair, Sarah Corry.





ACTION	DELIVERABLE	TIMELINE	RESPONSIBILITY
 <p>1 Establish and strengthen mutually beneficial relationships with Aboriginal and Torres Strait Islander stakeholders and organisations.</p>	<ul style="list-style-type: none"> Identify Aboriginal and Torres Strait Islander stakeholders and organisations within our local area or sphere of influence. 	June 2023	Community Engagement Coordinator
	<ul style="list-style-type: none"> Research best practice and principles that support partnerships with Aboriginal and Torres Strait Islander stakeholders and organisations. 	July 2023	Community Development Coordinator
	<ul style="list-style-type: none"> Conduct a listening project with local Aboriginal and Torres Strait Islander stakeholders to understand needs and priorities for Council. 	October 2023	Community Engagement Coordinator
	<ul style="list-style-type: none"> Investigate the establishment of an advisory panel of Aboriginal and Torres Strait Islander stakeholders to provide input and advice on decision making on relevant Council matters 	June 2024	Manager, Place Management
<p>2 Build relationships through celebrating National Reconciliation Week (NRW).</p>	<ul style="list-style-type: none"> Circulate Reconciliation Australia's NRW resources and reconciliation materials to our staff. 	June 2023	Manager, People & Culture
	<ul style="list-style-type: none"> RAP Working Group members to participate in an external NRW event. 	27 May- 3 June, 2024	Manager, People & Culture
	<ul style="list-style-type: none"> Encourage and support staff and senior leaders to participate in at least one external event to recognise and celebrate NRW. 	27 May- 3 June, 2024	Manager, People & Culture

Relationships

ACTION	DELIVERABLE	TIMELINE	RESPONSIBILITY
3 Promote positive race relations through anti-discrimination strategies.	■ Research best practice and policies in areas of race relations and anti-discrimination.	June 2024	Manager, People and Culture
	■ Conduct a review of HR policies and procedures to identify existing anti-discrimination provisions, and future needs.	June 2024	Manager, People and Culture
4 Promote reconciliation through our sphere of influence.	■ Communicate our commitment to reconciliation to all staff.	June 2023	General Manager
	■ Identify and develop Council reconciliation champions from across the organisation to lead delivery of reconciliation initiatives	June 2023	General Manager
	■ Identify external stakeholders that our organisation can engage with on our reconciliation journey.	June 2023	Community Engagement Coordinator
	■ Identify RAP organisations and other like-minded organisations that we could approach to collaborate with on our reconciliation journey.	June 2023	Community Engagement Coordinator
	■ Promote Council's 2022 Aboriginal Heritage Study and Management Plan	June 2023	Place Management Coordinator



Respect




Wangal Country signage created by David Cragg

ACTION	DELIVERABLE	TIMELINE	RESPONSIBILITY
<p>5 Increase understanding, value and recognition of Aboriginal and Torres Strait Islander cultures, histories, knowledge, and rights through cultural learning.</p>	<ul style="list-style-type: none"> Develop a business case for increasing understanding, value and recognition of Aboriginal and Torres Strait Islander cultures, histories, knowledge, and rights within our organisation. 	June 2024	Manager, Place Management
	<ul style="list-style-type: none"> Conduct a review of cultural learning needs within our organisation. 	October 2023	Manager, People and Culture
	<ul style="list-style-type: none"> Review/investigate cultural safety training opportunities for all Council staff. 	June 2024	Manager, People and Culture



ACTION	DELIVERABLE	TIMELINE	RESPONSIBILITY
<p style="text-align: center;">6 Increase understanding and celebration of Aboriginal and Torres Strait Islander cultures in our local area</p>	<ul style="list-style-type: none"> Investigate Acknowledgement of Country / Wangal Country signage at all Council venues, parks, and wayfinding signs 	June 2024	Manager, Place Management
	<ul style="list-style-type: none"> Review Council’s Aboriginal library and local history collection to understand how Council can improve access to First Nations voices, stories and histories through our catalogue 	June 2024	Manager, Library and Community Services
	<ul style="list-style-type: none"> Produce information materials about local First Nations histories and cultures for local residents across print and digital channels 	December 2023	Manager, Place Management
	<ul style="list-style-type: none"> Investigate educational programs for community to learn about Wangal culture and local history including walks on Country, cartography, and astronomy 	December 2023	Community Development Coordinator
	<ul style="list-style-type: none"> Engage with local Traditional Owners to explore the potential dual naming of places throughout the local area 	October 2023	Community Engagement Coordinator
	<ul style="list-style-type: none"> Investigate Acknowledgment of Country pop-up for corporate website and Collaborate Canada Bay 	August 2023	Manager, Media and Communications
	<ul style="list-style-type: none"> Explore ways to visually commemorate our First Nations history and culture in our parks and public places through design and public art 	June 2024	Director Community, Culture and Leisure

Respect

ACTION	DELIVERABLE	TIMELINE	RESPONSIBILITY
<p>7</p> <p>Demonstrate respect to Aboriginal and Torres Strait Islander peoples by observing cultural protocols.</p> 	<ul style="list-style-type: none"> Develop an understanding of the local Traditional Owners or Custodians of the lands and waters within our organisation's operational area, and more widely across the Sydney basin. 	June 2024	Community Engagement Coordinator
	<ul style="list-style-type: none"> Develop information pack for Councillors and staff to improve understanding of the purpose and significance behind cultural protocols, including Acknowledgement of Country and Welcome to Country protocols. 	October 2023	Manager, Place Management
	<ul style="list-style-type: none"> Ensure all meetings at Council begin with an Acknowledgement of Country and provide Acknowledgement of Country materials in all meeting rooms and in digital meeting invitations. 	August 2023	Manager, Place Management
	<ul style="list-style-type: none"> Introduce Acknowledgement of Country for all staff email signatures 	June 2023	Manager, Media and Communications
<p>8</p> <p>Build respect for Aboriginal and Torres Strait Islander cultures and histories by celebrating NAIDOC Week.</p>	<ul style="list-style-type: none"> Raise awareness and share information amongst our staff about the meaning of NAIDOC Week. 	First week in July, 2023	Community Engagement Coordinator
	<ul style="list-style-type: none"> Introduce our staff to NAIDOC Week by promoting external events run by Council teams. 	June 2023	Community Engagement Coordinator
	<ul style="list-style-type: none"> RAP Working Group to participate in an external NAIDOC Week event. 	First week in July, 2023	Community Engagement Coordinator



Cultural facilitator and entertainer, David Barnett
at Australian Night at the Movies 2021.

Opportunities

ACTION	DELIVERABLE	TIMELINE	RESPONSIBILITY
<p>9</p> <p>Improve employment outcomes by increasing Aboriginal and Torres Strait Islander recruitment, retention and professional development.</p>	<ul style="list-style-type: none"> Develop a business case for Aboriginal and Torres Strait Islander employment within our organisation 	June 2024	Manager, Place Management
	<ul style="list-style-type: none"> Build understanding of current Aboriginal and Torres Strait Islander staffing to inform future employment and professional development opportunities. 	June 2024	Manager, People and Culture
	<ul style="list-style-type: none"> Investigate Aboriginal and Torres Strait Islander trainee partnerships with Eora TAFE and University of Western Sydney 	June 2024	Manager, People and Culture
<p>10</p> <p>Increase Aboriginal and Torres Strait Islander supplier diversity to support improved economic and social outcomes.</p>	<ul style="list-style-type: none"> Develop a business case for procurement from Aboriginal and Torres Strait Islander owned businesses. 	October 2023	Manager Procurement; Manager, Sustainability
	<ul style="list-style-type: none"> Review Council's Supply Nation membership. 	October 2023	Manager Procurement; Manager, Sustainability



Opportunities



Council daycares have undertaken cultural safety training with Deadly Mentorz.





ACTION	DELIVERABLE	TIMELINE	RESPONSIBILITY
<p style="text-align: center;">11 Promote Narragunnawali Reconciliation in Education in Council's Early Education and Care services</p>	<ul style="list-style-type: none"> Promote Reconciliation Australia's Narragunnawali: Reconciliation in Education program to all learning services in our Council area, and encourage these schools to develop their own RAPs via the Narragunnawali platform 	October 2023	Operations Manager Community Services
	<ul style="list-style-type: none"> Encourage all staff of partner schools in our network to sign up to the Narragunnawali News mailing list 	October 2023	Operations Manager Community Services
	<ul style="list-style-type: none"> Host appropriate links to Reconciliation Australia's Narragunnawali: Reconciliation in Education platform on our website 	October 2023	Operations Manager Community Services
	<ul style="list-style-type: none"> Help promote and encourage schools within our network who has shown exceptional commitment to reconciliation to apply for Narragunnawali Awards 	May 2024	Operations Manager Community Services

Governance



ACTION	DELIVERABLE	TIMELINE	RESPONSIBILITY
12 Establish and maintain an effective RAP Working Group (RWG) to drive governance of the RAP.	<ul style="list-style-type: none"> Maintain a RWG to govern RAP implementation. 	January 2024	General Manager
	<ul style="list-style-type: none"> Draft a Terms of Reference for the RWG. 	June 2023	Community Engagement Coordinator
	<ul style="list-style-type: none"> Establish Aboriginal and Torres Strait Islander representation on the RWG. 	June 2024	Community Engagement Coordinator
13 Provide appropriate support for effective implementation of RAP commitments.	<ul style="list-style-type: none"> Define resource needs for RAP implementation. 	June 2023	Community Engagement Coordinator
	<ul style="list-style-type: none"> Engage senior leaders in the delivery of RAP commitments. 	June 2023	General Manager
	<ul style="list-style-type: none"> Appoint a senior leader to champion our RAP internally. 	June 2023	General Manager
	<ul style="list-style-type: none"> Define appropriate systems and capability to track, measure and report on RAP commitments. 	June 2023	Community Engagement coordinator



ACTION	DELIVERABLE	TIMELINE	RESPONSIBILITY
<p>14 Build accountability and transparency through reporting RAP achievements, challenges and learnings both internally and externally.</p>	<ul style="list-style-type: none"> Contact Reconciliation Australia to verify that our primary and secondary contact details are up to date, to ensure we do not miss out on important RAP correspondence. 	<p>June annually</p>	<p>Community Engagement Coordinator</p>
	<ul style="list-style-type: none"> Contact Reconciliation Australia to request our unique link, to access the online RAP Impact Measurement Questionnaire. 	<p>1 August annually</p>	<p>Community Engagement Coordinator</p>
	<ul style="list-style-type: none"> Complete and submit the annual RAP Impact Measurement Questionnaire to Reconciliation Australia. 	<p>30 September, annually</p>	<p>Community Engagement Coordinator</p>
<p>15 Continue our reconciliation journey by developing our next RAP.</p>	<ul style="list-style-type: none"> Register via Reconciliation Australia's website to begin developing our next RAP. 	<p>January 2024</p>	<p>Community Engagement Coordinator</p>







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The City of Canada Bay is a local government area in Sydney serving nearly 90,000 residents. We acknowledge the Aboriginal and Torres Strait Islander peoples, in particular the Wangal people of the Eora nation, as the first inhabitants of the nation and the traditional custodians of these lands.

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

The City of Canada Bay is a child safe community that recognises and advocates for the rights of children and young people. The Council is committed to being a child and family friendly place.

The Place Management Framework 2023 was adopted by Council on XX/MONTH/YEAR. © City of Canada Bay

Disclaimer: The information contained in this document is based on knowledge and understanding at the time of writing (January 2023) and may not be accurate, current or complete.

MAYOR'S MESSAGE



The City of Canada Bay is a vibrant community known for its picturesque landscape, rich history and its 35km of foreshore connecting to the Parramatta River.

Our diverse community is set to grow over the next twenty years by approximately 37,000 people. To ensure we continue to provide places and facilities where people love to work, learn and live, the City of Canada Bay has adopted a Place Management Framework to guide the work we do.

This framework allows for an agile approach to our work, with its application

shaped by the current needs of a place and the people within it, allowing places to grow, change and withstand changes both locally and nationally.

**Angelo Tsirekas
Mayor City of Canada Bay**

INTRODUCTION

The Place Management Framework provides an overview of Place at the City of Canada Bay in 2022, methods of operation, overall principles which guide Place Management and rationales for selecting a place to focus on in the City of Canada Bay.

Place Management is a complex area combining the knowledge and skills of many disciplines – this document aims to provide a clear overview of how we operate.



WHAT IS A PLACE?

Places are geographical areas defined by physical boundaries and built form. Most people within Council delineate spaces according to suburb boundaries, however they are also communities into which different people are attracted for a variety of reasons.

For some people, the selection they make is for work and economic reasons. For others, Place is defined as their home and is fundamental to their sense of comfort, community, safety and identity.

Place is becoming more important as the world's economies are transformed by knowledge intensive activities.

What is a Place Plan?

Place Plans are created for areas in need of change. The "place" is analysed across a series of axis shown in the diagram on the right.

The outcome of these investigations (which involve a deep engagement with the people who live and work in a place as well as agencies and organisations that can affect the place) is then formed into:

- An overview of the place
- A vision created for the place
- Steps to create that place over time.



Improvements may be made on some or all the axis above. To see this in action, go to bit.ly/chiswickplan to watch a review of the completed Chiswick Place Plan 2014–2019 or bit.ly/rhodesplan to watch a video of the Rhodes Place Plan delivery up to 2019. Place Plans enable a coordination of services both

to and with the community to effectively create a Place which meets the needs and aspirations of the people within it. They can provide a rapid response to issues and, in some cases, provide a longer timeframe to tackle "stretch goals". For example, funding secured for new infrastructure to meet growing demand.



Before

Creation of the Jellicoe Shared Space at Majors Bay Road, Concord.



After

A CITY OF GREAT PLACES

We are a City of great places, with the foreshore a real drawcard to the area along with our eat streets and other facilities.

As a Council we have the opportunity to enhance the public spaces we regulate and maintain across the area.

We all have a role

Our Future 2036 is the Community Strategic Plan (CSP) for the future of the City of Canada Bay. The plan reflects the aspirations and priorities of our community. It includes a vision for the whole of the City. It outlines where we were in 2021 and where we want to be in 2036.

No one entity can deliver all the outcomes we need for our future. All levels of government, business, community groups, and residents have a level of responsibility to work together and contribute to the goals of Our Future 2036. This is where Place Management, with its collaborative approach, really adds benefit to creating that future.

Our community is set to grow by 30 per cent by 2036. There will be challenges ahead. Being clear on what Council can achieve and the principles the Place Management Team use will ensure we continue to provide great places.

Open spaces and foreshore



Civic spaces

(Libraries, cultural centres, community centres, schools and indoor public sports facilities)



Economic attractors

(Cinemas, local businesses, clubs)



Eat Streets



Culture and Art



PLACE MANAGEMENT

The managing of places as a collaborative endeavour is a fundamental shift in the standard project management approach of Local Government. The City of Canada Bay was an early adopter and has over 12 years knowledge and experience in creating meaningful places utilising Place Management practices and techniques.

Central to this practice is shared leadership with deep engagement of stakeholders to deliver places which meet economic, physical, environmental, social and cultural needs. It involves a deep understanding of a place, the interactions within it and the possibilities available. This combined with holistic delivery from across Council can lead to a flourishing place.

This approach provides:

- Potential cost savings for programs
- Benefits residents, visitors, businesses and property owners
- Ameliorates small problems before they become big ones
- Ensures ownership by local leadership in the community
- Means delivery dovetails with other activities in an area.

Place was introduced as a program in 2011 and has grown as both a function and role within the City. Through the program the Place Management Team deliver key parts of Council's culture program,

tourism, smart city initiatives, events, community funding and economic development. The team also leads community engagement.

Our Place Managers deploy Place Management tools depending on the requirements of the place. By adopting place-based approaches, Place Management delivers a range of benefits to Council. These can include:

- Investment in programs with partners
- Sweat equity in programs
- Management and maintenance of spaces by locals
- Pilots for Smart Cities
- Codesign of public spaces
- Trialling management of businesses and services in the public domain
- Innovation in the way Council delivers services and building community in a new way
- Co-ordinated and integrated Council approaches to management
- Increased efficiency and reduction of costs.

Place Management is the coordinated management for the wide range of issues, challenges and opportunities that face a centre every day. It enables coordination of competing and conflicting priorities.

Place making goes beyond simply planning and project management into the resourcing of social, physical, cultural and economic needs of the local community. It is a holistic and practical approach to the planning, design and management of places.

Place activation is a tool to create a sense of place, enliven an area socially and culturally and is a way to bring people to a place. Public art, events and supporting community groups are all methods used.

Embracing complexity

Place Managers are in a unique position to have oversight of an area. With this comes the responsibility to ensure all the stakeholders in the space are consulted with and responded to. As part of this, a Place Manager can educate and inform stakeholders of the broad vision for the area and what is potentially achievable.

Expectations have to be managed effectively both internally within Council and externally.

The Place Manager walks their space regularly to review and check in as well as mitigate any issues. Having one person as the "face" of a place often leads to more engagement with Council programs and activities.



A SNAPSHOT



PRINCIPLES OF PLACE MANAGEMENT

Over the past 12 years the Place Management Team have developed evidence-based approaches to working in our communities.

They are premised on an understanding that there is no one-size-fits-all. Each place program responds to the local stakeholders, features, and community assets. The principles the team works to are:

- ✔ Create a shared vision
- ✔ Agree actionable outcomes
- ✔ Address problem solving holistically
- ✔ Value a systems approach which recognises the interactions and how change impacts the culture in a place
- ✔ Collaborate across the community to lead the place approach
- ✔ Own the decisions
- ✔ Respond rapidly and follow through on commitments made
- ✔ Create value for the community by pooling public and private resources
- ✔ Iterate, evaluate and engage in local strategies and solutions.

Approach

The overall approach for Place Management is shown below. At various stages evaluation and measurement tools are used to ensure the place program is on track or if it requires refining or changing.

APPOINT	Appoint a Place Manager to coordinate and interface between internal and external project and link to partners and projects to deliver against an agreed plan
BUILD	Build stakeholder relationships
CREATE	Create a shared vision
CARRY OUT	Carry out a meaningful community engagement
ADAPT	Adapt plans as actions are trialled to ensure the shared visions is met

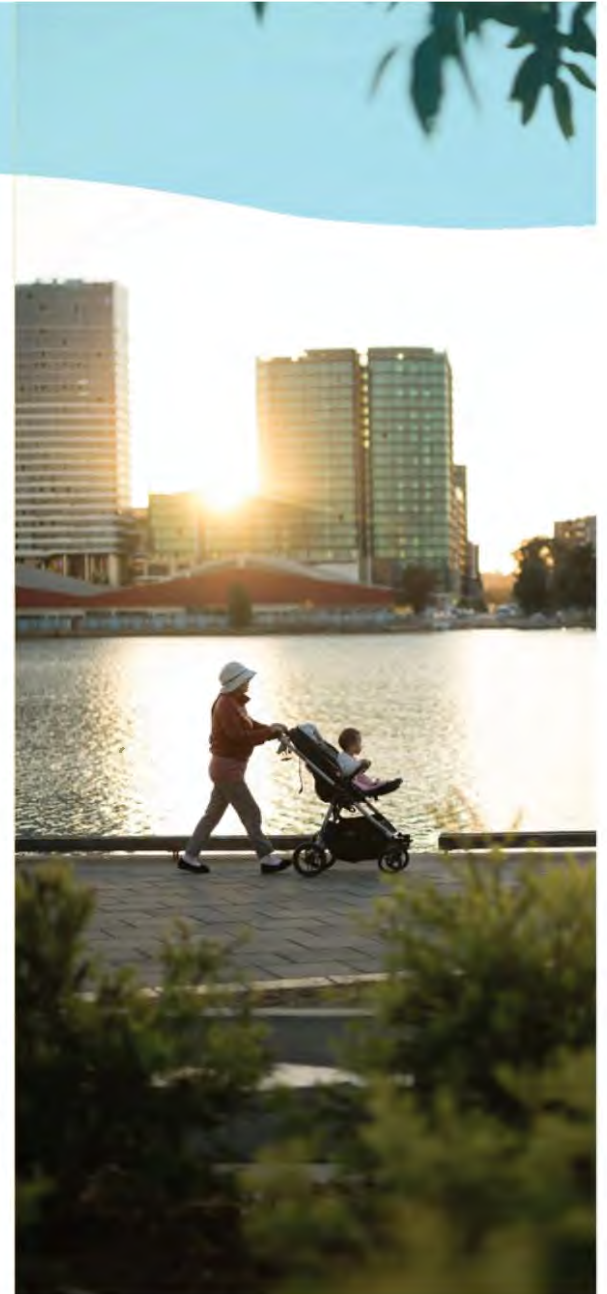
All Place Plans investigate the area they cover and embed the five directions from the Community Strategic Plan. Place Management generally addresses the following themes:

1. Empower local stakeholders to deliver projects and programs that improve the place
2. Enhance community connection, cohesion and inclusiveness
3. Create a vibrant place
4. Be future focused and provide smart solutions
5. Support attractive and sustainable public space
6. Lead village centre design to support residents, business, and visitors.

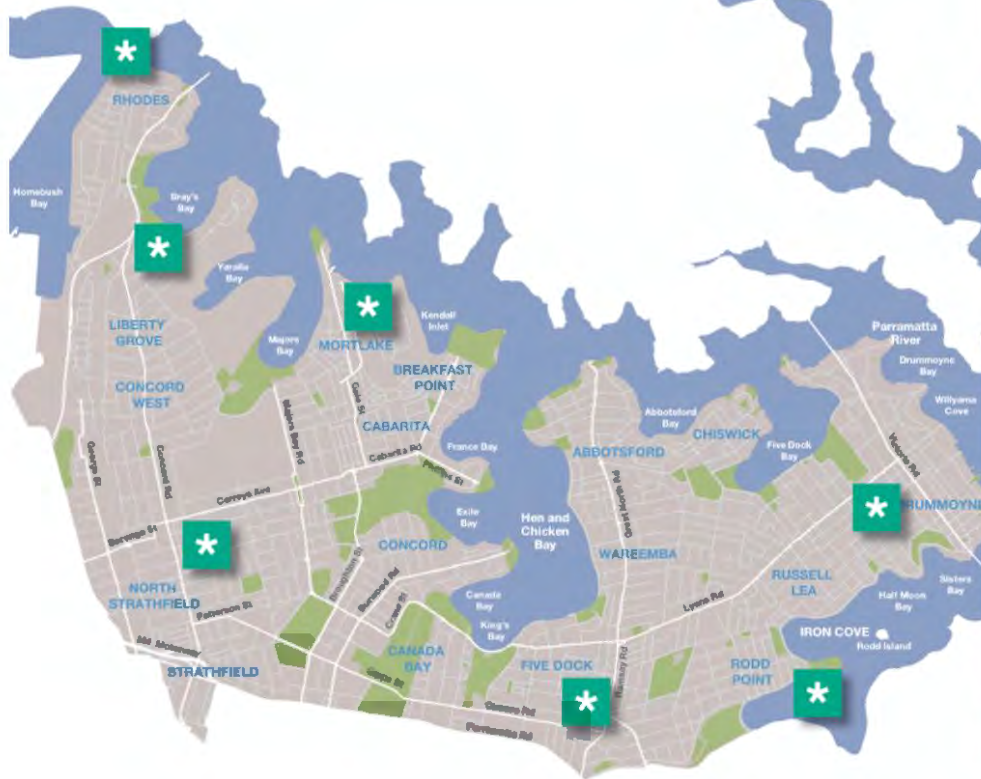
Place Management in 2023

Place Management at the City of Canada Bay is widely recognised by residents, property and business owners as a key agent of effective change. The early adoption of Place Management by the City of Canada Bay has also positioned us as a leader in the field with several industry awards and recognition of the work we do.

Currently the Place Management Team has two and a half people dedicated to Place Management in addition to time dedicated by the manager. The approach is collaborative, with the team working with experts, stakeholders across government, local business and the community. Programs are often delivered by cross-departmental teams in the City of Canada Bay. We have found the success of a Place Plan rests on effective community engagement, sound analysis of the issues and a response to issues and concerns in a quick and timely manner.



PLACES ACROSS THE CITY IN 2023



These places are ranked in terms of current priority reflective of current resourcing and are open to change.

Priority places ★

Place	Focus	Current plan/status	Catalyst	Current rationale for resourcing
Drummoyne	Established place – physical enhancement, activation and management of place.	2019 Victoria Road Urban Design Review priorities. Heart of Drummoyne program/Drummoyne Shared Spaces Pilot (currently in construction).	Grant funds for area.	Community feedback through design review process. Funding secured from NSW Government.
Five Dock	Support a shopping precinct.	Five Dock Urban Design Study.	Initially revitalisation of existing town centre. Currently extra support during the introduction of Metro station.	Mitigation of Metro development impacts and sustaining the village centre as a destination for the community.
Kokoda Track Memorial Walkway	Significant war memorial.	Rhodes Peninsula Plan of Management.	Commemorations, services and educational facility.	Working with KTMW board to achieve national significance.
Mortlake	Respond to changing urban landscape from light industrial to residential.	Mortlake Place Plan 2019-2025.	Physical urban change and new demographic mix.	Population growth and urban renewal development. Partnering with Peninsula Action Groups.
North Strathfield	Main street support.	Our Place, Concord Road, North Strathfield Place Plan (completed). Currently investigating concerns raised by businesses and the creation of a Shared Space.	Need to improve the village centre. Metro development.	Impacted by Metro developments. Local business working group seeking support.
Rhodes Peninsula	To create a place – a major new development on remediated land. Design, creation, activation, engagement and management.	Rhodes Peninsula Place Plan (currently in review). Rhodes East Place Plan (DPE).	Population growth and urban renewal development.	Designated a priority precinct by NSW Government. Strong local leadership and partnership opportunities. Funding provided through Voluntary Planning Agreements (VPAs).
Rodd Point	Main street support.	Refresh Rodd Point.	Responding to COVID-19 and the need for business support.	Completing action plan and leveraging sweat equity and support.



Maintain (previous priorities) ★

Place	Focus	Current plan/status	Catalyst	Current rationale for resourcing
Cabarita Park	Provision of infrastructure and programs to activate place and address anti-social behaviour.	Plan of Management.	User group lobbying. Population growth and increased usage of the park.	Implement Plan of Management
Chiswick	Established place – enhance community connections, improve accessibility and upgrade local facilities and amenities.	Our Chiswick! 2014 – 2019 (completed).	Political motivation to connect community. Improve social connection. Increased use of open spaces requiring upgrade to facilities. Increasing population size.	Support current community group connecting residents post COVID-19.
Concord – Brewer Street	Residential support.	Brewer Street Precinct Action Plan 2021*.	Community requests to Council.	Identified need to address resident concerns.
Concord – Majors Bay Road	Main street support – encourage customers and support local business community.	Majors Bay Road Place Plan 2019 – 2029.	Community feedback on Your Future 2030, Council's Community Strategic Plan.	A major east street precinct in need of revitalisation.
Concord West	Support a shopping precinct and create a sustainable village.	Concord West Retail Precinct Action Plan 2016*.	Loss of trade during station upgrade. Road resurfacing using a cooling treatment and sustainable technologies.	Support local businesses post COVID-19.
Concord West – Concord Road	Refresh a shopping strip.	Let's Refresh Concord West 2017 – 2018 (completed)*.	Business community request. Trip hazards identified in investigations. Infrastructure renewal identified.	Support local businesses post COVID-19.
	Shared Space initiative.	Improve attractiveness, support local business to enhance trading in Currawong Lane Car Park, Concord.	Change in rules during COVID-19 allowed for temporary shared spaces.	Support local businesses post COVID-19. Capitalising on the opportunity to support local business and enhance our centres.
Livvi's Place – Five Dock	Social Enterprise Café and Living Room.	Council reports.	Support the social enterprise program as defined in Let's All Play Strategy.	Completing actions from Council reports.
Wareemba	Shared Space initiative.	Improve attractiveness, support local business to enhance trading at junction of Coranto Street and Great North Road.	Change in rules during COVID-19 allowed for temporary shared spaces.	Capitalising on the opportunity to support local business and enhance our centres.

*Some areas have short-term requirements in a small geographical area. These usually do not warrant a full Place Plan which involves in-depth analysis, extensive consultation and funding with a long term commitment. Where required, these areas are usually provided an Action Plan.

More detailed case studies on some of our Places can be found in the appendix.



Potential *

Place	Focus	Current plan/status	Catalyst	Current rationale for resourcing
Abbotsford	Business support. Public Domain.	None.	Issue emerges.	Not required at this time.
Bakehouse Quarter/ Parramatta Road North Strathfield	New residential development. Place Identity. Community engagement.	<ul style="list-style-type: none"> Strategic direction Parramatta Road Urban Amenity Improvement Program Proposed Council site redevelopment. 	<ul style="list-style-type: none"> Planning approvals. Funding approvals. 	Horizon planning.
Cabarita Village	Place Identity. Public domain. Vacant shops.	None.	<ul style="list-style-type: none"> Resident calls for investment. Issue emerges. 	Need to identify funding.
Foreshore area around Massey Park and Bayview Park	<ul style="list-style-type: none"> Significant investment over next 5-10 years. Bushell's development intensifying area. Foreshore walk upgrades. Seawall upgrades. Action groups. 	<ul style="list-style-type: none"> Foreshore Access Strategy Parramatta River Catchment Strategy Bushell's Planning Proposal. 	<ul style="list-style-type: none"> Investment in the foreshore. Creek restoration. 	\$20 million commitment in capital works and grant funding.
Parramatta Road – Burwood North	<ul style="list-style-type: none"> New residential development. Place Identity. Community engagement. 	<ul style="list-style-type: none"> Strategic site Parramatta Road Urban Amenity Improvement Program. 	<ul style="list-style-type: none"> Planning approvals. Funding approvals. 	Horizon planning.
Parramatta Road – Kings Bay	<ul style="list-style-type: none"> New urban development. Place Identity. Community engagement. 	<ul style="list-style-type: none"> Strategic site Parramatta Road Urban Amenity Improvement Program Proposed Council site redevelopment. 	<ul style="list-style-type: none"> Planning approvals. Funding approvals. 	Horizon planning.
Russell Lea	<ul style="list-style-type: none"> Place Identity. Business support. Public domain. 	None.	Issue emerges.	Not required at this time.
Strathfield Triangle	<ul style="list-style-type: none"> Place Identity. Community engagement. Lack of public domain. 	<ul style="list-style-type: none"> Strategic land acquisition Further development. 	Issue emerges.	Not required at this time.

Some areas have short term requirements in a small geographical area. These usually do not warrant a full Place Plan which involves in-depth analysis, extensive consultation and funding with a long term commitment. Where required, these areas are usually provided an Action Plan.

More detailed case studies on some of our Places can be found in the appendix.

Why a place may be given priority?

Demand for change and growth across the City inevitably outstrips resourcing abilities which leads to tough decision making. When assessing which places can be prioritised several criteria are taken into consideration:

- ✓ Rapid response required e.g. a sudden disaster like the COVID-19 pandemic would focus resources on the places impacted
- ✓ Strategic significance to the overall City
- ✓ Funding opportunities
- ✓ Anticipating future changes e.g. the introduction of Metro to the City
- ✓ A change of indicators e.g. economic, population growth, shifting satisfaction ratings
- ✓ Infrastructure renewal required
- ✓ Current community leadership and desire for change

- ✓ Add support and broaden the major projects in an area

- ✓ Outcomes arising from plans and strategies created across Council

- ✓ Strong partnership opportunity and stakeholder engagement

- ✓ Leadership commitment from Council

A place can therefore shift in the rankings according to changes in the criteria above and new places can be introduced. This flexible approach allows for response to disasters as well as unforeseen impacts to an area.

How do we know a place program is working?

From the outset of a Place Plan, data is gathered through a variety of methods including place audits, behavioural analysis of the space, desktop research and through community consultation. As a Place Plan progresses or is finalised these data points can be reassessed and evaluated against the original benchmark. In addition, other key metrics are used throughout. These are

dependent on the initiatives delivered but can include:

- Completion of initiatives
- Positive and visible changes in the place
- Stakeholder and resident satisfaction levels
- Number and quality of partnerships developed
- Return on investment indicators and the value of leverage achieved.

At the City of Canada Bay, we deploy a variety of tools to help evaluate places, contingent on the size and issues presented in an area. Tools that can be utilised include:

- The NSW Public Spaces Charter evaluation tool for public spaces and public life
- Destination audits – audit of a space from a visitor viewpoint
- Culture Counts – an event or culture measuring tool
- Place Score – a national benchmarking tool that assesses how a place is performing and places it against equivalent spaces
- Spendmapp by Geografica – an economic expenditure tool for analysis of an area.

The Place Management Team also adopt an agile approach, testing concepts quickly to ascertain take-up and success. Only when a trial is successful is an approach fully adopted.

What can't be delivered in a Place Plan?

Place Managers invest in stakeholder relationships and work to manage expectations and test assumptions made in the plans so they are deliverable. If stretch goals are included there is a pathway to achievement identified.

Place Managers recognise that operationally there are many calls on resources at Council and as such it is not possible to deliver on all the possibilities identified during the planning. In many areas the ideal outcome is simply not feasible (e.g. a new square in a town centre which has a regional road traversing the space).

The place approach looks at the motivations behind community requests and works collaboratively to look at how this might be better achieved with the available resources. Successful programs have been those where the Place Team is involved at the inception of projects to support and focus community engagement around shared priorities avoiding binary conflicts.



Policies and place

This framework speaks to and is informed by the policies of Council and has been built on the research done when setting up Place Management as the City of Canada Bay's preferred approach.

In addition, relevant policies from State and Federal Government levels are also incorporated where required.

Council's policies can be found at bit.ly/ccbpolicies.

Amongst the key ones are the following:

- Community Strategic Plan
- Aboriginal Cultural Heritage Study and Management Strategy
- Smart City Plan
- Cultural Plan
- Our City After 5
- Local Approvals Policy
- Community Engagement Policy
- Community Events Policy
- Sustainable Event Management Policy
- Business Use of Public Footpath Policy
- Various Place Plans
- Various Masterplans
- Local Strategic Planning Statement
- Local Environmental Plan
- Development Control Plan

Future development

Given the rapidly changing fabric of society with shifting work patterns due to the pandemic, the rise of digital intelligence both in the population and in program capabilities, the increased pressure on housing as population estimates increase and the impact of environmental changes, there is a need for a flexible, principle-based framework for looking after and improving our spaces.

As needs change so too does Place Management. This Framework allows for this change.



For enquiries or comment:
Place Management Team
City of Canada Bay Council
Tel: + 61 2 9911 6555
Email: council@canadabay.nsw.gov.au

Date of publication: XXX/XX/XX

References: 1 Population forecast. Figures provided are approximate <https://forecast.id.com.au/canada-bay/population-households-dwellings?SexKey=2&WebID=1308Yea-r2-2031&AgeTypeKey=3>





 City of
Canada Bay

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Web: canadabay.nsw.gov.au

DELIVERY PROGRAM 2022-2026 DRAFT OPERATIONAL PLAN 2023-2024

IMPLEMENTATION
YEAR 2

**DRAFT
For Public
Exhibition**



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ENGLISH
If you do not understand this information, please come to the Council or contact the Telephone Interpreter Service (TIS) on 13 14 50 and ask them to connect you to Council on 9911 6555. We will try to answer your enquiries by using an interpreter.

ITALIAN
Se hai difficoltà a capire questo documento presentati direttamente all'ufficio del Comune, oppure telefona al Servizio Telefonico Interpreti (TIS), numero di telefono 13 14 50 e chiedi di essere messo in contatto con l'ufficio del Comune (numero di telefono 9911 6555). Cercheremo di rispondere alle tue domande con l'aiuto di un interprete.

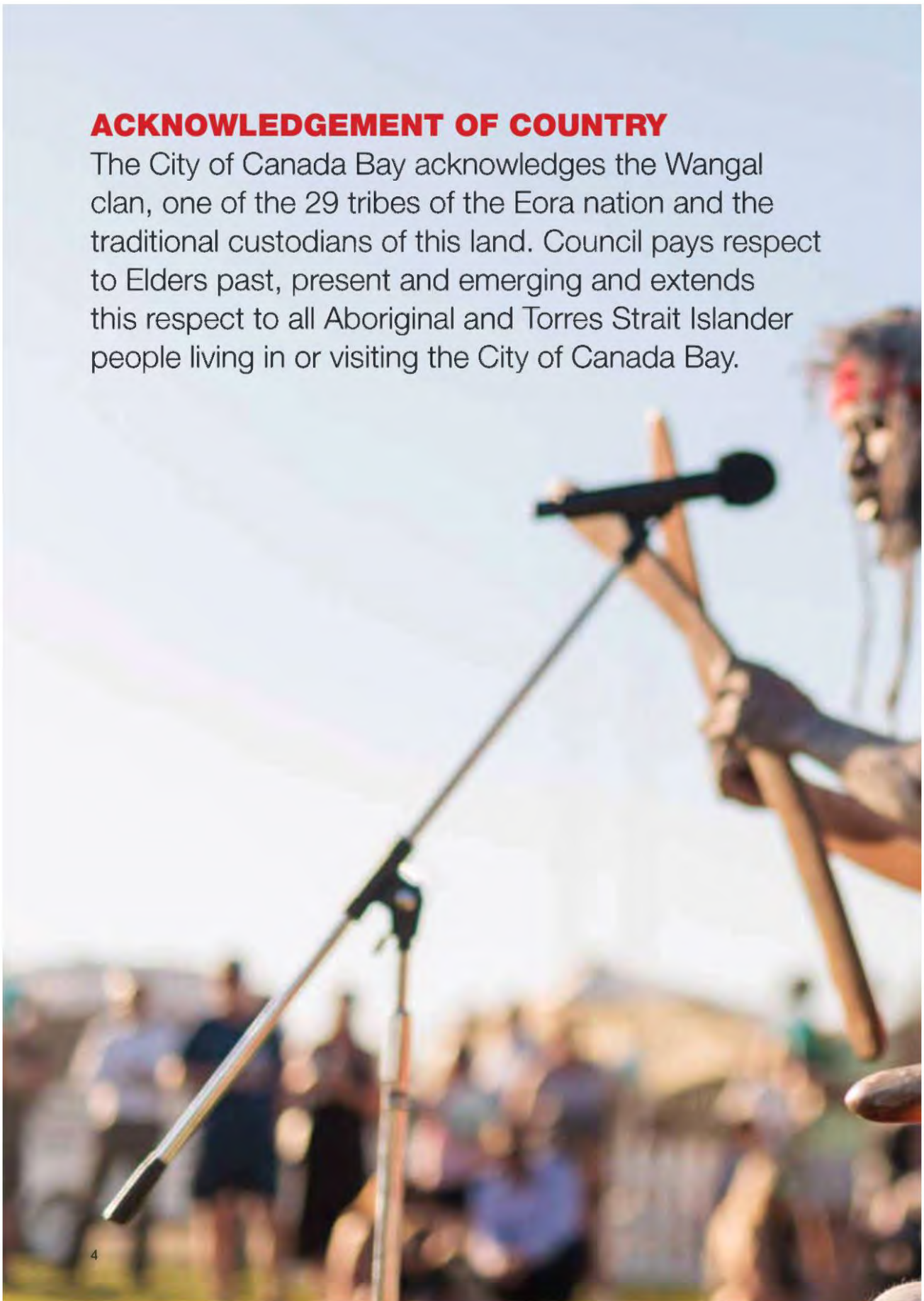
GREEK
Αν δεν καταλαβα νετε αυτ τι πληροφορε, παρακαλο με ελτε στο Δμο επικοινωνηστε με την Τηλεφωνικ Υπηρεση Διερμηνων (TIS) στο 13 14 50 και ζητε στε να σα συνδουσιν με τον Δμο στον αριθμ 9911 6555. Θα προσπαθουσι να απαντ ουσι στ ερωτ σει σα χρησηποι ντα να διερμην α.

SIMPLIFIED CHINESE
如果您对这些内容不理解, 请向地方议会咨询或致电13 14 50 联系电话口译服务 (TIS), 并在他们的帮助下通过电话与9911 6555地方议会联系。[H] 将尽力通过口译员回答您的问题。

KOREAN
이 정보내용을 잘 이해하지 못 하신다면, 상의회(Council)로 방문해 주시거나, <13 14 50>으로 전화통역서비스를 이용해서 상의회(9911 6555)로 연락해 달라고 요청하시기 바랍니다. 통역사의 도움을 받아 귀하의 문의사항에 답변해 드리도록 하겠습니다.

ACKNOWLEDGEMENT OF COUNTRY

The City of Canada Bay acknowledges the Wangal clan, one of the 29 tribes of the Eora nation and the traditional custodians of this land. Council pays respect to Elders past, present and emerging and extends this respect to all Aboriginal and Torres Strait Islander people living in or visiting the City of Canada Bay.





FOREWORD

*Council staff at
Concord Oval.*

6



MAYOR'S MESSAGE

Welcome to the second Operational Plan of the Delivery Program 2022-26.

This document contains a description of our ongoing services and a draft list of planned operational deliverables and capital projects for 2023-24. The document includes Council's draft budget, with fees and charges for 2023-24 presented in a separate volume.

In 2023-24 the capital works budget has been set at \$61.1m and includes the following highlights:

- Mcllwaine Park River Activation Project
- Urban Canopy Tree Planting
- Charles Heath Reserve upgrade
- Renewing the seawalls at Armitage Reserve, Chiswick Wharf and Blackwall Point
- Installing an electric heat pump at Drummoyne Pool under the Sustainability Program (Net Zero by 2030)

Highlights of our \$106.9m Operational Plan for 2023-24 are:

- Completion of the Social Sustainability Strategy
- Implementation and review of the Urban Canopy Strategy
- Delivery of emission reduction initiatives
- Deliver the "Canada Bay Makes" festival for artists and creatives
- Ferragosto at Five Dock, back for its 26th year

As we go to community engagement on our draft Operational Plan for 2023-24, our application for a Special Rate Variation (SRV) is pending with the Independent Pricing and Regulatory Tribunal (IPART). For this reason, the Operational Plan and Budget contain two options. The first is the program and budget going forward without the SRV in place, our base case. The second option is the program and budget with the SRV applied. We anticipate that we will know the IPART decision prior to adoption of the budget in June 2023.

Subject to its approval, expenditure of the additional income from the pending SRV

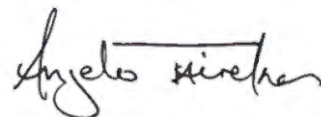


application includes the following projects and service improvements that have been identified through community engagement:

- An expanded biodiversity and climate program
- An enhanced and expanded town centres beautification program
- A renewed green space and sportsfield maintenance program
- More resources for maintaining and managing our growing tree canopy
- An expanded community services team and resourcing to deliver our new cultural plan
- Infrastructure and local asset renewal such as roads, foreshore, footpaths and buildings
- Reducing processing times for Development Applications (DAs)
- Increased resources for strategic land use planning with a focus on our revitalisation precincts

Thank you for taking the time to read our draft Operational Plan for 2023-24.

Community feedback is welcomed at this time and more information about how you can have your say can be found at collaborate.canadabay.nsw.gov.au



Mayor Angelo Tsirekas

GENERAL MANAGER'S MESSAGE

We are continuing our focus on keeping our customers at the centre of all that we do.

This document contains Council's draft Operational Plan 2023-24, covering the second year of implementing the Delivery Program 2022-2026. This coming year, Council's Executive team and staff will continue to focus on keeping customers at the centre of everything we do. This includes working on our services to ensure that we continuously improve.

Over many years of long-term financial planning, we observed that it has gradually become more difficult to deliver a balanced budget. For this reason, we have applied for a Special Rate Variation (SRV) to provide our resourcing with a boost and maintain Council's reputation for good financial management. Our draft Operational Plan for 2023-24 is presented with SRV projects clearly identified as the results of our application to the Independent Pricing and Regulatory Tribunal (IPART) are currently pending. Should the application be unsuccessful, or a variation of what we applied for, the Operational Plan and Budget will be adjusted prior to adoption by removal or adjustment of the proposed projects.

In combination with the projects highlighted in this document, our people leadership is focusing on development of an internal Service Review



Framework and productivity improvements to find ongoing annual efficiency savings for Council to further improve our financial position.

I commend the draft Operational Plan 2023-24 to you and welcome your feedback on the projects and programs that are proposed.

Council's Collaborate webpage provides information about the engagement activities associated with this draft plan, as well as the timeframe for submissions leading up to the June adoption of the plan and budget.

Thank you for taking the time to review our draft plans and for providing us with feedback.

A handwritten signature in black ink, appearing to read 'John Clark'. The signature is fluid and cursive.

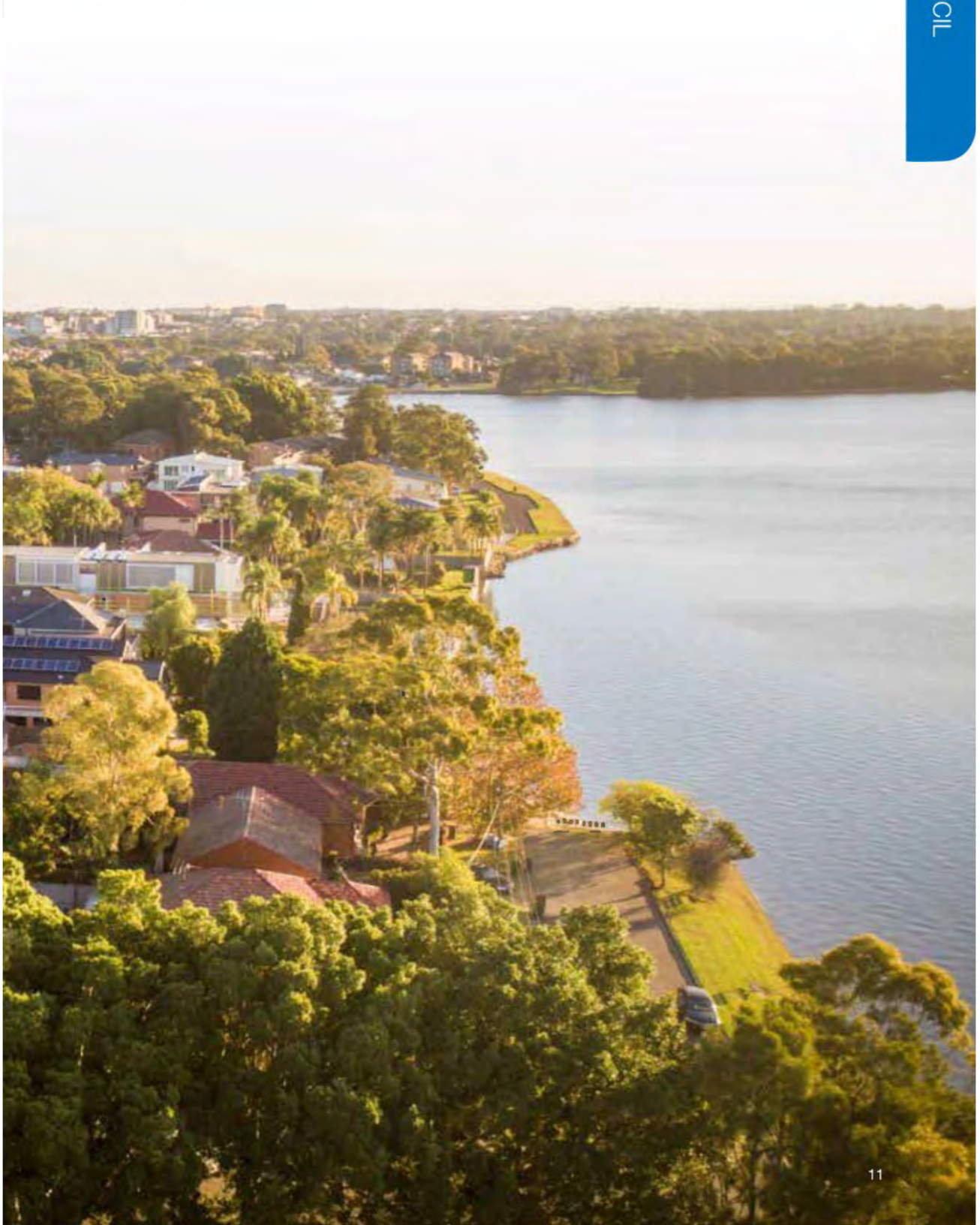
John Clark, General Manager





OUR COUNCIL

*Aerial view of Five Dock fronting Hen
and Chicken Bay.*



YOUR MAYOR AND COUNCILLORS

There are nine Council members of the City of Canada Bay: a popularly elected Mayor, a Deputy Mayor, and a further seven Councillors.

Joseph Cordaro
Councillor

Mayor

The Mayor is the public face of the Council and is responsible for representing the views of Councillors and the community.

Presiding over Council meetings, the Mayor ensures they are conducted efficiently, effectively, and according to the Local Government Act. The Mayor must also promote the effective and consistent implementation of the Council's integrated planning and reporting processes.

Councillors

Councillors represent the collective interests of residents, ratepayers and the local community.

They are active participants in the integrated planning and reporting process and ensure that delivery, review and reporting are satisfactorily completed.

Council term

The current Council was elected in December 2021. The current council term is shorter due to the impacts of COVID-19 on local government elections. The next election is due to take place in September 2024.



Anthony Bazouni
Councillor

Julia Little
Councillor

**Stephanie
Di Pasqua**
Deputy Mayor

**Charles
Jago**
Councillor

**Michael
Megna**
Councillor

**Angelo
Tsirekas**
Mayor

**Carmel
Ruggeri**
Councillor

**Andrew
Ferguson**
Councillor



CITY OF CANADA BAY COUNCILLORS



Angelo Tsirekas
Mayor

Angelo has served on Council since he was first elected in 1995.

He was first elected Mayor in 2002 and again as popularly elected Mayor in elections of 2004, 2008, 2012, 2017 and 2021.



Deputy Mayor Councillor
Stephanie Di Pasqua

Stephanie was elected to Council in 2017 as the youngest ever Councillor in the City of Canada Bay.

A lifelong resident, Stephanie is a strong advocate for her community and has been involved in lobbying State and Federal governments about vital issues concerning our area.



Councillor
Anthony Bazouni

Anthony was elected to Council in December 2021.

He has lived and worked in the City for many years, including more than 23 years as a local lawyer.



Councillor
Charles Jago

Charles is a long-time resident of the area who was first elected to the Council in 2017.

His professional experience spans information technology, the energy industry, adult education, and government and community development.



Councillor
Julia Little

Julia has served on Council since 2017 and, together with her husband and young children, is an active member of the local area.

She is a media and communications specialist with experience working in the Commonwealth public sector.



Councillor
Joseph Cordaro

Joe was elected to Council in December 2021.

He and his family have lived in the area for more than 30 years and enjoy the vibrant, multicultural and multi-generational community.



Councillor
Andrew Ferguson

Andrew was first elected to Council in 2017.

He and his family have lived in the area for the past 30 years, and he is committed to equity, social justice, heritage and environmental sustainability.



Councillor
Michael Megna

Michael previously served as Mayor and Deputy Mayor of the former Drummoyne Council and as Deputy Mayor for one term following his election to the City of Canada Bay in 2004.

Michael is now serving his eighth four-year term and has represented his community for over 30 years.



Councillor
Carmel Ruggeri

Carmel was elected to Council in 2021. Carmel has lived in the City all her life and is passionate about supporting the local community and spirit.

She has operated a business locally, and many people would recognise her from her food walking tours around Five Dock and Concord.

COUNCIL'S MISSION AND VALUES

The City of Canada Bay and its Councillors and staff are proud to act and operate by its mission statement and values.

Our values

The City of Canada Bay commits to these values and the behaviour that supports these values.

These values to the right guide the continued delivery of high-quality projects and services for the community. They were developed by staff at the City of Canada Bay.

We empower our people

We invest in our people and build leaders.

We encourage our people to be decision makers and to take action.

We take ownership of our actions.

We are approachable and lead by example.

We act with integrity

We are accountable to ourselves and our community.

We are honest, fair and ethical in all we do.

We are clear and transparent in our actions.

We do what we say we will.

Fred Kelly Place, Five Dock..

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Mission statement

An excellent organisation
delivering great outcomes
for our community.

We work together

We care about each other and about our community.

We are committed to building and maintaining a safe environment for our people.

We support our people to perform at their best and celebrate achievements.

We collaborate to get the best out of each other.

We work with our community to build a better future.

We are respectful

We listen to each other with an open mind.

We build relationships on mutual respect.

We are open, honest and constructive in our communication.

We are inclusive and embrace diversity.

We will respond to our community in a timely and responsible manner.

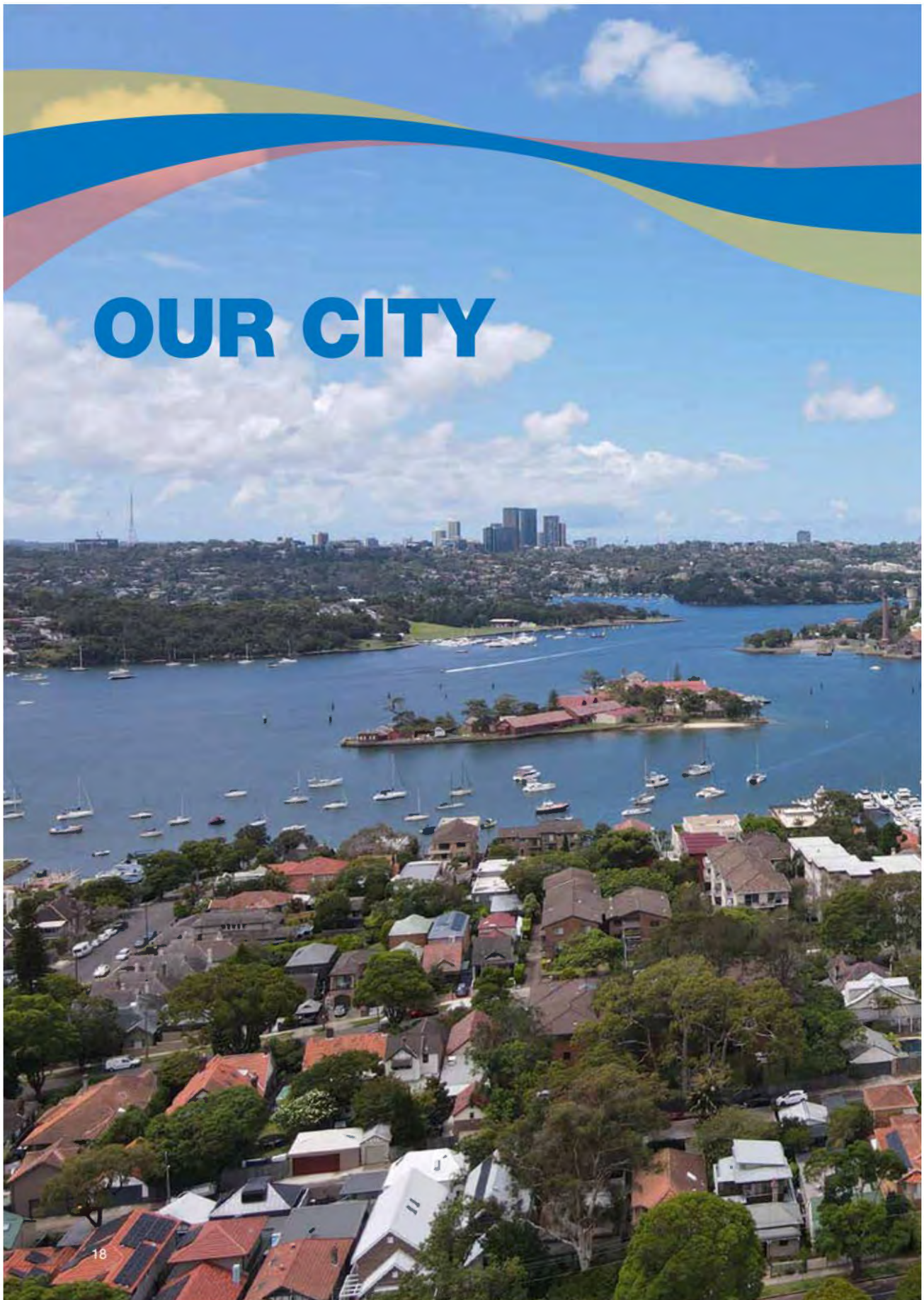
We innovate

We encourage and value ideas that will improve services for our community.

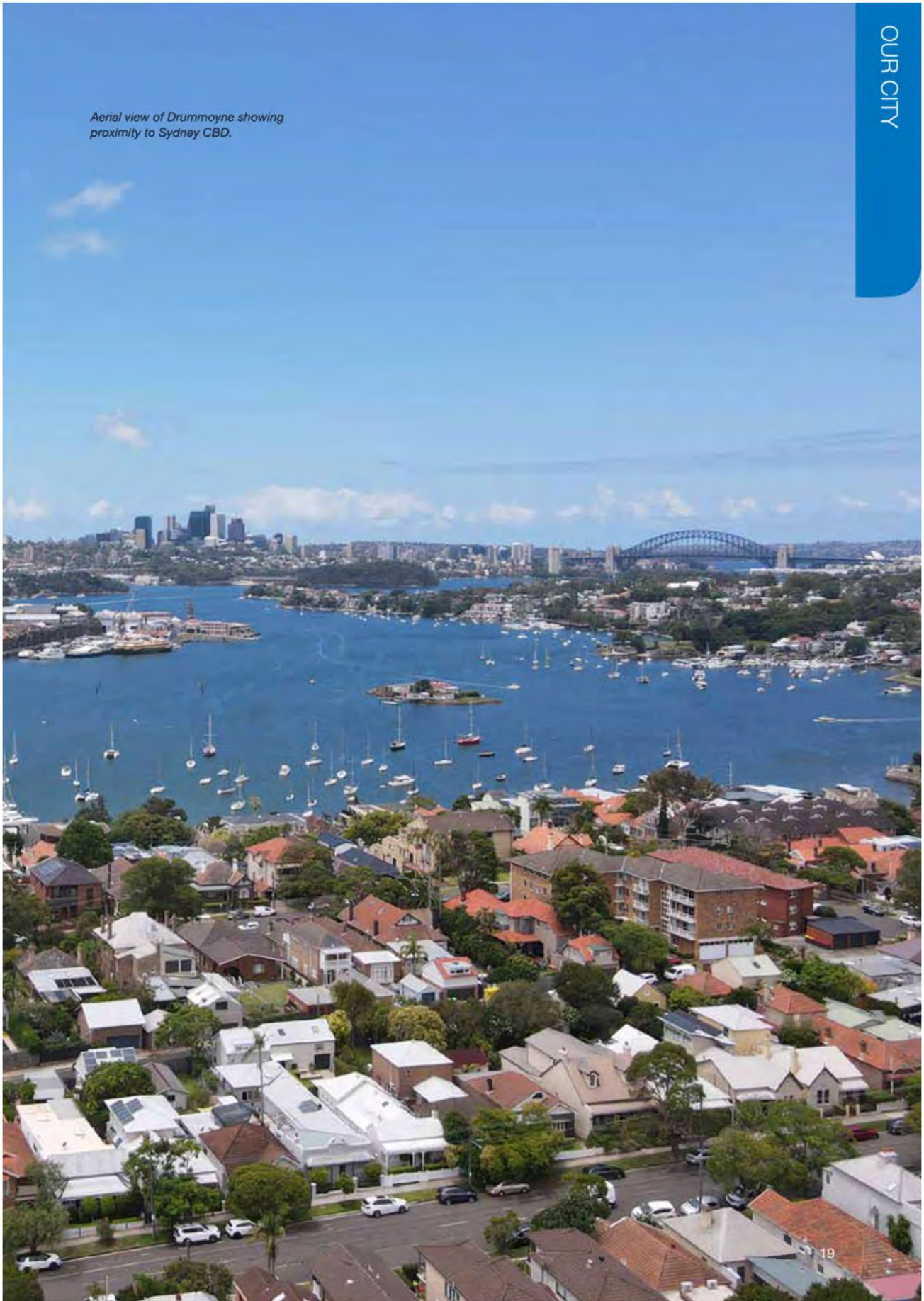
We are creative problem solvers and are committed to creative thinking.

We will be better tomorrow than we are today, building on past success.

We continuously improve and challenge ourselves to deliver better outcomes.



*Aerial view of Drummoyne showing
proximity to Sydney CBD.*



OUR CITY AND COMMU

The City of Canada Bay has a land area of 19.9km² and an estimated population of 89,667 spread across 17 suburbs.

It boasts 36 kilometres of Parramatta River foreshore and is a beacon to locals and visitors who flock to enjoy its more than 300 open green recreation spaces and 348 hectares of open space.

We are a City that celebrates diversity, cares for the environment, and plans well for the future. With 40 per cent of residents born overseas, the cultural and linguistic diversity of the City's residents is one of our most celebrated attributes.

Our shared sense of community is strong throughout the area. It is a safe place to live, and people enjoy the parks and playgrounds, community facilities and sports fields, and cultural events and activities spread across the City.

Over time, our City has grown. Its character has changed as former industrial sites have been adapted into residential dwellings. People have moved in to areas that offer a better quality of life and recreational opportunities.

By 2041 the city's population is forecast to grow by over 30,000 people, an increase of around 40% on the current population estimate.

Our community believes we can all do several things to ensure that the City of Canada Bay retains its character, heritage, and widespread appeal.

These include addressing climate change, consulting with the community on significant projects, providing appropriate planning outcomes, maintaining our parks and open spaces, celebrating diversity, managing traffic and parking well, providing excellent support services for community members, and supporting local businesses.



NITY

Community vision

Together we are an inclusive, sustainable and thriving foreshore community.

Community values

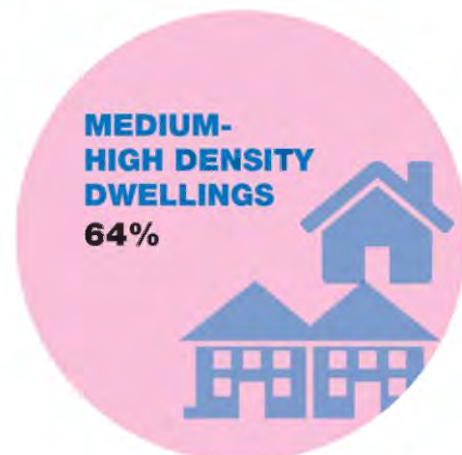
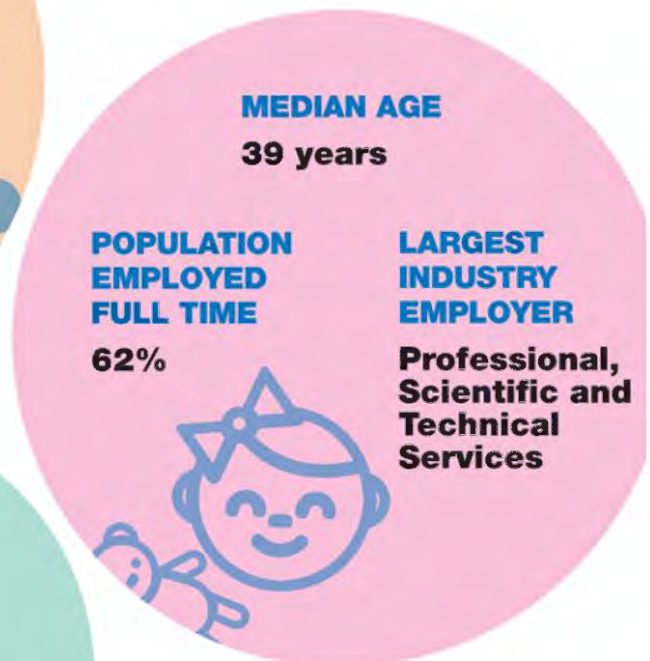
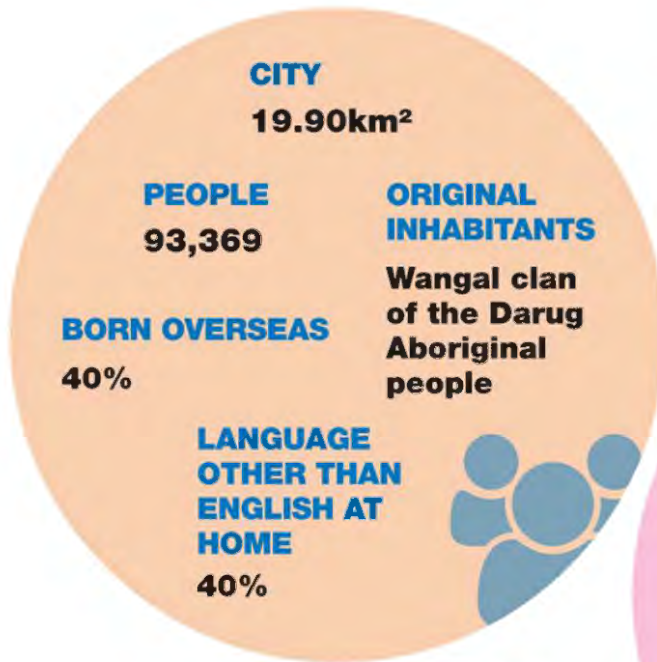
- Our top community values relate to:
- The natural environment and open space
 - Care for and access to our foreshore
 - Safety

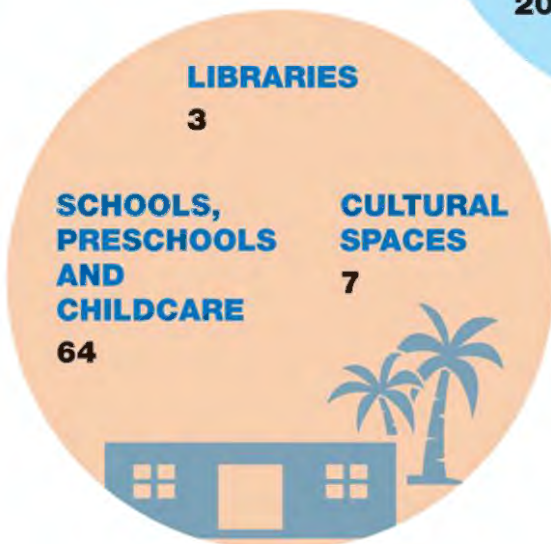
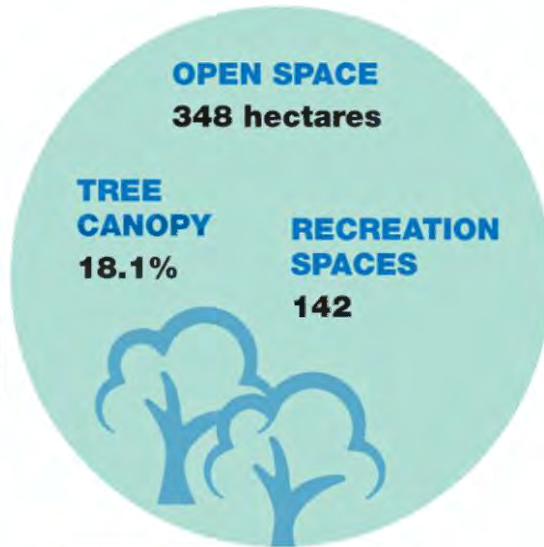
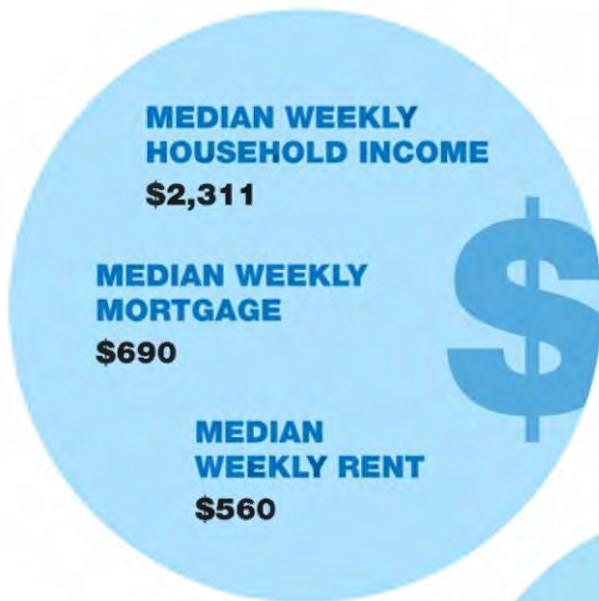


KEY FACTS

This page contains some key facts about the City of Canada Bay community in a 2023 snapshot.

Estimated population growth across household profiles and suburbs are tabled over the page.





OUR FUTURE: 2022 TO 2036

Council obtains its population forecasts from the population forecast tool operated by forecast.id.com.au.

This information is updated regularly on the basis of forecast models that look at the ways populations change over time. It helps Council and the community to make informed decisions.

Category	2021	2041	% difference
Population	89,667	126,691	41%
Dwellings	39,080	55,241	41%
Households	36,033	51,941	44%
Average household size	2.46	2.41	-2%
Couple families with dependents	10,970	15,620	42%
Couples without dependents	10,430	14,487	39%
Group households	1,667	2,492	49%
Lone person households	8,880	13,460	52%
One parent families	2,999	4,276	43%
Other families	1,089	1,610	49%

Forecast changes 2021 to 2041, Source forecast.id.com.au/Canada-bay/ on 20/3/23.

Suburb	Population 2021	Population 2036	% difference
Abbotsford – Wareemba	7,334	7,422	1.2%
Cabarita	2,109	2,176	3.2%
Chiswick	3,055	3,234	5.9%
Concord	15,030	18,441	22.7%
Concord West	6,478	8,062	24.5%
Drummoyne	13,383	13,995	4.6%
Five Dock – Canada Bay	12,119	17,438	43.9%
Liberty Grove	2,268	2,087	-8%
Mortlake – Breakfast Point	7,655	8,454	10.4%
North Strathfield – Strathfield	7,661	14,155	84.8%
Rhodes	11,958	22,694	89.8%
Russell Lea – Rodd Point	6,925	7,153	3.3%

Forecast population growth by suburb to 2036.



Jellicoe Street, Concord

NSW PRIORITY PROJECTS AND CRITICAL GROWTH AREAS

Some City of Canada Bay areas will experience significant growth in the coming years.

There are several high-profile NSW Government projects and initiatives that are related to key growth areas in the City of Canada Bay, most notably:

Sydney Metro West

The Sydney Metro West project will support a growing City and deliver world-class metro services to more communities.

This 24 kilometre underground railway will connect Greater Parramatta and the Sydney CBD and includes three stations in the City of Canada Bay at North Strathfield, Concord Oval, and Five Dock.

The new Metro will double rail capacity between the two CBDs, link new communities to rail services and support employment growth and housing supply.

Council has an opportunity to influence the extent of change around station locations and to ensure that the community is consulted from an early stage. A local planning study has been prepared and further engagement is proposed to establish the preferred land uses and built form outcomes around Metro stations.

sydneymetro.info/west/project-overview



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Parramatta Road

Parramatta Road connects Parramatta with the Sydney CBD. The NSW Government's Parramatta Road Corridor Urban Transformation Strategy covers land along Parramatta Road from Granville to Camperdown, including Five Dock and Concord.

This strategy includes plans to revitalise the corridor and surrounds through investment in jobs, transport, open spaces and public amenity.

Stage 1 of the strategy is now complete, and work has commenced to implement Stage 2.

Stage 2 will deliver a variety of housing types and provide a transition in building scale between the Stage 1 centres and established neighbourhoods.

www.planning.nsw.gov.au/parramattaroad





2 Walker Street, Rhodes

Rhodes and Rhodes East

Rhodes is an important strategic centre in the Eastern City District Plan, with significant opportunities to create a great new place to live, work and visit. The precinct comprises land to the east and west of Rhodes train station, between the rail line and Concord Road.

The Rhodes Place Strategy is a plan for developing the Rhodes precinct over the next 20 years, with most of the development slated for Rhodes East.

The Rhodes Place Strategy will deliver:

- 4,200 new homes, with an initial cap of 3,000 homes pending further infrastructure
- 1,100 new jobs
- New primary school
- Rhodes train station upgrades
- New ferry wharf
- Improved pedestrian and walking paths
- 2.3 hectares of new public open space, including a foreshore park and promenade
- Excellence in design and sustainability, including dual reticulation for development and incentives to exceed BASIX and tree canopy targets.

www.planning.nsw.gov.au/rhodeseast



Key external drivers

We have considered federal, state, and regional priorities in the development of our suite of integrated planning documents. View more details about key drivers, view the information in Appendix 1: Key drivers.

OUR PARTNERS

While Council has a custodial role in initiating, preparing and delivering Our Future 2036 on behalf of the community, it cannot do so in isolation.

Partnerships will be crucial in ensuring our City receives the funding, support and assistance it needs to meet the challenges of the future:

Community partners

- Churches and religious organisations
- Community groups and organisations
- Community services
- Environmental groups
- Indigenous groups and organisations
- Not-for-profit organisations
- Resident groups
- Schools and educational institutions
- Sporting bodies and organisations
- Volunteers.

Business partners

- Chambers of Commerce
- Industry groups
- Local businesses.

Government partners

- Federal Government agencies
- NSW Government agencies
- South Sydney Regional Organisation of Councils (SSROC)
- Other councils.



Wests Tigers stand at Concord Oval Movie night.

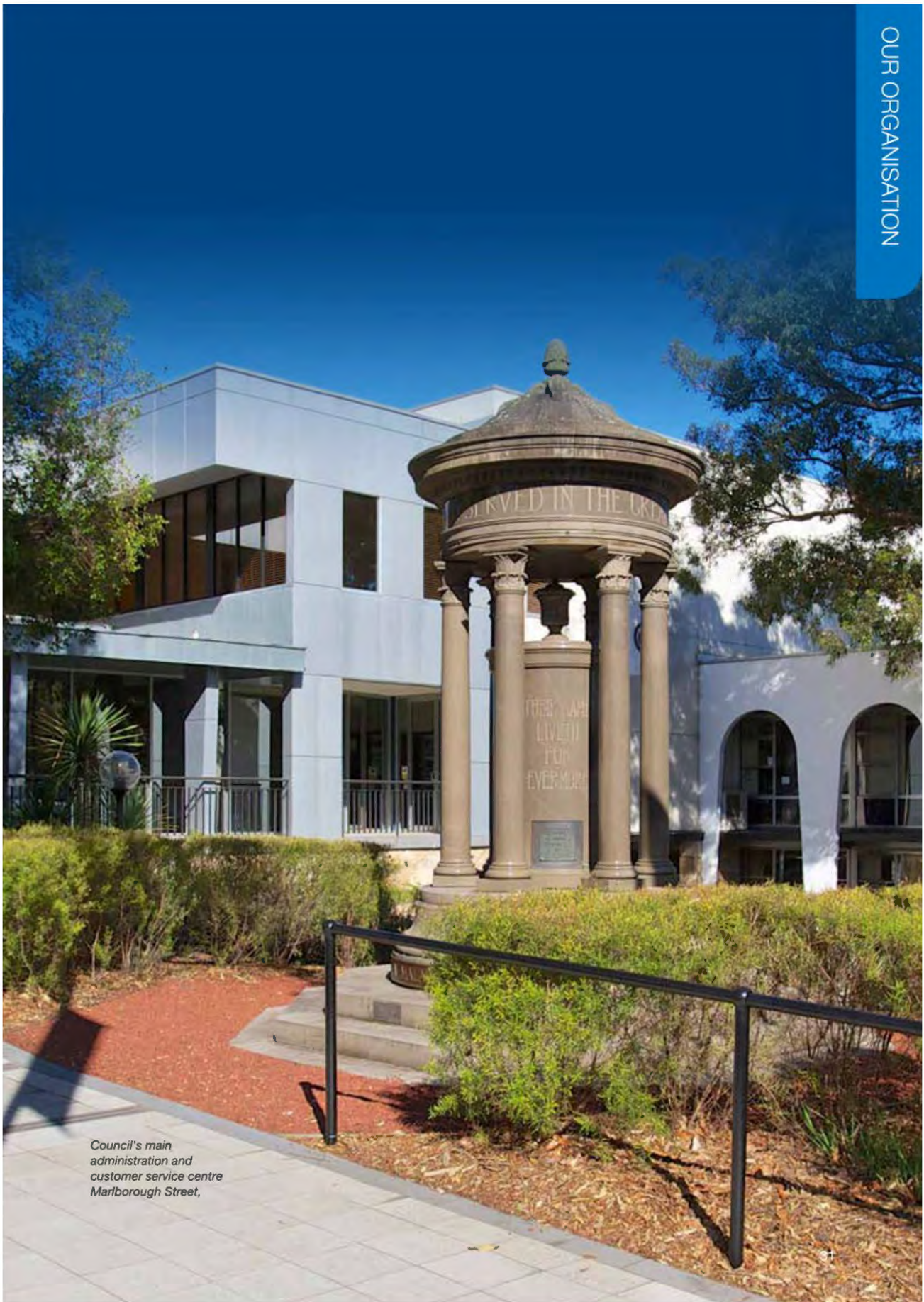


Beats and Eats performer in
Fred Kelly Place, Five Dock.



OUR ORGANISATION

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*Council's main
administration and
customer service centre
Marlborough Street,*

OUR EXECUTIVE

The General Manager and Directors make up Council's executive management team.

The General Manager is responsible for the day to day management of the departments, overall operation of the organisation and for ensuring the implementation of the decisions of Council.

The Directors assist the General Manager in the development of long-term strategic plans and their delivery, while ensuring the organisation is meeting its obligations.



John Clark
General Manager

The General Manager is responsible for the overall performance of the Council as well as Executive Services to the Mayor and Councillors, Organisational Development, and Media and Communications.

Our General Manager is John Clark who has over 20 years of experience in the Local Government Sector.

Before joining the City of Canada Bay, John worked at Waverley Council, where he was the Director of Customer Service and Organisational Development. He has also worked at the City of Ryde and Ku-ring-gai Council as well as in the NSW Government where he served as the Executive Director of Corporate and Operational Services at the Department of Premier and Cabinet.



Russell Wolfe
Director
Community, Culture and Leisure

The Community, Culture and Leisure department delivers services that welcome, connect, celebrate and inspire our community. This includes the libraries, community services, children's services, recreation management, place management and venues management.

This department is about the provision of equitable and accessible activities and facilities for everyone.

Russell has over 20 years of local government experience in managing community and recreation services. He has worked at North Sydney and Warringah Councils, as well as in the UK and has qualifications in geography and sports science, community management and change management.



Monica Cologna
Director
Environment and Planning

Community and Environmental Planning is responsible for all statutory planning matters such as the assessment of development applications and subdivisions, strategic planning, maintaining and upgrading the City's planning framework, environmental health, sustainability, building services, approval of construction certificates, building inspections, health, waste and law enforcement.

Monica has over 20 years of experience in urban planning and design and has worked at Randwick and Cumberland City Councils, as well as in the UK. Monica has qualifications in urban and regional planning and urban design.



Greig Schuetrumpf
Director
City Assets

City Assets is responsible for the planning and delivery of infrastructure, asset management and associated services including traffic management, and provision and stewardship of roads, footpaths and traffic facilities. The service also manages open spaces and community buildings.

City Assets manages the delivery of Council's capital works program such as the recently completed Concord Oval Recreation Centre Precinct and supports the community's disaster management response efforts.

Greig is a senior executive who joined Council in November 2022. He has extensive experience in management of customer services, infrastructure and asset management portfolios for large State Government organisations. Greig's skills in leadership and change management are a strong asset for Council and the community.



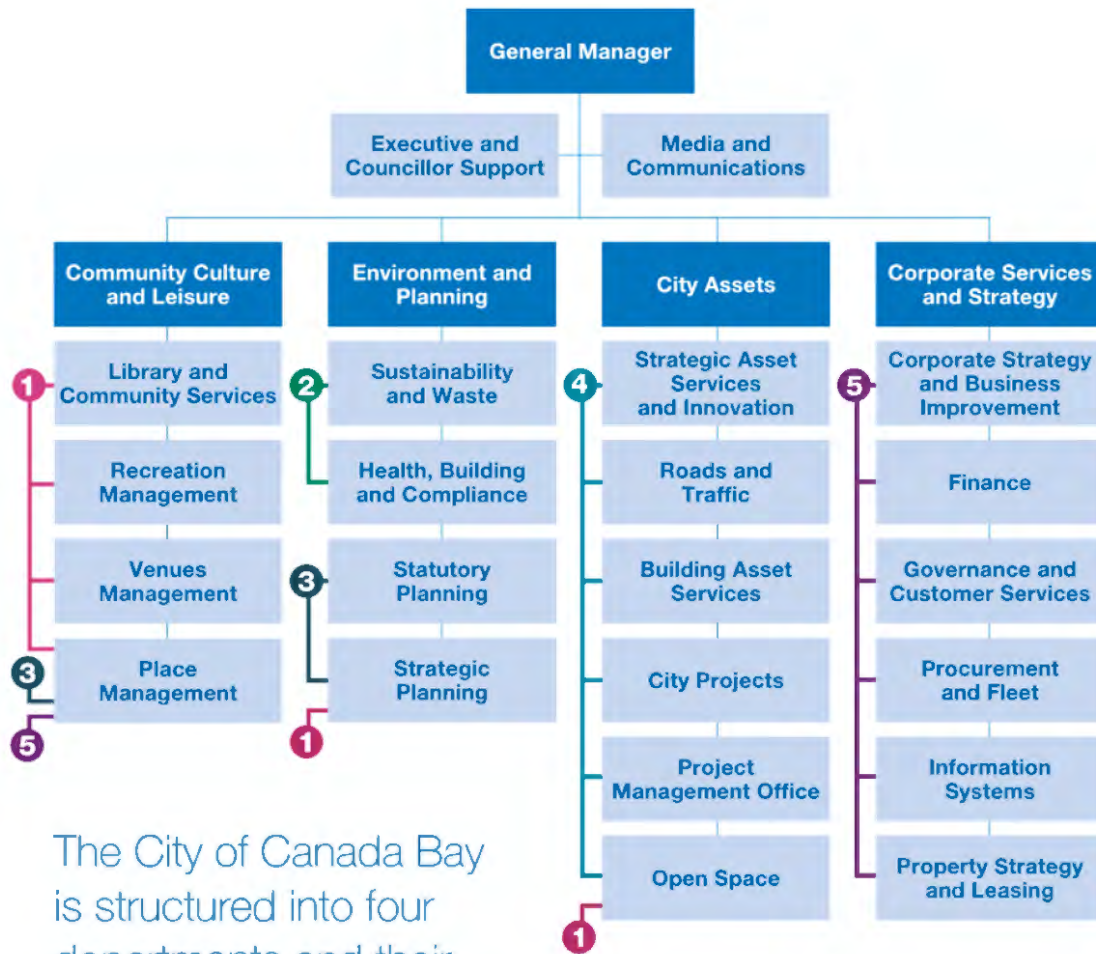
Evan Hutchings
Director
Corporate Services and Strategy

Corporate Services is responsible for finance, the collection of rates, governance and support services, insurance and risk management, maintenance of records, information systems, and customer support.

Corporate Services also provides support to other departments of Council to enable them to fulfil their responsibilities to the community.

Evan brings a wealth of experience having held roles as Director of Corporate Services across several metro and regional NSW Councils including Waverley, Kogarah, Armidale and Cootamundra-Gundagai.

OUR STRUCTURE



The City of Canada Bay is structured into four departments and their alignment with the strategic directions of CSP Our Future 2036 is shown in this structure diagram.

CSP DIRECTION KEY

- 1** Connected community
- 2** A sustainable and thriving community
- 3** Vibrant urban living
- 4** Infrastructure and transport
- 5** Civic leadership

OUR SERVICES

Council's Operational Plan is provided by 360.8* full time equivalent staff across 42 services. The organisation works together towards achievement of the strategic directions of the Community Strategic Plan (CSP). The services, their CSP links and department

are shown below. You can find out more information about the services in Appendix 2: Our services.

Council's Service Teams develop their work plans and budgets annually, guided by the Delivery Program, Community Strategic Plan, Resourcing

CSP	Department	Service
●	CCL	Community services
●	CCL	Early childhood education and care
●	CCL	Libraries
●	CA	Emergency management
●●	EP	Environmental health
●●●	CCL	Place management
●	CCL	Events
●	CA	Recreation management
●	CA	Open space planning
●	CCL	Venue management
●	EP	Environmental sustainability
●	EP	Waste management
●	CA	Tree services
●	CA	Garden services and Bushcare
●●	EP	Strategic planning
●	EP	Statutory planning
●	EP	Building certification and compliance
●	CA	Cleansing services for public areas
●●	CCL	Recreation coordination - Five Dock Leisure Centre and Concord Oval Recreation Centre
●●	CA	Parks and water operations
●●	CA	Sports fields and golf courses
●	CA	City projects
●	CA	Building asset services
●	CA	Infrastructure projects and delivery
●	CA	Strategic asset management
●	CA	Protection and restoration of Council infrastructure
●●	EP	Law enforcement and parking
●	CA	Traffic and transport
●	CA	Road maintenance services
●	ES	People and culture
●	ES	Executive and Councillor support
●	ES	Media and communications
●	CCL	Community engagement
●	CSS	Governance
●	CSS	Customer service
●	CSS	Records management
●	CSS	Risk management
●	CSS	Financial management
●	CSS	Information systems
●	CSS	Corporate strategy and business improvement
●	CSS	Property strategy and leasing
●	CSS	Procurement and fleet

KEY

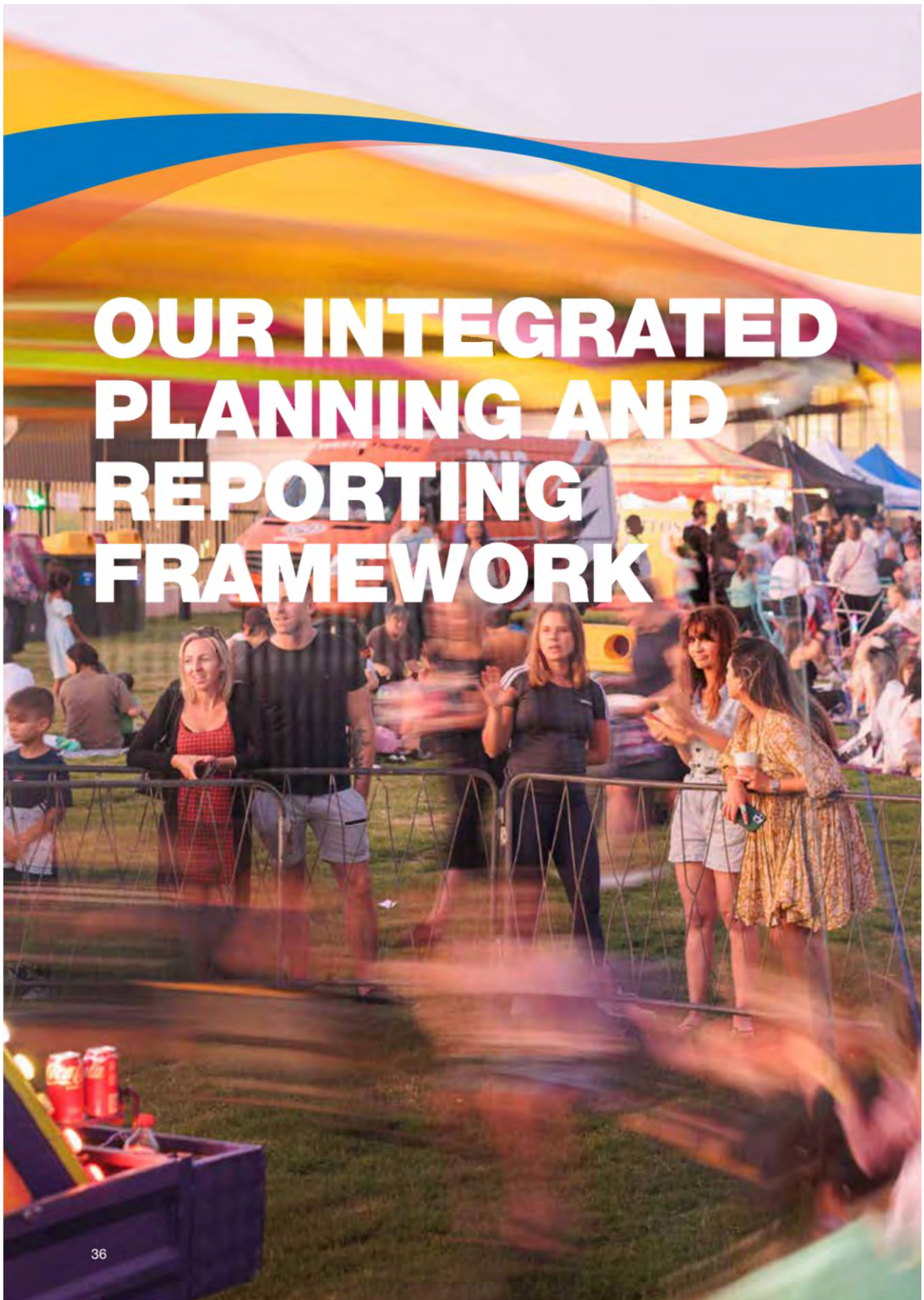
CSP Strategic Direction

- Connected community
- A sustainable and thriving
- Vibrant urban living
- Infrastructure and transport
- Civic leadership

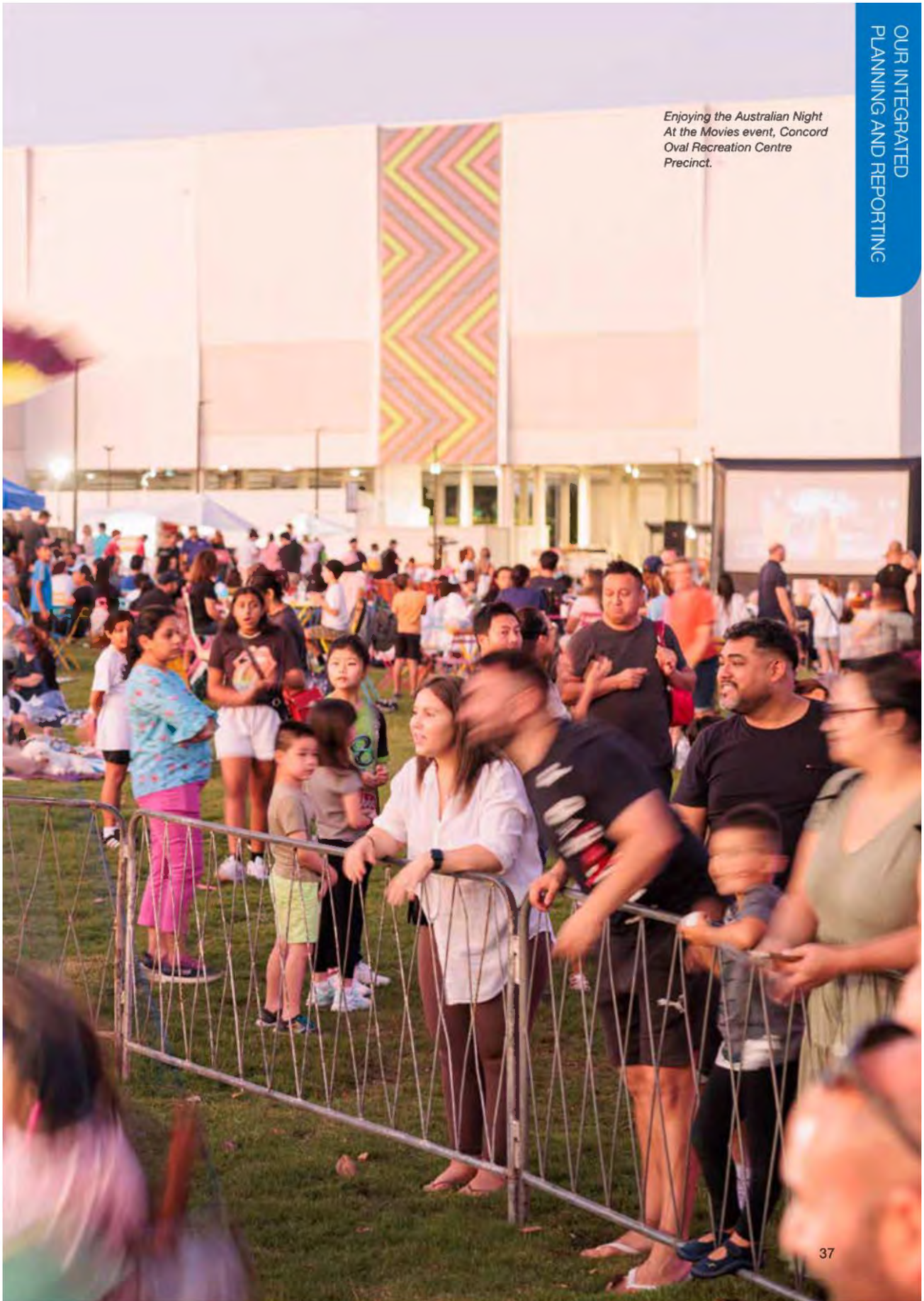
Department

- CCL Community, Culture and Leisure
- EP Environment and Planning
- CA City Assets
- CSS Corporate Services and Strategy
- ES Executive Services

*Source: Council's People and Culture database, full time equivalent staff (FTE) as at 13 March 2023.



*Enjoying the Australian Night
At the Movies event, Concord
Oval Recreation Centre
Precinct.*



DELIVERY PROGRAM AND OPERATIONAL PLAN PURPOSE

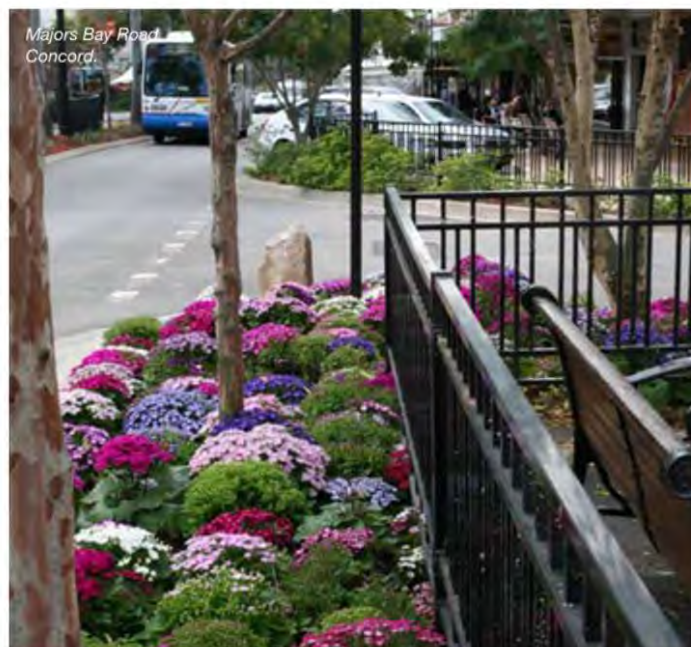
The Delivery Program outlines the actions Council will undertake during its term of office to contribute towards the long-term strategies and desired outcomes of the Community Strategic Plan.

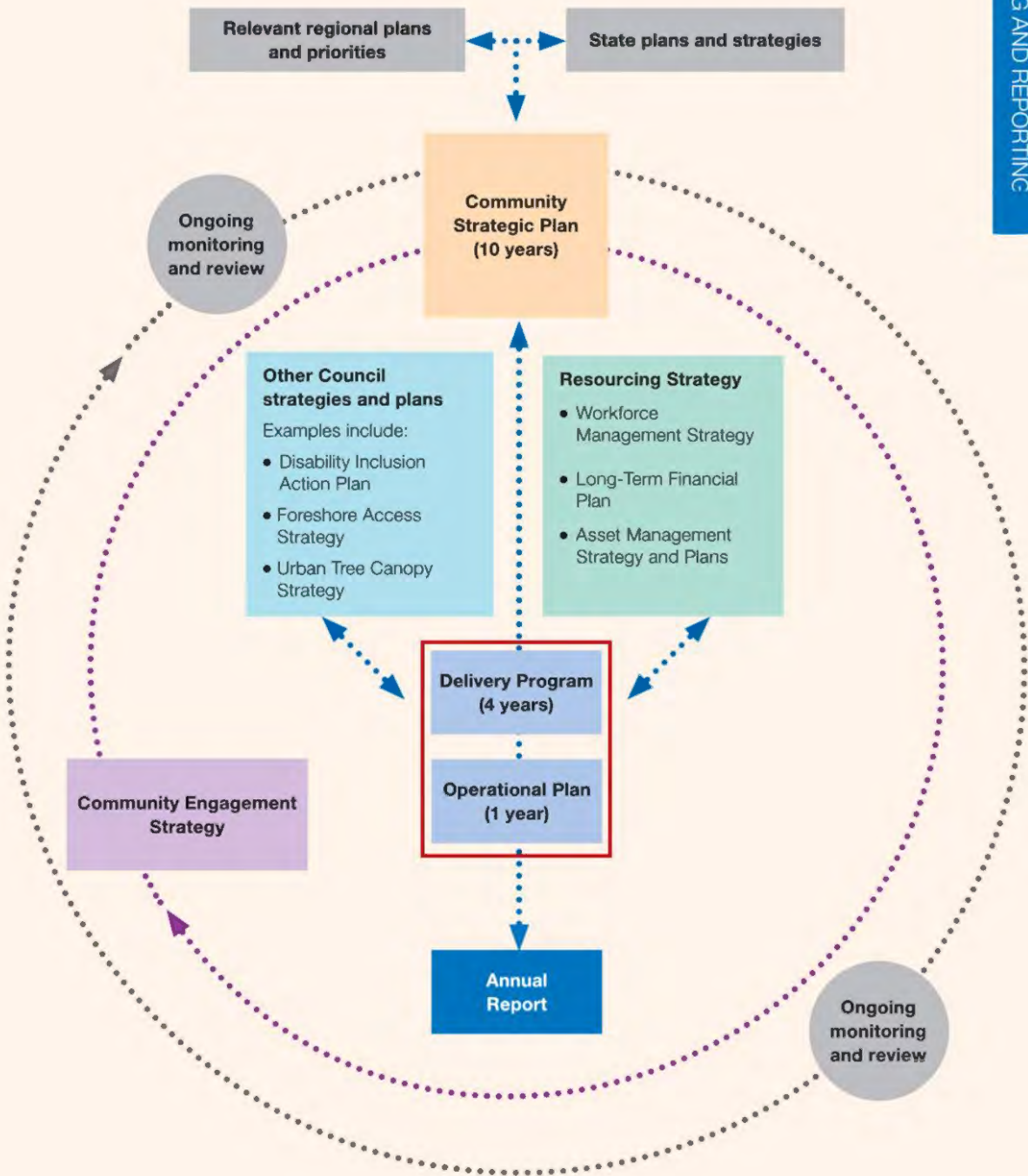
In accordance with legislative requirements, each newly elected council must prepare a new Delivery Program by 30 June in the year following the Local Government elections.

The Operational Plan is a subset of the Delivery Program. In accordance with legislative

requirements, Council must have an Operational Plan adopted before the beginning of each financial year, outlining the activities to be undertaken that year, as part of the Delivery Program.

This document contains the second Operational Plan of Delivery Program 2022-2026.





Source: adapted from the NSW Office of Local Government – Integrated Planning and Reporting Framework. Website: olg.nsw.gov.au

PERFORMANCE MONITORING AND REPORTING

Council's performance in delivering the Operational Plan is reported to the community at six monthly intervals.

Council's performance in respect of the budget is reported to Council at the end of every financial quarter.

Performance towards achievement of the Community Strategic Plan directions and goals is reported each year in the annual report and at the end of each Council term in the State of our City report.

Once these reports have been endorsed by Council, they are published on Council's website.



SERVICE REVIEWS AND CONTINUOUS IMPROVEMENT

In December 2022 an organisation restructure took place to better align services with the Community Strategic Plan: Our Future 2036.

The structure of Council services is key to placing the customer at the centre of everything we do and ensures our service delivery is supported by the right people, great communication and approachable leadership within a framework of accountability.

In addition to this high-level review of the organisation, a formal Service Review Framework will be developed this year to guide the systematic review of all Council services over time. The framework will be the mechanism through which Council identifies services

that require review, as well as how Council will engage with the community and other stakeholders to determine service levels and appropriate measures.

Council's service reviews will examine costs, quality and efficiency of delivery through the collection and analysis of service data that will enable informed decision making. The Service Review Framework will be reported to Council before the end of the financial year and a formal process of service reviews, including at least two services reviewed annually, will commence in 2024-25.

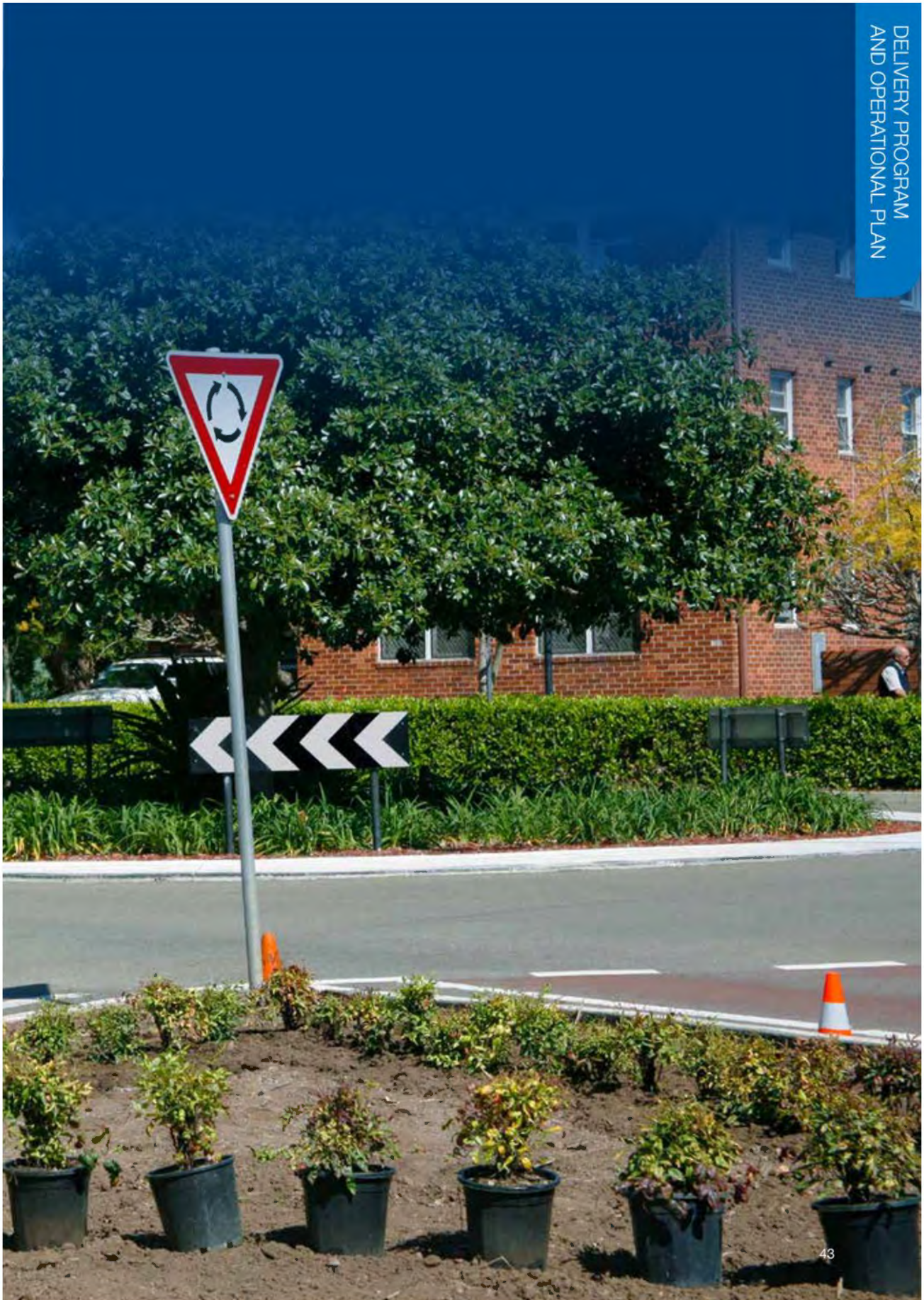


Young athletes competing at Rothwell Park, Concord.

DELIVERY PROGRAM AND OPERATIONAL PLAN

*Council staff tending
to plantings.*

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ABOUT THE DELIVERY PROGRAM OPERATIONAL PLAN

The City of Canada Bay's 2022-26 Delivery Program is a fixed, four-year plan that sets out how Council will deliver its Community Strategic Plan commitments to the community.




How to read this plan: the Delivery Program is structured on the five strategic directions of the Community Strategic Plan and contains the following parts:

Strategic Direction from our CSP

QBL Quadruple Bottom Line

CSP Goals

What you can do

DIRECTION 1: CONNECTED COMMUNITY	
COMMUNITY OUTCOME	
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 SOCIAL	 ENVIRONMENTAL
 CIVIC	
OUR FUTURE 2036 GOALS	
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OUR PARTNERS	
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HOW THE COMMUNITY CAN SUPPORT THIS OUTCOME	
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COUNCIL SERVICES THAT SUPPORT THIS OUTCOME	
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ROGRAM AND

Goal 1.1 Foster an inclusive community where diversity is welcomed and celebrated

STRATEGY 1.1.1 DELIVER COMMUNITY INITIATIVES THAT STRENGTHEN SOCIAL INCLUSION		
Reference	Deliverable	Responsibility
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1.1.1.2	Se consera non pos que doluptatur? Reptas exceriosae peles dolores tiberent, simi, natempel il et ulliquae. Num experio nsequodis aut	Unducimos sitat re
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STRATEGY 1.1.2 SUPPORT VOLUNTEERING PROGRAMS THAT STRENGTHEN SOCIAL INCLUSION AND CONNECTION		
Reference	Deliverable	Responsibility
1.1.2.1	Aximet perit haruptus eum aciandicatin nos ut id qui unducimos sitat re	Unducimos sitat re
1.1.2.2	Aximet perit haruptus eum aciandicatin nos ut id qui unducimos sitat re	Unducimos sitat re
1.1.2.3	Aximet perit haruptus eum aciandicatin nos ut id qui unducimos sitat re	Unducimos sitat re
1.1.2.4	Aximet perit haruptus eum aciandicatin nos ut id qui unducimos sitat re	Unducimos sitat re

The CSP Goal

The Delivery Program (DP) Strategy (4 years)

The annual operational plan deliverables that contribute towards achievement of DP strategies and CSP goals

Quadruple bottom line

The NSW Government's Integrated Planning and Reporting (IPR) framework stipulates that the quadruple bottom line (QBL) is clearly linked to the Community Strategic Plan, Delivery Program and Operational Plan.

The following symbols are shown throughout the Delivery Program to demonstrate how the QBL links to the five strategic directions of the Community Strategic Plan.



SOCIAL



ENVIRONMENTAL



ECONOMIC



CMC

DIRECTION 1: CONNECT

DIRECTION 1: CONNECTED COMMUNITY

COMMUNITY OUTCOME

Our local communities are diverse, inclusive and safe places where all people are valued. Everyone has equitable access to services and facilities, and there are plenty of opportunities for everyone to enjoy active lifestyles both outdoors and indoors.



SOCIAL



ENVIRONMENTAL



CIVIC

OUR FUTURE 2036 GOALS

1. Foster an inclusive community where diversity is welcomed and celebrated
2. Celebrate, recognise, and honour Aboriginal and Torres Strait Islander cultures
3. Provide the community with equitable access to a range of programs, services, and facilities
4. Promote a community where residents feel safe and enjoy good health
5. Provide open space, facilities, and programs that promote active lifestyles

OUR PARTNERS

- Community groups and organisations
- Residents, workers and visitors
- Community services
- Indigenous groups and organisations
- Business and industry
- Sporting bodies and organisations
- Volunteers
- NSW Government

HOW THE COMMUNITY CAN SUPPORT THIS OUTCOME

- Be involved in the community and sporting groups and organisations
- Volunteer in the community and at our libraries
- Participate in community engagement
- Attend community events, festivals and activities
- Participate in programs and activities that celebrate First Nations cultures
- Support local emergency relief groups and efforts

COUNCIL SERVICES THAT SUPPORT THIS OUTCOME

- | | |
|--------------------------------------|-------------------------|
| - Community services | - Place management |
| - Early childhood education and care | - Events |
| - Libraries | - Recreation management |
| - Emergency management | - Open space planning |
| - Environmental health | - Venue management |



DELIVERY PROGRAM
AND OPERATIONAL PLAN

Performers
at the Lunar
New Year
Celebrations in
Rhodes.

DIRECTION 1: DELIVERY PROGRAM GOALS, STRATEGIES, AND

Goal 1.1 Foster an inclusive community where diversity is welcomed and celebrated

STRATEGY 1.1.1 DELIVER COMMUNITY INITIATIVES THAT STRENGTHEN SOCIAL INCLUSION		
Reference	Deliverable	Responsibility
1.1.1.1	Develop a Social Sustainability Strategy.	Manager Strategic Planning
1.1.1.2	Deliver Council's annual program of festivals and events, including new events in the Concord Oval precinct.	Manager Place Management

STRATEGY 1.1.2 SUPPORT VOLUNTEERING PROGRAMS THAT STRENGTHEN SOCIAL INCLUSION AND CONNECTION		
Reference	Deliverable	Responsibility
1.1.2.1	Pilot Duke of Edinburgh volunteering project for young people in the library.	Manager Library and Community Services

STRATEGY 1.1.3 DELIVER INITIATIVES THAT ADDRESS LOCAL HOUSING AFFORDABILITY		
Reference	Deliverable	Responsibility
1.1.3.1	Review and update the Affordable Housing Management Guidelines.	Manager Property Strategy and Leasing

Goal 1.2 Celebrate, recognise, and honour Aboriginal and Torres Strait Islander cultures

STRATEGY 1.2.1 INCREASE OPPORTUNITIES TO CELEBRATE ABORIGINAL AND TORRES STRAIT ISLANDER CULTURES		
Reference	Deliverable	Responsibility
1.2.1.1	Deliver the Reflect Reconciliation Action Plan (RAP) and identify ten actions to be included in the upcoming Innovations RAP, and host four local Aboriginal meet-up events.	Manager Place Management
1.2.1.2	Develop a library program of First Nations knowledge workshops and cultural activities	Manager Library and Community Services

AM AND OPERATIONAL ACTIVITIES



Goal 1.3 Provide the community with equitable access to a range of programs, services, and facilities

STRATEGY 1.3.1 DELIVER COMMUNITY AND CULTURAL FACILITIES THAT RESPOND TO THE DIVERSE NEEDS OF THE COMMUNITY		
Reference	Deliverable	Responsibility
1.3.1.1	Investigate the use of smart technology to provide pin code access to Council's venues for hire.	Venues Manager
1.3.1.2	Implement Collection HQ platform to improve management of library collections.	Manager Library and Community Services

STRATEGY 1.3.2 DELIVER PROGRAMS, SERVICES, AND FACILITIES THAT INCREASE COMMUNITY CONNECTION		
Reference	Deliverable	Responsibility
1.3.2.1	Deliver the "Canada Bay Makes" festival for artists and creatives.	Manager Library and Community Services
1.3.2.2	Expand "The Lab" recreational technology program for 10-16 year olds on the autism spectrum.	Manager Library and Community Services

Goal 1.4 Promote a community where residents feel safe and enjoy good health

STRATEGY 1.4.1 IMPLEMENT INITIATIVES THAT CONTRIBUTE TO THE COMMUNITY'S SENSE OF SAFETY AND WELLBEING		
Reference	Deliverable	Responsibility
1.4.1.1	Embed the child safe principles into the organisation in accordance with the results of Council's Child Safe Self-Assessment action report.	Manager Library and Community Services
1.4.1.2	Conduct Crime Prevention through Environmental Design (CPTED) audits in partnership with Burwood Local Area Command.	Manager Open Space

STRATEGY 1.4.2 IMPLEMENT INITIATIVES THAT SUPPORT LOCAL RESILIENCE AND ADAPTABILITY		
Reference	Deliverable	Responsibility
1.4.2.1	Conduct a review of evacuation centres in the local Emergency Management Plan (EMPLAN) and assess alignment with Resilience NSW guidelines.	Manager Roads and Traffic
1.4.2.2	Develop a Disaster Recovery Plan in collaboration with the Local Emergency Management Committee.	Manager Roads and Traffic

STRATEGY 1.4.3 CONTINUOUSLY IMPROVE PUBLIC AND ENVIRONMENTAL HEALTH SERVICES TO SUPPORT HEALTH AND SAFETY OF RESIDENTS

This Delivery Program strategy is being delivered in the Health, Building and Compliance service work plan.

Goal 1.5 Provide open space, facilities, and programs that promote active lifestyles

STRATEGY 1.5.1 IMPROVE QUALITY AND CAPACITY OF OPEN SPACE TO SUPPORT A DIVERSITY OF RECREATION ACTIVITIES

Reference	Deliverable	Responsibility
1.5.1.1	Complete installation of infrastructure that supports off-leash dog parks.	Manager Open Space

STRATEGY 1.5.2 INVESTIGATE OPPORTUNITIES FOR NEW AND CONNECTED OPEN SPACES, RECREATION FACILITIES, AND PROGRAMS

Reference	Deliverable	Responsibility
1.5.2.1	Prepare the operational management plan for the upcoming Rhodes Recreation Centre.	<ul style="list-style-type: none"> - Manager Recreation Management - Venues Manager - Manager Library and Community Services - Manager Place Management

SPECIAL RATE VARIATION PROJECTS			
Reference	Deliverable	SRV Budget 2023-24	Responsibility
1.1.1 1.2.1 1.3.2	Deliver expanded community development services, including programs and initiatives: <ul style="list-style-type: none"> • That enable the culture and knowledge of First Nations people to be shared • For young people, older people, people living with a disability, and residents in higher density and growing communities 	\$500,000	Manager Library and Community Services
1.3.2 1.5.1	Use increased resources in open space asset management in: <ul style="list-style-type: none"> • Vegetation maintenance at parks, traffic devices and shopping strips • Routine and reactive maintenance of parks and reserves • Sports field maintenance • Plans of management and masterplans for community and Crown land 	\$670,000	Manager Open Space

PERFORMANCE MEASURES			
Measure	Baseline	Target	Frequency of reporting
Number of library service visitors, including the Learning Space*	200,000 yearly (2022-23)	Maintain or increase	Every six months
Number of library service members*	34,000 members (2022-23)	Maintain or increase	Annually
Number of community groups and organisations supported during the year*	20 (2022-23)	Maintain or increase	Annually
Percentage capacity of Council's recreational bus trips for senior residents*	65% (2021-22)	70%	Every six months

* Outcomes that Council can control

** Outcomes that Council can influence

DIRECTION 2: A SUSTAINABLE AND THRIVING ENVIRONMENT

DIRECTION 2: SUSTAINABLE AND THRIVING ENVIRONMENT

COMMUNITY OUTCOME

By working together, greenhouse gas emissions are reduced across the area. We send less waste to landfill and more of our materials are recycled and reused. The City of Canada Bay will be home to more and healthier flora and fauna and our tree canopy will have increased. The quality of our foreshores and waterways will be enhanced and there will be more foreshore recreational opportunities.



ENVIRONMENTAL



SOCIAL

OUR FUTURE 2036 GOALS

1. Reduce greenhouse gas emissions
2. Increase urban tree canopy
3. Reduce waste to landfill through avoidance and increased recycling and reuse
4. Enhance and protect native flora and fauna to support local biodiversity
5. Improve access to, and enhance the quality of, the City's foreshore and waterways

OUR PARTNERS

- Residents, community groups and organisations
- Business and industry
- Environmental groups and organisations
- Community services
- Local schools and childcare
- Indigenous groups and organisations
- Volunteers
- Resilient Sydney Network
- NSW Government
- NSW Environment Protection Authority
- Parramatta River Catchment Group

HOW THE COMMUNITY CAN SUPPORT THIS OUTCOME

- Volunteer to protect the natural environment
- Take action at home to recycle, reuse, reduce consumption, and divert waste from landfill
- Plant and preserve more trees and build biodiversity in gardens and balconies
- Reduce litter by placing litter in the bin or taking it home if bins are full
- Implement sustainable living practices in your own home
- Install solar panels, buy renewable energy, and reduce energy consumption
- Help to create and use community gardens

COUNCIL SERVICES THAT SUPPORT THIS OUTCOME

- Environmental sustainability
- Waste management
- Tree services
- Garden services and bushcare



NABLE AND T



*Dropping e-waste
during a Council
drop off event.*

DIRECTION 2: DELIVERY PROGR PLAN GOALS, STRATEGIES, AND

Goal 2.1 Reduce greenhouse gas emissions

STRATEGY 2.1.1 LEAD INITIATIVES THAT EMPOWER THE COMMUNITY TO REACH EMISSIONS TARGETS, TRANSITION TO RENEWABLE ENERGY, AND IMPROVE CLIMATE RESILIENCE		
Reference	Deliverable	Responsibility
2.1.1.1	Develop a roadmap for net zero carbon waste service delivery.	Manager Sustainability and Waste
2.1.1.2	Review the Sustainable Food Strategy and incorporate into Climate Resilience Framework and Environmental Strategy.	Manager Sustainability and Waste

Goal 2.2 Increase urban tree canopy

STRATEGY 2.2.1 ENCOURAGE RESIDENTS AND STAKEHOLDERS TO PLANT, RETAIN, AND MAINTAIN THE URBAN TREE CANOPY		
Reference	Deliverable	Responsibility
2.2.1.1	Commence a review of actions and targets within the Urban Canopy Strategy.	Manager Open Space
2.2.1.2	Finalise the Street Tree Masterplan and tree inventory database.	Manager Open Space

Goal 2.3 Reduce waste to landfill through avoidance, increased recycling, and reuse

STRATEGY 2.3.1 DELIVER BEST PRACTICE PROGRAMS THAT REDUCE WASTE TO LANDFILL AND PROMOTE A CIRCULAR ECONOMY		
Reference	Deliverable	Responsibility
2.3.1.1	Implement onsite programs for collection of difficult to recycle materials in apartments.	Manager Sustainability and Waste
2.3.1.2	Undertake procurement for new waste collection, processing and disposal contracts.	Manager Sustainability and Waste
2.3.1.3	Evaluate food organic garden organic (FOGO) trial outcomes and investigate options for future implementation of food organics service.	Manager Sustainability and Waste
2.3.1.4	Upgrade and investigate expansion of recycling drop-off stations at Council facilities.	Sustainability and Waste
2.3.1.5	Develop a school resource recovery engagement program.	Manager Sustainability and Waste

AM AND OPERATIONAL ACTIVITIES



STRATEGY 2.3.2 DELIVER INNOVATIVE PROGRAMS AIMED AT REDUCING ILLEGAL DUMPING AND LITTERING IN CITY STREETS AND PARKS

Reference	Deliverable	Responsibility
2.3.2.1	Implement a campaign for illegal dumping targeting a key issue.	Manager Sustainability and Waste

Goal 2.4 Enhance and protect native flora and fauna to support local biodiversity

STRATEGY 2.4.1 DELIVER INITIATIVES THAT PROTECT, MANAGE, AND RESTORE THE CITY'S HABITAT AREAS, FAUNA, AND NATIVE SPECIES

Reference	Deliverable	Responsibility
2.4.1.1	Review and update the Biodiversity Framework.	Manager Sustainability and Waste
2.4.1.2	Deliver community biodiversity initiatives: <ul style="list-style-type: none"> Promote understory planting on private land Deliver an education program/campaign to protect threatened species Deliver Places to Roam Grant, installing a permanent community nature trail to educate community about local flora and fauna 	Manager Sustainability and Waste
2.4.1.3	Prepare a project plan for reviewing and updating Council's Flora and Fauna Study, including a review of associated policy, processes and corporate training.	Manager Sustainability and Waste

Goal 2.5 Improve access to, and enhance the quality of, foreshore and waterways

STRATEGY 2.5.1 IMPLEMENT INITIATIVES TO EXPAND, ENHANCE, AND PROMOTE PUBLIC SPACES AND PATHS ALONG THE FORESHORE

This Delivery Program strategy is being delivered in the Strategic Planning and Open Space service work plans.

STRATEGY 2.5.2 WORK WITH THE PARRAMATTA RIVER CATCHMENT GROUP TO DELIVER THE PARRAMATTA RIVER MASTERPLAN

Reference	Deliverable	Responsibility
2.5.2.1	Implement and support the Parramatta River Masterplan.	Manager Open Space
2.5.2.2	Maintain membership of Parramatta River Catchment Group and host its office at the Five Dock Depot.	Manager Open Space

SPECIAL RATE VARIATION PROJECTS			
Reference	Deliverable	SRV Budget 2023-24	Responsibility
2.1.1	Deliver environmental sustainability initiatives focussed on: <ul style="list-style-type: none"> • Energy efficiency and solar implementation • Outcomes from Council's Electric Vehicle (EV) Strategy and Action Plan • Litter and illegal dumping • Promoting sustainable food for vulnerable residents • Increase environmental community grants funding for eligible organisations 	\$130,000	Manager Sustainability and Waste
2.1.1	Deliver projects which support the Climate Resilience Framework and adaptation plan focussing on climate risk including water sensitive urban design	\$120,000	Manager Sustainability and Waste
2.2.1	Increased resources to expand tree maintenance and management services.	\$245,000	Manager Open Space
2.4.1	Deliver enhanced programs that are focussed on Flora and Fauna and biosecurity obligations outlined in Council's updated Biodiversity Framework	\$155,000	Manager Sustainability and Waste

PERFORMANCE MEASURES			
Measure	Baseline	Target	Frequency of reporting
Net emissions (tonnes CO2-e) from Council operations*	7,579 t CO2-e (2017-18)	<ul style="list-style-type: none"> • 2,983 t CO2-e by 2025 • Zero CO2-e by 2030 	Annually
Net emissions (tonnes CO2-e) from the City of Canada Bay Community**	772,220 t CO2-e (2017-18)	<ul style="list-style-type: none"> • 351,682 t CO2-e by 2035 • Zero CO2-e by 2050 	Annually***
Kilograms per year of domestic waste stream to landfill per resident**	190kg/per annum (2019-20)	Decrease	Annually
Number of trees planted**	800 (2019-20)	1,500	Annually

* Outcomes that Council can control

** Outcomes that Council can influence

*** Annual total community emissions data has a lag of 12 months from reporting year



*Dropping e-waste during a
Council drop off event.*

DIRECTION 3: VIBRANT URBAN LIVING

DIRECTION 3: VIBRANT URBAN LIVING

COMMUNITY OUTCOME

Our local villages and town centres are welcoming and active community hubs with opportunities to participate in varied art, culture and creative activities. Our City is welcoming and supportive of business and the local economy is strong. The built environment respects the unique character of our neighborhoods and responds to the needs of our growing community.



ECONOMIC



SOCIAL

OUR FUTURE 2036 GOALS

1. Create vibrant local village centres and community hubs
2. Improve access to local art, culture and creative activities
3. Promote the City as an attractive, welcoming place to do business
4. Ensure the built environment respects the unique neighbourhood character and responds deftly to evolving community needs

OUR PARTNERS

- Community groups and organisations
- Residents, workers and visitors
- Business and industry
- Chambers of Commerce
- Volunteers
- Resilient Cities Network (Sydney)
- Southern Sydney Regional Organisation of Councils (SSROC)
- NSW Government

HOW THE COMMUNITY CAN SUPPORT THIS OUTCOME

- Sponsor and attend local events and activities, including creative and cultural programs and activities or local business forums
- Shop local
- Report safety and maintenance issues
- Celebrate our local heritage

COUNCIL SERVICES THAT SUPPORT THIS OUTCOME

- Strategic planning
- Statutory planning
- Building certification and compliance
- Cleansing services for public areas
- Council venue hire
- Recreation coordination – Five Dock Leisure Centre and Concord Oval Recreation Centre
- Parks and water operations
- Sports fields and golf courses



Drummoyne Shared Spaces opening at Church Street.

DIRECTION 3: DELIVERY PROGRAM GOALS, STRATEGIES, AND

Goal 3.1 Create vibrant local village centres and community hubs

STRATEGY 3.1.1 IMPLEMENT A MULTIDISCIPLINARY AND COLLABORATIVE PLACE MANAGEMENT APPROACH TO MAXIMISE CITY-WIDE SOCIAL, ECONOMIC, AND ENVIRONMENTAL OUTCOMES

Reference	Deliverable	Responsibility
3.1.1.1	Deliver at least two initiatives from the North Strathfield Action Plan, Rhodes Place Plan and the Mortlake Place Plan.	Manager Place Management

Goal 3.2 Improve access to local art, culture, and creative activities

STRATEGY 3.2.1 DELIVER INNOVATIVE AND ACCESSIBLE ARTS AND CULTURAL PROJECTS, PROGRAMS, AND CREATIVE ACTIVITIES

Reference	Deliverable	Responsibility
3.2.1.1	Deliver a digital artist in residency program for use in Drummoyne, Five Dock and Rhodes.	Manager Place Management
3.2.1.2	Deliver two public art installations and three arts activations on the Rhodes foreshore as part of a graffiti management grant.	Manager Place Management
3.2.1.3	Launch an Arts Committee for the City of Canada Bay and establish its membership and program.	Manager Place Management

STRATEGY 3.2.2 ENCOURAGE INTEGRATION OF PUBLIC ART AND DESIGN IN KEY SITES AROUND THE CITY

Reference	Deliverable	Responsibility
3.2.2.1	Develop a Public Art Hoardings Policy and establish the asset library required for its delivery.	Manager Place Management

Goal 3.3 Promote the City as an attractive, welcoming place to do business

STRATEGY 3.3.1 SUPPORT AND PROMOTE AN ENLIVENED EVENING ECONOMY

Reference	Deliverable	Responsibility
3.3.1.1	Deliver the evening economy program offering a minimum of eight evening events in partnership with local businesses across the City.	Manager Place Management

AM AND OPERATIONAL ACTIVITIES



STRATEGY 3.3.2 PROVIDE ECONOMIC DEVELOPMENT ACTIVITIES IN PARTNERSHIP TO STIMULATE THE LOCAL ECONOMY		
Reference	Deliverable	Responsibility
3.3.2.1	Conduct business and economic development programs in priority places, including providing support for local businesses in the Five Dock town centre to address the challenges associated with the Sydney Metro delivery program.	Manager Place Management

Goal 3.4 Ensure the built environment respects neighbourhood character and responds deftly to evolving community need

STRATEGY 3.4.1 EFFECTIVELY PLAN FOR FUTURE GROWTH BY BALANCING REGIONAL PRIORITIES WITH LOCAL VALUES		
Reference	Deliverable	Responsibility
3.4.1.1	Review and update the Local Strategic Planning Statement.	Manager Strategic Planning
3.4.1.2	Investigate opportunities to protect Local Character.	Manager Strategic Planning
3.4.1.3	Review and update background strategies used to inform the Local Strategic Planning Statement.	Manager Strategic Planning

STRATEGY 3.4.2 IMPLEMENT BEST PRACTICE LAND USE PLANNING AND CONSTRUCTION APPROACHES TO DELIVER QUALITY DEVELOPMENT OUTCOMES		
Reference	Deliverable	Responsibility
3.4.2.1	Review the Development Control Plan to ensure best practice waste management.	Manager Sustainability and Waste

SPECIAL RATE VARIATION PROJECTS			
Reference	Deliverable	SRV Budget 2023-24	Responsibility
3.1.1	Use of expanded town centre and footpath sweeping resources to support amenity and vibrancy of town centres.	\$400,000	Manager Roads and Traffic
3.2.1	Maintain Council's festival and events program.	\$150,000	Manager Place Management
3.4.1	Deliver the following commitments under State Government-led strategies: <ul style="list-style-type: none"> • Prepare background studies for Stage 2 of the Parramatta Road Corridor • Prepare Planning Proposal and draft Development Control Plan for Stage 2 of the Parramatta Road Corridor • Prepare Master Plan and supporting studies for precincts surrounding Metro stations. 	\$600,000	Manager Strategic Planning
3.4.2	Engage and apply increased resources to augment the Faster Local Approvals Grant (FLAG) project which is reducing assessment times for Development Applications.	\$300,000	Manager Statutory Planning

PERFORMANCE MEASURES			
Measure	Baseline	Target	Frequency of reporting
Percentage of people and businesses who agree town centres are vibrant**	57% (2019-20)	Maintain or improve	Biennially (every two years)
Median number of days to assess Development Applications*	83 days (2019-20)	Decrease	Annually
Percentage of planned environmental health inspections completed according to the inspection schedule*	- new measure	100%	Six monthly and annually

* Outcomes that Council can control

** Outcomes that Council can influence



DIRECTION 4: INFRASTR TRANSPORT

DIRECTION 4: INFRASTRUCTURE AND TRANSPORT

COMMUNITY OUTCOME

Traffic and parking are managed well to improve road and pedestrian safety and minimise congestion. There are more opportunities to walk, cycle and use public transport. Our public assets – including parks, seawalls, roads and cycleways – are in great condition and able to meet growing local and visitor population demands.



SOCIAL



ECONOMIC



ENVIRONMENTAL

OUR FUTURE 2036 GOALS

1. Manage local assets to ensure they continue to meet community needs and address climate adaptation
2. Manage traffic and parking to minimise congestion and increase road safety
3. Encourage active and accessible transport opportunities

OUR PARTNERS

- Community groups and organisations
- Business and industry
- Chambers of Commerce
- Southern Sydney Regional Organisation of Councils (SSROC)
- NSW Government
- Transport for NSW
- Federal Government

HOW THE COMMUNITY CAN SUPPORT THIS OUTCOME

- Have your say during community engagement
- Provide feedback on public exhibitions of policies, strategies, and plans
- Choose to walk, cycle, and use public transport to get around
- Report any issues with roads and footpaths to Council

COUNCIL SERVICES THAT SUPPORT THIS OUTCOME

- City projects
- Building asset services
- Infrastructure projects and delivery
- Strategic asset management
- Protection and restoration of Council infrastructure
- Law enforcement and parking
- Traffic and transport
- Road maintenance services

UCTURE AND



DELIVERY PROGRAM
AND OPERATIONAL PLAN



*View towards the Sydney
CBD along Victoria
Road, Drummoyne.*

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DIRECTION 4: DELIVERY PROGRAM GOALS, STRATEGIES, AND

Goal 4.1 Manage local assets to ensure they continue to meet community needs and address climate adaption

STRATEGY 4.1.1 ENSURE THAT COUNCIL'S BUILDINGS, PARKS, STORMWATER AND SEAWALLS, AND INFRASTRUCTURE ASSETS ARE CLIMATE RESILIENT AND ABLE TO SUPPORT A GROWING COMMUNITY

Reference	Deliverable	Responsibility
4.1.1.1	Develop Powells Creek Flood Plain Risk Management Plan.	Manager Strategic Asset Services and Innovation

STRATEGY 4.1.2 PROACTIVELY MANAGE AND MAINTAIN COUNCIL'S LOCAL ROAD AND FOOTPATH NETWORK

This Delivery Program strategy is being delivered in the Roads and Traffic service work plan.

Goal 4.2 Manage traffic and parking to minimise congestion and improve road safety

STRATEGY 4.2.1 PLAN, DELIVER, AND MANAGE TRAFFIC AND PARKING SO THAT IT CAN BETTER SUPPORT POPULATION CHANGE

This Delivery Program strategy is being delivered in the Roads and Traffic service work plan.

Goal 4.3 Encourage active and accessible transport opportunities

STRATEGY 4.3.1 SUPPORT AND ADVOCATE FOR SAFE AND ACCESSIBLE ACTIVE AND PUBLIC TRANSPORT NETWORKS

Reference	Deliverable	Responsibility
4.3.1.1	Engage with Metro West to contribute to the appropriate design of new stations and integration with other public transport services and active transport links.	Roads and Traffic

AM AND OPERATIONAL ACTIVITIES



SPECIAL RATE VARIATION PROJECTS			
Reference	Deliverable	SRV Budget 2023-24	Responsibility
4.1.1	Increased footpath maintenance targeting trip hazard reduction.	\$220,000	Manager Roads and Traffic
4.1.1	Apply increased resources to maintain and renew drainage assets identified through Council's stormwater pipeline CCTV inspections.	\$100,000	Manager Strategic Asset Services and Innovation
4.1.1	Use of increased resources for maintenance and management of buildings to achieve target levels of service identified in the building asset management plan.	\$590,000	Manager Building Asset Services
4.1.2	Increased resources for strategic traffic management, resulting in improved delivery of traffic management outcomes.	\$200,000	Manager Roads and Traffic

PERFORMANCE MEASURES			
Measure	Baseline	Target	Frequency of reporting
Number of participants in car safety seat fitting and road safety activities*	- new measure	Maintain or increase	Annually
Metres of new active travel assets (footpaths, shared paths, on-road cycleways) delivered.*	n/a	Workload measure (delivered per program)	Annually
Percentage of road surfaces rated in satisfactory condition or better.*	91% (2019-20)	>90%	Annually

* Outcomes that Council can control

DIRECTION 5: CIVIC LEADERSHIP

DIRECTION 5: CIVIC LEADERSHIP

COMMUNITY OUTCOME

Council leads the way with ethical and effective decision making to ensure a sustainable, financially secure, and resilient future for the City of Canada Bay. It is easy for people to find out about what is happening in their community and how they can get involved in decisions that affect them. Our community's quality of life is improved by thoughtful use of 'smart city' technology.



CIVIC



ENVIRONMENTAL



ECONOMIC

OUR FUTURE 2036 GOALS

1. Council is accountable, efficient, and ready to meet future challenges
2. Council is supported by a skilled and efficient workforce that is equipped to meet the needs of a growing community
3. Council works with partners to actively shape the City's future
4. The City of Canada Bay community is well informed and eager to engage in issues and decisions that impact them

OUR PARTNERS

- Community groups and organisations
- Residents and ratepayers
- Business and industry
- Southern Sydney Regional Organisation of Councils (SSROC)
- Office of Local Government
- NSW Government
- Federal Government

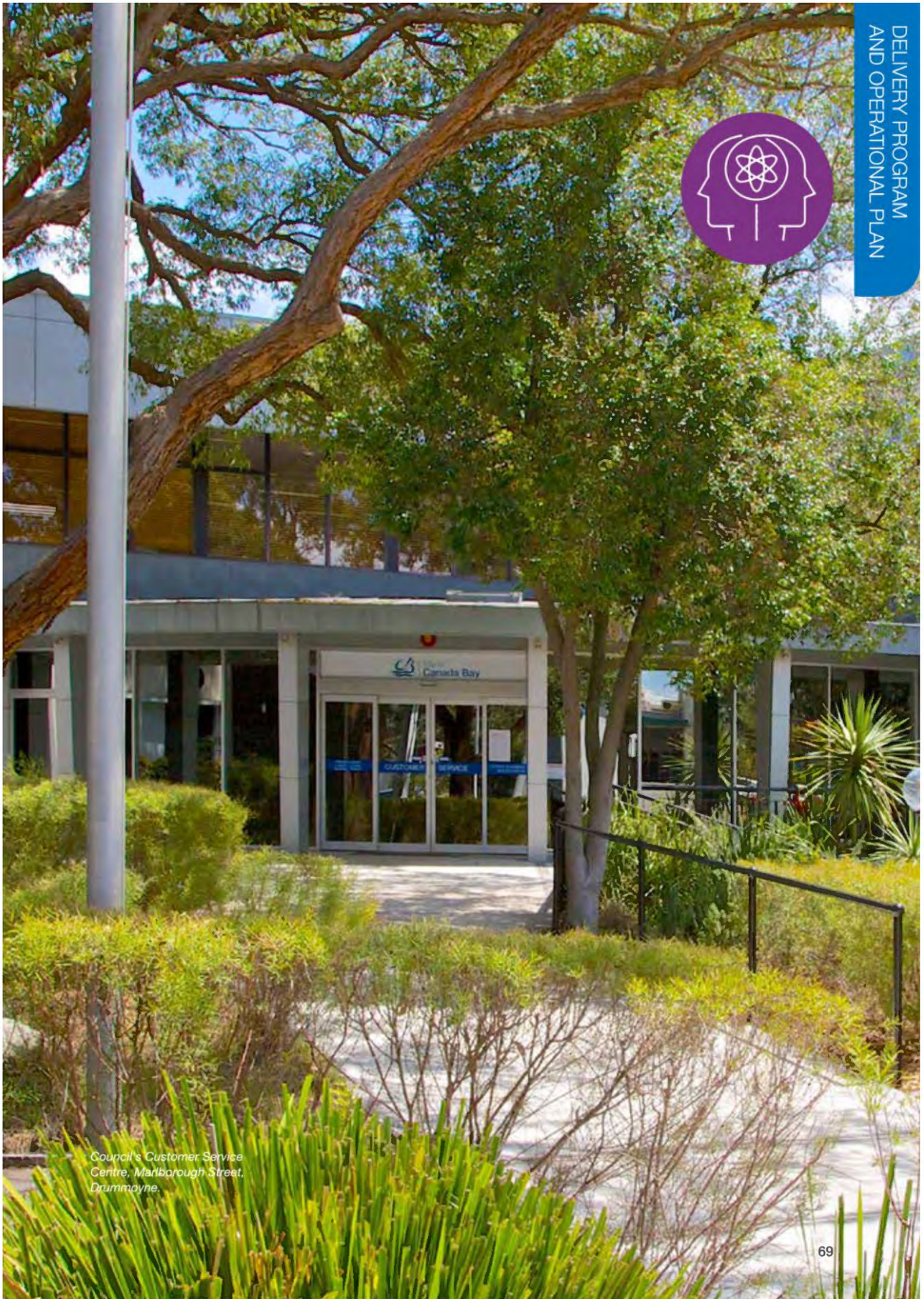
HOW THE COMMUNITY CAN SUPPORT THIS OUTCOME

- Learn about how Council operates and how decisions are made
- Participate in community engagement events related to finance, environment, and high-profile projects
- Get to know what Council does through newsletters and other communication channels, including social media
- Interact with and use Council's smart technology, including smart parking and smart signs

HOW THE COMMUNITY CAN SUPPORT THIS OUTCOME

- | | |
|------------------------------------|---|
| - People and culture | - Risk management |
| - Executive and Councillor support | - Financial management |
| - Media and communications | - Information systems |
| - Community engagement | - Business improvement and corporate strategy |
| - Governance | - Property strategy and leasing |
| - Customer Service | - Procurement and fleet |
| - Records management | |

DELIVERY PROGRAM
AND OPERATIONAL PLAN



*Council's Customer Service
Centre, Marlborough Street,
Drummoyne.*

DIRECTION 5: DELIVERY PROGR PLAN GOALS, STRATEGIES, AND

Goal 5.1 Council is accountable, efficient, and ready to meet future challenges

STRATEGY 5.1.1 ENSURE DECISION MAKING IS OPEN, ACCOUNTABLE, AND INFORMED BY INTEGRATED PLANNING AND RISK MANAGEMENT		
Reference	Deliverable	Responsibility
5.1.1.1	Review and relaunch the enterprise risk management framework and develop a platform for management of risk registers.	Manager Governance and Customer Service
5.1.1.2	Review and relaunch the Fraud and Corruption Control framework.	Manager Governance and Customer Service
5.1.1.3	Develop and implement the Safer Driver training program for fleet drivers.	Manager Governance and Customer Service

STRATEGY 5.1.2 STRENGTHEN COUNCIL'S FINANCIAL OPERATIONS AND PROCESSES		
Reference	Deliverable	Responsibility
5.1.2.1	Develop draft Community Leasing Policy.	Manager Property Strategy and Leasing
5.1.2.2	Develop Property Strategy and Guidelines.	Manager Property Strategy and Leasing

STRATEGY 5.1.3 IMPLEMENT ENVIRONMENTAL EFFICIENCY MEASURES ACROSS COUNCIL ASSETS AND SERVICES		
Reference	Deliverable	Responsibility
5.1.3.1	Review and update the Sustainable Event Policy.	Manager Sustainability and Waste
5.1.3.2	Review Council's current Water Efficiency Plan and Water Security masterplan and develop a new water resilience plan for Council operations.	Manager Sustainability and Waste
5.1.3.3	Implement actions in the Net Zero Fleet Plan in partnership with Procurement and Fleet team.	Manager Sustainability and Waste
5.1.3.4	Deliver emissions reduction initiatives through the promotion of solar, energy efficiency and green power programs, and implementation Council's electric vehicle (EV) plan.	Manager Sustainability and Waste

AM AND OPERATIONAL ACTIVITIES



Goal 5.2 Council is supported by a skilled and efficient workforce that is equipped to meet the needs of a growing community

STRATEGY 5.2.1 ESTABLISH TIMELY PLANS FOR FUTURE WORKFORCE NEEDS AND DELIVER WORKFORCE MANAGEMENT PLAN

Reference	Deliverable	Responsibility
5.2.1.1	Implement Council's Workforce Management Plan	Manager People and Culture

STRATEGY 5.2.2 PROMOTE COUNCIL AS AN EMPLOYER OF CHOICE WITH A TALENTED AND VALUED WORKFORCE

Reference	Deliverable	Responsibility
5.2.2.1	Drive organisational culture and values including Employee Survey (Pulse survey), and Recognition of Service and Excellence Awards	People and Culture
5.2.2.2	Develop a Learning and Development Strategy and map the strategy into the overall business priorities. Implement and evaluate individual training plans.	People and Culture

STRATEGY 5.2.3 IMPLEMENT BEST PRACTICE TECHNOLOGY AND PROCESSES

Reference	Deliverable	Responsibility
5.2.3.1	Update Council's call centre system.	Manager Information Systems
5.2.3.2	Deliver a national broadband network (NBN) upgrade at: <ul style="list-style-type: none"> • Barnwell Park Golf Course • Massey Park, Golf Course • Victoria Avenue Childcare Centre. 	Manager Information Systems
5.2.3.3	Implement a new property management system to enhance customer experience and improve efficiency and oversight.	Manager Information Systems

STRATEGY 5.2.4 DELIVER BUSINESS AND SERVICE DELIVERY IMPROVEMENTS

Reference	Deliverable	Responsibility
5.2.4.1	Continue reimplementation of Council's enterprise content management (ECM) system to provide enhanced support to the organisation, and enhanced customer experience.	Director Corporate Services and Strategy
5.2.4.2	Develop and implement Council's Health, Safety and Wellbeing Strategy.	Manager People and Culture
5.2.4.3	Develop a Service Review Framework.	Corporate Strategy and Business Improvement

Goal 5.3 Council works with partners to actively shape the City's future

STRATEGY 5.3.1 PARTNER WITH THE COMMUNITY AND STAKEHOLDERS TO DELIVER INTEGRATED PLANNING OBJECTIVES AND ADVOCACY TO STATE AND FEDERAL GOVERNMENTS

Reference	Deliverable	Responsibility
5.3.1.1	Management of the Sydney Metro works within public roads in accordance with the Sydney Metro Interface Agreement and relevant legislation.	Manager Strategic Asset Service and Innovation

STRATEGY 5.3.2 SEEK SMART CITY PARTNERSHIPS TO IMPROVE COMMUNITY AND COUNCIL OUTCOMES

Reference	Deliverable	Responsibility
5.3.2.1	Inclusion of smart energy and signage in three key projects across the City.	Manager Place Management

Goal 5.4 Support a well-informed and engaged community that can participate in issues and decisions that affect them

STRATEGY 5.4.1 ENSURE THE COMMUNITY IS WELL-INFORMED THROUGH HIGH QUALITY, ACCESSIBLE, AND TIMELY INFORMATION

Reference	Deliverable	Responsibility
5.4.1.1	Engage a specialist to conduct a review of Council's online assets in order to meet web accessibility requirements.	Manager Media and Communications
5.4.1.2	Increase the participation of young people in our youth engagement program by 15% on 2022-2023 participation.	Manager Place Management

SPECIAL RATE VARIATION PROJECTS			
Reference	Deliverable	SRV Budget 2023-24	Responsibility
5.1.1	Expand Council's internal audit program and develop and implement systems for improved tracking of audit recommendations.	\$200,000	Director Corporate Services and Strategy
5.2.3	Develop and implement an expanded business improvement program.	\$400,000	Director Corporate Services and Strategy

PERFORMANCE MEASURES			
Measure	Baseline	Target	Frequency of reporting
Percentage of scheduled operational activities that are on track for completion within the project timeframe*	- new measure	80%	Six monthly and annually
Percentage of scheduled capital infrastructure projects that are on track for completion within the project timeframe*	- new measure	80%	Six monthly and annually
Percentage of high impact projects with a community engagement plan*	- new measure	100%	Annually
Percentage of rates collected by due date**	95% (2021-22)	95%	Annually
Cash expense cover ratio*		>3 months	Annually
Debt service cover ratio*		>2.00x	Annually
Operating performance ratio*		>0.00%	Annually
Own source operating revenue ratio*		>60%	Annually
Unrestricted current ratio*		>1.5x	Annually

* Outcomes that Council can control

** Outcomes that Council can influence

RESOURCING

*Enjoying a function at the
Cabarita Conservatory.*

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RESOURCING STRATEGY

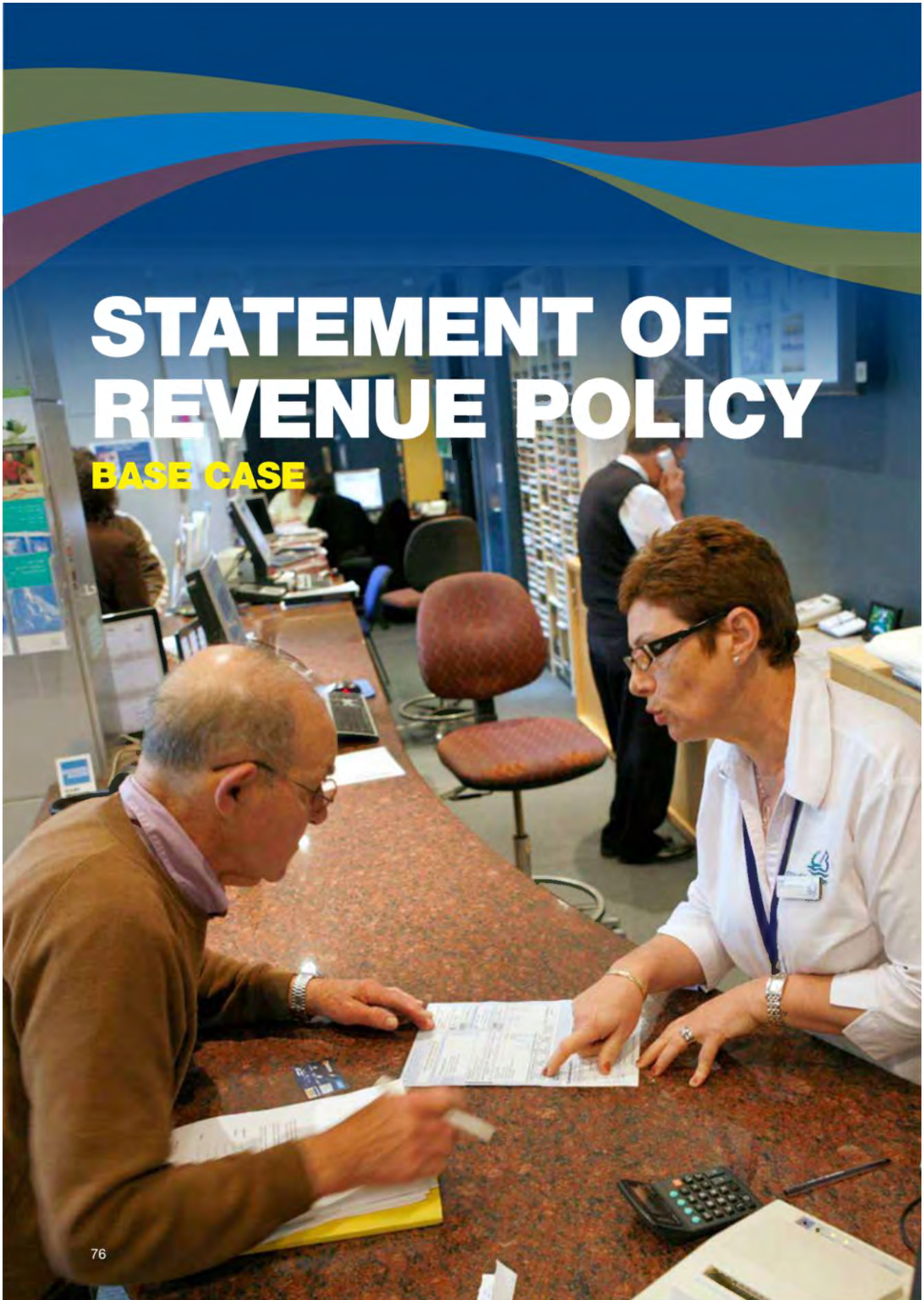
Council plans and budgets to achieve the Community Strategic Plan outcomes through development of a Resourcing Strategy at the start of each Council term and undertaking regular reviews of the resourcing strategy throughout the term of office. The Resourcing Strategy is comprised of the following three elements:

PEOPLE:	ASSETS:	FINANCES:
<p>A Workforce Management Plan that builds the capacity and capability of our staff to ensure we provide the best services and outcomes for you.</p> 	<p>Asset Management Strategy and Plans to ensure that our existing assets are well maintained and that new assets are planned strategically to meet current and future needs.</p> 	<p>A Long-term Financial Plan that provides for financial security to deliver our services and resilience to recover from shocks.</p> 

The Resourcing Strategy plans ahead for the next 10 years, anticipating the changing needs of our growing community and adjusting annually as trends and challenges impact on the services that we deliver.

STATEMENT OF REVENUE POLICY

BASE CASE



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Overview

In order to deliver the commitments of this Operational Plan and the Delivery Program 2022-2026, Council has a Resourcing Strategy that plans for the financial, asset and human resources under its control. The Resourcing Strategy, Has been adopted in 2022, can be found on Council's website at canadabay.nsw.gov.au.

This Statement of Revenue Policy identifies where Council expects its revenue to be derived during 2023-24, and how it intends to expend that revenue in order to deliver this year's Operational Plan.

The Statement of Revenue Policy includes estimates of income and expenditure, including a detailed budget for the Operational Plan's activities. It provides information about the rates and special rates that will apply across the local government area in 2023-24, and the fees and charges that will be levied for some of the services that Council provides to the community. It also includes a pricing methodology that demonstrates how the Council has arrived at its schedule of fees and charges.

Estimated income and expenditure	Forecast 2023-24	Forecast 2024-25	Forecast 2025-26	Forecast 2026-27
Operational Budget				
Operating Income				
<i>Rates and Annual Charges</i>	62,377,647	64,522,229	66,441,433	68,259,131
<i>User Fees and Charges</i>	20,532,055	21,280,284	21,923,972	22,709,206
<i>Other Revenue</i>	6,973,442	7,147,780	7,326,477	7,509,639
<i>Other Income</i>	3,989,904	4,078,196	4,177,430	4,280,890
<i>Grants and Contributions-Operational</i>	7,338,937	7,056,987	7,115,904	7,295,639
<i>Interest</i>	4,715,000	4,715,000	4,715,000	4,715,000
Total operating income	105,926,985	108,800,476	111,700,216	114,769,505
Operating Expenses				
<i>Employee Costs</i>	45,255,574	46,487,141	47,840,301	49,038,188
<i>Borrowings</i>	632,084	587,337	552,424	515,968
<i>Materials & Services</i>	38,447,150	38,789,137	39,689,929	40,600,843
<i>Depreciation</i>	16,251,301	17,392,078	18,745,363	19,603,671
<i>Other Expenses</i>	6,340,945	6,499,094	6,661,197	6,827,353
<i>Net Loss from disposal of assets</i>	0	0	0	0
Total operating expenditure	106,927,054	109,754,787	113,489,214	116,586,023
Operational result - surplus/(deficit)	(1,000,070)	(954,311)	(1,788,998)	(1,816,518)
Capital Budget				
Capital Income				
<i>Grants And Contributions-Capital</i>	27,178,518	11,146,000	10,657,000	6,940,000
<i>New Loan</i>	0	0	0	0
<i>Proceeds From The Disposal Of Assets</i>	501,000	501,000	501,000	703,000
Total Capital Income	27,178,518	11,146,000	10,657,000	6,940,000
Capital Expenses				
<i>Capital Expenditure</i>	59,767,000	35,303,450	45,503,450	37,134,423
<i>Capital Expenditure - Principal Loan</i>	1,173,605	791,543	826,456	862,913
<i>Capital Expenditure - Other</i>	150,000	100,000	0	0
Total capital expenditure	61,090,605	36,194,993	46,329,907	37,997,335
Capital result - surplus/(deficit)	(33,411,087)	(24,547,993)	(35,171,907)	(30,354,335)
Funding Movements				
<i>Add Back Depreciation & Amortisation - Non Cash Item</i>	16,251,301	17,392,078	18,745,363	19,603,671
<i>Transfer From Reserve</i>	27,075,259	17,035,624	27,302,925	21,659,182
<i>Transfer To Reserve</i>	8,915,403	8,925,397	9,087,384	9,092,000
Total Funding Movements	34,411,157	25,502,305	36,960,904	32,170,853
Net result - surplus/(deficit)	0	0	0	0
Operating Ratio	-0.94%	-0.88%	-1.60%	-1.58%

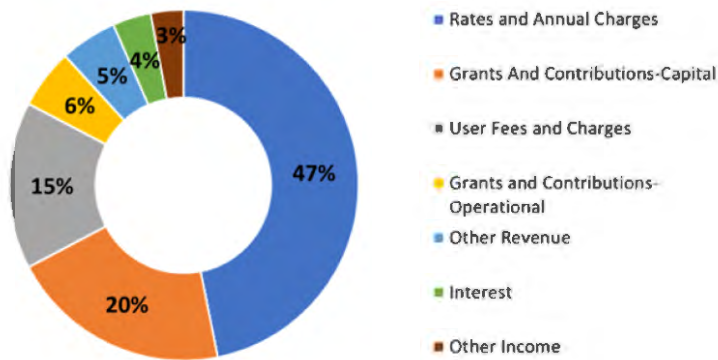
Income statement

	2023-24 Forecast
INCOME FROM CONTINUING OPERATIONS	
<i>Rates and Annual Charges</i>	62,377,647
<i>User Fees and Charges</i>	20,532,055
<i>Other Revenue</i>	6,973,442
<i>Other Income</i>	3,989,904
<i>Grants and Contributions-Operational</i>	7,338,937
<i>Interest</i>	4,715,000
<i>Grants And Contributions-Capital</i>	27,178,518
Total operating income	133,105,503
EXPENSES FROM CONTINUING OPERATIONS	
<i>Employee Costs</i>	45,255,574
<i>Borrowings</i>	632,084
<i>Materials & Services</i>	38,447,150
<i>Depreciation</i>	16,251,301
<i>Other Expenses</i>	6,340,945
<i>Net Loss from disposal of assets</i>	0
Total operating expenditure	106,927,054
Surplus/(Deficit) from Continuing Operations	26,178,448
Surplus/(Deficit) before Capital Grants and Contributions	(1,000,070)

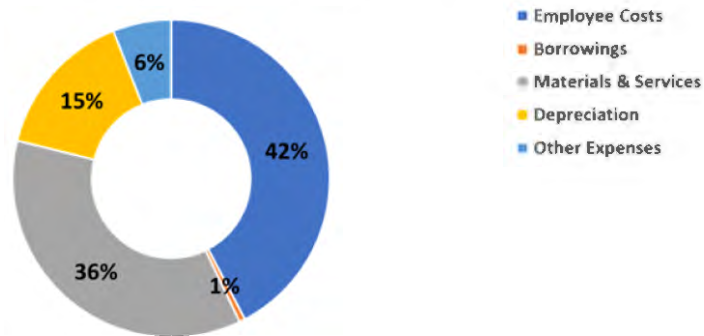
Proposed borrowings for 2023-24

Nil.

Operating Income 2023-24



Operating Expenditure 2023-24



Combined budget summary 2023-24

Business units

- General Manager
- Media and Communications
- People and Culture

General Managers Unit	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	115,000	118,450	122,004	125,664
Total Income from Continuing Operations	115,000	118,450	122,004	125,664
Expenses from Continuing Operations				
<i>Employee Costs</i>	4,444,813	4,567,687	4,693,929	4,811,279
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	1,362,204	1,364,280	1,430,391	1,433,349
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	29,120	29,848	30,594	31,358
Total Expenses from Continuing Operations	5,836,137	5,961,815	6,154,914	6,275,986
Surplus/(Deficit) from Continuing Operations	(5,721,137)	(5,843,365)	(6,032,910)	(6,150,322)

Business Unit:

General Manager

General Manager	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	0	0	0	0
Expenses from Continuing Operations				
<i>Employee Costs</i>	834,838	858,900	883,645	905,738
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	678,912	695,885	713,284	731,113
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	29,120	29,848	30,594	31,358
Total Expenses from Continuing Operations	1,542,870	1,584,633	1,627,523	1,668,209
Surplus/(Deficit) from Continuing Operations	(1,542,870)	(1,584,633)	(1,627,523)	(1,668,209)

Business Unit:

- Media and Communications

Manager Media and Communications	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	0	0	0	0
Expenses from Continuing Operations				
<i>Employee Costs</i>	759,740	782,112	805,129	825,257
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	327,951	336,149	344,553	353,166
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	1,087,691	1,118,261	1,149,682	1,178,423
Surplus/(Deficit) from Continuing Operations	(1,087,691)	(1,118,261)	(1,149,682)	(1,178,423)

Business Unit:

- People and Culture

Manager People and Culture	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	115,000	118,450	122,004	125,664
Total Income from Continuing Operations	115,000	118,450	122,004	125,664
Expenses from Continuing Operations				
<i>Employee Costs</i>	2,850,236	2,926,675	3,005,155	3,080,284
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	355,341	332,246	372,554	349,070
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	3,205,577	3,258,921	3,377,709	3,429,354
Surplus/(Deficit) from Continuing Operations	(3,090,577)	(3,140,471)	(3,255,705)	(3,303,690)

Business units

- Corporate Services and Strategy Directorate
- Corporate Strategy and Business Improvement
- Finance
- Information Systems
- Property Strategy and Leasing
- Procurement and Fleet
- Governance and Customer Services

Corporate Services and Strategy	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	45,417,291	46,378,887	47,587,783	48,666,757
<i>User Fees and Charges</i>	917,940	963,637	876,671	902,972
<i>Interest</i>	4,715,000	4,715,000	4,715,000	4,715,000
<i>Other Revenue</i>	1,104,853	1,132,473	1,160,786	1,189,805
<i>Other Income</i>	3,958,673	4,046,184	4,144,618	4,247,258
<i>Grants and Contributions-Operational Purposes</i>	4,170,445	4,261,730	4,358,440	4,457,702
Total Income from Continuing Operations	60,284,202	61,497,911	62,843,298	64,179,494
Expenses from Continuing Operations				
<i>Employee Costs</i>	7,892,984	8,128,862	8,371,618	8,580,913
<i>Borrowings</i>	632,084	587,337	552,424	515,968
<i>Materials & Services</i>	8,099,061	9,101,992	8,613,772	8,944,733
<i>Depreciation</i>	8,506,612	9,027,815	9,711,959	10,118,596
<i>Other Expenses</i>	2,240,328	2,296,336	2,353,744	2,412,588
Total Expenses from Continuing Operations	27,371,069	29,142,342	29,603,517	30,572,798
Surplus/(Deficit) from Continuing Operations	32,913,133	32,355,569	33,239,781	33,606,696

Business Unit:

- Corporate Services Directorate

Corporate Services and Strategy Directorate	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	0	0	0	0
Expenses from Continuing Operations				
<i>Employee Costs</i>	324,073	333,628	343,458	352,043
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	4,500	4,613	4,728	4,846
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	328,573	338,241	348,186	356,889
Surplus/(Deficit) from Continuing Operations	(328,573)	(338,241)	(348,186)	(356,889)

Business Unit:

- Corporate Strategy and Business Improvement

Corporate Strategy and Business Improvement	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	0	0	0	0
Expenses from Continuing Operations				
<i>Employee Costs</i>	456,710	470,174	484,028	496,129
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	87,304	139,487	91,725	154,018
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	544,014	609,661	575,753	650,147
Surplus/(Deficit) from Continuing Operations	(544,014)	(609,661)	(575,753)	(650,147)

Business Unit:

- Finance

Finance	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	45,446,924	46,409,556	47,619,526	48,699,612
<i>User Fees and Charges</i>	420,113	442,216	339,608	349,797
<i>Interest</i>	4,715,000	4,715,000	4,715,000	4,715,000
<i>Other Revenue</i>	108,578	111,292	114,075	116,927
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	3,822,445	3,903,290	3,989,247	4,077,433
Total Income from Continuing Operations	54,513,060	55,581,354	56,777,456	57,958,769
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,810,260	1,867,184	1,925,826	1,973,975
<i>Borrowings</i>	632,084	587,337	552,424	515,968
<i>Materials & Services</i>	630,986	646,761	662,931	679,503
<i>Depreciation</i>	8,506,612	9,027,815	9,711,959	10,118,596
<i>Other Expenses</i>				
Total Expenses from Continuing Operations	11,579,942	12,129,097	12,853,140	13,288,042
Surplus/(Deficit) from Continuing Operations	42,933,118	43,452,257	43,924,316	44,670,727

Business Unit:

- Information Systems

Information Systems	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	0	0	0	0
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,304,857	1,343,236	1,382,722	1,417,290
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	3,037,621	3,113,562	3,191,400	3,271,183
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	4,342,478	4,456,798	4,574,122	4,688,473
Surplus/(Deficit) from Continuing Operations	(4,342,478)	(4,456,798)	(4,574,122)	(4,688,473)

Business Unit:
Property Strategy and Leasing

- Property portfolio
- Affordable housing

Manager Property Strategy and Leasing	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	(29,633)	(30,669)	(31,743)	(32,855)
<i>User Fees and Charges</i>	4,349	4,479	4,613	4,751
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	993,096	1,017,923	1,043,371	1,069,455
<i>Other Income</i>	3,958,673	4,046,184	4,144,618	4,247,258
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	4,926,485	5,037,917	5,160,859	5,288,609
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,015,672	1,045,548	1,076,282	1,103,189
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	800,315	820,322	840,831	861,851
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	1,815,987	1,865,870	1,917,113	1,965,040
Surplus/(Deficit) from Continuing Operations	3,110,498	3,172,047	3,243,746	3,323,569

Business Unit:
Governance and Customer Services

- Customer service
- Governance and risk
- Records

Mgr Governance & Customer Services	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	60,500	62,315	64,184	66,110
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	348,000	358,440	369,193	380,269
Total Income from Continuing Operations	408,500	420,755	433,377	446,379
Expenses from Continuing Operations				
<i>Employee Costs</i>	2,281,734	2,348,842	2,417,888	2,478,339
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	2,523,882	3,334,890	2,751,069	2,872,661
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	2,240,328	2,296,336	2,353,744	2,412,588
Total Expenses from Continuing Operations	7,045,944	7,980,068	7,522,701	7,763,588
Surplus/(Deficit) from Continuing Operations	(6,637,444)	(7,559,313)	(7,089,324)	(7,317,209)

Business Unit:
Procurement and Fleet

- Procurement
- Fleet

Manager Procurement and Fleet	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	432,978	454,627	468,266	482,314
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	3,179	3,258	3,340	3,423
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	436,157	457,885	471,606	485,737
Expenses from Continuing Operations				
<i>Employee Costs</i>	699,678	720,250	741,414	759,948
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	1,014,453	1,042,357	1,071,088	1,100,671
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	1,714,131	1,762,607	1,812,502	1,860,619
Surplus/(Deficit) from Continuing Operations	(1,277,974)	(1,304,722)	(1,340,896)	(1,374,882)

Environment and Planning
Business units

- Environment and Planning Directorate
- Health, Building and
- Compliance
- Waste and Sustainability
- Strategic Planning
- Statutory Planning

Environment and Planning	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	16,974,770	18,158,261	18,869,091	19,608,355
<i>User Fees and Charges</i>	4,082,413	4,205,103	4,331,786	4,462,595
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	5,609,589	5,749,830	5,893,576	6,040,916
<i>Other Income</i>	31,231	32,012	32,812	33,632
<i>Grants and Contributions-Operational Purposes</i>	305,594	314,763	308,942	318,210
Total Income from Continuing Operations	27,003,597	28,459,969	29,436,207	30,463,708
Expenses from Continuing Operations				
<i>Employee Costs</i>	7,892,881	8,124,264	8,362,302	8,571,362
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	13,897,405	13,456,976	14,347,282	14,614,491
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	3,432,390	3,518,200	3,606,156	3,696,311
Total Expenses from Continuing Operations	25,222,675	25,099,440	26,315,740	26,882,164
Surplus/(Deficit) from Continuing Operations	1,780,922	3,360,529	3,120,467	3,581,544

Business Unit:
Environment and Planning Directorate

Director Community and Environmental Planning	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	53,947	55,296	56,678	58,095
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	53,947	55,296	56,678	58,095
Expenses from Continuing Operations				
<i>Employee Costs</i>	387,873	399,304	411,065	421,340
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	289,547	296,785	304,205	311,809
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	677,420	696,089	715,270	733,149
Surplus/(Deficit) from Continuing Operations	(623,473)	(640,793)	(658,592)	(675,054)

Business Unit:
Health, Building and Compliance

- Parking controls
- Health, building and environmental compliance

Manager Health, Building and Compliance	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	1,369,470	1,416,772	1,465,805	1,516,635
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	5,329,500	5,462,738	5,599,307	5,739,290
<i>Other Income</i>	23,469	24,056	24,657	25,273
<i>Grants and Contributions-Operational Purposes</i>	14,388	14,820	0	0
Total Income from Continuing Operations	6,736,827	6,918,386	7,089,769	7,281,198
Expenses from Continuing Operations				
<i>Employee Costs</i>	3,497,336	3,599,236	3,704,051	3,796,655
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	682,392	699,452	701,821	719,367
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	4,179,728	4,298,688	4,405,872	4,516,022
Surplus/(Deficit) from Continuing Operations	2,557,099	2,619,698	2,683,897	2,765,176

Business Unit:
Waste and Sustainability

- Waste and resource recovery
- Environmental education

Manager Sustainability and Waste	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	16,974,770	18,158,261	18,869,091	19,608,355
<i>User Fees and Charges</i>	1,001,470	1,031,514	1,062,459	1,094,332
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	226,142	231,796	237,591	243,531
<i>Other Income</i>	7,762	7,956	8,155	8,359
<i>Grants and Contributions-Operational Purposes</i>	232,888	239,875	247,072	254,484
Total Income from Continuing Operations	18,443,032	19,669,402	20,424,368	21,209,061
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,295,375	1,333,490	1,372,705	1,407,023
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	11,937,357	11,926,740	12,988,657	13,210,874
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	3,407,390	3,492,575	3,579,890	3,669,388
Total Expenses from Continuing Operations	16,640,121	16,752,805	17,941,252	18,287,285
Surplus/(Deficit) from Continuing Operations	1,802,911	2,916,597	2,483,116	2,921,776

Business Unit:
Strategic Planning

- Strategic land use planning

Manager Strategic Planning	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	494,257	503,085	512,178	521,543
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	11,500	11,845	12,200	12,566
Total Income from Continuing Operations	505,757	514,930	524,378	534,109
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,025,335	1,055,564	1,086,668	1,113,835
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	795,312	336,382	150,042	164,820
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	25,000	25,625	26,266	26,923
Total Expenses from Continuing Operations	1,845,647	1,417,571	1,262,976	1,305,578
Surplus/(Deficit) from Continuing Operations	(1,339,890)	(902,641)	(738,598)	(771,469)

Business Unit:
Statutory Planning

- Development Applications

Manager Statutory Planning	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	1,217,216	1,253,732	1,291,344	1,330,085
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	46,818	48,223	49,670	51,160
Total Income from Continuing Operations	1,264,034	1,301,955	1,341,014	1,381,245
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,686,962	1,736,670	1,787,813	1,832,509
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	192,797	197,617	202,557	207,621
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	1,879,759	1,934,287	1,990,370	2,040,130
Surplus/(Deficit) from Continuing Operations	(615,725)	(632,332)	(649,356)	(658,885)

City Assets
Business units

- City Assets Directorate
- Strategic Asset Services and Innovation
- Major Projects
- Roads and Traffic
- Open Space
- Buildings Services

City Services and Assets	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	(14,414)	(14,919)	(15,441)	(15,981)
<i>User Fees and Charges</i>	6,468,284	6,678,107	6,896,051	7,121,420
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	33,000	33,825	34,671	35,538
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	2,014,267	1,670,654	1,627,775	1,660,858
Total Income from Continuing Operations	8,501,137	8,367,667	8,543,056	8,801,835
Expenses from Continuing Operations				
<i>Employee Costs</i>	13,409,665	13,710,816	14,110,770	14,463,542
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	11,921,925	11,671,405	12,049,102	12,249,965
<i>Depreciation</i>	7,353,813	7,942,117	8,577,486	9,006,361
<i>Other Expenses</i>	268,142	274,846	281,717	288,760
Total Expenses from Continuing Operations	32,953,545	33,599,184	35,019,075	36,008,628
Surplus/(Deficit) from Continuing Operations	(24,452,408)	(25,231,517)	(26,476,019)	(27,206,793)

Director City Assets	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	0	0	0	0
Expenses from Continuing Operations				
<i>Employee Costs</i>	775,965	798,588	821,862	842,409
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	45,925	47,074	48,251	49,456
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	821,890	845,662	870,113	891,865
Surplus/(Deficit) from Continuing Operations	(821,890)	(845,662)	(870,113)	(891,865)

Business Unit:
Strategic Asset Services and Innovation

- Drainage, marine and stormwater management
- Strategic asset management

Manager Strategic Asset Services and Innovation	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	75,000	77,250	79,568	81,955
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	334,333	207,030	213,241	219,638
Total Income from Continuing Operations	409,333	284,280	292,809	301,593
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,160,643	1,104,514	1,136,935	1,165,357
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	1,725,252	1,765,679	1,928,323	1,852,034
<i>Depreciation</i>	1,613,406	1,742,478	1,881,876	1,975,970
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	4,499,301	4,612,671	4,947,134	4,993,361
Surplus/(Deficit) from Continuing Operations	(4,089,968)	(4,328,391)	(4,654,325)	(4,691,768)

Business Unit:
City Projects and Project Management Office

- Project delivery of major capital projects – this is part of the capital budget

Manager City Projects	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	0	0	0	0
Expenses from Continuing Operations				
<i>Employee Costs</i>	0	0	0	0
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	0	0	0	0
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	0	0	0	0
Surplus/(Deficit) from Continuing Operations	0	0	0	0

Business Unit:
Roads and Traffic

- Roads
- Emergency Services
- Footpaths
- Cycleways
- Lighting
- Bridges
- Kerbs and gutters
- Cleansing

Manager Roads and Traffic	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	3,547,394	3,670,816	3,798,792	3,931,501
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	758,207	1,003,404	1,017,757	1,032,539
Total Income from Continuing Operations	4,305,601	4,674,220	4,816,549	4,964,040
Expenses from Continuing Operations				
<i>Employee Costs</i>	4,863,209	5,003,983	5,148,772	5,277,495
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	3,226,453	3,194,363	3,349,227	3,406,087
<i>Depreciation</i>	5,740,407	6,199,639	6,695,610	7,030,391
<i>Other Expenses</i>	268,142	274,846	281,717	288,760
Total Expenses from Continuing Operations	14,098,211	14,672,831	15,475,326	16,002,733
Surplus/(Deficit) from Continuing Operations	(9,792,610)	(9,998,611)	(10,658,777)	(11,038,693)

Business Unit:
Open Space

- Sporting fields
- Parks, playgrounds and reserves
- Swimming pools management
- Golf courses
- Bushcare

Manager Open Space	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	2,845,890	2,930,041	3,017,691	3,107,964
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	33,000	33,825	34,671	35,538
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	921,727	460,220	396,777	408,681
Total Income from Continuing Operations	3,800,617	3,424,086	3,449,139	3,552,183
Expenses from Continuing Operations				
<i>Employee Costs</i>	5,533,605	5,695,940	5,862,955	6,009,529
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	4,502,254	4,181,688	4,178,616	4,334,088
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	10,035,859	9,877,628	10,041,571	10,343,617
Surplus/(Deficit) from Continuing Operations	(6,235,242)	(6,453,542)	(6,592,432)	(6,791,434)

Business Unit:
Buildings and Property Maintenance

Manager Buildings and Property	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	(14,414)	(14,919)	(15,441)	(15,981)
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	(14,414)	(14,919)	(15,441)	(15,981)
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,076,243	1,107,791	1,140,246	1,168,752
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	2,422,041	2,482,601	2,544,685	2,608,300
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	3,498,283	3,590,392	3,684,931	3,777,052
Surplus/(Deficit) from Continuing Operations	(3,512,698)	(3,605,311)	(3,700,372)	(3,793,033)

Community Services and Leisure
Business units

- Community Services and Leisure Directorate
- Place Management
- Library and Community Services
- Venues
- Recreation (Leisure Centres)

Community Culture and Leisure	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	9,063,418	9,433,437	9,819,464	10,222,219
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	226,000	231,652	237,444	243,380
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	733,631	691,390	698,743	733,205
Total Income from Continuing Operations	10,023,049	10,356,479	10,755,651	11,198,804
Expenses from Continuing Operations				
<i>Employee Costs</i>	11,615,231	11,955,512	12,301,682	12,611,092
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	3,166,556	3,194,484	3,249,382	3,358,305
<i>Depreciation</i>	390,876	422,146	455,918	478,714
<i>Other Expenses</i>	370,965	379,864	388,986	398,336
Total Expenses from Continuing Operations	15,543,628	15,952,006	16,395,968	16,846,447
Surplus/(Deficit) from Continuing Operations	(5,520,579)	(5,595,527)	(5,640,317)	(5,647,643)

Business Unit:

- Director - Community Culture and Leisure

Director Community Culture and Leisure	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	0	0	0	0
Expenses from Continuing Operations				
<i>Employee Costs</i>	393,898	403,747	413,840	424,186
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	0	0	0	0
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	393,898	403,747	413,840	424,186
Surplus/(Deficit) from Continuing Operations	(393,898)	(403,747)	(413,840)	(424,186)

Business Unit:
Place Management

- Economic development
- Arts and cultural development
- Local festivals and Events

Manager Place Management	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	85,500	88,065	90,707	93,429
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	100,700	103,218	105,798	108,443
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	222,312	164,731	156,283	174,472
Total Income from Continuing Operations	408,512	356,014	352,788	376,344
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,019,384	1,051,167	1,080,010	1,109,013
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	973,706	946,175	944,207	994,812
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	155,629	159,520	163,508	167,596
Total Expenses from Continuing Operations	2,148,719	2,156,862	2,187,725	2,271,421
Surplus/(Deficit) from Continuing Operations	(1,740,207)	(1,800,848)	(1,834,937)	(1,895,077)

Business Unit:
Library and Community Services

- Children and family services
- Libraries
- Bus services
- Disability inclusion

Manager Library and Community Services	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	3,844,316	4,035,907	4,237,057	4,448,249
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	1,100	1,128	1,157	1,186
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	511,319	526,659	542,460	558,733
Total Income from Continuing Operations	4,356,735	4,563,694	4,780,674	5,008,168
Expenses from Continuing Operations				
<i>Employee Costs</i>	7,154,952	7,364,572	7,580,221	7,769,596
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	1,165,925	1,195,084	1,224,961	1,255,586
<i>Depreciation</i>	390,876	422,146	455,918	478,714
<i>Other Expenses</i>	215,336	220,344	225,478	230,740
Total Expenses from Continuing Operations	8,927,089	9,202,146	9,486,578	9,734,636
Surplus/(Deficit) from Continuing Operations	(4,570,354)	(4,638,452)	(4,705,904)	(4,726,468)

Business Unit:

- Venues

Manager Venues	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	1,115,500	1,170,821	1,228,894	1,289,856
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	84,200	86,306	88,464	90,675
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	1,199,700	1,257,127	1,317,358	1,380,531
Expenses from Continuing Operations				
<i>Employee Costs</i>	453,400	466,676	480,334	492,341
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	192,685	197,503	202,441	207,500
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	646,085	664,179	682,775	699,841
Surplus/(Deficit) from Continuing Operations	553,615	592,948	634,583	680,690

Business Unit:

- Recreation

Manager Recreation	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	4,018,102	4,138,644	4,262,806	4,390,685
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	40,000	41,000	42,025	43,076
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	4,058,102	4,179,644	4,304,831	4,433,761
Expenses from Continuing Operations				
<i>Employee Costs</i>	2,593,596	2,669,350	2,747,277	2,815,956
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	834,240	855,722	877,773	900,407
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	3,427,836	3,525,072	3,625,050	3,716,363
Surplus/(Deficit) from Continuing Operations	630,266	654,572	679,781	717,398

Capital Projects -base case

Projects	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Buildings				
100287 - Buildings Renewal	2,226,700	1,301,700	1,301,700	1,301,700
102029 - Beaconsfield Site – Green Corridor Establishment	2,500,000	0	0	0
102813 - Annual Building and Facility Accessibility Works Program	300,000	300,000	300,000	300,000
102885 - Five Dock Park Amenities Building renewal	0	300,000	3,000,000	0
103134 - Drummoyne Pool Renewals	125,000	125,000	125,000	125,000
103135 - Cabarita Pool Renewals	125,000	125,000	125,000	125,000
103164 - Drummoyne Pool - Sustainability Project Electric Heat Pumps	350,000	0	0	0
103167 - Queen Elizabeth Park Toilet Block (Exeloo)	495,000	0	0	0
103168 - Public toilet - McIlwaine Park	761,625	0	0	0
103231 - Sustainability Program (Net Zero by 2030) - Buildings	0	350,000	350,000	350,000
103232 - Five Dock Library- Partial Interior Upgrade	262,500	0	0	0
103233 - Bayview Park Toilet - Design Phase - Knockdown & Rebuild	80,000	675,000	0	0
103237 - Five Dock Leisure Centre Renovation	1,200,000	0	0	0
103269 - New Public Toilet	0	90,000	710,000	0
103272 - Multi-Purpose Community Space	0	220,000	1,030,000	2,250,000
103274 - Concord - Indoor Youth Facility	0	0	0	300,000
103276 - Buildings Innovation Program	0	300,000	300,000	300,000
103400 - Wangal Reserve Amenities Upgrade	250,000	0	0	0
Sub-total Buildings	8,675,825	3,786,700	7,241,700	5,051,700
City Projects				
102686 - Charles Heath Reserve Upgrade	3,000,000	0	0	0
102773 - McIlwaine Park - River Activation	3,590,000	0	0	0

<i>Projects</i>	<i>Budget 2023-24</i>	<i>Budget 2024-25</i>	<i>Budget 2025-26</i>	<i>Budget 2026-27</i>
102781 - Rhodes Recreation Centre	10,000,000	0	0	0
102802 - Major Projects - City Services and Assets	1,594,055	1,640,582	1,688,442	1,730,653
102914 - Timbrell Park Sportsfield Upgrade	700,000	0	0	0
102958 - Project Management Office	536,834	552,662	568,947	583,170
103192 - Majors Bay Reserve Recreation Precinct	2,219,000	0	0	0
103387 - Campbell Park shared path	800,000	0	0	0
Sub-total City Projects	22,439,889	2,193,244	2,257,389	2,313,823
Finance				
102587 - Finance	1,173,605	791,543	826,456	862,913
Sub-total Finance	1,173,605	791,543	826,456	862,913
Fleet Services				
100523 - Fleet - Vehicles (Trucks, Utes, Trailers, Mowers)	1,000,000	900,000	1,000,000	1,000,000
100524 - Fleet - Lease Back Vehicles (Sedans and Wagons)	1,000,000	1,116,000	1,000,000	1,000,000
100875 - Small Plant - Engineering	31,000	32,000	33,000	34,000
100878 - Small Plant - Parks & Gardens	31,000	32,000	33,000	34,000
Sub-total Fleet Services	2,062,000	2,080,000	2,066,000	2,068,000
Information Systems				
103262 - Information Technology Projects	150,000	100,000	0	0
Sub-total Information Systems	150,000	100,000	0	0
Library and Community Services				
100384 - Concord Library Furniture and Fittings	8,540	8,880	9,200	9,600
100512 - Five Dock Library Furniture	6,712	6,980	7,300	7,600
100614 - Library Audio/Visual	40,750	42,380	44,100	62,821
100615 - Library Books	314,220	326,790	340,000	324,625

<i>Projects</i>	<i>Budget 2023-24</i>	<i>Budget 2024-25</i>	<i>Budget 2025-26</i>	<i>Budget 2026-27</i>
100619 - Library Periodicals	37,390	38,890	40,400	45,315
102038 - Library Cataloguing and Processing	121,850	126,720	131,800	131,383
102841 - The Learning Space - Furniture and Fittings	10,617	11,040	11,500	12,000
102934 - Replacement Robot at the Learning Space	10,000	0	0	0
Sub-total Library and Community Services	550,079	561,680	584,300	593,344
Open Space				
100873 - Annual Skateboard Park Renewal Program	150,000	0	0	0
100914 - Street Tree Replacement Program	250,000	250,000	250,000	250,000
102041 - Wangal Reserve and Punt Park POM Actions	150,000	0	0	0
102728 - Drummoyne Oval/ Taplin Stormwater re-use	301,019	0	0	0
102730 - Annual Shade Renewal Program	50,000	50,000	50,000	50,000
102734 - Annual Outdoor Exercise Equipment Program	100,000	100,000	100,000	0
102743 - Off-Leash Dog Area Upgrades	90,000	0	0	0
102745 - Deakin St Foreshore Access	680,000	0	0	0
102761 - Urban Canopy Street Tree Masterplan	0	45,000	0	0
102871 - Cabarita Park Beach Swim Enclosure Net	0	50,000	250,000	0
102907 - Urban Canopy Tree Planting	200,000	200,000	200,000	440,000
102908 - Park Signage Audit & Renewal	75,000	0	0	0
102911 - Parks Renewal Program - Non - Playground Equipment	100,000	100,000	100,000	100,000
103015 - Catchment Management - Study and Implementation	0	0	120,000	0
103022 - Playground Accessibility Improvements	350,000	150,000	150,000	150,000

<i>Projects</i>	<i>Budget 2023-24</i>	<i>Budget 2024-25</i>	<i>Budget 2025-26</i>	<i>Budget 2026-27</i>
103027 - Barnwell Park Bridge Renewal	0	250,000	0	0
103034 - Playground upgrade - WA McInnes Reserve	80,000	0	0	0
103035 - New Playground - Rothwell Park	0	0	0	20,000
103042 - Playground upgrade - Maple Close Reserve	20,000	0	0	0
103043 - Playground upgrade - Chiswick Park	0	0	20,000	230,000
103044 - Playground upgrade - Central Park	20,000	280,000	0	0
103045 - Playground upgrade - Brett Park	350,000	0	0	0
103046 - Playground upgrade - Henry Lawson Park	0	0	20,000	280,000
103047 - Playground upgrade - McIlwaine Park	500,000	0	0	0
103048 - Playground upgrade - Coralie Reserve	5,000	95,000	0	0
103049 - Playground upgrade - Howse Park	0	0	0	20,000
103050 - Playground upgrade - Montague Park	0	0	0	20,000
103051 - Playground upgrade - Croker Park	0	0	20,000	130,000
103052 - Playground upgrade - Peg Paterson Park	0	0	0	20,000
103073 - Drummoynes Oval Picket Fence	0	0	0	200,000
103075 - Massey Park Fence - Staged	0	0	0	400,000
103087 - Water and Wellbeing Stations	0	120,000	0	0
103094 - Strathfield Triangle Playground	0	0	50,000	350,000
103096 - Pedestrian Access Mobility Plan improvements	100,000	100,000	100,000	0
103097 - Urban Canopy - Asset Management	375,000	100,000	100,000	100,000
103146 - Greening our City 2020 Round 2	60,000	0	0	0
103180 - Mill Park Half Basketball Court	0	0	0	85,000
103200 - Howley Park East Upgrade	1,825,770	0	0	0

<i>Projects</i>	<i>Budget 2023-24</i>	<i>Budget 2024-25</i>	<i>Budget 2025-26</i>	<i>Budget 2026-27</i>
103206 - Greening our City Cooler Suburbs - Round 3	143,000	0	0	0
103375 - Barnwell Park Golf Course 18th Tee	70,000	0	0	0
103376 - Golf Course Safety Screens	76,000	320,000	0	0
103377 - Parramatta to Sydney Foreshore Link (PSFL)	1,000,000	0	0	0
103378 - Red Cross Reserve upgrade	0	20,000	0	0
103379 - Taplin Park playground fence	34,500	0	0	0
103380 - Remote access for sports lighting	50,000	0	0	0
103383 - Utz Reserve upgrade	220,000	0	0	0
103385 - Cabarita Park accessible shelters	55,600	0	0	0
103386 - Cabarita Park Rock Drainage Swale	0	150,000	0	0
103389 - Queen Elizabeth Park Commemorative Garden Restoration	50,000	300,000	0	0
103402 - Massey Park Golf Improvement Works	130,000	0	0	0
Sub-total Open Space	7,660,889	2,680,000	1,530,000	2,845,000
Place Management				
Sub-total Place Management	0	0	0	0
Property Strategy				
103236 - Depot Renewal	300,000	0	0	0
103268 - Affordable Housing - Acquisition	0	0	0	132,000
Sub-total Property Strategy	300,000	0	0	132,000
Roads and Traffic				
100290 - Annual Accessibility Works Program (Bus Stop Upgrades etc)	300,000	200,000	200,000	200,000
100322 - Annual Capital Works Traffic Facilities Program	210,000	210,000	220,000	220,000
100529 - Annual Footpath Renewal Program	560,000	560,000	560,000	560,000

<i>Projects</i>	<i>Budget 2023-24</i>	<i>Budget 2024-25</i>	<i>Budget 2025-26</i>	<i>Budget 2026-27</i>
100594 - Annual Kerb/Gutter Renewal Program	210,000	210,000	220,000	220,000
100796 - Annual Regional Roads Program	125,000	125,000	125,000	125,000
100832 - Annual Road Pavement Renewal Program	953,000	951,324	1,181,059	1,191,221
100835 - Road Resurfacing Program	1,500,000	2,000,000	2,050,000	2,382,833
100839 - Roads To Recovery Program	168,737	400,000	400,000	400,000
100941 - The Terrace - Embankment Stabilisation	100,000	800,000	0	0
100949 - Traffic Committee Initiatives	40,000	40,000	40,000	40,000
102421 - Public Domain Plan Transport Interchange at Station Precinct	0	500,000	0	0
102499 - Victoria Road, Drummoyne - Public Domain design/construction	202,000	2,000,000	2,000,000	2,050,000
102759 - Annual Bridge Renewal Program	46,000	46,000	46,000	46,000
102877 - Intersection Upgrade George and Pomeroy Street	100,000	3,000,000	2,000,000	0
102878 - Strathfield Triangle Public Domain - Construction works	0	200,000	4,000,000	4,000,000
102879 - Rhodes Station Public Domain Construction works	0	1,500,000	3,000,000	3,000,000
102880 - Rhodes East Public Domain - Design Only	200,000	0	0	0
102882 - Regional Cycleway Upgrade - RMS Grant	5,330,000	0	0	0
102883 - Canada Bay Bike Plan Implementation Program	0	200,000	200,000	200,000
102994 - Local Roads Heavy Patching Program	178,000	350,000	400,000	400,000
102999 - Greenlees Avenue - Design and Construct parking treatment	0	150,000	0	0
103001 - Wellbank Street - design and construct parking treatment	0	110,000	0	0
103002 - Phillip Street - Construct car parking treatment	100,000	200,000	0	0
103260 - Mortlake LATM	300,000	0	0	0

<i>Projects</i>	<i>Budget 2023-24</i>	<i>Budget 2024-25</i>	<i>Budget 2025-26</i>	<i>Budget 2026-27</i>
103314 - Pedestrian facilities around Russell Lea public School	225,000	0	0	0
103334 - Five Dock Park - Car parking Upgrade - POM action item	400,000	0	0	0
103359 - Lyons Road West Refuge Island	369,324	0	0	0
103360 - Harris Road Pedestrian Crossing	170,000	0	0	0
103361 - Trafalgar Parade Pedestrian Crossing	157,000	0	0	0
103362 - Llewellyn Street Shared Path	80,000	0	0	0
103381 - Metered parking replacement and upgrade	250,000	0	0	0
103384 - Regional and Local Roads Repair Program (RLRRP)	1,114,224	0	0	0
103388 - First Avenue - Arthur Street Roundabout Upgrade	200,000	0	0	0
103390 - Wellbank Street - signal redesign	120,000	0	0	0
Sub-total Roads and Traffic	13,708,285	13,752,324	16,642,059	15,035,054
Strategic Assets and Innovation				
100448 - Drainage Renewal and Relining Program	293,530	0	300,000	300,000
100903 - Annual Stormwater Management Program	428,500	428,500	622,000	622,000
101297 - Werrell Reserve - Seawall Renewal	0	0	92,000	0
102851 - Renew Iron Cove Seawall- Sisters Bay to Birkenhead Point	0	0	1,340,000	1,373,500
102858 - Drainage - Re-Lining Rothwell to Rhond	0	400,000	0	0
102859 - Drainage - Re-lining Crane to Beaconsfield	0	0	600,000	0
102868 - Floodplains - Future Flood Studies, FRMS, FRM	0	120,000	230,000	0
102876 - Pedestrian Crossing Safety Improvement Program	450,000	450,000	450,000	450,000
102904 - Kings Bay Seawall - Barnwell Park Canel Outlet Zone	0	200,000	4,261,000	0

<i>Projects</i>	<i>Budget 2023-24</i>	<i>Budget 2024-25</i>	<i>Budget 2025-26</i>	<i>Budget 2026-27</i>
102905 - Five Dock Bay Seawall Denning to Thompson St	258,000	1,086,000	0	0
103006 - Saltwater Creek and Exile Bay Seawall naturalisation	2,000,000	6,500,000	1,975,000	0
103007 - Moala Concord Hospital Culvert Renewal	50,000	580,000	0	0
103156 - Annual Lighting and Pole Renewal	670,000	335,000	335,000	670,000
103281 - Lyons Road East Drummoyne Seawall renewal	0	150,000	0	0
103282 - Wiremills Park Timber Piles seawall renewal	0	0	562,000	0
103283 - Cabarita Point seawall renewal	0	0	0	160,000
103284 - France Bay seawall renewal southern end of Cabarita Park	0	0	0	320,000
103291 - Armitage Reserve seawall renewal	220,000	0	0	0
103302 - Gross Pollutant Trap - Moala Street	0	0	0	200,000
103303 - Gross Pollutant Trap - Currawang Street	0	0	250,000	0
103304 - Yaralla Environmental Basin	0	0	665,000	0
Sub-total Drainage and Marine Structures	4,370,030	10,249,500	11,682,000	4,095,500
Waste and Sustainability				
103278 - Bin Replacement/Refresh - Domestic Waste	0	0	3,500,000	0
103279 - Community Recycling Centre Rebuild	0	0	0	5,000,000
Sub-total Waste and Sustainability	0	0	3,500,000	5,000,000
Total	61,090,603	36,194,992	46,329,905	37,997,334

Ordinary rates and special rates that apply in 2023-24

Rating Structure (Base Scenario)

The total income that can be raised from levying rates on property is capped by the State Government based on a determination by the Independent Pricing and Regulatory Tribunal (IPART). IPART determined that general income from rates in 2023-24 may be increased by a maximum of 3.7%.

The increase allowed by IPART relates to general income in total and not to individual ratepayer's rates. Individual rates are also affected by other factors such as land valuations. As such, rates for individual ratepayers may vary by more or less than the percentage allowable depending on how an individual ratepayer's land valuation has changed in a particular year compared to the land values of other ratepayers.

The following information details the rating structures for rating of land for 2023-24. Land is rated according to its use as either Residential or Business. The ad valorem rate, the minimum rate and anticipated revenue from each rating category is:

Rate Category, No of Assessments and Rateable Land Value	Basis of Rate Calculation	Total Ordinary Rate Income
Residential Residential Number: 36,768 No. Minimums: 21,547 Land Value: \$46,657,906,568	Minimum Rate \$789.89 Cents in the Dollar: 0.0580561	\$38,574,112
Business Business Number: 1,845 No. Minimums: 804 Land Value: \$3,524,288,976	Minimum Rate \$789.89 Cents in the Dollar: 0.1631775	\$6,225,270
Total Rate Assessments 38,613	Total Rateable Value \$50,182,195,544	\$44,799,382
SMSC Category, No of Assessments	Basis of Rate Calculation	Total SMSC
Stormwater Management Services Charge (Residential) SMSC No. Standard 15,347 No. Strata 21,290	Standard Properties \$25 Strata Properties \$12.50	\$649,800
Stormwater Management Services Charge (Business) SMSC No. Standard 965 No. Strata 871	Standard Properties Minimum \$25 or \$25 per 350m ² Strata Properties Minimum \$5 or part thereof by entitlement	\$89,836
Total Stormwater Management Services Charge (SMSC)		\$739,636
Total Rate Revenue Ordinary & SMSC		\$45,539,018

Stormwater Management Charge

The Stormwater Management Charge is an ongoing charge to ratepayers used to fund capital and recurrent costs associated with the introduction of additional stormwater management programs. The amount charged is \$12.50 per annum for residential strata properties, or \$25 per annum for other residential. Strata businesses are charged a minimum \$5, while other businesses are charged \$25, plus an additional \$25 for each 350 square metres or part of 350 square metres by which the area of the parcel of land exceeds 350 square metres.

Domestic Waste Management Charge

Domestic Waste Management (DWM) Services are provided to all residential properties in the local government area. The Domestic Waste Management Charge is a separate charge for waste services. The cost of these services cannot be financed from ordinary rates and the charge covers the costs of providing the services. The amount charged for a standard residential service for 2023-24 is \$439. Income raised from the DWM Charge is forecast at \$17.09M. For all charges relating to waste management, please refer to the document Fees and Charges 2023-2024.

Pensioner Rebate

The Local Government Act 1993 provides for eligible pensioners to be able to receive a rate reduction of 50% of their total rates, up to a maximum of \$250.

Rate Instalments

Rate instalments will be due on the following dates:

First Instalment	31 August 2023
Second Instalment	30 November 2023
Third Instalment	29 February 2024
Fourth Instalment	31 May 2024

Boarding House Tariffs (TBA for 2023-24)

In accordance with section 516 of the Local Government Act 1993 (the Act), it has been determined that for the purpose of the definition of 'boarding house' and 'lodging house', the maximum tariffs, excluding GST, that a boarding house or lodging house may charge tariff-paying occupants are:

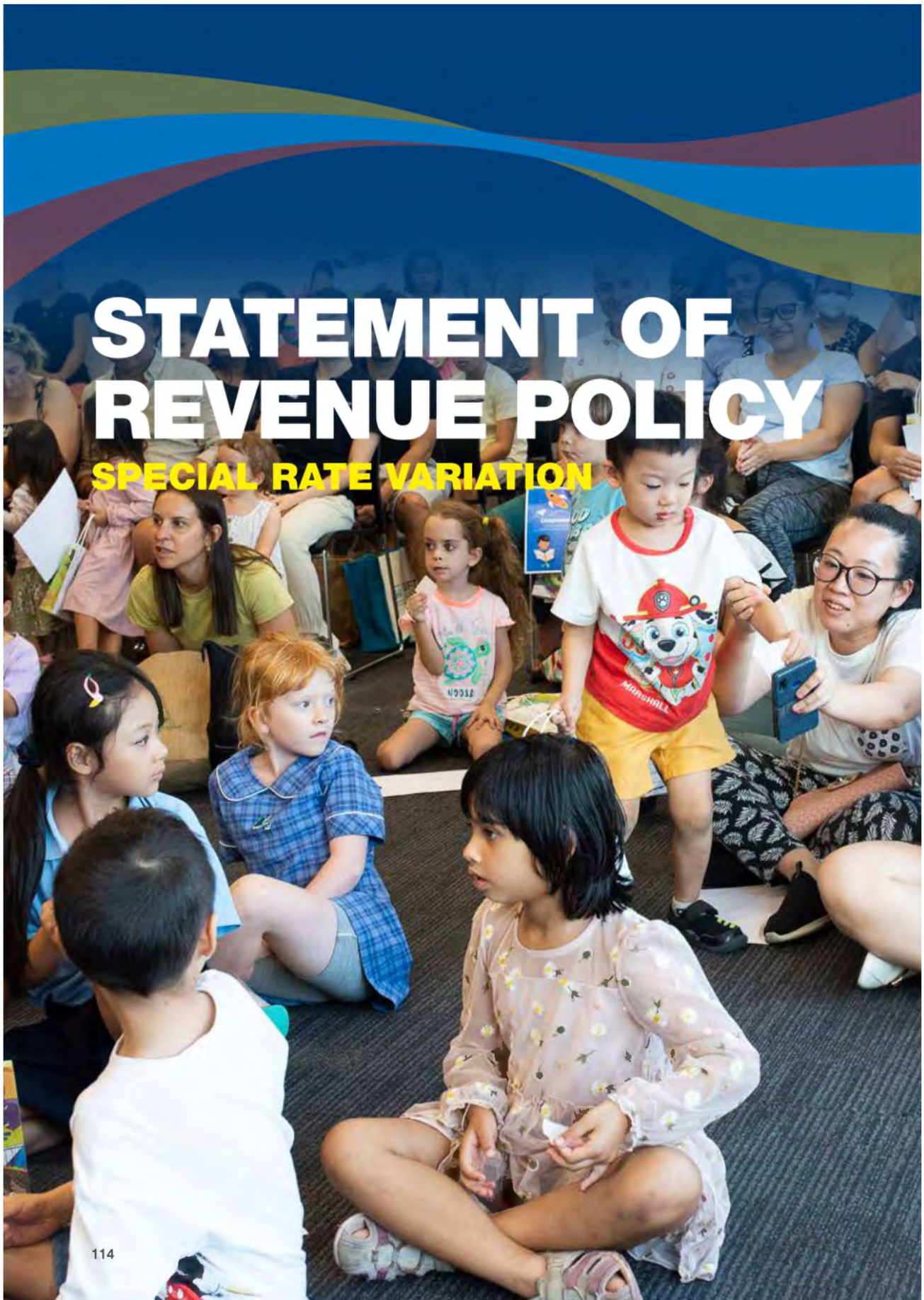
- a) Where full board and lodging is provided:
 - \$409 per week for single accommodation; or
 - \$675 per week for a family or shared accommodation
- b) Where less than full board or lodging is provided:
 - \$275 per week for single accommodation; or
 - \$454 per week for family or shared accommodation

Maximum Interest Rate on Overdue Rates and Charges (TBA for 2023-24)

In accordance with section 566(3) of the Act, it has been determined that the maximum rate of interest payable on overdue rates and charges for the period 1 July 2022 to 30 June 2023 (inclusive) will be 6.0% per annum.

The methodology used to calculate the interest rate applicable for the period 1 June 2022 to 30 June 2023 is the Supreme Court methodology (the Reserve Bank cash rate plus 6%), rounded to the nearest half per cent of the maximum interest rate for the previous year. The cash rate used for the purposes of the maximum interest rate for local government is based on the cash rate set by the Reserve Bank on 7 December 2021.

The maximum interest rate on overdue rates and charges for the period 1 July 2023 to 30 June 2024 is yet to be determined.



Overview

In order to deliver the commitments of this Operational Plan and the Delivery Program 2022-2026, Council has a Resourcing Strategy that plans for the financial, asset and human resources under its control. The Resourcing Strategy, was adopted in 2022, can be found on Council's website at canadabay.nsw.gov.au.

This Statement of Revenue Policy identifies where Council expects its revenue to be derived during 2023-24, and how it intends to expend that revenue in order to deliver this year's Operational Plan.

The Statement of Revenue Policy includes estimates of income and expenditure, including a detailed budget for the Operational Plan's activities. It provides information about the rates and special rates that will apply across the local government area in 2023-24, and the fees and charges that will be levied for some of the services that Council provides to the community. It also includes a pricing methodology that demonstrates how the Council has arrived at its schedule of fees and charges.

Estimated income and expenditure	Forecast 2023-24	Forecast 2024-25	Forecast 2025-26	Forecast 2026-27
Operational Budget				
Operating Income				
<i>Rates and Annual Charges</i>	67,471,043	70,767,284	73,830,735	76,786,888
<i>User Fees and Charges</i>	20,532,055	21,280,284	21,923,972	22,709,206
<i>Other Revenue</i>	6,973,442	7,147,780	7,326,477	7,509,639
<i>Other Income</i>	3,989,904	4,078,196	4,177,430	4,280,890
<i>Grants and Contributions- Operational</i>	7,338,937	7,056,987	7,115,904	7,295,639
<i>Interest</i>	4,715,000	4,715,000	4,715,000	4,715,000
Total operating income	111,020,381	115,045,531	119,089,518	123,297,262
Operating Expenses				
<i>Employee Costs</i>	47,230,512	48,517,615	49,927,858	51,177,941
<i>Borrowings</i>	632,084	587,337	552,424	515,968
<i>Materials & Services</i>	40,552,213	40,946,826	41,901,562	42,867,768
<i>Depreciation</i>	16,251,301	17,392,078	18,745,363	19,603,671
<i>Other Expenses</i>	6,340,945	6,499,094	6,661,197	6,827,353
<i>Net Loss from disposal of assets</i>	0	0	0	0
Total operating expenditure	111,007,054	113,942,950	117,788,404	120,992,701
Operational result - surplus/(deficit)	13,326	1,102,581	1,301,114	2,304,561
Capital Budget				
Capital Income				
<i>Grants And Contributions-Capital</i>	27,178,518	11,146,000	10,657,000	6,940,000
<i>New Loan</i>	0	0	0	0
<i>Proceeds From The Disposal Of Assets</i>	501,000	501,000	501,000	703,000
Total Capital Income	27,679,518	11,647,000	11,158,000	7,643,000
Capital Expenses				
<i>Capital Expenditure</i>	59,917,000	36,453,450	47,653,450	40,184,423
<i>Capital Expenditure - Principal Loan</i>	1,173,605	791,543	826,456	862,913
<i>Capital Expenditure - Other</i>	150,000	100,000	0	0
Total capital expenditure	61,240,605	37,344,994	48,479,907	41,047,335
Capital result - surplus/(deficit)	(33,561,087)	(25,697,993)	(37,321,906)	(33,404,335)
Funding Movements				
<i>Add Back Depreciation & Amortisation - Non Cash Item</i>	16,251,301	17,392,078	18,745,363	19,603,671
<i>Transfer From Reserve</i>	27,075,259	17,035,624	27,302,925	21,659,182
<i>Transfer To Reserve</i>	9,778,799	9,832,289	10,027,496	10,163,079
Total Funding Movements	33,547,761	24,595,413	36,020,792	31,099,774
Net result - surplus/(deficit)	0	0	0	0
Operating Ratio	0.01%	0.96%	1.09%	1.87%

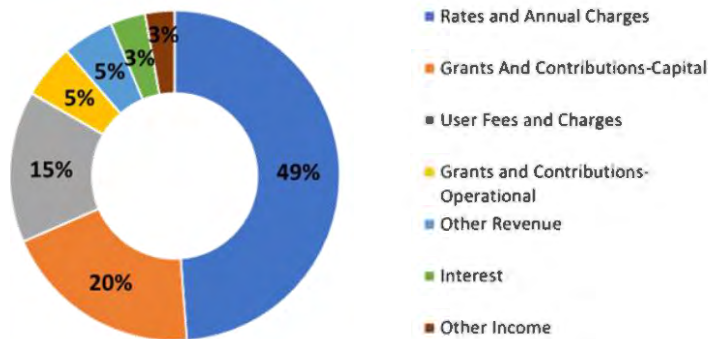
Income Statement

	2023-24 Forecast
INCOME FROM CONTINUING OPERATIONS	
<i>Rates and Annual Charges</i>	67,471,043
<i>User Fees and Charges</i>	20,532,055
<i>Other Revenue</i>	6,973,442
<i>Other Income</i>	3,989,904
<i>Grants and Contributions-Operational</i>	7,338,937
<i>Interest</i>	4,715,000
<i>Grants And Contributions-Capital</i>	27,178,518
Total operating income	138,198,899
EXPENSES FROM CONTINUING OPERATIONS	
<i>Employee Costs</i>	47,230,512
<i>Borrowings</i>	632,084
<i>Materials & Services</i>	40,552,213
<i>Depreciation</i>	16,251,301
<i>Other Expenses</i>	6,340,945
<i>Net Loss from disposal of assets</i>	0
Total operating expenditure	111,007,054
Surplus/(Deficit) from Continuing Operations	27,191,844
Surplus/(Deficit) before Capital Grants and Contributions	13,326

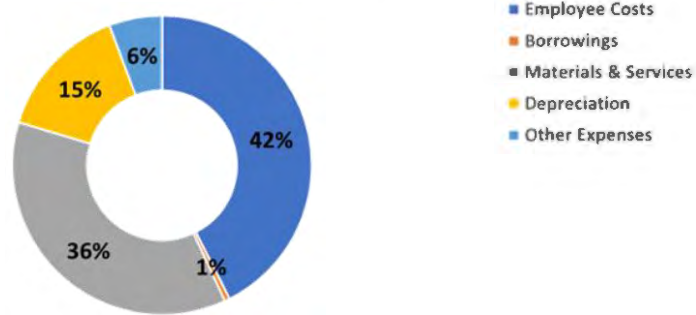
Proposed borrowings for 2023-24

Nil.

Operating Income 2023-24



Operating Expenditure 2023-24



Combined budget summary 2023-24

Business units

- General Manager
- Media and Communications
- People and Culture

General Managers Unit	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	115,000	118,450	122,004	125,664
Total Income from Continuing Operations	115,000	118,450	122,004	125,664
Expenses from Continuing Operations				
<i>Employee Costs</i>	4,444,813	4,567,687	4,693,929	4,811,279
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	1,362,204	1,364,280	1,430,391	1,433,349
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	29,120	29,848	30,594	31,358
Total Expenses from Continuing Operations	5,836,137	5,961,815	6,154,914	6,275,986
Surplus/(Deficit) from Continuing Operations	(5,721,137)	(5,843,365)	(6,032,910)	(6,150,322)

Business Unit:

- General Manager

General Manager	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	0	0	0	0
Expenses from Continuing Operations				
<i>Employee Costs</i>	834,838	858,900	883,645	905,738
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	678,912	695,885	713,284	731,113
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	29,120	29,848	30,594	31,358
Total Expenses from Continuing Operations	1,542,870	1,584,633	1,627,523	1,668,209
Surplus/(Deficit) from Continuing Operations	(1,542,870)	(1,584,633)	(1,627,523)	(1,668,209)

Business Unit:

- Media and Communications

Manager Media and Communications	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	0	0	0	0
Expenses from Continuing Operations				
<i>Employee Costs</i>	759,740	782,112	805,129	825,257
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	327,951	336,149	344,553	353,166
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	1,087,691	1,118,261	1,149,682	1,178,423
Surplus/(Deficit) from Continuing Operations	(1,087,691)	(1,118,261)	(1,149,682)	(1,178,423)

Business Unit:

- People and Culture

Manager People and Culture	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	115,000	118,450	122,004	125,664
Total Income from Continuing Operations	115,000	118,450	122,004	125,664
Expenses from Continuing Operations				
<i>Employee Costs</i>	2,850,236	2,926,675	3,005,155	3,080,284
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	355,341	332,246	372,554	349,070
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	3,205,577	3,258,921	3,377,709	3,429,354
Surplus/(Deficit) from Continuing Operations	(3,090,577)	(3,140,471)	(3,255,705)	(3,303,690)

Business units

- Corporate Services and Strategy Directorate
- Corporate Strategy and Business Improvement
- Finance
- Information Systems
- Property Strategy and Leasing
- Procurement and Fleet
- Governance and Customer Services

Corporate Services and Strategy	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	50,510,687	52,623,942	54,977,085	57,194,514
<i>User Fees and Charges</i>	917,940	963,637	876,671	902,972
<i>Interest</i>	4,715,000	4,715,000	4,715,000	4,715,000
<i>Other Revenue</i>	1,104,853	1,132,473	1,160,786	1,189,805
<i>Other Income</i>	3,958,673	4,046,184	4,144,618	4,247,258
<i>Grants and Contributions-Operational Purposes</i>	4,170,445	4,261,730	4,358,440	4,457,702
Total Income from Continuing Operations	65,377,598	67,742,966	70,232,600	72,707,251
Expenses from Continuing Operations				
<i>Employee Costs</i>	8,254,922	8,501,431	8,755,123	8,974,006
<i>Borrowings</i>	632,084	587,337	552,424	515,968
<i>Materials & Services</i>	8,337,123	9,346,006	8,863,886	9,201,100
<i>Depreciation</i>	8,506,612	9,027,815	9,711,959	10,118,596
<i>Other Expenses</i>	2,240,328	2,296,336	2,353,744	2,412,588
Total Expenses from Continuing Operations	27,971,069	29,758,925	30,237,136	31,222,258
Surplus/(Deficit) from Continuing Operations	37,406,529	37,984,041	39,995,464	41,484,993

Business Unit:

- Corporate Services Directorate

Corporate Services and Strategy Directorate	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	0	0	0	0
Expenses from Continuing Operations				
<i>Employee Costs</i>	555,120	571,462	588,272	602,977
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	173,453	177,790	182,234	186,790
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	728,573	749,252	770,506	789,767
Surplus/(Deficit) from Continuing Operations	(728,573)	(749,252)	(770,506)	(789,767)

Business Unit:

- Corporate Strategy and Business Improvement

Corporate Strategy and Business Improvement	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	0	0	0	0
Expenses from Continuing Operations				
<i>Employee Costs</i>	456,710	470,174	484,028	496,129
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	87,304	139,487	91,725	154,018
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	544,014	609,661	575,753	650,147
Surplus/(Deficit) from Continuing Operations	(544,014)	(609,661)	(575,753)	(650,147)

Business Unit:

- Finance

Finance	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	50,540,320	52,654,611	55,008,828	57,227,369
<i>User Fees and Charges</i>	420,113	442,216	339,608	349,797
<i>Interest</i>	4,715,000	4,715,000	4,715,000	4,715,000
<i>Other Revenue</i>	108,578	111,292	114,075	116,927
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	3,822,445	3,903,290	3,989,247	4,077,433
Total Income from Continuing Operations	59,606,456	61,826,409	64,166,758	66,486,526
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,810,260	1,867,184	1,925,826	1,973,975
<i>Borrowings</i>	632,084	587,337	552,424	515,968
<i>Materials & Services</i>	630,986	646,761	662,931	679,503
<i>Depreciation</i>	8,506,612	9,027,815	9,711,959	10,118,596
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	11,579,942	12,129,097	12,853,140	13,288,042
Surplus/(Deficit) from Continuing Operations	48,026,514	49,697,312	51,313,619	53,198,484

Business Unit:

- Information Systems

Information Systems	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	0	0	0	0
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,304,857	1,343,236	1,382,722	1,417,290
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	3,037,621	3,113,562	3,191,400	3,271,183
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	4,342,478	4,456,798	4,574,122	4,688,473
Surplus/(Deficit) from Continuing Operations	(4,342,478)	(4,456,798)	(4,574,122)	(4,688,473)

Business Unit:
Property strategy and Leasing

- Property portfolio
- Affordable housing

Manager Property Strategy and Leasing	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	(29,633)	(30,669)	(31,743)	(32,855)
<i>User Fees and Charges</i>	4,349	4,479	4,613	4,751
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	993,096	1,017,923	1,043,371	1,069,455
<i>Other Income</i>	3,958,673	4,046,184	4,144,618	4,247,258
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	4,926,485	5,037,917	5,160,859	5,288,609
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,015,672	1,045,548	1,076,282	1,103,189
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	800,315	820,322	840,831	861,851
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	1,815,987	1,865,870	1,917,113	1,965,040
Surplus/(Deficit) from Continuing Operations	3,110,498	3,172,047	3,243,746	3,323,569

Business Unit:
Governance and Customer Services

- Customer service
- Governance and risk
- Records

Mgr Governance & Customer Services	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	60,500	62,315	64,184	66,110
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	348,000	358,440	369,193	380,269
Total Income from Continuing Operations	408,500	420,755	433,377	446,379
Expenses from Continuing Operations				
<i>Employee Costs</i>	2,412,625	2,483,577	2,556,579	2,620,498
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	2,592,991	3,405,727	2,823,677	2,947,084
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	2,240,328	2,296,336	2,353,744	2,412,588
Total Expenses from Continuing Operations	7,245,944	8,185,640	7,734,000	7,980,170
Surplus/(Deficit) from Continuing Operations	(6,837,444)	(7,764,885)	(7,300,623)	(7,533,791)

Business Unit:
Procurement and Fleet

- Procurement
- Fleet

Manager Procurement and Fleet	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	432,978	454,627	468,266	482,314
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	3,179	3,258	3,340	3,423
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	436,157	457,885	471,606	485,737
Expenses from Continuing Operations				
<i>Employee Costs</i>	699,678	720,250	741,414	759,948
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	1,014,453	1,042,357	1,071,088	1,100,671
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	1,714,131	1,762,607	1,812,502	1,860,619
Surplus/(Deficit) from Continuing Operations	(1,277,974)	(1,304,722)	(1,340,896)	(1,374,882)

Environment and Planning
Business Units:

- Community and Environmental Planning
- Health, Building and Compliance
- Waste and Sustainability
- Strategic Planning
- Statutory Planning

<i>Environment and Planning</i>	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	16,974,770	18,158,261	18,869,091	19,608,355
<i>User Fees and Charges</i>	4,082,413	4,205,103	4,331,786	4,462,595
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	5,609,589	5,749,830	5,893,576	6,040,916
<i>Other Income</i>	31,231	32,012	32,812	33,632
<i>Grants and Contributions-Operational Purposes</i>	305,594	314,763	308,942	318,210
Total Income from Continuing Operations	27,003,597	28,459,969	29,436,207	30,463,708
Expenses from Continuing Operations				
<i>Employee Costs</i>	8,161,771	8,401,019	8,647,150	8,863,332
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	14,033,515	13,596,489	14,490,283	14,761,067
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	3,432,390	3,518,200	3,606,156	3,696,311
Total Expenses from Continuing Operations	25,627,675	25,515,708	26,743,589	27,320,710
Surplus/(Deficit) from Continuing Operations	1,375,922	2,944,261	2,692,618	3,142,998

Business Unit:

- Environment and Planning Directorate

<i>Director Community and Environmental Planning</i>	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	53,947	55,296	56,678	58,095
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	53,947	55,296	56,678	58,095
Expenses from Continuing Operations				
<i>Employee Costs</i>	387,873	399,304	411,065	421,340
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	289,547	296,785	304,205	311,809
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	677,420	696,089	715,270	733,149
Surplus/(Deficit) from Continuing Operations	(623,473)	(640,793)	(658,592)	(675,054)

Business Unit:
Health, Building and Compliance

- Parking controls
- Health, building and environmental compliance

Manager Health, Building and Compliance	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	1,369,470	1,416,772	1,465,805	1,516,635
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	5,329,500	5,462,738	5,599,307	5,739,290
<i>Other Income</i>	23,469	24,056	24,657	25,273
<i>Grants and Contributions-Operational Purposes</i>	14,388	14,820	0	0
Total Income from Continuing Operations	6,736,827	6,918,386	7,089,769	7,281,198
Expenses from Continuing Operations				
<i>Employee Costs</i>	3,497,336	3,599,236	3,704,051	3,796,655
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	682,392	699,452	701,821	719,367
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	4,179,728	4,298,688	4,405,872	4,516,022
Surplus/(Deficit) from Continuing Operations	2,557,099	2,619,698	2,683,897	2,765,176

Business Unit:
Waste and Sustainability

- Waste and resource recovery
- Environmental education

Manager Sustainability and Waste	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	16,974,770	18,158,261	18,869,091	19,608,355
<i>User Fees and Charges</i>	1,001,470	1,031,514	1,062,459	1,094,332
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	226,142	231,796	237,591	243,531
<i>Other Income</i>	7,762	7,956	8,155	8,359
<i>Grants and Contributions-Operational Purposes</i>	232,888	239,875	247,072	254,484
Total Income from Continuing Operations	18,443,032	19,669,402	20,424,368	21,209,061
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,564,265	1,610,245	1,657,553	1,698,993
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	12,073,467	12,066,253	13,131,658	13,357,450
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	3,407,390	3,492,575	3,579,890	3,669,388
Total Expenses from Continuing Operations	17,045,121	17,169,073	18,369,101	18,725,831
Surplus/(Deficit) from Continuing Operations	1,397,911	2,500,329	2,055,267	2,483,230

Business Unit:
Strategic Planning

- Strategic land use planning

Manager Strategic Planning	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	494,257	503,085	512,178	521,543
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	11,500	11,845	12,200	12,566
Total Income from Continuing Operations	505,757	514,930	524,378	534,109
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,025,335	1,055,564	1,086,668	1,113,835
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	795,312	336,382	150,042	164,820
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	25,000	25,625	26,266	26,923
Total Expenses from Continuing Operations	1,845,647	1,417,571	1,262,976	1,305,578
Surplus/(Deficit) from Continuing Operations	(1,339,890)	(902,641)	(738,598)	(771,469)

Business Unit:
Statutory Planning

- Development Applications

Manager Statutory Planning	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	1,217,216	1,253,732	1,291,344	1,330,085
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	46,818	48,223	49,670	51,160
Total Income from Continuing Operations	1,264,034	1,301,955	1,341,014	1,381,245
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,686,962	1,736,670	1,787,813	1,832,509
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	192,797	197,617	202,557	207,621
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	1,879,759	1,934,287	1,990,370	2,040,130
Surplus/(Deficit) from Continuing Operations	(615,725)	(632,332)	(649,356)	(658,885)

City Assets
Business Unit:

- City Assets Directorate
- Strategic Asset Services
- and Innovation
- Major Projects
- Roads and Traffic
- Open Space
- Buildings Services

City Services and Assets	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	(14,414)	(14,919)	(15,441)	(15,981)
<i>User Fees and Charges</i>	6,468,284	6,678,107	6,896,051	7,121,420
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	33,000	33,825	34,671	35,538
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	2,014,267	1,670,654	1,627,775	1,660,858
Total Income from Continuing Operations	8,501,137	8,367,667	8,543,056	8,801,835
Expenses from Continuing Operations				
<i>Employee Costs</i>	14,275,327	14,600,730	15,025,607	15,401,254
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	13,481,263	13,269,727	13,687,384	13,929,205
<i>Depreciation</i>	7,353,813	7,942,117	8,577,486	9,006,361
<i>Other Expenses</i>	268,142	274,846	281,717	288,760
Total Expenses from Continuing Operations	35,378,545	36,087,420	37,572,194	38,625,580
Surplus/(Deficit) from Continuing Operations	(26,877,408)	(27,719,753)	(29,029,138)	(29,823,745)

Director City Assets	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	0	0	0	0
Expenses from Continuing Operations				
<i>Employee Costs</i>	775,965	798,588	821,862	842,409
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	45,925	47,074	48,251	49,456
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	821,890	845,662	870,113	891,865
Surplus/(Deficit) from Continuing Operations	(821,890)	(845,662)	(870,113)	(891,865)

Business Unit:
Strategic Asset Services and Innovation

- Drainage, marine and stormwater management
- Strategic asset management

Manager Strategic Asset Services and Innovation	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	75,000	77,250	79,568	81,955
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	334,333	207,030	213,241	219,638
Total Income from Continuing Operations	409,333	284,280	292,809	301,593
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,160,643	1,104,514	1,136,935	1,165,357
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	1,825,252	1,868,179	2,033,386	1,959,724
<i>Depreciation</i>	1,613,406	1,742,478	1,881,876	1,975,970
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	4,599,301	4,715,171	5,052,197	5,101,051
Surplus/(Deficit) from Continuing Operations	(4,189,968)	(4,430,891)	(4,759,388)	(4,799,458)

Business Unit:
City Projects and Project Management Office

- Project delivery of major capital projects – this is part of the capital budget

Manager City Projects	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	0	0	0	0
Expenses from Continuing Operations				
<i>Employee Costs</i>	0	0	0	0
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	0	0	0	0
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	0	0	0	0
Surplus/(Deficit) from Continuing Operations	0	0	0	0

Business Unit:
Roads and Traffic

- Roads
- Emergency Services
- Footpaths
- Cycleways
- Lighting
- Bridges
- Kerbs and gutters.
- Cleansing

Manager Roads and Traffic	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	3,547,394	3,670,816	3,798,792	3,931,501
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	758,207	1,003,404	1,017,757	1,032,539
Total Income from Continuing Operations	4,305,601	4,674,220	4,816,549	4,964,040
Expenses from Continuing Operations				
<i>Employee Costs</i>	5,260,309	5,412,681	5,569,401	5,708,644
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	3,649,353	3,627,836	3,793,538	3,861,506
<i>Depreciation</i>	5,740,407	6,199,639	6,695,610	7,030,391
<i>Other Expenses</i>	268,142	274,846	281,717	288,760
Total Expenses from Continuing Operations	14,918,211	15,515,002	16,340,266	16,889,301
Surplus/(Deficit) from Continuing Operations	(10,612,610)	(10,840,782)	(11,523,717)	(11,925,261)

Business Unit:
Open Space

- Sporting fields
- Parks, playgrounds and reserves
- Swimming pools management
- Golf courses
- Bushcare

Manager Open Space	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	2,845,890	2,930,041	3,017,691	3,107,964
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	33,000	33,825	34,671	35,538
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	921,727	460,220	396,777	408,681
Total Income from Continuing Operations	3,800,617	3,424,086	3,449,139	3,552,183
Expenses from Continuing Operations				
<i>Employee Costs</i>	6,002,167	6,177,156	6,357,163	6,516,092
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	4,948,692	4,639,287	4,647,655	4,814,853
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	10,950,859	10,816,443	11,004,818	11,330,945
Surplus/(Deficit) from Continuing Operations	(7,150,242)	(7,392,357)	(7,555,679)	(7,778,762)

Business Unit:

- Buildings and Property Maintenance

Manager Buildings and Property	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	(14,414)	(14,919)	(15,441)	(15,981)
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	(14,414)	(14,919)	(15,441)	(15,981)
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,076,243	1,107,791	1,140,246	1,168,752
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	3,012,041	3,087,351	3,164,554	3,243,666
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	4,088,283	4,195,142	4,304,800	4,412,418
Surplus/(Deficit) from Continuing Operations	(4,102,698)	(4,210,061)	(4,320,241)	(4,428,399)

Community Services and Leisure
Business Units:

- Community Services and Leisure Directorate
- Place Management
- Library and Community Services
- Venues
- Recreation (Leisure Centres)

Community Culture and Leisure	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	9,063,418	9,433,437	9,819,464	10,222,219
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	226,000	231,652	237,444	243,380
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	733,631	691,390	698,743	733,205
Total Income from Continuing Operations	10,023,049	10,356,479	10,755,651	11,198,804
Expenses from Continuing Operations				
<i>Employee Costs</i>	12,093,679	12,446,748	12,806,049	13,128,070
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	3,338,108	3,370,324	3,429,618	3,543,047
<i>Depreciation</i>	390,876	422,146	455,918	478,714
<i>Other Expenses</i>	370,965	379,864	388,986	398,336
Total Expenses from Continuing Operations	16,193,628	16,619,082	17,080,571	17,548,167
Surplus/(Deficit) from Continuing Operations	(6,170,579)	(6,262,603)	(6,324,920)	(6,349,363)

Business Unit:

- Director - Community Culture and Leisure

Director Community Culture and Leisure	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	0	0	0	0
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	0	0	0	0
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	0	0	0	0
Expenses from Continuing Operations				
<i>Employee Costs</i>	393,898	403,747	413,840	424,186
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	0	0	0	0
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	393,898	403,747	413,840	424,186
Surplus/(Deficit) from Continuing Operations	(393,898)	(403,747)	(413,840)	(424,186)

Business Unit:
Place Management

- Economic development
- Arts and cultural development
- Local festivals and Events

Manager Place Management	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	85,500	88,065	90,707	93,429
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	100,700	103,218	105,798	108,443
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	222,312	164,731	156,283	174,472
Total Income from Continuing Operations	408,512	356,014	352,788	376,344
Expenses from Continuing Operations				
<i>Employee Costs</i>	1,062,087	1,095,124	1,125,258	1,155,393
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	1,081,003	1,056,154	1,056,935	1,110,358
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	155,629	159,520	163,508	167,596
Total Expenses from Continuing Operations	2,298,719	2,310,798	2,345,701	2,433,347
Surplus/(Deficit) from Continuing Operations	(1,890,207)	(1,954,784)	(1,992,913)	(2,057,003)

Business Unit:
Library and Community Services

- Children and family services
- Libraries
- Bus services
- Disability inclusion

Manager Library and Community Services	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	3,844,316	4,035,907	4,237,057	4,448,249
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	1,100	1,128	1,157	1,186
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	511,319	526,659	542,460	558,733
Total Income from Continuing Operations	4,356,735	4,563,694	4,780,674	5,008,168
Expenses from Continuing Operations				
<i>Employee Costs</i>	7,590,697	7,811,851	8,039,340	8,240,194
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	1,230,180	1,260,945	1,292,469	1,324,782
<i>Depreciation</i>	390,876	422,146	455,918	478,714
<i>Other Expenses</i>	215,336	220,344	225,478	230,740
Total Expenses from Continuing Operations	9,427,089	9,715,286	10,013,205	10,274,430
Surplus/(Deficit) from Continuing Operations	(5,070,354)	(5,151,592)	(5,232,531)	(5,266,262)

Business Unit:

- Venues

Manager Venues	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	1,115,500	1,170,821	1,228,894	1,289,856
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	84,200	86,306	88,464	90,675
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	1,199,700	1,257,127	1,317,358	1,380,531
Expenses from Continuing Operations				
<i>Employee Costs</i>	453,400	466,676	480,334	492,341
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	192,685	197,503	202,441	207,500
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	646,085	664,179	682,775	699,841
Surplus/(Deficit) from Continuing Operations	553,615	592,948	634,583	680,690

Business Unit:

- Recreation

Manager Recreation	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Income from Continuing Operations				
<i>Rates and Annual Charges</i>	0	0	0	0
<i>User Fees and Charges</i>	4,018,102	4,138,644	4,262,806	4,390,685
<i>Interest</i>	0	0	0	0
<i>Other Revenue</i>	40,000	41,000	42,025	43,076
<i>Other Income</i>	0	0	0	0
<i>Grants and Contributions-Operational Purposes</i>	0	0	0	0
Total Income from Continuing Operations	4,058,102	4,179,644	4,304,831	4,433,761
Expenses from Continuing Operations				
<i>Employee Costs</i>	2,593,596	2,669,350	2,747,277	2,815,956
<i>Borrowings</i>	0	0	0	0
<i>Materials & Services</i>	834,240	855,722	877,773	900,407
<i>Depreciation</i>	0	0	0	0
<i>Other Expenses</i>	0	0	0	0
Total Expenses from Continuing Operations	3,427,836	3,525,072	3,625,050	3,716,363
Surplus/(Deficit) from Continuing Operations	630,266	654,572	679,781	717,398

Capital Projects - inclusive of SRV

Projects	Budget	Budget	Budget	Budget
	2023-24	2024-25	2025-26	2026-27
Buildings				
100287 - Buildings Renewal	2,226,700	1,301,700	1,301,700	1,301,700
102029 - Beaconsfield Site – Green Corridor Establishment	2,500,000	0	0	0
102813 - Annual Building and Facility Accessibility Works Program	300,000	300,000	300,000	300,000
102885 - Five Dock Park Amenities Building renewal	0	300,000	3,000,000	0
103134 - Drummoyne Pool Renewals	125,000	125,000	125,000	125,000
103135 - Cabarita Pool Renewals	125,000	125,000	125,000	125,000
103164 - Drummoyne Pool - Sustainability Project Electric Heat Pumps	350,000	0	0	0
103167 - Queen Elizabeth Park Toilet Block (Exeloo)	495,000	0	0	0
103168 - Public toilet - McIlwaine Park	761,625	0	0	0
103231 - Sustainability Program (Net Zero by 2030) - Buildings	0	350,000	350,000	350,000
103232 - Five Dock Library- Partial Interior Upgrade	262,500	0	0	0
103233 - Bayview Park Toilet - Design Phase - Knockdown & Rebuild	80,000	675,000	0	0
103237 - Five Dock Leisure Centre Renovation	1,200,000	0	0	0
103269 - New Public Toilet	0	90,000	710,000	0
103272 - Multi-Purpose Community Space	0	220,000	1,030,000	2,250,000
103274 - Concord - Indoor Youth Facility	0	0	0	300,000
103276 - Buildings Innovation Program	0	300,000	300,000	300,000
103400 - Wangal Reserve Amenities Upgrade	250,000	0	0	0
Sub-total Buildings	8,675,825	3,786,700	7,241,700	5,051,700
City Projects				
102686 - Charles Heath Reserve Upgrade	3,000,000	0	0	0
102773 - McIlwaine Park - River Activation	3,590,000	0	0	0
102781 - Rhodes Recreation Centre	10,000,000	0	0	0
102802 - Major Projects - City Services and Assets	1,594,055	1,640,582	1,688,442	1,730,653
102914 - Timbrell Park Sportsfield Upgrade	700,000	0	0	0

Projects	Budget	Budget	Budget	Budget
	2023-24	2024-25	2025-26	2026-27
102958 - Project Management Office	536,834	552,662	568,947	583,170
103192 - Majors Bay Reserve Recreation Precinct	2,219,000	0	0	0
103387 - Campbell Park shared path	800,000	0	0	0
Sub-total City Projects	22,439,889	2,193,244	2,257,389	2,313,823
Finance				
102587 - Finance	1,173,605	791,543	826,456	862,913
Sub-total Finance	1,173,605	791,543	826,456	862,913
Fleet Services				
100523 - Fleet - Vehicles (Trucks, Utes, Trailers, Mowers)	1,000,000	900,000	1,000,000	1,000,000
100524 - Fleet - Lease Back Vehicles (Sedans and Wagons)	1,000,000	1,116,000	1,000,000	1,000,000
100875 - Small Plant - Engineering	31,000	32,000	33,000	34,000
100878 - Small Plant - Parks & Gardens	31,000	32,000	33,000	34,000
Sub-total Fleet Services	2,062,000	2,080,000	2,066,000	2,068,000
Information Systems				
103262 - Information Technology Projects	150,000	100,000	0	0
Sub-total Information Systems	150,000	100,000	0	0
Library and Community Services				
100384 - Concord Library Furniture and Fittings	8,540	8,880	9,200	9,600
100512 - Five Dock Library Furniture	6,712	6,980	7,300	7,600
100614 - Library Audio/Visual	40,750	42,380	44,100	62,821
100615 - Library Books	314,220	326,790	340,000	324,625
100619 - Library Periodicals	37,390	38,890	40,400	45,315
102038 - Library Cataloguing and Processing	121,850	126,720	131,800	131,383
102841 - The Learning Space - Furniture and Fittings	10,617	11,040	11,500	12,000
102934 - Replacement Robot at the Learning Space	10,000	0	0	0

Projects	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Sub-total Library and Community Services	550,079	561,680	584,300	593,344
Open Space				
100873 - Annual Skateboard Park Renewal Program	150,000	0	0	0
100914 - Street Tree Replacement Program	250,000	250,000	250,000	250,000
102041 - Wangal Reserve and Punt Park POM Actions	150,000	0	0	0
102728 - Drummoynes Oval/ Taplin Stormwater re-use	301,019	0	0	0
102730 - Annual Shade Renewal Program	50,000	50,000	50,000	50,000
102734 - Annual Outdoor Exercise Equipment Program	100,000	100,000	100,000	0
102743 - Off-Leash Dog Area Upgrades	90,000	0	0	0
102745 - Deakin St Foreshore Access	680,000	0	0	0
102761 - Urban Canopy Street Tree Masterplan	0	45,000	0	0
102871 - Cabarita Park Beach Swim Enclosure Net	0	50,000	250,000	0
102907 - Urban Canopy Tree Planting	200,000	200,000	200,000	440,000
102908 - Park Signage Audit & Renewal	75,000	0	0	0
102911 - Parks Renewal Program - Non - Playground Equipment	100,000	100,000	100,000	100,000
103015 - Catchment Management - Study and Implementation	0	0	120,000	0
103022 - Playground Accessibility Improvements	350,000	150,000	150,000	150,000
103027 - Barnwell Park Bridge Renewal	0	250,000	0	0
103034 - Playground upgrade - WA McInnes Reserve	80,000	0	0	0
103035 - New Playground - Rothwell Park	0	0	0	20,000
103042 - Playground upgrade - Maple Close Reserve	20,000	0	0	0
103043 - Playground upgrade - Chiswick Park	0	0	20,000	230,000
103044 - Playground upgrade - Central Park	20,000	280,000	0	0
103045 - Playground upgrade - Brett Park	350,000	0	0	0
103046 - Playground upgrade - Henry Lawson Park	0	0	20,000	280,000
103047 - Playground upgrade - McIlwaine Park	500,000	0	0	0
103048 - Playground upgrade - Coralie Reserve	5,000	95,000	0	0
103049 - Playground upgrade - Howse Park	0	0	0	20,000
103050 - Playground upgrade - Montague Park	0	0	0	20,000

Projects	Budget	Budget	Budget	Budget
	2023-24	2024-25	2025-26	2026-27
103051 - Playground upgrade - Croker Park	0	0	20,000	130,000
103052 - Playground upgrade - Peg Paterson Park	0	0	0	20,000
103073 - Drummoyne Oval Picket Fence	0	0	0	200,000
103075 - Massey Park Fence - Staged	0	0	0	400,000
103087 - Water and Wellbeing Stations	0	120,000	0	0
103094 - Strathfield Triangle Playground	0	0	50,000	350,000
103096 - Pedestrian Access Mobility Plan improvements	100,000	100,000	100,000	0
103097 - Urban Canopy - Asset Management	375,000	100,000	100,000	100,000
103146 - Greening our City 2020 Round 2	60,000	0	0	0
103180 - Mill Park Half Basketball Court	0	0	0	85,000
103200 - Howley Park East Upgrade	1,825,770	0	0	0
103206 - Greening our City Cooler Suburbs - Round 3	143,000	0	0	0
103375 - Barnwell Park Golf Course 18th Tee	70,000	0	0	0
103376 - Golf Course Safety Screens	76,000	320,000	0	0
103377 - Parramatta to Sydney Foreshore Link (PSFL)	1,000,000	0	0	0
103378 - Red Cross Reserve upgrade	0	20,000	0	0
103379 - Taplin Park playground fence	34,500	0	0	0
103380 - Remote access for sports lighting	50,000	0	0	0
103383 - Utz Reserve upgrade	220,000	0	0	0
103385 - Cabarita Park accessible shelters	55,600	0	0	0
103386 - Cabarita Park Rock Drainage Swale	0	150,000	0	0
103389 - Queen Elizabeth Park Commemorative Garden Restoration	50,000	300,000	0	0
103402 - Massey Park Golf Improvement Works	130,000	0	0	0
Sub-total Open Space	7,660,889	2,680,000	1,530,000	2,845,000
Property Strategy				
103236 - Depot Renewal	300,000	0	0	0
103268 - Affordable Housing - Acquisition	0	0	0	132,000

Projects	Budget 2023-24	Budget 2024-25	Budget 2025-26	Budget 2026-27
Sub-total Property Strategy	300,000	0	0	132,000
Roads and Traffic				
100290 - Annual Accessibility Works Program (Bus Stop Upgrades etc)	300,000	200,000	200,000	200,000
100322 - Annual Capital Works Traffic Facilities Program	210,000	210,000	220,000	220,000
100529 - Annual Footpath Renewal Program	560,000	560,000	560,000	560,000
100594 - Annual Kerb/Gutter Renewal Program	210,000	278,966	357,931	420,000
100796 - Annual Regional Roads Program	125,000	125,000	125,000	125,000
100832 - Annual Road Pavement Renewal Program	953,000	1,219,741	1,717,893	1,969,631
100835 - Road Resurfacing Program	1,500,000	2,000,000	2,050,000	2,382,833
100839 - Roads To Recovery Program	168,737	400,000	400,000	400,000
100941 - The Terrace - Embankment Stabilisation	100,000	800,000	0	0
100949 - Traffic Committee Initiatives	40,000	40,000	40,000	40,000
102421 - Public Domain Plan Transport Interchange at Station Precinct	0	500,000	0	0
102499 - Victoria Road, Drummoyne - Public Domain design/construction	202,000	2,000,000	2,000,000	2,050,000
102759 - Annual Bridge Renewal Program	46,000	46,000	46,000	46,000
102877 - Intersection Upgrade George and Pomeroy Street	100,000	3,000,000	2,000,000	0
102878 - Strathfield Triangle Public Domain - Construction works	0	200,000	4,000,000	4,000,000
102879 - Rhodes Station Public Domain Construction works	0	1,500,000	3,000,000	3,000,000
102880 - Rhodes East Public Domain - Design Only	200,000	0	0	0
102882 - Regional Cycleway Upgrade - RMS Grant	5,330,000	0	0	0
102883 - Canada Bay Bike Plan Implementation Program	0	200,000	200,000	200,000
102994 - Local Roads Heavy Patching Program	178,000	512,617	725,234	871,590
102999 - Greenlees Avenue - Design and Construct parking treatment	0	150,000	0	0
103001 - Wellbank Street - design and construct parking treatment	0	110,000	0	0

Projects	Budget	Budget	Budget	Budget
	2023-24	2024-25	2025-26	2026-27
103002 - Phillip Street - Construct car parking treatment	100,000	200,000	0	0
103260 - Mortlake LATM	300,000	0	0	0
103314 - Pedestrian facilities around Russell Lea public School	225,000	0	0	0
103334 - Five Dock Park - Car parking Upgrade - POM action item	400,000	0	0	0
103359 - Lyons Road West Refuge Island	369,324	0	0	0
103360 - Harris Road Pedestrian Crossing	170,000	0	0	0
103361 - Trafalgar Parade Pedestrian Crossing	157,000	0	0	0
103362 - Llewellyn Street Shared Path	80,000	0	0	0
103381 - Metered parking replacement and upgrade	250,000	0	0	0
103384 - Regional and Local Roads Repair Program (RLRRP)	1,114,224	0	0	0
103388 - First Avenue - Arthur Street Roundabout Upgrade	200,000	0	0	0
103390 - Wellbank Street - signal redesign	120,000	0	0	0
Sub-total Roads and Traffic	13,708,285	14,252,324	17,642,059	16,485,054
Strategic Assets and Innovation				
100448 - Drainage Renewal and Relining Program	443,530	150,000	450,000	450,000
100862 - Seawall Renewal-Cap	0	500,000	1,000,000	1,450,000
100903 - Annual Stormwater Management Program	428,500	428,500	622,000	622,000
101297 - Werrell Reserve - Seawall Renewal	0	0	92,000	0
102851 - Renew Iron Cove Seawall- Sisters Bay to Birkenhead Point	0	0	1,340,000	1,373,500
102858 - Drainage - Re-Lining Rothwell to Rhonda Place	0	400,000	0	0
102859 - Drainage - Re-lining Crane to Beaconsfield	0	0	600,000	0
102868 - Floodplains - Future Flood Studies, FRMS, FRM	0	120,000	230,000	0
102876 - Pedestrian Crossing Safety Improvement Program	450,000	450,000	450,000	450,000

Projects	Budget	Budget	Budget	Budget
	2023-24	2024-25	2025-26	2026-27
102904 - Kings Bay Seawall - Barnwell Park Canal Outlet Zone	0	200,000	4,261,000	0
102905 - Five Dock Bay Seawall Dening to Thompson St	258,000	1,086,000	0	0
103006 - Saltwater Creek and Exile Bay Seawall naturalisation	2,000,000	6,500,000	1,975,000	0
103007 - Moala Concord Hospital Culvert Renewal	50,000	580,000	0	0
103156 - Annual Lighting and Pole Renewal	670,000	335,000	335,000	670,000
103281 - Lyons Road East Drummoyne Seawall renewal	0	150,000	0	0
103282 - Wiremills Park Timber Piles seawall renewal	0	0	562,000	0
103283 - Cabarita Point seawall renewal	0	0	0	160,000
103284 - France Bay seawall renewal southern end of Cabarita Park	0	0	0	320,000
103291 - Armitage Reserve seawall renewal	220,000	0	0	0
103302 - Gross Pollutant Trap - Moala Street	0	0	0	200,000
103303 - Gross Pollutant Trap - Currawang Street	0	0	250,000	0
103304 - Yaralla Environmental Basin	0	0	665,000	0
Sub-total Drainage and Marine Structures	4,520,030	10,899,500	12,832,000	5,695,500
Waste and Sustainability				
103278 - Bin Replacement/Refresh - Domestic Waste	0	0	3,500,000	0
103279 - Community Recycling Centre Rebuild	0	0	0	5,000,000
Sub-total Waste and Sustainability	0	0	3,500,000	5,000,000
Total	61,240,603	37,344,992	48,479,905	41,047,334

Rating Structure (SRV Scenario)

The total income that can be raised from levying rates on property is capped by the State Government based on a determination by the Independent Pricing and Regulatory Tribunal (IPART). IPART determined that general income from rates in 2023-24 may be increased by a maximum of 3.7%. Council has submitted a Special Variation Application to IPART to further increase the general income from rates by 11.79% exclusive of the rate peg, or 15.49% inclusive of the rate peg. IPART is expected to announce the outcome in May 2023.

The increase allowed by IPART relates to general income in total and not to individual ratepayer's rates. Individual rates are also affected by other factors such as land valuations. As such, rates for individual ratepayers may vary by more or less than the percentage allowable depending on how an individual ratepayer's land valuation has changed in a particular year compared to the land values of other ratepayers.

The following information details the rating structures for rating of land for 2023-24. Land is rated according to its use as either Residential or Business. The ad valorem rate, the minimum rate and anticipated revenue from each rating category is:

Rate Category, No of Assessments and Rateable Land Value	Basis of Rate Calculation	Total Ordinary Rate Income
Residential Residential Number: 36,768 No. Minimums: 21,547 Land Value: \$46,657,906,568	Minimum Rate \$879.70 Cents in the Dollar: 0.0646557	\$42,959,387
Business Business Number: 1,845 No. Minimums: 804 Land Value: \$3,524,288,976	Minimum Rate \$879.70 Cents in the Dollar: 0.181728	\$6,932,985
Total Rate Assessments 38,613	Total Rateable Value \$50,182,195,544	\$49,892,372
SMSC Category, No of Assessments	Basis of Rate Calculation	Total SMSC
Stormwater Management Services Charge (Residential) SMSC No. Standard 15,347 No. Strata 21,290	Standard Properties \$25 Strata Properties \$12.50	\$649,800
Stormwater Management Services Charge (Business) SMSC No. Standard 965 No. Strata 871	Standard Properties Minimum \$25 or \$25 per 350m ² Strata Properties Minimum \$5 or part thereof by entitlement	\$89,836
Total Stormwater Management Services Charge (SMSC)		\$739,636
Total Rate Revenue Ordinary & SMSC		\$50,632,008

Stormwater Management Charge

The Stormwater Management Charge is an ongoing charge to ratepayers used to fund capital and recurrent costs associated with the introduction of additional stormwater management programs. The amount charged is \$12.50 per annum for residential strata properties, or \$25 per annum for other residential. Strata businesses are charged a minimum \$5, while other businesses are charged \$25, plus an additional \$25 for each 350 square metres or part of 350 square metres by which the area of the parcel of land exceeds 350 square metres.

Domestic Waste Management Charge

Domestic Waste Management (DWM) Services are provided to all residential properties in the local government area. The Domestic Waste Management Charge is a separate charge for waste services. The cost of these services cannot be financed from ordinary rates and the charge covers the costs of providing the services. The amount charged for a standard residential service for 2023-24 is \$439. Income raised from the DWM Charge is forecast at \$17.09M. For all charges relating to waste management, please refer to the document Fees and Charges 2023-2024.

Pensioner Rebate

The Local Government Act 1993 provides for eligible pensioners to be able to receive a rate reduction of 50% of their total rates, up to a maximum of \$250.

Rate Instalments

Rate instalments will be due on the following dates:

First Instalment	31 August 2023
Second Instalment	30 November 2023
Third Instalment	29 February 2024
Fourth Instalment	31 May 2024

Boarding House Tariffs (TBA for 2023-24)

In accordance with section 516 of the Local Government Act 1993 (the Act), it has been determined that for the purpose of the definition of 'boarding house' and 'lodging house', the maximum tariffs, excluding GST, that a boarding house or lodging house may charge tariff-paying occupants are:

- a) Where full board and lodging is provided:
 - \$409 per week for single accommodation; or
 - \$675 per week for a family or shared accommodation
- b) Where less than full board or lodging is provided:
 - \$275 per week for single accommodation; or
 - \$454 per week for family or shared accommodation

Maximum Interest Rate on Overdue Rates and Charges (TBA for 2023-24)

In accordance with section 566(3) of the Act, it has been determined that the maximum rate of interest payable on overdue rates and charges for the period 1 July 2022 to 30 June 2023 (inclusive) will be 6.0% per annum.

The methodology used to calculate the interest rate applicable for the period 1 June 2022 to 30 June 2023 is the Supreme Court methodology (the Reserve Bank cash rate plus 6%), rounded to the nearest half per cent of the maximum interest rate for the previous year. The cash rate used for the purposes of the maximum interest rate for local government is based on the cash rate set by the Reserve Bank on 7 December 2021.

The maximum interest rate on overdue rates and charges for the period 1 July 2023 to 30 June 2024 is yet to be determined.

APPENDICES



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*Performers at the Lunar New Year
Festival, Rhodes.*



APPENDIX 1: KEY DRIVERS

When Council undertakes its integrated planning and reporting, the following plans and strategies are considered:

Premier's priorities

	Connected community	Sustainable and thriving environment	Vibrant urban living	Infrastructure and transport	Civic leadership
Bumping up education results for children	<input checked="" type="checkbox"/>				
Increasing the number of Aboriginal young people reaching their learning potential	<input checked="" type="checkbox"/>				
Protecting our most vulnerable children	<input checked="" type="checkbox"/>				
Increasing permanency for children in out-of-home care					
Reducing domestic violence reoffending	<input checked="" type="checkbox"/>				
Reducing recidivism in the prison population					
Reducing homelessness	<input checked="" type="checkbox"/>				
Improving service levels in hospitals					
Improving outpatient and community care					
Towards zero suicides	<input checked="" type="checkbox"/>				
Greener public spaces		<input checked="" type="checkbox"/>			
Greening our city		<input checked="" type="checkbox"/>			
Government made easy					<input checked="" type="checkbox"/>
World class public service					<input checked="" type="checkbox"/>

Eastern City District Plan

	Connected community	Sustainable and thriving environment	Vibrant urban living	Infrastructure and transport	Civic leadership
E1 Planning for a city supported by infrastructure			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
E2 Working through collaboration	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
E3 Providing services and social infrastructure to meet people's changing needs	<input checked="" type="checkbox"/>				
E4 Fostering healthy, creative, culturally rich and socially connected communities	<input checked="" type="checkbox"/>				
E5 Providing housing supply, choice and affordability, with access to jobs, services and public transport	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
E6 Creating and renewing great places and local centres, and respecting the District's heritage	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
E7 Growing a stronger and more competitive Harbour CBD					
E8 Growing and investing in health and education precincts and the Innovation Corridor			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
E9 Growing international trade gateways					
E10 Delivering integrated land use and transport planning and a 30-minute city			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
E11 Growing investment, business opportunities and jobs in strategic centres			<input checked="" type="checkbox"/>		
E12 Retaining and managing industrial and urban services land			<input checked="" type="checkbox"/>		
E13 Supporting growth of targeted industry sectors			<input checked="" type="checkbox"/>		
E14 Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways		<input checked="" type="checkbox"/>			
E15 Protecting and enhancing bushland and biodiversity		<input checked="" type="checkbox"/>			
E16 Protecting and enhancing scenic and cultural landscapes		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
E17 Increasing urban tree canopy cover and delivering Green Grid connections		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
E18 Delivering high quality open space	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
E19 Reducing carbon emissions and managing energy, water and waste efficiently		<input checked="" type="checkbox"/>			
E20 Adapting to the impacts of urban and natural hazards and climate change		<input checked="" type="checkbox"/>			
E21 Preparing Local Strategic Planning Statements informed by local strategic planning			<input checked="" type="checkbox"/>		
E22 Monitoring and reporting on the delivery of the plan			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>

United Nations Sustainable Development Goals

	Connected community	Sustainable and thriving environment	Vibrant urban living	Infrastructure and transport	Civic leadership
1. End poverty	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
2. Zero hunger	<input checked="" type="checkbox"/>				
3. Good health and wellbeing	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
4. Quality education	<input checked="" type="checkbox"/>				
5. Gender equality	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
6. Clean water and sanitation		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
7. Affordable clean energy		<input checked="" type="checkbox"/>			
8. Decent work and economic growth	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		
9. Industry innovation and infrastructure	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
10. Reduced inequality	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
11. Sustainable cities and communities	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		
12. Responsible consumption and production		<input checked="" type="checkbox"/>			
13. Climate action		<input checked="" type="checkbox"/>			
14. Life below water		<input checked="" type="checkbox"/>			
15. Life on land		<input checked="" type="checkbox"/>			
16. Peace, justice and strong institutions	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>
17. Partnerships for the goals	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>

Modern Slavery Compliance

	Connected community	Sustainable and thriving environment	Vibrant urban living	Infrastructure and transport	Civic leadership
Council has a legislative obligation and a moral imperative to take all reasonable steps to seek to ensure that the goods and services that we procure are not the product of modern slavery.	✓	✓	✓	✓	✓

Child Safe Organisations

	Connected community	Sustainable and thriving environment	Vibrant urban living	Infrastructure and transport	Civic leadership
The City of Canada Bay is a Child Safe Community. We support the UN Declaration on the Rights of the Child and adhere to the Children and Young Person (Care and Protection) Act 1998 and the Children's Guardian Act 2019.	✓	✓	✓	✓	✓

Climate Emergency

	Connected community	Sustainable and thriving environment	Vibrant urban living	Infrastructure and transport	Civic leadership
Council declared a climate emergency at its meeting on 17 September 2019. We have a responsibility to our community and planet to not only reduce our greenhouse gas emissions but implement climate change mitigation and adaptation measures to safeguard the beautiful place we call home. We have since adopted and begun implementing an Environmental Strategy and Emissions Reduction Action Plan.	✓	✓	✓	✓	✓

Disability Access and Inclusion

	Connected community	Sustainable and thriving environment	Vibrant urban living	Infrastructure and transport	Civic leadership
Council is working to remove barriers and make sure that everyone has equal access to places, services, employment, volunteering opportunities, information and to contribute to our community. We value the perspective, experiences and contributions of all people from our diverse community.	✓	✓	✓	✓	✓

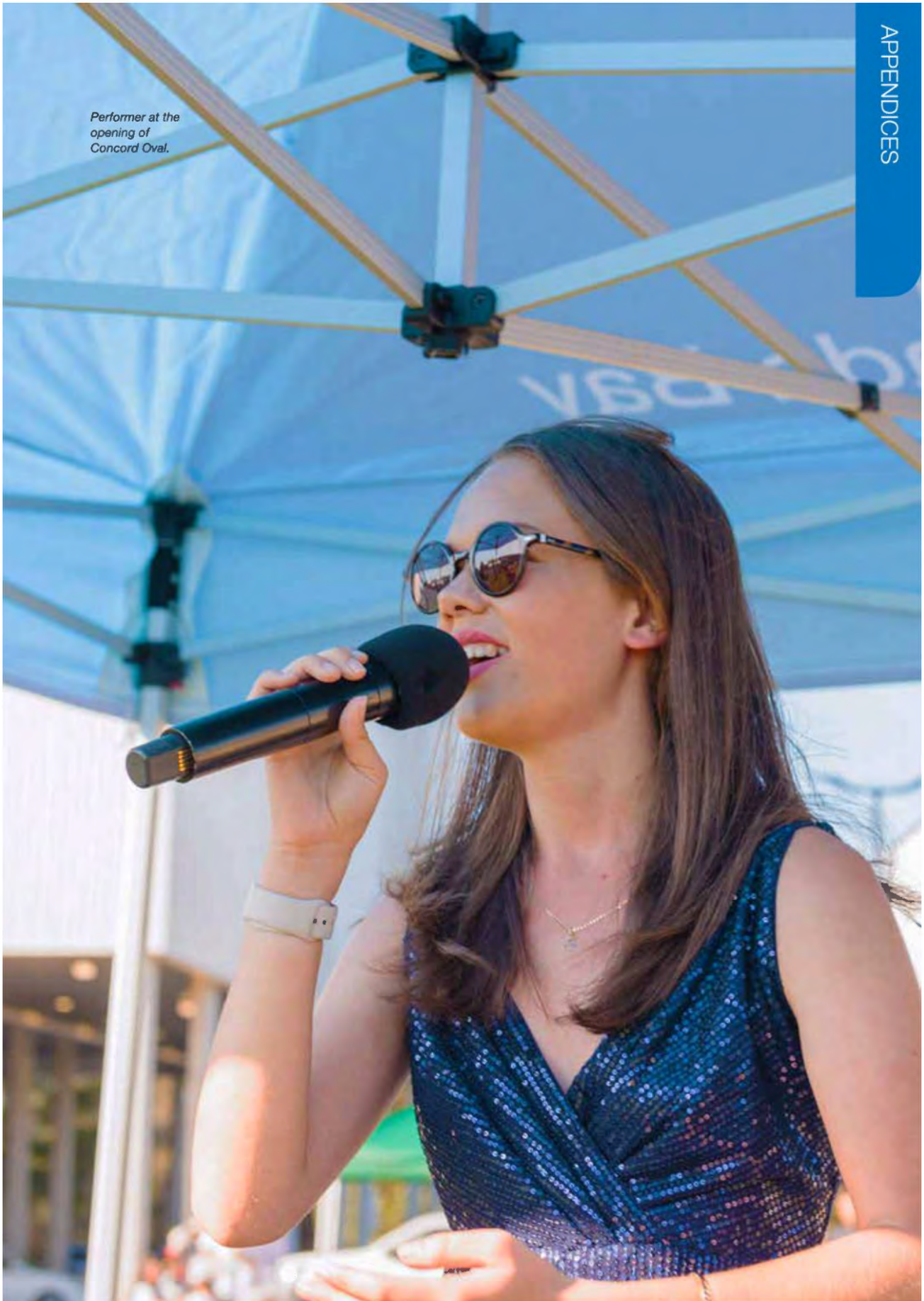
APPENDIX 2: OUR SERVICES

Service	Purpose	Responsible manager
Building asset services	Coordinates building asset management of Council owned properties, and leased and licenced properties, to ensure that they are accessible and fit for purpose.	Building Asset Services Manager
Building certification and compliance	Performs the assessment, investigation, certification and enforcement of laws, regulations and policies for developments and land-use activities within the City of Canada Bay to ensure their compliance, health, safety and amenity.	Manager Health Building and Compliance
City projects	Delivering current and future capital infrastructure works that are of high value and/or require long term planning to implement.	Manager City Projects
Cleansing services for public areas	Preserving the amenity of City streets and public places by providing routine and reactive public area cleansing, which includes street cleaning, street sweeping, removal of litter, emptying and maintaining Council's public litter bins and the cleaning of Council's toilets and amenities facilities in public areas. Supporting residents to recycle through operation of the Community Recycling Centre at Five Dock.	Manager Roads and Traffic
Community engagement	Delivering deliberate, transparent, inclusive and community engagement activities that enable the community to confirm community priorities and expected levels of service.	Manager Place Management
Community services	Provides community support, services and advocacy to enhance social wellbeing, diversity and community connections.	Manager Libraries and Community Services
Corporate strategy and business improvement	Delivers the Integrated Planning and Reporting Framework to involve the community in decisions about the future of the City and implementing strategic business improvement projects.	Director Corporate Services and Strategy
Council venue hire	Provides a user-friendly booking experience combined with friendly and knowledgeable customer service for all Council owned community venues for hire.	Venues Manager
Customer Service	Delivers a centralised customer service centre at the Civic Centre and Concord Library, providing information, transaction and consultation to customers via the front counter and call centre.	Manager Governance and Customer Service
Early childhood education and care	Provides high quality care and education to children from birth to five years of age, delivering innovative, inclusive and meaningful experiences for well-rounded learning and development.	Manager Library and Community Services
Emergency management	Keeping the community safe through providing emergency management services that include the Local Emergency Management Committee (The Bays) and Recovery Committees, working with State agencies to identify and prioritise risk mitigation options, educating and preparing the community for an emergency and providing resources and support to disaster response and recovery operations.	Manager Roads and Traffic
Environmental health	Provides enforcement and education to improve environmental and public health standards across the City of Canada Bay.	Manager Health Building and Compliance
Environmental sustainability	Develops policy and strategy to respond to environmental issues and delivers educational programs and sustainability initiatives for the community and Council.	Manager Environmental Sustainability and Waste
Executive and Councillor support	Provide Executive and Councillor support that results in the community, Councillors and visiting delegations being well informed, feeling welcomed and valued as part of the City of Canada Bay.	General Manager
Financial management	Undertaking day to day financial operations for the whole Council as well as corporate accounting to maintain financial sustainability.	Manager Finance

Service	Purpose	Responsible manager
Garden services and bushcare	Provides garden maintenance and bushcare services. Provides a bushcare volunteer program that enables community members to participate in the restoration, enhancement and maintenance of natural areas within the City of Canada Bay.	Manager Open Space
Governance	Ensures that Council has strong and effective governance and oversees the management of processes and protocols for Council's formal decision making that supports Council's capability to fulfil its legal, financial and ethical obligations.	Manager Governance and Customer Service
Information systems	Develops and maintains highly effective, reliable, secure and innovative information systems to support all our customers and community.	Manager Information Systems
Infrastructure projects and delivery	Planning and delivering renewal projects and capital works improvements for best practice management of Council's road reserve infrastructure assets.	Manager Roads and Traffic
Law enforcement and parking	Investigates and ensures compliance with the regulatory and compliance laws within the community, parking and companion animal issues, and liaises with and educates the community on the regulatory framework.	Manager Health Building and Compliance
Libraries	<p>City of Canada Bay Libraries provide free and open access to its library collections, engaging programs, welcoming spaces and knowledgeable and helpful staff to inspire our community to read, learn and connect.</p> <p>Our Library Services aim to enable the free flow of information and ideas in the interest of the whole community and a thriving culture, economy, environment and democracy.</p>	Manager Library and Community Services
Media and communications	Promotes and informs the community of Council's services and operations through a wide and varied section of channels, as well as providing graphic design services for Council.	Manager Media and Communications
Open space planning	Planning for and managing Council's network of open spaces to keep them thriving and capable of meeting the needs of our growing population.	Open Space Planning
Parks and water operations	Maintain parks and open spaces to allow the community to come together for leisure and recreation.	Manager Open Space
People and culture	Ensure our workforce is aligned with our values, is capable, empowered and accountable to foster a culture where we work safely and collaboratively to deliver community outcomes.	Manager People and Culture
Place management	Implements a multidisciplinary approach to the process of making places better. This is achieved through cultural and economic development, community engagement, fundraising, tourism and events that deliver a higher level of social, economic and environmental outcomes throughout the City of Canada Bay.	Manager Place Management
Procurement and fleet	<p>Leads staff on procurement, maintaining probity and value for money through auditable processes.</p> <p>Manages Council's equipment stores, including personal protective equipment supplies.</p> <p>Manages the ongoing maintenance, operation and replacement of Council's fleet vehicles and plant equipment.</p>	Manager Procurement and Fleet
Property strategy and leasing	Coordinates the management of Council owned properties, leased and licenced properties, road closures, easements, road dedications, and footpath dining, as well as strategic property functions including acquisition, disposal and leasing of property, and assessment of voluntary planning agreements.	Manager Property Strategy and Leasing

Service	Purpose	Responsible manager
Protection and restoration of Council infrastructure	Protecting and restoring Council road reserve assets to ensure they are safe and fit for purpose.	Manager Roads and Traffic
Records management	Manages and ensures that Council's records are safe and secure to support the delivery of quality services for the community, including access, retrieval, storage and disposal in accordance with legislative requirements.	Manager Governance and Customer Service
Recreation management — Five Dock Leisure Centre and Concord Oval Recreation Centre	Provides accessible recreation services across Council facilities including but not limited to gymnastics, gym, personal training, group fitness, sports court hire, social sport competitions, bootcamp, crèche and holiday care programs.	Manager Recreation
Risk management	Develops, implements and manages Council's Risk Management Framework and the management of Council's insurance function inclusive of general insurance renewals and insurance claims.	Manager Governance and Customer Service
Road maintenance services	Maintaining and extending the life of Council's road reserve assets to a safe standard in accordance with relevant legislation, and Council's adopted Asset Management Strategy and Plans.	Manager Roads and Traffic
Sports fields and golf courses	Maintains Council's sportsfields and golf courses (Barnwell Park Golf Course and Massey Park Golf Course).	Manager Open Space
Statutory planning	Assuring a well-planned and constructed built environment through implementation of Council's planning framework.	Manager Statutory Planning
Strategic asset management	<p>Providing strategic asset services and systems to support provision of Council's assets to the community.</p> <p>Undertake asset and operational management of stormwater, seawalls, floodplains and marine assets and city poles and lights to ensure optimal service to the community.</p> <p>Manage the Sydney Metro interface to ensure the assets constructed in the public domain are suitable for Council.</p>	Manager Strategic Asset Services and Innovation
Strategic planning	Planning for well-designed sustainable and resilient places and spaces.	Manager Strategic Planning
Traffic and transport	Managing safe and efficient operations of traffic and transport on the roads, footpaths and cycleways of the City of Canada Bay for the benefit of the community.	Manager Roads and Traffic
Tree services	Provides public and private tree services in line with Council's tree preservation order.	Manager Open Space
Waste management	Providing efficient waste service to residents and commercial customers to maximise resource recovery, protect the environment and improve amenity. Empowering the community to minimise their impacts through education.	Manager Sustainability and Waste

*Performer at the
opening of
Concord Oval.*

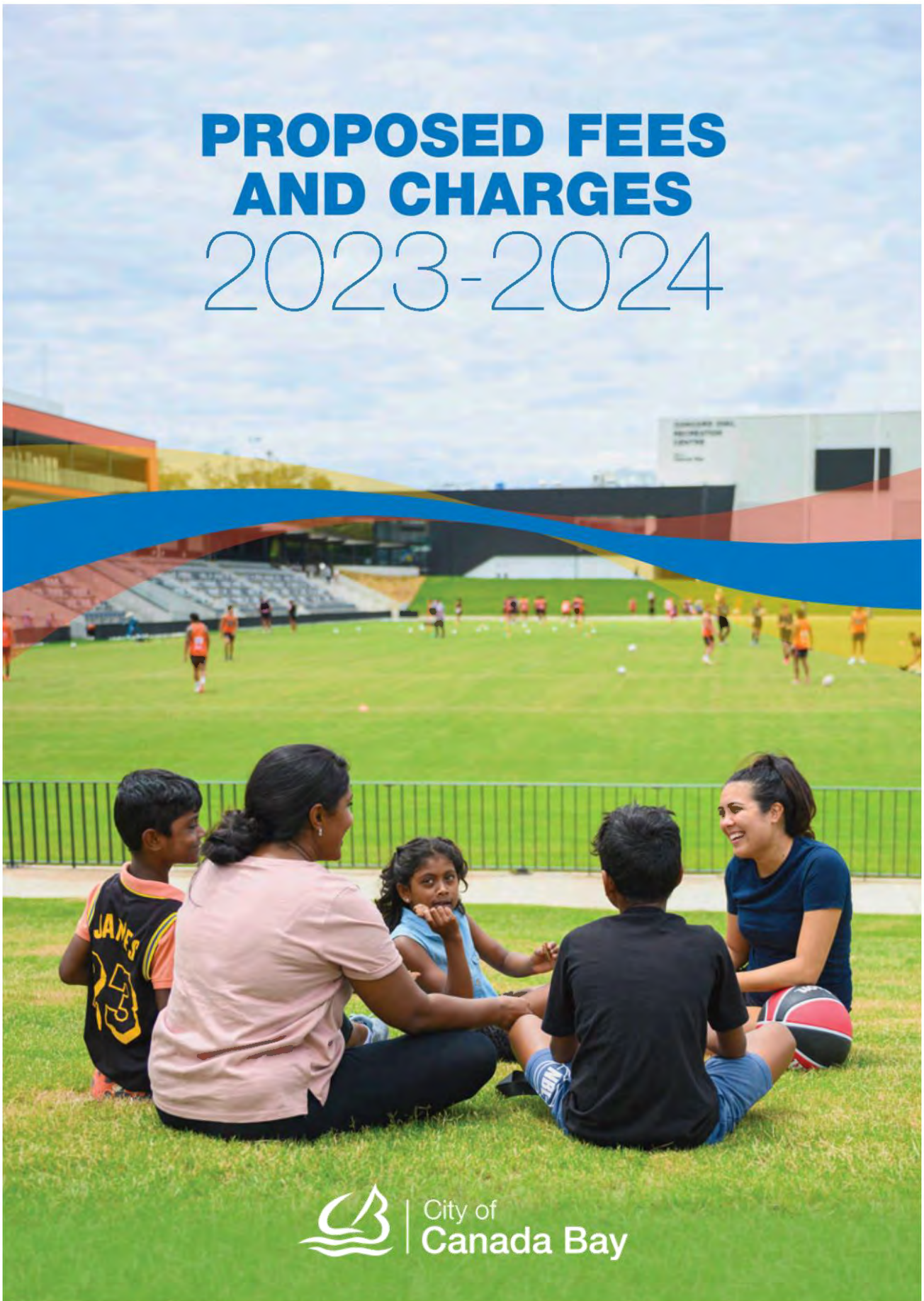




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PROPOSED FEES AND CHARGES 2023-2024



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Ordinary rates and special rates that apply in 2023-24

Rating Structure (Base Scenario)

The total income that can be raised from levying rates on property is capped by the State Government based on a determination by the Independent Pricing and Regulatory Tribunal (IPART). IPART determined that general income from rates in 2023-24 may be increased by a maximum of 3.7%.

The increase allowed by IPART relates to general income in total and not to individual ratepayer's rates. Individual rates are also affected by other factors such as land valuations. As such, rates for individual ratepayers may vary by more or less than the percentage allowable depending on how an individual ratepayer's land valuation has changed in a particular year compared to the land values of other ratepayers.

The following information details the rating structures for rating of land for 2023-24. Land is rated according to its use as either Residential or Business. The ad valorem rate, the minimum rate and anticipated revenue from each rating category is:

Rate Category, No of Assessments and Rateable Land Value	Basis of Rate Calculation	Total Ordinary Rate Income
Residential Residential Number: 36,768 No. Minimums: 21,547 Land Value: \$46,657,906,568	Minimum Rate \$789.89 Cents in the Dollar: 0.0580561	\$38,574,112
Business Business Number: 1,845 No. Minimums: 804 Land Value: \$3,524,288,976	Minimum Rate \$789.89 Cents in the Dollar: 0.1631775	\$6,225,270
Total Rate Assessments 38,613	Total Rateable Value \$50,182,195,544	\$44,799,382
SMSC Category, No of Assessments	Basis of Rate Calculation	Total SMSC
Stormwater Management Services Charge (Residential) SMSC No. Standard 15,347 No. Strata 21,290	Standard Properties \$25 Strata Properties \$12.50	\$649,800
Stormwater Management Services Charge (Business) SMSC No. Standard 965 No. Strata 871	Standard Properties Minimum \$25 or \$25 per 350m ² Strata Properties Minimum \$5 or part thereof by entitlement	\$89,836
Total Stormwater Management Services Charge (SMSC)		\$739,636
Total Rate Revenue Ordinary & SMSC		\$45,539,018

Rating Structure (SRV Scenario)

The total income that can be raised from levying rates on property is capped by the State Government based on a determination by the Independent Pricing and Regulatory Tribunal (IPART). IPART determined that general income from rates in 2023-24 may be increased by a maximum of 3.7%. Council has submitted a Special Variation Application to IPART to further increase the general income from rates by 11.79% exclusive of the rate peg, or 15.49% inclusive of the rate peg. IPART is expected to announce the outcome in May 2023.

The increase allowed by IPART relates to general income in total and not to individual ratepayer's rates. Individual rates are also affected by other factors such as land valuations. As such, rates for individual ratepayers may vary by more or less than the percentage allowable depending on how an individual ratepayer's land valuation has changed in a particular year compared to the land values of other ratepayers.

The following information details the rating structures for rating of land for 2023-24. Land is rated according to its use as either Residential or Business. The ad valorem rate, the minimum rate and anticipated revenue from each rating category is:

Rate Category, No of Assessments and Rateable Land Value	Basis of Rate Calculation	Total Ordinary Rate Income
Residential Residential Number: 36,768 No. Minimums: 21,547 Land Value: \$46,657,906,568	Minimum Rate \$879.70 Cents in the Dollar: 0.0646557	\$42,959,387
Business Business Number: 1,845 No. Minimums: 804 Land Value: \$3,524,288,976	Minimum Rate \$879.70 Cents in the Dollar: 0.181728	\$6,932,985
Total Rate Assessments 38,613	Total Rateable Value \$50,182,195,544	\$49,892,372
SMSC Category, No of Assessments	Basis of Rate Calculation	Total SMSC
Stormwater Management Services Charge (Residential) SMSC No. Standard 15,347 No. Strata 21,290	Standard Properties \$25 Strata Properties \$12.50	\$649,800
Stormwater Management Services Charge (Business) SMSC No. Standard 965 No. Strata 871	Standard Properties Minimum \$25 or \$25 per 350m ² Strata Properties Minimum \$5 or part thereof by entitlement	\$89,836
Total Stormwater Management Services Charge (SMSC)		\$739,636
Total Rate Revenue Ordinary & SMSC		\$50,632,008

Stormwater Management Charge

The Stormwater Management Charge is an ongoing charge to ratepayers used to fund capital and recurrent costs associated with the introduction of additional stormwater management programs. The amount charged is \$12.50 per annum for residential strata properties, or \$25 per annum for other residential. Strata businesses are charged a minimum \$5, while other businesses are charged \$25, plus an additional \$25 for each 350 square metres or part of 350 square metres by which the area of the parcel of land exceeds 350 square metres.

Domestic Waste Management Charge

Domestic Waste Management (DWM) Services are provided to all residential properties in the local government area. The Domestic Waste Management Charge is a separate charge for waste services. The cost of these services cannot be financed from ordinary rates and the charge covers the costs of providing the services. The amount charged for a standard residential service for 2023-24 is \$439. Income raised from the DWM Charge is forecast at \$17.09M. For all charges relating to waste management, please refer to the document Fees and Charges 2023-2024.

Pensioner Rebate

The Local Government Act 1993 provides for eligible pensioners to be able to receive a rate reduction of 50% of their total rates, up to a maximum of \$250.

Rate Instalments

Rate instalments will be due on the following dates:

First Instalment	31 August 2023
Second Instalment	30 November 2023
Third Instalment	29 February 2024
Fourth Instalment	31 May 2024

Boarding House Tariffs (TBA for 2023-24)

In accordance with section 516 of the Local Government Act 1993 (the Act), it has been determined that for the purpose of the definition of 'boarding house' and 'lodging house', the maximum tariffs, excluding GST, that a boarding house or lodging house may charge tariff-paying occupants are:

- a) Where full board and lodging is provided:
 - \$409 per week for single accommodation; or
 - \$675 per week for a family or shared accommodation
- b) Where less than full board or lodging is provided:
 - \$275 per week for single accommodation; or
 - \$454 per week for family or shared accommodation

Maximum Interest Rate on Overdue Rates and Charges (TBA for 2023-24)

In accordance with section 566(3) of the Act, it has been determined that the maximum rate of interest payable on overdue rates and charges for the period 1 July 2022 to 30 June 2023 (inclusive) will be 6.0% per annum.

The methodology used to calculate the interest rate applicable for the period 1 June 2022 to 30 June 2023 is the Supreme Court methodology (the Reserve Bank cash rate plus 6%), rounded to the nearest half per cent of the maximum interest rate for the previous year. The cash rate used for the purposes of the maximum interest rate for local government is based on the cash rate set by the Reserve Bank on 7 December 2021.

The maximum interest rate on overdue rates and charges for the period 1 July 2023 to 30 June 2024 is yet to be determined.

Revenue Policy

In accordance with Section 608 of the Local Government Act 1993 and other relevant legislation, City of Canada Bay Council charges and recovers approved fees and charges for any services it provides as contained within the document entitled "Fees and Charges 2023-2024".

Fees and charges are generally intended to be imposed on the following services provided by Council under the Local Government Act or any other Act or regulations:

- Supply of a product, service or commodity;
- Giving of information;
- Providing a service in connection with the exercise of the Council's regulatory functions, including receiving an application for approval, granting an approval, making an inspection and issuing a certificate;
- Allowing admission to any building or enclosure;
- Possession, occupation or enjoyment of a rail, pipe, wire, pole, cable, tunnel or structure laid, erected, suspended, constructed or placed on, under or over a public place (s.611)
- Allowing the use or benefit from Council's assets, possessions, etc.

City of Canada Bay Council's general policy in determining the amount of fees to be charged for goods and services considers the following factors:

- The cost of providing the service
- The importance of the service to the community
- Prices fixed by the relevant industry body
- Any factors specified in the Local Government Regulations
- Equity factors
- User pays principle
- Financial objectives
- Customer objectives
- Resource use objectives

- Market prices
- Cross subsidisation objectives
- Goods and Services Tax (GST)

In cases where the amount of fees and charges for service is determined under another Act or regulatory body, Council's policy is not to determine an amount that is inconsistent with the amount determined under the other Act or regulatory body.

All of Council's fees and charges not subject to statutory control are reviewed on an annual basis prior to finalisation of Council's annual operating budget. However, in special circumstances, fees and charges can be reviewed and approved by Council in accordance with the Local Government Act 1993 and Regulations.

Categories

Under section 610E of the Local Government Act 1993, Council may waive or reduce a fee in a particular case if Council is satisfied that the case falls within a category of hardship or any other category in respect of which Council has determined payment should be so waived or reduced. Council has established the categories below which may apply to any fees.

Commercial: where Council, or its contractor, operates a service and reduction of the fee is required to compete in the market.

Community recognition and community fundraising: excluding those fees or charges prescribed by legislation, fees or charges may be waived or reduced for initiatives that:

- Recognise and/or celebrate the achievements of an entity within the City of Canada Bay (for example, street banners).
- Support the activities of registered not-for-profit and charitable organisations, community organisations and other organisations that provide identifiable social benefits that respond to community needs (e.g. venue hire).
- Generate donations on behalf of, and/or for provision to, charitable fundraising authority holders where it is demonstrated that all revenue exceeding costs of the specified activity is donated (for example, facility hire for disaster recovery events).

Medical Waste - where residents have increased waste due to medical reasons and have provided certification of the condition from a medical practitioner and demonstrated the resulting increase in household waste.

Non-provision or disruption of a service - Where a service is not provided, Council may, at its discretion, refund or credit the fee. Where a service is disrupted, Council may, at its direction, refund or credit the fee in full or in part.

Goods & Services Tax (GST)

City of Canada Bay Council unequivocally reserves the right to pass on the GST imposed on some of the goods and services provided, and where legislation is changed to remove or alter GST, council's relevant fee will be amended accordingly.

Price Codes

Code	Name	Description
BAGS	Bonds and Deposits	Refundable deposit against possible damage to Council property
FC	Full Cost Pricing	Council recovers all direct and indirect costs of the service (including depreciation of assets deployed).
LR	Legislative Requirements	Price of the service is determined by Legislation, and dependent on price, may or may not recover Full Cost.
MP	Market Pricing	The price of the service is determined by examining alternative prices of surrounding service providers (this also may or may not recover the full costs of the service) e.g. Children's Services.
PC	Partial Cost Pricing	Council recovers less than the Full Cost (as defined above). The reasons may include community service obligation, priorities or legislative limits on charging.
RR	Rate of Return Pricing	This would include Full Cost Pricing as defined above in addition to a profit margin to factor in a return to Council for assets employed.
Z	Free (Zero Priced)	Some services may be provided free of charge and the whole cost determined as a community service obligation and / or may fall within a class of public good.

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Fee Description	Year 22/23	Year 23/24			Pricing Code
	Fee incl. GST	Fee excl.	GST	Fee incl.	

City of Canada Bay

Administration and Governance

Financial Administration

Note: Damage deposits / bonds / prepayments of all types, paid via cash, cheque, bank cheque, money order, credit card etc. All damage deposits / bonds / prepayments refundable, will not earn any interest while deposited with the Council as it is considered that administration cost in managing these monies, would more than offset the interest that would have been earned.

All transactions exclude GST, Amex				1%	FC
All transactions exclude GST, MasterCard and Visa				0.60%	FC
All transactions include GST, Amex				1%	FC
All transactions include GST, MasterCard and Visa				0.60%	FC
Bank guarantees associated with Damage Deposit – Administration Charge per bank guarantee	\$280.00	\$280.00	\$0.00	\$280.00	RR
Fee for Preparation of all Council Leases	\$270.00	\$245.45	\$24.55	\$270.00	PC
Application to permanently close and purchase unused and unformed Council public road (S38A Roads Act) (non-refundable)	\$0.00	\$1,500.00	\$0.00	\$1,500.00	FC

Processes include preliminary internal investigations, status search/report and report back to applicant with investigation result and may also include administration and submission of a report to Council to determine if a road closure application will be accepted or refused for progression to the next Stage of the process.

Valuation, surveying, legal costs met by the applicant.

Any sale of land is subject to Council resolution and agreement by the applicant to the sale price.

Per Dishonoured Cheque	\$65.00	\$65.00	\$0.00	\$65.00	RR
Per Electronic Remittance	\$65.00	\$65.00	\$0.00	\$65.00	RR

Records Management

Documents, Maps & Reports

City of Canada Bay Local Infrastructure Contribution Plan	\$50.00	\$50.00	\$0.00	\$50.00	PC
City of Canada Bay Planning Agreements Policy (each)	\$50.00	\$50.00	\$0.00	\$50.00	PC
City of Canada Bay LEP – Paper Copy	\$50.00	\$50.00	\$0.00	\$50.00	PC
City of Canada Bay Development Control Plan – Paper Copy – (Full)	\$170.00	\$170.00	\$0.00	\$170.00	PC
Strathfield Triangle DCP Paper Copy	\$50.00	\$50.00	\$0.00	\$50.00	PC
Paper Copy – Individual Parts of DCP (A to J)	\$30.00	\$30.00	\$0.00	\$30.00	PC
Other Planning Policies, Plans, Codes & Guidelines (each)	\$30.00	\$30.00	\$0.00	\$30.00	PC
Annual report, Operational Plan (Full Version – Paper Copy)	\$115.00	\$120.00	\$0.00	\$120.00	PC
Provision of certified copy of a document, map or plan under the EP&A Act, section 10.8(2)	\$62.00	\$62.00	\$0.00	\$62.00	LR
Sale of building / development approval records (per full year)	\$1,150.00	\$1,200.00	\$0.00	\$1,200.00	PC

Note: Service expanded to include combined list of all DA's, Construction Certificates and Complying Development Certificates approved

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Documents, Maps & Reports [continued]

Sale of building / development approval records (per month)	\$115.00	\$120.00	\$0.00	\$120.00	PC
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Note: Service expanded to include combined list of all DA's, Construction Certificates and Complying Development Certificates approved

Formal Request

Formal Access Application (Not Personal Information of Applicant & Personal Information of Applicant)

GIPA Formal Application Fee	\$30.00	\$30.00	\$0.00	\$30.00	LR
Processing Charge for Access Application (GIPA Act S64) (per hour)			\$30 Per Hour/part thereof		LR

Internal Review

GIPA Internal Review Application	\$40.00	\$40.00	\$0.00	\$40.00	LR
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Informal Request

GIPA Document and Production			\$42 Per Hour/part thereof		LR
Photo Copying/Scanning – Plans			\$10.20 each		LR

Property Enquiries

Own or Adjoining Property	\$0.00	\$0.00	\$0.00	\$0.00	Z
Under 15 minutes	\$50.00	\$50.00	\$0.00	\$50.00	LR
Between 15 and 60 minutes	\$85.00	\$85.00	\$0.00	\$85.00	LR
Over 60 minutes			\$120/hour or part thereof in excess of 1 hour		LR
Requests for information requiring research or a written response (with owner's consent) per hour (minimum 1 hour)	\$175.00	\$182.00	\$0.00	\$182.00	PC

Subpoena Processing

Conduct Money (upon receipt of subpoenas)	\$50.00	\$50.00	\$0.00	\$50.00	LR
Less than one hour is required to compile the information	\$174.00	\$181.00	\$0.00	\$181.00	PC
Longer than one hour is required to compile the information, and additional charges per hour or part thereof is charged	\$127.00	\$132.00	\$0.00	\$132.00	PC
Subpoena File Retrieval Fee – after 1st file only	\$17.50	\$17.50	\$0.00	\$17.50	LR

Printing and Copying

A3 black and white per page	\$0.50	\$0.50	\$0.00	\$0.50	PC
A3 colour per page	\$3.00	\$3.00	\$0.00	\$3.00	PC
A4 black and white per page	\$0.20	\$0.20	\$0.00	\$0.20	PC
A4 colour per page	\$2.00	\$2.00	\$0.00	\$2.00	PC
Per A0 copy	\$34.80	\$36.20	\$0.00	\$36.20	PC
Per A1-A2 copy	\$22.90	\$23.80	\$0.00	\$23.80	PC

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Electronic File Management Fee - Field File (DA, s4.55, s4.56 and s8.2 application, and Construction Certificates and Complying Development Certificates where Council is the Certifier)

Fee per application for the electronic file management of Applications and accompanying information based on the cost of works as listed below:

\$0 - \$150,000	\$93.00	\$96.50	\$0.00	\$96.50	PC
\$150,001 – \$300,000	\$115.00	\$120.00	\$0.00	\$120.00	PC
\$300,001 – \$500,000	\$174.00	\$181.00	\$0.00	\$181.00	PC
\$500,001 – \$1,000,000	\$348.00	\$362.00	\$0.00	\$362.00	PC
\$1,000,001 or more	\$700.00	\$730.00	\$0.00	\$730.00	PC

GIS - House Renumbering

Request for change in house numbering – non refundable	\$309.00	\$321.00	\$0.00	\$321.00	PC
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Animal Management

Registration Category

Dog – Not Desexed or Desexed (after relevant age)	\$234.00	\$234.00	\$0.00	\$234.00	LR
Dog – Not Desexed (recognised breeder)/(not recommended)	\$69.00	\$69.00	\$0.00	\$69.00	LR
Dog – Desexed (by relevant age)	\$69.00	\$69.00	\$0.00	\$69.00	LR
Dog – Desexed (by relevant age eligible pensioner)	\$29.00	\$29.00	\$0.00	\$29.00	LR
Dog – Desexed (sold by pound/shelter)	\$0.00	\$0.00	\$0.00	\$0.00	LR
Dog – Working / Service of the State, Assistance Animal	\$0.00	\$0.00	\$0.00	\$0.00	Z
Cat – Desexed or Not Desexed	\$59.00	\$59.00	\$0.00	\$59.00	LR
Cat – Eligible Pensioner	\$29.00	\$29.00	\$0.00	\$29.00	LR
Cat – Desexed (sold by pound/shelter)	\$0.00	\$0.00	\$0.00	\$0.00	LR
Cat – Not Desexed (recognised breeder)/(not recommended)	\$59.00	\$59.00	\$0.00	\$59.00	LR
Registration Late Fee	\$19.00	\$19.00	\$0.00	\$19.00	LR

Annual Permit Category

Annual Permit Fee for dangerous or restricted dogs	\$206.00	\$206.00	\$0.00	\$206.00	LR
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If the companion animal has not been desexed by the relevant desexing age and is not kept by a recognised breeder for breeding purposes, an additional fee of \$156 is payable in addition to the applicable registration fee listed above.

Cat not desexed by four months of age	\$85.00	\$85.00	\$0.00	\$85.00	LR
Permit Late Fee	\$19.00	\$19.00	\$0.00	\$19.00	LR

Impounding of Animals

Cat Cage – Bond	\$100.00	\$100.00	\$0.00	\$100.00	BAGS
Cat Cage – Late Fees	\$28.40	\$26.82	\$2.68	\$29.50	FC
Cat Cage Rental per week or part thereof	\$28.40	\$26.82	\$2.68	\$29.50	FC
Animals other than dogs or cats	\$113.00	\$118.00	\$0.00	\$118.00	FC
Cat Offences, Dangerous / Restricted Dogs and Other Offences as per Schedule 1- Penalty Notice Offences				As Prescribed	LR

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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 19 of 83

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Impounding of Animals [continued]

Daily Holding Fee	\$68.50	\$71.00	\$0.00	\$71.00	FC
Release of Animal	\$68.50	\$71.00	\$0.00	\$71.00	FC

Asset Management

Aus Spec 1 Guidelines

Design and Construction Guidelines for Contractors/ Developers	\$10,600.00	\$10,018.18	\$1,001.82	\$11,020.00	FC
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Civil Works in the Public Domain

Application Fee for Civil Works in the Public Domain (Cost of work up to \$30,000)	\$2,200.00	\$2,500.00	\$0.00	\$2,500.00	LR
Application Fee for Civil Works in the Public Domain (Cost of work greater than \$30,000)	\$6,800.00	\$7,500.00	\$0.00	\$7,500.00	FC
Civil works inspection	\$0.00	\$364.00	\$0.00	\$364.00	FC
Security Deposit				Cost of Works	BAGS
Final Drainage Inspection Fee	\$555.00	\$600.00	\$0.00	\$600.00	FC

This fee is calculated per inspection or submission of a final report. The fee includes a review of a CCTV inspection provided by the applicant. Where further testing or information is required to assess the final report, the applicant will be asked to collate the necessary information or testing and submit. There will be no further charge for additional submissions unless the information initially provided does not meet the specified requirements of Council, or it has been requested more than once.

Final Road Inspection Fee	\$550.00	\$600.00	\$0.00	\$600.00	FC
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This fee is calculated per inspection or submission of a final report. In the case of road pavements, the fee includes of all information submitted in the report. Where further testing or information is required to assess the final report, the applicant will be asked to collate the necessary information or testing and submit. There will be no further charge for additional submissions unless the information initially provided does not meet the specified requirements of Council, or it has been requested more than once.

Pre-Commencement Damage Report

Applicable when submitting a Development Application so as to determine the condition of the public asset before building works commence

Pre-commencement Damage Report Form	\$427.00	\$444.00	\$0.00	\$444.00	FC
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Prior to undertaking approved works within the Public Road Reserve, it is necessary to lodge a report to clearly indicate the condition of all assets within the Road Reserve in the area of the worksite that could be impacted by the works. The report needs to clearly indicate any defects with the assets prior to the commencement of approved work. When the approved works have been completed a final report is to be lodged indicating the condition (including defects) of all assets captured in the report lodged prior to commencing the approved works to allow the comparison of defects before and after the approved works have been undertaken. Fee is calculated as per Asset Damage Report lodged.

Emergency Call Out Situations

For after-hours responses (between 3:00 PM and 6:30 AM Monday to Friday and all day weekends and public holidays). Where a call out is necessary to ensure safety of the public, etc and is required due to the action or inaction of another party that can be identified as responsible, Council will seek to recover costs from the responsible person.

Labour costs		Full cost of labour to Council + 50%			FC
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Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Flood Risk / Stormwater Assessment

Application to connect a private drain with a public drain under the control of a Council or with a drain which connects with such a public drain (Section 68)	\$1,230.00	\$1,300.00	\$0.00	\$1,300.00	RR
Initial Assessment	\$483.00	\$500.00	\$0.00	\$500.00	RR
Subsequent Assessments (each)	\$325.00	\$338.00	\$0.00	\$338.00	RR

Memorial Donations

Memorial Seat with Plaque	\$3,540.00	\$3,680.00	\$0.00	\$3,680.00	RR
Park Seat	\$3,070.00	\$3,190.00	\$0.00	\$3,190.00	RR
Plaque Only	\$535.00	\$555.00	\$0.00	\$555.00	RR

OSD Identification Plate

On-site detention (OSD) Identification Plate	\$70.00	\$100.00	\$0.00	\$100.00	RR
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Rock Anchor Permit

Application Fee	\$6,680.00	\$7,500.00	\$0.00	\$7,500.00	RR
Cost per anchor	\$245.00	\$300.00	\$0.00	\$300.00	RR
Refundable Holding Deposit	Minimum \$50,000 plus \$1,000 per anchor above 50 units				BAGS

Business Use of Footpaths

Administration of Business Use of Footpaths

Application Fee – Footpath Dining	\$309.00	\$321.00	\$0.00	\$321.00	RR
Bond (less than or equal to 5m2)	\$500.00	\$500.00	\$0.00	\$500.00	BAGS
Bond (greater than or equal to 5m2)	\$1,000.00	\$1,000.00	\$0.00	\$1,000.00	BAGS

Major Commercial Centres

George Street North Strathfield Footpath Dining Approval per m2 per annum	\$234.00	\$243.00	\$0.00	\$243.00	RR
Great North Road Five Dock Footpath Dining Approval per m2 per annum	\$266.00	\$277.00	\$0.00	\$277.00	RR
Majors Bay Road, Concord Footpath Dining Approval per m2 per annum	\$271.00	\$282.00	\$0.00	\$282.00	RR
Rhodes Adjacent to 1 Rider Boulevard Footpath Dining Approval per m2 per annum	\$355.00	\$369.00	\$0.00	\$369.00	RR

Other Commercial Areas

Other Commercial Areas Footpath Dining per m2 per annum in Canada Bay	\$222.00	\$231.00	\$0.00	\$231.00	RR
Rhodes Other Footpath Locations Footpath Dining Approval per m2 per annum	\$276.00	\$287.00	\$0.00	\$287.00	RR

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Building Services

General Information

BUILDERS INDEMNITY INSURANCE

Construction Certificates and Complying Development Certificates cannot be issued unless the applicant provides a certificate of insurance issued by an approved insurer under the Home Building Act 1989.

Persons who wish to do building work on their own home may apply to the Department of Fair Trading for an owner-builder permit where:

- (a) the cost of the work exceeds 5,000;
- (b) the work relates to a single dwelling - house or dual occupancy; and
- (c) the work requires development consent or is complying development.

An owner-builder who sells their dwelling within 7 years of completion of the work must take out home warranty insurance.

Works valued less than 12,000.00 value, no insurance is required when carried out by a licensed builder.

LONG SERVICE LEVY

For building or subdivision works that exceed a value of 250,000, payment of the Long Service Levy to the Long Service Levy Payments Corporation is required prior to Council (or an accredited certifier) issuing the Construction or Complying Development Certificate. Council acts as an agent for collection of this levy.

The amount payable is currently fixed at 0.25% of the total cost of the work and is GST exempt

General Information of Building Services	As listed above.	Z
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Complying Development Certificates

Administration of Complying Development Certificates

Complying Development Certificate Applications Involving A Building Code Of Australia Alternative Solution	Relevant application fee PLUS additional charges may be levied to recover council's costs in more complicated assessments at the rate of \$315.00/hour or part thereof.				RR
Such charges will be as determined by the Manager Health, Building & Compliance in consultation with the applicant.					
Confirmation in writing that development is exempt or complying development.	\$1,650.00	\$1,560.00	\$156.00	\$1,716.00	LR
Notification for Complying Development Certificates	\$160.00	\$168.00	\$0.00	\$168.00	LR

Complying Development Certificates – Application

Work value less than or equal to \$20,000 (Class 1&10 Buildings)	\$760.00	\$1,063.64	\$106.36	\$1,170.00	RR
Work value between \$20,001 and \$50,000 (Class 1&10 Buildings)	\$1,320.00	\$1,845.45	\$184.55	\$2,030.00	RR
Work value between \$50,001 and \$200,000 (Class 1&10 Buildings)	\$1,880.00	\$2,636.36	\$263.64	\$2,900.00	RR
Work value between \$200,001 and \$1 million (Class 1&10 Buildings)	\$2,460.00	\$3,445.45	\$344.55	\$3,790.00	RR
Work value more than \$1 million (Class 1&10 Buildings)	\$3,090.00	\$4,327.27	\$432.73	\$4,760.00	RR
Work value less than or equal to \$20,000 (Class 2-9 Buildings)	\$1,090.00	\$1,527.27	\$152.73	\$1,680.00	RR
Work value between \$20,001 and \$50,000 (Class 2-9 Buildings)	\$2,020.00	\$2,827.27	\$282.73	\$3,110.00	RR
Work value between \$50,001 and \$200,000 (Class 2-9 Buildings)	\$2,270.00	\$3,181.82	\$318.18	\$3,500.00	RR
Work value between \$200,001 and \$1 million (Class 2-9 Buildings)	\$2,810.00	\$3,936.36	\$393.64	\$4,330.00	RR

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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 22 of 83

Fee Description	Year 22/23	Year 23/24			Pricing Code
	Fee incl. GST	Fee excl.	GST	Fee incl.	

Complying Development Certificates – Application [continued]

Work value more than \$1 million (Class 2-9 Buildings)					POA	RR
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Other Activity Application Fees (Section 68 Of Local Government Act 1993)

Manufactured Home	\$2,460.00	\$2,560.00	\$0.00	\$2,560.00		LR
Other Activities	\$227.00	\$236.00	\$0.00	\$236.00		LR
Street Performances under Section 68	\$0.00	\$0.00	\$0.00	\$0.00		Z

Compliance Cost Notice

Preparation and service of Notice of Intention to give Development Control Order		Maximum \$750 GST Exempt				LR
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The fee will be charged with a Notice of Intention and an Order under the EPA Act for unauthorised works.

Reasonable costs and expenses incurred for monitoring, compliance, investigation, preparation and other costs associated with the development control order					POA	LR
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Construction and Development Certification

Damage Deposits

For alterations and additions, swimming pools, carports and light structure type works, a \$5,000 cap applies. For new single residential dwelling homes a cap of \$10,000 applies. For all other works including residential flat buildings, commercial/industrial and mixed developments no limit or cap applies.

Damage deposit for demolition works		\$225 per metre frontage				BAGS
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A damage deposit is held by Council until the works are completed. Any damage to Council infrastructure will need to be rectified before the damage deposit is able to be refunded. The damage to Council infrastructure is determined through the applicant lodging of pre and post works Infrastructure Damage Reports. Damage deposit is calculated at \$150 per metre of street frontage measured at the property boundary.

Damage deposit for construction works valued at less than \$250,000		Deposit is 5% of cost of works				BAGS
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A damage deposit is held by Council until the works are completed. Any damage to Council infrastructure will need to be rectified before the damage deposit is able to be refunded. The damage to Council infrastructure is determined through the applicant lodging of pre and post works Infrastructure Damage Reports. Damage deposit is calculated as 5% of the value of the construction works.

Damage deposit for construction works valued at more than \$250,000		Deposit is 5% of cost of works				BAGS
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A damage deposit is held by Council until the works are completed. Any damage to Council infrastructure will need to be rectified before the damage deposit is able to be refunded. The damage to Council infrastructure is determined through the applicant lodging of pre and post works Infrastructure Damage Reports. Damage deposit is calculated as 5% of the cost of construction works.

Construction Certificates - Class 1&10 (Refer General Note)

General Note: Values listed in this table equate to the contract price or the cost of the building (in cases where there is no contract) and calculated in accordance with the Regulation. Values include the costs associated with the construction of the building, the costs associated with the preparation of the building for the purpose for which it is to be used (such as installing plant, fittings, fixtures and equipment), other works (if any) and costs of demolition (if any).

Work value less than or equal to \$25,000	\$760.00	\$1,063.64	\$106.36	\$1,170.00		MP
Work value between \$25,001 and \$50,000	\$1,320.00	\$1,845.45	\$184.55	\$2,030.00		MP
Work value between \$50,001 and \$100,000	\$1,880.00	\$2,636.36	\$263.64	\$2,900.00		MP

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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 23 of 83

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Construction Certificates - Class 1&10 (Refer General Note) [continued]

Work value between \$100,001 and \$300,000	\$2,220.00	\$3,109.09	\$310.91	\$3,420.00	MP
Work value between \$300,001 and \$1,000,000	\$2,460.00	\$3,445.45	\$344.55	\$3,790.00	MP
Work value exceeding \$1,000,001	\$3,090.00	\$4,327.27	\$432.73	\$4,760.00	MP

Construction Certificates - Class 2-9 (Refer General Note)

General Note: Values listed in this table equate to the contract price or the cost of the building (in cases where there is no contract) and calculated in accordance with the Regulation. Values include the costs associated with the construction of the building, the costs associated with the preparation of the building for the purpose for which it is to be used (such as installing plant, fittings, fixtures and equipment), other works (if any) and costs of demolition (if any).

Work value less than or equal to \$25,000	\$1,090.00	\$1,527.27	\$152.73	\$1,680.00	MP
Work value between \$25,001 and \$50,000	\$2,020.00	\$2,827.27	\$282.73	\$3,110.00	MP
Work value between \$50,001 and \$100,000	\$2,270.00	\$3,181.82	\$318.18	\$3,500.00	MP
Work value between \$100,001 and \$300,000	\$2,510.00	\$3,518.18	\$351.82	\$3,870.00	MP
Work value between \$300,001 and \$1,000,000	\$2,810.00	\$3,936.36	\$393.64	\$4,330.00	MP
Work value exceeding \$1,000,001				POA	MP

Registration of Certificates Issued by Accredited Certifiers

Registration of a Complying Development Certificate	\$36.00	\$36.00	\$0.00	\$36.00	LR
Registration of Construction Certificate issued by Private Certifier (Not Complying Development)	\$36.00	\$36.00	\$0.00	\$36.00	LR
Registration of Occupation Certificate issued by Private Certifier	\$36.00	\$36.00	\$0.00	\$36.00	LR
Registration of Subdivision Certificate issued by Private Certifier (Not Complying Development)	\$36.00	\$36.00	\$0.00	\$36.00	LR

Transfer of PCA services to Council

Council appointed as PCA		Package as determined by Council delegate			RR
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Construction Inspection

Inspection Fee	\$274.00	\$318.18	\$31.82	\$350.00	MP
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Fire Safety Compliance

BCA Class 2-3 Effective Height <25m	\$710.00	\$672.73	\$67.27	\$740.00	MP
BCA Class 2-3 Effective Height >25m	\$1,420.00	\$1,345.45	\$134.55	\$1,480.00	MP
BCA Class 5-9 up to or equal 500m2 floor area	\$585.00	\$554.55	\$55.45	\$610.00	MP
BCA Class 5-9 >500m2 floor area	\$1,170.00	\$1,109.09	\$110.91	\$1,220.00	MP
Annual Fire Safety Statement Lodgement/Registration Fee	\$192.00	\$181.82	\$18.18	\$200.00	RR
Annual Fire Safety Statement – Late fee		\$125 per month up to a maximum of 5 months			LR
Annual Fire Safety Statement – Request to Stay Infringement Notice	\$400.00	\$400.00	\$0.00	\$400.00	LR

Fee Description	Year 22/23	Year 23/24			Pricing Code
	Fee incl. GST	Fee excl.	GST	Fee incl.	

Building Information Certification (Section 6.24)

Section 6.24 - Classes 1 & 10 - Statutory

Classes 1 & 10 (Dwellings), and Class 2 building containing only two dwellings				\$250 per dwelling	LR
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Section 6.24 - Other Classes - Statutory

A building not exceeding 200sqm	\$250.00	\$250.00	\$0.00	\$250.00	LR
A building greater than 200sqm but not exceeding 2,000sqm	\$250 plus an additional 50 cents per square metre over 200 m2				LR
A building greater than 2,000sqm	\$1,165 plus an additional 7.50 cents per m2 over 2,000				LR
Additional Inspections	\$90.00	\$90.00	\$0.00	\$90.00	LR
Archive Fee for Unauthorised Works Building Certificates*	\$100.00	\$100.00	\$0.00	\$100.00	LR

*Additional Fee - for assessment of building information certificates relating to unauthorised building work/development or certification based on council's standard fees for a development application (including notification fees) and construction certificate or complying development certificate and inspection fees as applicable.

Certificates

Planning Certificates

Note that for strata lot applications, one fee is charged per lot applied for within that strata plan.

Section 10.7(2) Certificate Application/Reprint				\$62/lot	LR
Section 10.7(2)(5) Certificate Application/Reprint				\$156/lot	LR
Fee for urgent processing of applications for Section 10.7(2)(5) within 24 hours				\$100/lot (Council reserves the right not to make the service available)	LR
Fee for urgent processing of applications for Section 10.7(2)(5) within 2 hours				\$150/lot (Council reserves the right not to make the service available)	LR

Outstanding Notices

Outstanding Notice – Section 735A (per lot)	\$175.00	\$225.00	\$0.00	\$225.00	LR
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Occupation Certificates

Occupation Certificates (Council as PCA)	\$274.00	\$318.18	\$31.82	\$350.00	MP
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Rates Certificates

Reprint and Post Rate Notices and Instalment Notices	\$22.00	\$22.00	\$0.00	\$22.00	LR
Section 603 certificate	\$90.00	\$90.00	\$0.00	\$90.00	LR
Urgency fee – Processed within 24 hours	\$165.00	\$165.00	\$0.00	\$165.00	RR

Section 54 Certificate (LGA, 1993)

Application Fee	\$60.00	\$60.00	\$0.00	\$60.00	LR
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Section 88G Certificate

(Conveyancing Act 1919)

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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 25 of 83

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Section 88G Certificate [continued]

Section 88G certificates (Section 88G of Conveyancing Act)	\$10.00	\$10.00	\$0.00	\$10.00	LR
Section 88G certificate requiring inspection	\$35.00	\$35.00	\$0.00	\$35.00	LR

Swimming Pool Safety Certificate

Fee For Provision of Registration Information of Swimming Pool	\$10.00	\$9.09	\$0.91	\$10.00	LR
Swimming Pool Application Exemption Fee	\$250.00	\$250.00	\$0.00	\$250.00	LR
Swimming Pool Compliance Certificate	\$150 plus \$100 for second and subsequent inspections.				LR
Swimming Pool Sign	\$19.80	\$22.73	\$2.27	\$25.00	RR

Compliance

Abandoned Articles

Motor Vehicles, Trucks, Trailers and Caravans

Impounding/Holding Fee	\$225 impounding fee plus \$40/day holding fee + \$205 towing fee				FC
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Other Goods

Political Poster \$10.00 per poster per day	\$10.00	\$10.40	\$0.00	\$10.40	LR
Impounding Fee	\$150 admin fee + \$25 per day				FC

Clothing Bank Bins

Annual Permit Fee Per Bin - Not Registered Charity	\$1,030.00	\$1,050.00	\$0.00	\$1,050.00	LR
Annual Permit Per Bin - Registered Charity	\$448.00	\$457.00	\$0.00	\$457.00	RR
Initial Annual Application Fee	\$350.00	\$357.00	\$0.00	\$357.00	FC

Public Health Inspections

Improvement Notice Fee – Food Act	\$330.00	\$330.00	\$0.00	\$330.00	LR
Prescribed Fee – Public Health Act (Other)	\$285.00	\$290.00	\$0.00	\$290.00	LR
Regulated System – Public Health Act (Per Regulated System)	\$605.00	\$620.00	\$0.00	\$620.00	LR
Brothel Audit	\$515.00	\$535.00	\$0.00	\$535.00	FC
Food – Pre-Occupation Inspection	\$170.00	\$180.00	\$0.00	\$180.00	FC
Food – Annual Itinerant/Mobile Food Vendor Fee (Includes Administration Fee, Approval & Inspections)	\$170.00	\$180.00	\$0.00	\$180.00	FC
Food – Itinerant Food Vendor Admin/Inspection	\$95.50	\$99.50	\$0.00	\$99.50	FC
Food – Reinspection	\$170.00	\$180.00	\$0.00	\$180.00	FC
Food - Home Jurisdiction Inspection	\$0.00	\$307.00	\$0.00	\$307.00	LR
Food – Level Zero Inspection Fee	\$152.00	\$158.00	\$0.00	\$158.00	FC
Food – Level One Annual Business Fee (Includes Administration Fee & Routine Inspections)	\$295.00	\$307.00	\$0.00	\$307.00	FC
Food – Level Two Annual Business Fee (Includes Administration Fee & Routine Inspections)	\$605.00	\$630.00	\$0.00	\$630.00	FC

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Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Public Health Inspections [continued]

Food – Level Three Annual Business Fee (Includes Administration Fee & Routine Inspections)	\$820.00	\$855.00	\$0.00	\$855.00	FC
Food – Temporary Food Stall Admin/Inspection	\$95.50	\$99.50	\$0.00	\$99.50	FC
Food – Temporary Food Event – 1-10 Food Stalls (per stall)	\$95.50	\$99.50	\$0.00	\$99.50	FC
Food – Temporary Food Event – 11-16 Food Stalls (per event)	\$1,480.00	\$1,540.00	\$0.00	\$1,540.00	FC
Food – Temporary Food Event – 17-22 Food Stalls (per event)	\$1,991.00	\$2,070.50	\$0.00	\$2,070.50	FC
Food – Temporary Food Event – More than 23 Food Stalls (per event)	\$2,360.00	\$2,450.00	\$0.00	\$2,450.00	FC
Food - Temporary Food Event - (late submission - Urgency Fee)	\$0.00	\$350.00	\$0.00	\$350.00	FC
Food Sample		Total cost of analysis & sampling			FC
Mortuary/Funeral Parlour/Undertaker Audit	\$147.00	\$153.00	\$0.00	\$153.00	FC
Regulated System Cooling Tower/Warm Water System Audit (each)	\$190.00	\$198.00	\$0.00	\$198.00	FC
Shared Accommodation/Boarding House Audit	\$175.00	\$182.00	\$0.00	\$182.00	FC
Skin Penetration Business Inspection & Administration Fee	\$170.00	\$180.00	\$0.00	\$180.00	FC
Skin Penetration Business Reinspection	\$132.00	\$137.00	\$0.00	\$137.00	FC
Skin Penetration Preoccupation Inspection Fee	\$170.00	\$180.00	\$0.00	\$180.00	FC
Swimming Pool Audit	\$150.00	\$156.00	\$0.00	\$156.00	FC
Petrol Station Audit	\$371.00	\$386.00	\$0.00	\$386.00	LR

Protection of Environment Operations Act

Environmental Audit	\$339.00	\$353.00	\$0.00	\$353.00	FC
Investigation that resulted in an Order being given (currently up to \$1,000)				As Prescribed	LR
Environmental Planning and Assessment Regulation 2000 s281C					
Litter Fines and Penalty				As Prescribed	LR
POEO – Cost compliance				Total cost of compliance	RR
POEO – Notice Administration Fee	\$765.00	\$785.00	\$0.00	\$785.00	LR
Wastewater Management Facility – Approval to Install (Includes Assessment of Application and Initial Inspection)	\$236.00	\$245.00	\$0.00	\$245.00	FC
Wastewater Management Facility – Approval to Operate (Includes Assessment of Application and Initial Inspection)	\$123.00	\$128.00	\$0.00	\$128.00	FC
Water Sample		Total cost of analysis and sampling			FC

Community Services

Aged Services and Services for People with a Disability

Active Adults	\$30.00	\$27.27	\$2.73	\$30.00	PC
Bay Connection	\$26.50	\$24.09	\$2.41	\$26.50	PC

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Child Care

Wellbank Children's Centre

Enrolment Bond + Holding Fee	One week of full fees based on child's days of attendance + \$70 holding fee				BAGS
Fee per Day	\$146.00	\$157.00	\$0.00	\$157.00	PC

Victoria Avenue Children's Centre

Enrolment Bond + Holding fee	One week of full fees based on child's attendance patterns + \$70 holding fee				BAGS
Fee per Day	\$146.00	\$157.00	\$0.00	\$157.00	PC

Street Parties and School Fetes

Traffic Management – Community Street Parties and School Fetes (all inclusive subject to council approval)	Maximum \$4,000			LR
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Development Applications

General Note:

If two or more statutory fees apply to a single DA, then the amount payable shall be the sum of those fees.

Note 1:

These fees are additional to other fees, which may apply.

Note 2:

Regulations require Council to refund the amount of the fee not expended in advertising the application.

Developments Involving Erection of Buildings, Carrying out of Works, or the Demolition of Buildings or Works at Work Value – Statutory

Council's collect the Planning Reform Fee (plan FIRST) on behalf of the NSW Government for building works or subdivisions that are estimated to have a value greater than \$50,000. The fee is calculated as a percentage of the estimated development cost and is payable upon lodgement of a Development Application (DA). The following DA fees are Plan FIRST inclusive.

DA for development up to \$5,000	\$129.00	\$129.00	\$0.00	\$129.00	LR
Between \$5,001 – \$50,000	\$198 plus \$3.00 for each \$1,000 or part above \$5,000				LR
Between \$50,001 – \$250,000	\$412 plus \$3.64 for each \$1,000 or part above \$50,000				LR
Between \$250,001 – \$500,000	\$1,356 plus \$2.34 for each \$1,000 or part above \$250,000				LR
Between \$500,001 – \$1 Million	\$2,041 plus \$1.64 for each \$1,000 or part above \$500,000				LR
Greater than \$1 Million less than \$10 Million	\$3,058 plus \$1.44 for each \$1,000 above \$1 Million				LR
Greater than \$10 Million	\$18,565 plus \$1.19 for each \$1,000 above \$10 Million				LR
Development application for development involving the erection of a dwelling house with an estimated cost of \$100,000 or less	\$532.00	\$532.00	\$0.00	\$532.00	LR
DA not involving building work, demolition or sub division	\$333.00	\$333.00	\$0.00	\$333.00	LR
Additional fee for development application for designated development	\$1,076.00	\$1,076.00	\$0.00	\$1,076.00	LR

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Amended DA Plan Reassessment Fee

Estimated cost of works up to \$1million	\$257.50	\$268.00	\$0.00	\$268.00	LR
Estimated cost of works of between \$1million and up to \$5million	\$515.00	\$535.00	\$0.00	\$535.00	LR
Estimated cost of works between \$5million and up to \$10million	\$927.00	\$965.00	\$0.00	\$965.00	LR
Estimated cost of works in excess of \$10million	\$1,287.50	\$1,340.00	\$0.00	\$1,340.00	LR

Refund of Development Application Fees

Withdrawal of application before assessment.		Maximum 75% of fees paid	PC
Withdrawal of application after assessment but prior to assessment report preparation		Maximum 50% of fees paid	PC
Withdrawal of application after determination		No refund	PC

Long Service Levy - Statutory Collected on behalf of The Long Service Payments Corporation

The long service levy is applied to all NSW building and construction projects of \$250,000 or more (inc. GST).	The current rate is 0.25% of the total cost of the work.	LR
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Other Developments – Statutory

Development Applications for the pruning or removal of a tree for Heritage Items and Properties in H.C.A	\$110/application or \$44/application where applicant is a pensioner	LR
Development for the purpose of one or more advertisements.	\$333 plus an additional \$93 per advertisement in excess of one, or the fee in accordance with the above table, whichever is greater.	LR

Subdivisions Schedule 4 Part 2

Other than Strata subdivision, involving the opening of a public road.	\$777 plus \$65 per additional lot	LR
Other than Strata subdivision, not involving the opening of a public road.	\$386 plus \$53 per additional lot	LR
Strata Units Subdivision	\$386 plus \$65 per additional lot	LR

Linen Releases (Subdivision Certificates)

Subdivision Certificates Application per lot				\$320/lot	MP
Re-inspection Fee	\$82.40	\$86.00	\$0.00	\$86.00	MP
Checking of Section 88 instruments	\$905.00	\$940.00	\$0.00	\$940.00	MP
Re-execution of Subdivision Plans or Section 88 Instrument	\$905.00	\$940.00	\$0.00	\$940.00	MP
Minor boundary adjustments, where no new lots are proposed	\$850.00	\$885.00	\$0.00	\$885.00	MP

Integrated Development and Development which Requires Concurrence – Statutory (refer Note 1)

Additional fee for development application for integrated development	\$164 + \$374 for each approval body to which the DA is to be forwarded	LR
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Fee Description	Year 22/23	Year 23/24			Pricing Code
	Fee incl. GST	Fee excl.	GST	Fee incl.	

Integrated Development and Development which Requires Concurrence – Statutory (refer Note 1) [continued]

Additional fee for development application for development requiring concurrence, other than if concurrence is assumed under Environmental Planning and Assessment Regulation 2021, section 55	\$164 + \$374 for each Concurrence authority body to which the DA is to be forwarded				LR
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Additional fees payable for development that requires advertising

In addition to any other fees payable, Council will charge up to the following maximum fees for giving of the notice required for the development:

a. in case of designated development	\$2,596.00	\$2,596.00	\$0.00	\$2,596.00	LR
b. in case of advertised development	\$1,292.00	\$1,292.00	\$0.00	\$1,292.00	LR
c. in case of prohibited development	\$1,292.00	\$1,292.00	\$0.00	\$1,292.00	LR
d. in case of development for which an environmental planning instrument requires notice to be given otherwise than as referred to in a, b or c above.	\$1,292.00	\$1,292.00	\$0.00	\$1,292.00	LR
e. Development Application that is accompanied by a voluntary planning agreement under S7.4 of the Act.	\$1,292.00	\$1,292.00	\$0.00	\$1,292.00	LR
f. Modification of consent (only if previously advertised or required by DCP 2017 to be notified)	\$1,292.00	\$1,292.00	\$0.00	\$1,292.00	LR
g. Application to review a determination as required by Section 8.2-8.5 of the EP&A Act. (where required by DCP 2017 to be notified)	\$1,292.00	\$1,292.00	\$0.00	\$1,292.00	LR

Development Applications - Notification

Notification of Development Applications, Planning Proposals, S4.55 Applications or S8.2-S8.5 Applications.

3D Digital Architectural Model (where Development Application is required to be referred to JRPP)	\$2,430.00	\$2,530.00	\$0.00	\$2,530.00	RR
3D Digital Architectural Model (where required to accompany a Development Application)	\$1,210.00	\$1,260.00	\$0.00	\$1,260.00	RR
a. Works up to \$10,000	\$44.10	\$46.00	\$0.00	\$46.00	RR
b. Works between \$10,001 and up to \$100,000	\$162.00	\$168.00	\$0.00	\$168.00	RR
c. Works between \$100,001 and up to \$500,000	\$318.00	\$331.00	\$0.00	\$331.00	RR
d. Works between \$500,001 and up to \$1 Million	\$388.00	\$404.00	\$0.00	\$404.00	RR
e. Works greater than \$1 Million and up to \$10 Million	\$690.00	\$720.00	\$0.00	\$720.00	RR
f. Works greater than \$10 Million	\$795.00	\$825.00	\$0.00	\$825.00	RR

Notification fee for amended development application plans

Notification fee for amended development application plans	Refer to the notification fees for Original DA in the table above				LR
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Review of Determination Under S8.2-S8.5

1. Review of determination of any other development up to \$5,000.	\$64.00	\$64.00	\$0.00	\$64.00	LR
2. Review of determination of any other development with an estimated cost of \$5,001 – \$250,000.	\$100 plus an additional \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost exceeds \$5,000				LR

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Fee Description	Year 22/23		Year 23/24		Pricing Code
	Fee incl. GST	Fee excl.	GST	Fee incl.	
3. Review of determination of any other development with an estimated cost of \$250,001-\$500,000.	\$585 plus an additional \$0.85 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000.				LR
4. Review of determination of any other development with an estimated cost of \$500,001-\$1,000,000.	\$833 plus an additional \$0.50 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$500,000.				LR
5. Review of determination of any other development with an estimated cost of \$1,000,001-\$10,000,000.	\$1,154 plus an additional \$0.40 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$1,000,000.				LR
6. Review of determination of any other development with an estimated cost more than \$10,000,000.	\$5,540 plus an additional \$0.27 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000.				LR
Review of determination for a development application that does not involve the erection of a building, the carrying out of a work or the demolition of a work or building.			50% of original application fee		LR
Review of determination for a development application that involves the erection of a dwelling house with an estimated cost of construction of \$100,000 or less.	\$222.00	\$222.00	\$0.00	\$222.00	LR

Development Applications - Modification of a Consent Under Section 4.55 and 4.56

Section 4.55 (1) – Corrections	\$83 under EPA Regulation 2021 Schedule 4 Clause 4.1				LR
Section 4.55 (1A) – Minor modifications	Lesser of \$754 or 50% fee for original application				LR
S4.55 (2) of the Act, or under section 4.56 of the Act if the fee for the original application was less than \$100.	50% of the fee for the original development application				LR
S4.55 (2) of the Act, or under section 4.56 of the Act where the fee of the original application was more than \$100 but does not involve the erection of a building, the carrying out of work or the demolition of a work or building.	50% of the fee for the original development application				LR
S4.55 (2) of the Act, or under section 4.56 of the Act where the original application was for a dwelling house with an estimated cost of construction of \$100,000 or less.	\$222.00	\$222.00	\$0.00	\$222.00	LR
S4.55 (2) of the Act, or under section 4.56 of the Act for any other development up to an estimated cost of \$5,000.	\$64.00	\$64.00	\$0.00	\$64.00	LR
S4.55 (2) of the Act, or under section 4.56 of the Act for any other development up to an estimated cost of \$5,001-\$250,000.	\$99 plus an additional \$1.50 for each \$1,000 (or part of \$1,000) of the estimated cost exceeds \$5,000				LR
S4.55 (2) of the Act, or under section 4.56 of the Act for any other development up to an estimated cost of \$250,001-\$500,000.	\$585 plus an additional \$0.85 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$250,000.				LR
S4.55 (2) of the Act, or under section 4.56 of the Act for any other development up to an estimated cost of \$500,001-\$1,000,000.	\$833 plus an additional \$0.50 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$500,000.				LR
S4.55 (2) of the Act, or under section 4.56 of the Act for any other development up to an estimated cost of \$1,000,001-\$10,000,000.	\$1,154 plus an additional \$0.40 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$1,000,000.				LR
S4.55 (2) of the Act, or under section 4.56 of the Act for any other development up to an estimated cost of more than \$10,000,000.	\$5,540, plus an additional \$0.27 for each \$1,000 (or part of \$1,000) by which the estimated cost exceeds \$10,000,000.				LR
Review of Section 4.55 Modification under Section 8.2(1)(b)			50% of original S96 Application Fee		LR

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Fee Description	Year 22/23	Year 23/24			Pricing Code
	Fee incl. GST	Fee excl.	GST	Fee incl.	

Development Applications - Modification of a Consent Under Section 4.55 and 4.56 [continued]

2(A) An additional fee not exceeding \$760 is payable for which Clause 115(3) applies			Not exceeding \$760		LR
Section 4.59 Public Notice for validity of a Development Consent	\$447.00	\$465.00	\$0.00	\$465.00	RR

Development Applications - Other Services

Certified Planning Documents – Statutory

Provision of certified copy of a document, map or plan under the EP&A Act, section 10.8(2)	\$62.00	\$62.00	\$0.00	\$62.00	RR
Copy of Standard Conditions of Development Applications	\$34.80	\$36.20	\$0.00	\$36.20	RR

DA Pre-Lodgement Panel

Type of development Fee for service DA - Minor developments (Dwelling houses and Heritage)	\$640.00	\$604.55	\$60.45	\$665.00	RR
Type of development Fee for service DA - Major developments	\$1,010.00	\$954.55	\$95.45	\$1,050.00	RR

Design Review Panel Referrals

Referral of Development Applications and Pre-lodgement Applications to the Design Review Panel	\$3,508.00	\$3,508.00	\$0.00	\$3,508.00	LR
Referral of amended plans (DA or Pre-DA) to the Design Review Panel	\$1,754.00	\$1,754.00	\$0.00	\$1,754.00	LR

Covenant Removals or Amendments

Application	\$140 plus \$70 per hour or part thereof in excess of 2 hours				LR
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Registration of Notice of Class 2 Remediation

Registration of notice of intention to carry out Class 2 remediation works (clause 16 – SEPP 55)	\$215.00	\$224.00	\$0.00	\$224.00	RR
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Development Contributions to Services and Amenities

Environmental Planning and Assessment Act 1979

City of Canada Bay S7.11 Contributions

Section 7.11 Contributions Plan Canada Bay	Charges shall be made for provision and improvement of infrastructure, including, but not limited to car parking (where applicable), open space, community facilities and roads, in accordance with the current Section 7.11 Contributions Plan				LR
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Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

City of Canada Bay S7.12 Fixed Levy Contributions Plan

Work Value From \$0 to \$100,000				Nil	LR
Work Value From \$100,001 to \$200,000				0.50% multiplied by the Indexed development cost	LR
Work Value Greater Than \$200,000				1% multiplied by the Indexed development cost	LR

City of Canada Bay S7.4 Contributions

Application for planning agreement under s 7.4 of the Environmental Planning and Assessment Act.				Negotiated with each applicant as S7.4 Agreement proposed	LR
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DCP Amendments and Re-zoning

Pre-Planning Proposal Meeting

Scoping Proposal and Meeting	\$10,000.00	\$9,090.91	\$909.09	\$10,000.00	RR
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Planning Proposals

A Minor LEP generally refers to a single allotment spot rezoning generated by a planning anomaly or inconsistency, or minor amendments such as the modification of a development standard. These rezoning are generally not complex or contentious. A Major LEP refers to all other rezoning applications submitted to Council. Fees for both major and minor LEP amendments are not refundable.

Major LEP	\$100,000.00	\$100,000.00	\$0.00	\$100,000.00	FC
Major DCP	\$30,000.00	\$30,000.00	\$0.00	\$30,000.00	FC
Minor LEP or DCP	\$10,000.00	\$10,000.00	\$0.00	\$10,000.00	FC
Reimbursement of Actual Cost of required consultants (ie – planning urban design, traffic, heritage financial / economic, legal, etc).				At cost	FC

Events

Administrations of Event

Cancellation fee (prior to 1 month before event)				50% of fee	FC
Cancellation fee (within 1 month of event)				100% of Fee	FC
Fete Stall Hire (2.4m X 2.4m)	\$0.00	\$68.18	\$6.82	\$75.00	PC
Marquee Hire (3m X 3m)	\$0.00	\$204.55	\$20.45	\$225.00	PC
Cool Room Share (per 1m x 1m space)	\$103.00	\$100.00	\$10.00	\$110.00	RR
Post Event – Garbage Clean-Up penalty	\$76.00	\$72.73	\$7.27	\$80.00	RR
Power connection fee (per one 15 amp connection point)	\$50.00	\$50.00	\$5.00	\$55.00	RR
Temporary Food Premises Approval Permit – Daily fee for Commercial	\$95.50	\$99.50	\$0.00	\$99.50	RR
Temporary Food Premises Approval Permit – Daily fee for Community	\$61.50	\$64.00	\$0.00	\$64.00	RR

Ferragosto and Major Festivals & Events (>40,000 attendance)

* Health inspection fee is included in the fees and charges for all food and wine stalls.

** To be eligible for early bird schemes, applications should be received in accordance with requirements stipulated on the Booking Form.

Great North Road Business Stall	\$200.00	\$190.91	\$19.09	\$210.00	PC
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Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Ferragosto and Major Festivals & Events (>40,000 attendance) [continued]

Not-For-Profit Community Group Stall	\$215.00	\$204.55	\$20.45	\$225.00	FC
City of Canada Bay Business – Food Stall*	\$580.00	\$545.45	\$54.55	\$600.00	FC
City of Canada Bay Business – Merchandise Stall	\$425.00	\$400.00	\$40.00	\$440.00	FC
City of Canada Bay Business – Food Van	\$0.00	\$909.09	\$90.91	\$1,000.00	FC
Food Stall* – Early Bird**	\$680.00	\$636.36	\$63.64	\$700.00	FC
Food Stall* – Standard	\$720.00	\$672.73	\$67.27	\$740.00	FC
Merchandise Stall – Early Bird**	\$495.00	\$468.18	\$46.82	\$515.00	FC
Merchandise Stall – Standard	\$545.00	\$513.64	\$51.36	\$565.00	FC
Pre-packaged Food Stall* – Early Bird**	\$550.00	\$518.18	\$51.82	\$570.00	FC
Pre-packaged Food Stall* – Standard	\$595.00	\$559.09	\$55.91	\$615.00	FC
Wine Stall* – Early Bird**	\$550.00	\$518.18	\$51.82	\$570.00	FC
Wine Stall* – Standard	\$595.00	\$559.09	\$55.91	\$615.00	FC
Amusement Hire Space	\$2,410.00	\$2,281.82	\$228.18	\$2,510.00	FC
Food Van* – Early Bird**	\$1,030.00	\$954.55	\$95.45	\$1,050.00	FC
Food Van* – Standard	\$1,080.00	\$1,000.00	\$100.00	\$1,100.00	FC

Concord Carnival and Minor Events (15,000 to 40,000 attendance)

Not-For-Profit Community Group Stall	\$190.00	\$181.82	\$18.18	\$200.00	FC
City of Canada Bay Business – Food Stall*	\$330.00	\$313.64	\$31.36	\$345.00	FC
City of Canada Bay Business – Merchandise Stall	\$265.00	\$254.55	\$25.45	\$280.00	FC
City of Canada Bay Business – Food Van	\$0.00	\$531.82	\$53.18	\$585.00	FC
Food Stall* – Early Bird**	\$395.00	\$372.73	\$37.27	\$410.00	FC
Food Stall* – Standard	\$445.00	\$418.18	\$41.82	\$460.00	FC
Merchandise Stall – Early Bird**	\$330.00	\$313.64	\$31.36	\$345.00	FC
Merchandise Stall – Standard	\$370.00	\$350.00	\$35.00	\$385.00	FC
Pre-packaged Food Stall* – Early Bird**	\$360.00	\$340.91	\$34.09	\$375.00	FC
Pre-packaged Food Stall* – Standard	\$415.00	\$390.91	\$39.09	\$430.00	FC
Food Van* – Early Bird**	\$585.00	\$545.45	\$54.55	\$600.00	FC
Food Van* – Standard	\$670.00	\$622.73	\$62.27	\$685.00	FC
Amusement Hire Space	\$1,130.00	\$1,090.91	\$109.09	\$1,200.00	FC

Market Event (<15,000 attendance)

Alcohol covered stall	\$175.00	\$172.73	\$17.27	\$190.00	FC
Alcohol site	\$125.00	\$127.27	\$12.73	\$140.00	FC
Alcohol van site	\$215.00	\$209.09	\$20.91	\$230.00	FC
Amusement hire space per ride	\$185.00	\$227.27	\$22.73	\$250.00	FC
Food covered stall	\$225.00	\$227.27	\$22.73	\$250.00	FC
Food site	\$140.00	\$140.91	\$14.09	\$155.00	FC
Food van site	\$255.00	\$245.45	\$24.55	\$270.00	FC
LGA business food covered stall	\$185.00	\$181.82	\$18.18	\$200.00	FC
LGA business food site	\$115.00	\$118.18	\$11.82	\$130.00	FC
LGA business merch/info covered stall	\$150.00	\$150.00	\$15.00	\$165.00	FC
LGA business merch/info site	\$100.00	\$104.55	\$10.45	\$115.00	FC
LGA business NFP food covered stall	\$140.00	\$140.91	\$14.09	\$155.00	FC

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Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Market Event (<15,000 attendance) [continued]

LGA business NFP food site	\$100.00	\$104.55	\$10.45	\$115.00	FC
LGA business NFP merch/info covered stall	\$120.00	\$122.73	\$12.27	\$135.00	FC
LGA business NFP merch/info site	\$75.50	\$81.82	\$8.18	\$90.00	FC
LGA business NFP van site	\$150.00	\$150.00	\$15.00	\$165.00	FC
LGA business van site	\$175.00	\$172.73	\$17.27	\$190.00	FC
Merch/info covered stall	\$165.00	\$163.64	\$16.36	\$180.00	FC
Merch/info site	\$110.00	\$113.64	\$11.36	\$125.00	FC
Merch/info van site	\$200.00	\$195.45	\$19.55	\$215.00	FC
NFP food covered stall	\$150.00	\$150.00	\$15.00	\$165.00	FC
NFP food site	\$110.00	\$113.64	\$11.36	\$125.00	FC
NFP merch/info covered stall	\$150.00	\$150.00	\$15.00	\$165.00	FC
NFP merch/info site	\$130.00	\$131.82	\$13.18	\$145.00	FC
NFP van site	\$165.00	\$163.64	\$16.36	\$180.00	FC

Facilities Hire and Use

General Conditions of Venues Hire

Note 1

The venue hire terms and conditions are located on the council website or when requested by the Venues management team. Groups may additionally pay:

- A bond of up to \$1,000.
- A Key Bond of \$100
- A security fee
- Public Liability insurance to the value of \$20 million is required. Hirers may be eligible to use Council insurance for the nominated fee (as noted below). A hirer is eligible if they are a person or group of persons (not being a sporting body, club, association, corporation or incorporated body), who hires a Council facility for non-commercial or non-profit making purposes, less frequently than 12 times per calendar year.

Note 2

- Category 1 is defined as Commercial, Federal or State Government or individuals for the purpose such as receptions, private parties, dinner dances or weddings.
- Category 2 is defined as registered Non-Profit Groups and charities. Non-profit community groups or charities must provide Council with a copy of their letter of Incorporation or evidence of non-profit status to obtain the reduced rate.
- Category 3 is defined as Sporting groups/clubs or associations who are utilising both the venue for hire and the adjacent sporting fields concurrently.

Note 3

Council reserves the right to do the following:

- Revise minimum hire booking periods at any time.

General Conditions of Venues Hire	As listed above.	Z
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Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Administration of Facilities Hire

Venue Co-ordination

Category 1 - Bond (except Drummoyne Oval - Greg Davis Stand, Five Dock Library Bay Room, Concord Library Function Room, The Connection Event Space and The Canadian Exiles Room)	\$600.00	\$600.00	\$0.00	\$600.00	BAGS
Category 2/3 - Bond (except Drummoyne Oval - Greg Davis Stand, Five Dock Library Bay Room, Concord Library Function Room, The Connection Event Space and The Canadian Exiles Room)	\$300.00	\$300.00	\$0.00	\$300.00	BAGS
Insurance- Once off Hall Hirers	\$26.00	\$25.00	\$2.50	\$27.50	FC
Key Replacement for Halls				Full cost of Recovery	FC
Replacement Cost of Access Card	\$50.00	\$45.45	\$4.55	\$50.00	FC
Fire Alarm Turn-Out Fee by NSW Fire & Rescue	\$1,760.00	\$1,600.00	\$160.00	\$1,760.00	LR
The NSW Fire Brigades ACT 1989, Sect 42 allows FRNSW to charge for attending false alarm call-outs to monitored AFA systems. Council reserves the right to pass on the charge to applicant.					
Security Guard Fee Per hour Per Guard (minimum 4 hours)	\$77.00	\$70.00	\$7.00	\$77.00	FC
Alarm Call Out Fee	\$106.00	\$104.55	\$10.45	\$115.00	FC
Category 1,2&3 - Bond - Canadian Exiles Room, The Connection Event Space & Drummoyne Oval, Greg Davis Stand	\$1,000.00	\$1,000.00	\$0.00	\$1,000.00	BAGS
Cleaning Fee (Payable if venue requires additional cleaning)				Full Cost Recovery per booking	FC
Venue Call Out Fee per hour				Full Cost Recovery per booking	FC

Cabarita Conservatory

Category 1: Cabarita Conservatory

A minimum of 4 hours will be charged

Off Peak Hours - Monday to Thursday – 7am -11pm (per hour)	\$58.20	\$55.45	\$5.55	\$61.00	FC
Peak Hours - Friday to Sunday 7am -11pm, PH (per hour)	\$133.00	\$127.27	\$12.73	\$140.00	FC

Category 2: Cabarita Conservatory

A minimum of 2 hours will be charged

Off Peak Hours - Monday to Thursday – 7am -11pm (per hour)	\$31.00	\$29.55	\$2.95	\$32.50	PC
Peak Hours - Friday to Sunday – 7am -11pm, PH (per hour)	\$71.05	\$67.27	\$6.73	\$74.00	PC

Campbell Park Community Hall

Category 1: Campbell Park Community Venue

A minimum of 4 hours will be charged

Off Peak Hours - Monday to Thursday – 7am -11pm, Friday 7am -11pm (per hour)	\$38.10	\$36.36	\$3.64	\$40.00	FC
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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 36 of 83

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Category 1: Campbell Park Community Venue [continued]

Peak Hours - Saturday to Sunday 7am – 11pm, PH (per hour)	\$74.15	\$70.91	\$7.09	\$78.00	FC
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Category 2/3: Campbell Park Community Venue

A minimum of 2 hours will be charged

Off Peak Hours - Monday to Thursday – 7am -11pm, Friday – 7am – 6pm (per hour)	\$26.55	\$25.45	\$2.55	\$28.00	PC
Peak Hours -Saturday to Sunday 7am – 11pm, Friday – Sunday 6pm – 11pm, PH (per hour)	\$53.05	\$50.45	\$5.05	\$55.50	PC

Canada Bay Civic Hall

Category 1: Canada Bay Civic Hall

A minimum of 2 hours will be charged

Off Peak Hours - Monday to Thursday – 7am -11pm, Friday – 7am – 6pm (per hour)	\$54.10	\$51.36	\$5.14	\$56.50	FC
Peak Hours - Friday to Sunday – 6pm -11pm, Saturday to Sunday – 7am – 6pm,PH (per hour)	\$63.85	\$60.45	\$6.05	\$66.50	FC

Category 2: Canada Bay Civic Hall

A minimum of 2 hours will be charged

Off Peak Hours - Monday to Thursday – 7am -11pm, Friday – 7am – 6pm (per hour)	\$37.10	\$35.45	\$3.55	\$39.00	PC
Peak Hours - Friday to Sunday – 6pm -11pm, Saturday to Sunday – 7am – 6pm,PH (per hour)	\$60.25	\$57.27	\$5.73	\$63.00	PC

Chiswick Community Centre

Category 1: Chiswick Community Hall

A minimum of 4 hours will be charged

Off Peak Hours - Monday to Thursday – 7am -11pm, Friday – 7am – 6pm (per hour)	\$38.10	\$36.36	\$3.64	\$40.00	FC
Peak Hours - Friday - 6pm -11pm, Saturday to Sunday – 7am – 11pm,PH(per hour)	\$60.25	\$57.27	\$5.73	\$63.00	FC

Category 2: Chiswick Community Hall

A minimum of 2 hours will be charged

Off Peak Hours - Monday to Thursday – 7am -11pm, Friday – 7am – 6pm (per hour)	\$31.95	\$30.45	\$3.05	\$33.50	PC
Peak Hours - Friday - 6pm -11pm, Saturday to Sunday – 7am – 11pm,PH(per hour)	\$48.80	\$46.36	\$4.64	\$51.00	PC

Concord Library Function Room

Category 1: Concord Library Rooms

A minimum of 2 hours will be charged

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Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Category 1: Concord Library Rooms [continued]

Off Peak Hours- Monday to Thursday – 9:30am -7:30pm, Friday – 9:30am -5pm (per hour)	\$45.00	\$42.73	\$4.27	\$47.00	FC
Peak Hours - Saturday – 9:30am – 4pm, Sunday – 1pm – 5pm, PH (per hour)	\$60.00	\$56.82	\$5.68	\$62.50	FC

Category 2: Concord Library Rooms

A minimum of 2 hours will be charged

Off Peak Hours = Monday to Thursday – 9:30am – 7:30pm, Friday – 9:30am -5pm (per hour)	\$38.00	\$35.91	\$3.59	\$39.50	PC
Peak Hours - Saturday – 9:30am – 4pm, Sunday – 1pm – 5pm, PH (per hour)	\$47.00	\$44.55	\$4.45	\$49.00	PC

Concord Community Centre

Concord Community Centre Function Room

Category 1: Concord Community Centre Function Room

A minimum of 4 hours will be charged

Off Peak Hours - Monday to Thursday – 7am -11pm, Friday – 7am – 6pm (per hour)	\$60.25	\$57.27	\$5.73	\$63.00	FC
Peak Hours - Friday – 6pm -11pm, Saturday to Sunday – 7am – 11pm,PH (per hour)	\$75.20	\$71.82	\$7.18	\$79.00	FC

Category 2: Concord Community Centre Function Room

A minimum of 2 hours will be charged

Off Peak Hours - Monday to Thursday – 7am -11pm, Friday – 7am – 6pm (per hour)	\$44.80	\$42.73	\$4.27	\$47.00	PC
Peak Hours - Friday – 6pm -11pm, Saturday to Sunday – 7am – 11pm,PH (per hour)	\$60.25	\$57.27	\$5.73	\$63.00	PC

Concord Community Centre Meeting Room

Category 1: Concord Community Centre Meeting Room

A minimum of 4 hours will be charged

Off Peak Hours - Monday to Thursday – 7am -11pm, Friday – 7am – 6pm (per hour)	\$44.80	\$42.73	\$4.27	\$47.00	FC
Peak Hours - Friday – 6pm -11pm, Saturday to Sunday – 7am – 11pm,PH (per hour)	\$48.90	\$46.36	\$4.64	\$51.00	FC

Category 2: Concord Community Centre Meeting Room

A minimum of 2 hours will be charged

Off Peak Hours - Monday to Thursday – 7am -11pm, Friday – 7am – 6pm (per hour)	\$34.00	\$32.27	\$3.23	\$35.50	PC
Peak Hours - Friday – 6pm -11pm, Saturday to Sunday – 7am – 11pm,PH (per hour)	\$37.10	\$35.45	\$3.55	\$39.00	PC

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Concord Memorial Hall

Category 1: Concord Memorial Hall

A minimum of 2 hours will be charged

Off Peak Hours - Monday to Thursday – 7am – 11pm, Friday – 7am – 6pm (per hour)	\$35.00	\$33.18	\$3.32	\$36.50	FC
Peak Hours - Friday to Sunday – 6pm – 11pm, Saturday to Sunday – 7am – 6pm, PH (per hour)	\$45.85	\$43.64	\$4.36	\$48.00	FC

Category 2: Concord Memorial Hall

A minimum of 2 hours will be charged

Off Peak Hours - Monday to Thursday – 7am – 11pm, Friday – 7am – 6pm (per hour)	\$22.15	\$21.36	\$2.14	\$23.50	PC
Peak Hours - Friday to Sunday – 6pm – 11pm, Saturday to Sunday – 7am – 6pm, PH (per hour)	\$32.95	\$31.36	\$3.14	\$34.50	PC

Concord Senior Citizens Centre

Concord Senior Citizens Club

Concord Senior Citizens Club (per hour)	\$6.40	\$6.09	\$0.61	\$6.70	PC
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Concord Senior Citizens Centre Meeting Room 1

Category 1: Concord Senior Citizens Centre Meeting Room 1

A minimum of 2 hours will be charged

Off Peak Hours - Monday to Friday 7am - 11pm (per hour)	\$32.95	\$31.36	\$3.14	\$34.50	FC
Peak Hours - Saturday and Sunday 7am-11pm, PH (per hour)	\$38.10	\$36.36	\$3.64	\$40.00	FC

Category 2: Concord Senior Citizens Centre Meeting Room 1

A minimum of 2 hours will be charged

Off Peak Hours - Monday to Friday 7am-11pm (per hour)	\$17.00	\$16.14	\$1.61	\$17.75	PC
Peak Hours - Saturday and Sunday 7am-11pm,PH (per hour)	\$27.80	\$26.36	\$2.64	\$29.00	PC

Concord Senior Citizens Centre Meeting Room 2

Category 1: Concord Senior Citizens Centre Meeting Room 2

Off Peak Hours - Monday to Friday 7am - 11pm (per hour)	\$0.00	\$35.91	\$3.59	\$39.50	PC
Peak Hours - Saturday and Sunday 7am-11pm,PH (per hour)	\$0.00	\$40.45	\$4.05	\$44.50	PC

Category 2: Concord Senior Citizens Centre Meeting Room 2

Off Peak Hours - Monday to Friday 7am - 11pm (per hour)	\$0.00	\$17.95	\$1.80	\$19.75	PC
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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 39 of 83

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Category 2: Concord Senior Citizens Centre Meeting Room 2 [continued]

Peak Hours - Saturday and Sunday 7am-11pm,PH (per hour)	\$0.00	\$20.23	\$2.02	\$22.25	PC
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Concord Senior Citizens Centre Auditorium

Category 1: Concord Senior Citizens Centre Auditorium

A minimum of 4 hours will be charged

Off Peak Hours - Monday to Thursday – 7am -11pm, Friday 7am -6pm (per hour)	\$46.85	\$44.55	\$4.45	\$49.00	FC
Peak Hours - Friday – 6pm -11pm, Saturday to Sunday – 7am – 11pm, PH (per hour)	\$60.25	\$57.27	\$5.73	\$63.00	FC

Category 2: Concord Senior Citizens Centre Auditorium

A minimum of 2 hours will be charged

Off Peak Hours - Monday to Thursday – 7am -11pm, Friday 7am -6pm (per hour)	\$25.25	\$24.09	\$2.41	\$26.50	PC
Peak Hours - Friday – 6pm -11pm, Saturday to Sunday – 7am – 11pm, PH (per hour)	\$39.15	\$37.27	\$3.73	\$41.00	FC

Drummoyne Oval - Greg Davis Stand

Category 1: Drummoyne Oval - Greg Davis Stand

A minimum of 4 hours will be charged

Off Peak Hours - Monday – Thursday 7am-11pm, Friday – 7am - 11pm (per hour)	\$83.95	\$80.00	\$8.00	\$88.00	FC
Peak Hours - Saturday and Sunday – 7am-11pm, PH (per hour)	\$148.30	\$140.91	\$14.09	\$155.00	FC

Category 2/3: Drummoyne Oval - Greg Davis Stand

A minimum of 2 hours will be charged

Off Peak Hours - Monday – Thursday 7am-11pm, Friday – 7am - 11pm (per hour)	\$83.95	\$79.55	\$7.95	\$87.50	FC
Peak Hours - Saturday and Sunday – 7am - 11pm, PH (per hour)	\$83.95	\$79.55	\$7.95	\$87.50	FC

Five Dock Library - Bay Room

Category 1: Five Dock Library - Bay Room

A minimum of 2 hours will be charged

Off Peak Hours - Monday to Thursday – 09:30am – 7:30pm, Friday – 9:30am – 5pm (per hour)	\$38.20	\$35.91	\$3.59	\$39.50	FC
Peak Hours - Saturday – 9:30am – 4pm, Sunday – 1pm – 5pm, PH (per hour)	\$41.00	\$38.64	\$3.86	\$42.50	FC

Category 2: Five Dock Library - Bay Room

A minimum of 2 hours will be charged

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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 40 of 83

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Category 2: Five Dock Library - Bay Room [continued]

Off Peak Hours - Monday to Thursday – 9:30am – 7:30pm, Friday – 9:30am – 5pm (per hour)	\$29.70	\$28.18	\$2.82	\$31.00	PC
Peak Hours - Saturday – 9:30am – 4pm, Sunday – 1pm – 5pm, PH (per hour)	\$33.00	\$31.36	\$3.14	\$34.50	PC

Rhodes Community Centre

Category 1: Rhodes Community Centre (Combined)

A minimum of 4 hours will be charged

Off Peak Hours - Monday to Thursday – 7am – 11pm, Friday – 7am – 11pm, Saturday to Sunday – 6pm – 11pm (per hour)	\$40.15	\$38.18	\$3.82	\$42.00	FC
Peak Hours (1) Friday to Sunday – 6pm – 11pm, PH (per hour)	\$71.05	\$67.27	\$6.73	\$74.00	FC
Peak Hours Saturday to Sunday – 7am – 6pm, PH (per hour)	\$48.90	\$46.36	\$4.64	\$51.00	FC

Category 2: Rhodes Community Centre (Combined)

A minimum of 2 hours will be charged

Off Peak Hours - Monday to Thursday – 7am – 11pm, Friday – 7am – 11pm, Saturday to Sunday – 6pm – 11pm (per hour)	\$31.95	\$30.45	\$3.05	\$33.50	PC
Peak Hours Saturday to Sunday – 7am – 6pm, PH (per hour)	\$45.85	\$44.55	\$4.45	\$49.00	PC

Rothwell Park Community Venue

Category 1: Rothwell Park Community Venue

A minimum of 4 hours will be charged

Off Peak Hours - Monday to Thursday 7am-11pm (per hour)	\$31.95	\$30.45	\$3.05	\$33.50	FC
Peak Hours - Friday to Sunday 7am-11pm, PH (per hour)	\$47.90	\$45.45	\$4.55	\$50.00	FC

Category 2/3: Rothwell Park Community Venue

A minimum of 2 hours will be charged

Off Peak Hours - 7am-11pm (per hour)	\$21.10	\$20.00	\$2.00	\$22.00	PC
Peak Hours - Friday to Sunday 7am-11pm, PH (per hour)	\$37.10	\$35.45	\$3.55	\$39.00	PC

The Connection - Rhodes

The Connection - Event Space - Combined (incl. Terrace & Foyer)

Category 1: The Connection - Rhodes Event Space Combined

A minimum of 4 hours will be charged

Peak Hours – Fri 4pm-11pm, Sat, Sun & PH 7am-11pm, (per hour)	\$330.25	\$318.18	\$31.82	\$350.00	FC
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Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Category 1: The Connection - Rhodes Event Space Combined [continued]

Off Peak Hours – Mon – Thu 7am -11pm , Fri 7am-4pm (per hour)	\$276.15	\$263.64	\$26.36	\$290.00	FC
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Category 2: The Connection - Rhodes Event Space Combined

A minimum of 4 hours will be charged

Peak Hours – Fri 4pm-11pm, Sat, Sun & PH 7am-11pm, (per hour)	\$179.20	\$170.00	\$17.00	\$187.00	PC
Off Peak Hours – Mon – Thu 7am -11pm , Fri 7am-4pm (per hour)	\$138.00	\$131.82	\$13.18	\$145.00	PC

The Connection - Rhodes Event Space 1
Category 1: The Connection - Event Space 1

A minimum of 4 hours will be charged

Peak Hours – Fri 4pm-11pm, Sat, Sun & PH 7am-11pm, (per hour)	\$91.15	\$90.91	\$9.09	\$100.00	FC
Off Peak Hours – Mon – Thu 7am -11pm , Fri 7am-4pm (per hour)	\$75.20	\$71.82	\$7.18	\$79.00	FC

Category 2: The Connection - Rhodes Event Space 1

A minimum of 4 hours will be charged

Peak Hours – Fri 4pm-11pm, Sat, Sun & PH 7am-11pm, (per hour)	\$39.15	\$37.27	\$3.73	\$41.00	PC
Off Peak Hours – Mon – Thu 7am -11pm , Fri 7am-4pm (per hour)	\$35.00	\$33.18	\$3.32	\$36.50	PC

The Connection - Rhodes Event Space 2
Category 1: The Connection - Rhodes Event Space 2

A minimum of 4 hours will be charged

Peak Hours – Fri 4pm-11pm, Sat, Sun & PH 7am-11pm, (per hour)	\$160.70	\$159.09	\$15.91	\$175.00	FC
Off Peak Hours – Mon – Thu 7am -11pm , Fri 7am-4pm (per hour)	\$116.40	\$113.64	\$11.36	\$125.00	FC

Category 2: The Connection - Rhodes Event Space 2

A minimum of 4 hours will be charged

Peak Hours – Fri 4pm-11pm, Sat, Sun & PH 7am-11pm, (per hour)	\$94.25	\$90.00	\$9.00	\$99.00	PC
Off Peak Hours – Mon – Thu 7am -11pm , Fri 7am-4pm (per hour)	\$70.05	\$66.36	\$6.64	\$73.00	PC

The Connection - Rhodes Meeting Room 1
Category 1: The Connection - Rhodes Meeting Room 1

A minimum of 2 hours will be charged

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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 42 of 83

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Category 1: The Connection - Rhodes Meeting Room 1 [continued]

Peak Hours – Mon – Thurs 5pm-11pm, PH 7am-11pm (per hour)	\$62.00	\$59.09	\$5.91	\$65.00	FC
Off Peak Hours – Mon – Thurs 7am-5pm, Fri – Sun 7am-11pm (per hour)	\$51.50	\$49.09	\$4.91	\$54.00	FC

Category 2: The Connection - Rhodes Meeting Room 1

A minimum of 2 hours will be charged

Peak Hours – Mon – Thurs 5pm-11pm, PH 7am-11pm (per hour)	\$24.20	\$23.18	\$2.32	\$25.50	PC
Off Peak Hours – Mon – Thurs 7am-5pm, Fri – Sun 7am-11pm (per hour)	\$22.15	\$21.36	\$2.14	\$23.50	PC

The Connection - Rhodes Meeting Room 2/3
Category 1: The Connection - Rhodes Meeting Room 2/3

A minimum of 2 hours will be charged

Peak Hours – Mon – Thurs 5pm-11pm, PH 7am-11pm (per hour)	\$46.85	\$44.55	\$4.45	\$49.00	FC
Off Peak Hours – Mon – Thurs 7am-5pm, Fri – Sun 7am-11pm (per hour)	\$42.25	\$40.00	\$4.00	\$44.00	FC

Category 2: The Connection - Rhodes Meeting Room 2/3

A minimum of 2 hours will be charged

Peak Hours – Mon – Thurs 5pm-11pm, PH 7am-11pm (per hour)	\$19.00	\$18.18	\$1.82	\$20.00	PC
Off Peak Hours – Mon – Thurs 7am-5pm, Fri – Sun 7am-11pm (per hour)	\$17.00	\$16.36	\$1.64	\$18.00	PC

The Connection - Rhodes Activity Room
Category 1: The Connection - Rhodes Activity Room

A minimum of 2 hours will be charged

Peak Hours – Mon – Thurs 5pm-11pm, PH 7am-11pm (per hour)	\$62.85	\$60.00	\$6.00	\$66.00	FC
Off Peak Hours – Mon – Thurs 7am-5pm, Fri – Sun 7am-11pm (per hour)	\$56.15	\$53.64	\$5.36	\$59.00	FC

Category 2: The Connection - Rhodes Activity Room

A minimum of 2 hours will be charged

Peak Hours – Mon – Thurs 5pm-11pm, PH 7am-11pm (per hour)	\$25.25	\$24.09	\$2.41	\$26.50	PC
Off Peak Hours – Mon – Thurs 7am-5pm, Fri – Sun 7am-11pm (per hour)	\$22.15	\$21.36	\$2.14	\$23.50	PC

The Connection - Deck & Amphitheatre

Off Peak Hours - Mon – Fri 09:00 – 17:00, Sun – Thu 17:00 – 23:00 (per hour)	\$84.00	\$79.55	\$7.95	\$87.50	FC
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Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

The Connection - Deck & Amphitheatre [continued]

Peak Hours - Fri – Sat, Public Holidays 17:00 – 23:00, Sat – Sun, Public Holidays 09:00 – 17:00 (per hour)	\$110.00	\$104.09	\$10.41	\$114.50	FC
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Concord Oval
Canadian Exiles Room - Combined (incl. Terrace & Balcony)
Category 1: Canadian Exiles Combined

Off Peak Hours – Mon – Thu 7am -11pm , Fri 7am-4pm (per hour)	\$285.00	\$113.64	\$11.36	\$125.00	FC
Peak Hours – Fri 4pm-11pm, Sat, Sun & PH 7am-11pm (per hour)	\$400.00	\$159.09	\$15.91	\$175.00	FC

Category 2&3: Canadian Exiles Combined

Off Peak Hours – Mon – Thu 7am -11pm , Fri 7am-4pm (per hour)	\$185.00	\$66.36	\$6.64	\$73.00	FC
Peak Hours – Fri 4pm-11pm, Sat, Sun & PH 7am-11pm (per hour)	\$285.00	\$90.00	\$9.00	\$99.00	FC

Canadian Exiles Room 1
Category 1: Canadian Exiles Room 1

Off Peak Hours – Mon – Thu 7am -11pm , Fri 7am-4pm (per hour)	\$100.00	\$70.91	\$7.09	\$78.00	FC
Peak Hours – Fri 4pm-11pm, Sat, Sun & PH 7am-11pm (per hour)	\$0.00	\$90.91	\$9.09	\$100.00	PC

Category 2&3: Canadian Exiles Room 1

Off Peak Hours – Mon – Thu 7am -11pm , Fri 7am-4pm (per hour)	\$90.10	\$32.73	\$3.27	\$36.00	FC
Peak Hours – Fri 4pm-11pm, Sat, Sun & PH 7am-11pm (per hour)	\$0.00	\$37.27	\$3.73	\$41.00	PC

Canadian Exiles Room 2
Category 1: Canadian Exiles Room2

Off Peak Hours – Mon – Thu 7am -11pm , Fri 7am-4pm (per hour)	\$90.10	\$57.27	\$5.73	\$63.00	FC
Peak Hours – Fri 4pm-11pm, Sat, Sun & PH 7am-11pm (per hour)	\$0.00	\$70.91	\$7.09	\$78.00	PC

Category 2&3: Canadian Exiles Room2

Off Peak Hours – Mon – Thu 7am -11pm , Fri 7am-4pm (per hour)	\$80.00	\$30.91	\$3.09	\$34.00	FC
Peak Hours – Fri 4pm-11pm, Sat, Sun & PH 7am-11pm (per hour)	\$0.00	\$33.64	\$3.36	\$37.00	PC

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Sunnyside Rooms 1&3

Category 1: Sunnyside Rooms 1&3

Off Peak Hours – Mon – Fri 5pm -11pm , Sat - Sun 7am-11pm (per hour)	\$55.00	\$22.73	\$2.27	\$25.00	FC
Peak Hours – Mon - Fri 7am-5pm, PH 7am-11pm (per hour)	\$0.00	\$27.27	\$2.73	\$30.00	PC

Category 2&3: Sunnyside Rooms 1&3

Off Peak Hours – Mon – Fri 5pm -11pm , Sat - Sun 7am-11pm (per hour)	\$45.00	\$18.18	\$1.82	\$20.00	FC
Peak Hours – Mon - Fri 7am-5pm, PH 7am-11pm (per hour)	\$0.00	\$22.73	\$2.27	\$25.00	PC

Sunnyside Room 2

Category 1: Sunnyside Rooms 2

Off Peak Hours – Mon – Fri 5pm -11pm , Sat - Sun 7am-11pm (per hour)	\$65.00	\$27.27	\$2.73	\$30.00	FC
Peak Hours – Mon - Fri 7am-5pm, PH 7am-11pm (per hour)	\$0.00	\$31.82	\$3.18	\$35.00	PC

Category 2&3: Sunnyside Rooms 2

Off Peak Hours – Mon – Fri 5pm -11pm , Sat - Sun 7am-11pm (per hour)	\$55.00	\$22.73	\$2.27	\$25.00	FC
Peak Hours – Mon - Fri 7am-5pm, PH 7am-11pm (per hour)	\$0.00	\$27.27	\$2.73	\$30.00	PC

Five Dock Leisure Centre

Stadium

Court Hire – Casual Booking – per hour - Weekday	\$82.00	\$77.27	\$7.73	\$85.00	MP
Court Hire – Casual Booking – per hour - Weekend	\$95.00	\$90.00	\$9.00	\$99.00	MP
Court Hire – Casual Booking – per hour – Non for Profit Off Peak (Monday – Friday 05:30am – 09:00am) *	\$49.00	\$44.55	\$4.45	\$49.00	MP

Community Groups able to provide documentation of non for profit status

Court Hire – Casual Booking – per hour – Non for Profit Peak *	\$73.00	\$65.45	\$6.55	\$72.00	MP
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Community Groups able to provide documentation of non for profit status

Court Hire – Casual Booking – Weekend per hour – Non for Profit Peak *	\$85.00	\$77.27	\$7.73	\$85.00	MP
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*Community Groups able to provide documentation of non for profit status

Court Hire – Casual Usage – 10 Visit Pass	\$81.00	\$76.91	\$7.69	\$84.60	MP
Court Hire – Casual Usage – 10 Visit Pass (Off Peak)	\$48.20	\$45.45	\$4.55	\$50.00	MP
Court Hire – Casual Usage – Concession – 10 Visit Pass	\$62.95	\$59.73	\$5.97	\$65.70	MP
Court Hire – Casual Usage – Concession – No Booking – Per Person	\$7.00	\$6.64	\$0.66	\$7.30	MP
Court Hire – Casual Usage – No Booking – Per Person	\$9.00	\$8.55	\$0.85	\$9.40	MP

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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 45 of 83

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	
Stadium [continued]					
Court Hire – Casual Usage – No Booking – Per Person (Monday - Friday 5:30 am - 9:00 am)	\$6.00	\$5.64	\$0.56	\$6.20	MP
Court Hire – Commercial – Regular Hirer – 1 court – per hour. More than 2hrs of bookings per week	\$82.00	\$77.27	\$7.73	\$85.00	MP
Court Hire – Events – per court – per hour	\$268.00	\$126.82	\$12.68	\$139.50	MP
Court Hire – Events – per court – per hour – After Hours	\$350.00	\$165.45	\$16.55	\$182.00	MP
Court Hire – Events – Cleaning Fee – per hour	\$185.00	\$174.55	\$17.45	\$192.00	MP
Court Hire – Volleyball – 1court per hour	\$0.00	\$77.27	\$7.73	\$85.00	MP
Sport Activity – Badminton – Off Peak per hour – Monday – Friday 5:30am – 4:00pm	\$24.00	\$22.73	\$2.27	\$25.00	MP
Court Hire – Volleyball – 2courts per hour	\$0.00	\$154.55	\$15.45	\$170.00	MP
Sport Activity – Badminton – per hour	\$31.00	\$30.00	\$3.00	\$33.00	MP
Court Hire – Volleyball – 3courts per hour	\$0.00	\$190.91	\$19.09	\$210.00	MP
Sport Activity - Pickle Ball - Per person	\$9.00	\$8.55	\$0.85	\$9.40	MP
Sport Activity – Table Tennis – Table Hire per hour	\$33.00	\$30.00	\$3.00	\$33.00	MP
Sports Competition – Annual Registration fee – Adult Basketball	\$87.50	\$82.73	\$8.27	\$91.00	MP
Sports Competition – Basketball – Adult Upfront – per team per game without duties (20min halves)	\$120.00	\$113.64	\$11.36	\$125.00	MP
Sports Competition – Netball – Evening – Per Game – 18 Rounds	\$120.00	\$113.64	\$11.36	\$125.00	MP
Sports Competition – Netball – Morning – Per Game – 18 Rounds	\$70.00	\$66.36	\$6.64	\$73.00	MP
Sports Competition – Nomination Fee – All competitions – Per Season	\$30.00	\$27.27	\$2.73	\$30.00	MP
Sports Competition – One Day Registration Fee	\$10.00	\$9.09	\$0.91	\$10.00	MP
Sports Competition – Soccer – Junior – Per Game –	\$75.00	\$70.91	\$7.09	\$78.00	MP
Sports Competition – Soccer – Men’s – Per Game	\$87.50	\$82.73	\$8.27	\$91.00	MP
Sports Competition – Soccer – Mixed – Per Game	\$87.50	\$82.73	\$8.27	\$91.00	MP
Sports Competition – Soccer – Women’s – Per Game	\$87.50	\$82.73	\$8.27	\$91.00	MP
Sports Competition Annual Registration Fee – Netball	\$87.50	\$82.73	\$8.27	\$91.00	MP
Sports Competition Annual Registration Fee – Senior Futsal	\$87.50	\$82.73	\$8.27	\$91.00	MP
Sports Competition Half Year Registration Fee – Netball	\$61.00	\$57.73	\$5.77	\$63.50	MP
Sports Competition Half Year Registration Fee – Senior Futsal	\$61.00	\$57.73	\$5.77	\$63.50	MP
Sports Competition Season Registration Fee – Junior Futsal	\$61.00	\$57.73	\$5.77	\$63.50	MP
Storage – Stadium Store Room Hire – Per Week – Per 2m2	\$18.50	\$18.18	\$1.82	\$20.00	MP

Health Club

Casual Entry	\$28.00	\$25.45	\$2.55	\$28.00	MP
Casual Entry – 10 Visit Pass – 6 Month Validity	\$225.00	\$210.91	\$21.09	\$232.00	MP
Casual Entry – 10 Visit Pass Concession	\$135.00	\$126.36	\$12.64	\$139.00	MP
Casual Entry – 20 Visit Pass – 12 Month Validity	\$405.00	\$380.00	\$38.00	\$418.00	MP
Casual Entry – Concession Card / Physio / Exercise Physiologist	\$16.80	\$15.27	\$1.53	\$16.80	MP

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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 46 of 83

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	
Casual Entry – Fitness Assessment	\$42.00	\$36.36	\$3.64	\$40.00	MP
Casual Entry – Non Member – Personal Training	\$10.00	\$9.09	\$0.91	\$10.00	MP
Casual Entry – Sporting Group – Min 8 Participants – Per Person	\$12.00	\$11.36	\$1.14	\$12.50	MP
Casual Entry – Sporting Team Group Class (no instructor)	\$80.00	\$74.55	\$7.45	\$82.00	MP
Casual Entry – Sporting Team Group Class (Inc Instructor)	\$145.00	\$133.64	\$13.36	\$147.00	MP
Health Club Hire – Group Fitness Half Studio – per hour	\$0.00	\$52.73	\$5.27	\$58.00	FC
Health Club Hire – Group Fitness Instructor – per hour	\$75.00	\$68.18	\$6.82	\$75.00	MP
Group Fitness Full Studio Hire - per hour	\$78.00	\$70.91	\$7.09	\$78.00	MP
Health Club Program – Fit For Life – Assessment	\$16.00	\$14.55	\$1.45	\$16.00	MP
Health Club Program – Fit For Life – Casual Visit	\$7.40	\$7.27	\$0.73	\$8.00	MP
Health Club Program – Fit for Life – 10 Visit Pass	\$66.60	\$65.45	\$6.55	\$72.00	MP
Gym – Group Fitness – Specialty Class	\$8.00	\$7.27	\$0.73	\$8.00	MP
Gym – Group Fitness – Specialty Class Subscription - Weekly	\$15.00	\$10.91	\$1.09	\$12.00	MP
Health Club Program – Teen Gym – One Off Casual Visit	\$12.50	\$11.82	\$1.18	\$13.00	MP
Health Club Program – Teen Gym – 10 Visit Pass	\$106.25	\$100.45	\$10.05	\$110.50	MP
Health Club Program – Teen Gym – 20 Visit Pass	\$175.00	\$165.45	\$16.55	\$182.00	MP
Membership – Direct Debit – Adult – Weekly	\$24.00	\$22.27	\$2.23	\$24.50	MP
Membership – Direct Debit – Flexi – Weekly	\$0.00	\$15.45	\$1.55	\$17.00	FC
Membership – Direct Debit – Corporate – Weekly	\$20.50	\$18.91	\$1.89	\$20.80	MP
Membership – Direct Debit – Off Peak	\$14.40	\$13.36	\$1.34	\$14.70	MP
Membership – Direct Debit – Pension – Weekly	\$12.00	\$11.14	\$1.11	\$12.25	MP
Membership – Direct Debit – Concession – Weekly	\$15.60	\$14.45	\$1.45	\$15.90	MP
Membership – Failed Payment Fee	\$8.00	\$7.55	\$0.75	\$8.30	MP
Membership – Joining Fee	\$90.00	\$81.82	\$8.18	\$90.00	MP
Membership – Off Peak member entry during peak hours, per visit	\$10.00	\$9.09	\$0.91	\$10.00	MP
Membership – Upfront – 3 Month Rehabilitation Membership	\$507.00	\$479.55	\$47.95	\$527.50	MP
Membership – Upfront – 6 Month Rehabilitation Membership	\$943.00	\$891.36	\$89.14	\$980.50	MP
Membership – Upfront – 12 Month Rehabilitation Membership	\$1,825.00	\$1,725.45	\$172.55	\$1,898.00	MP
Membership – Upfront – Adult – 12 Months	\$1,123.00	\$1,042.73	\$104.27	\$1,147.00	MP
Membership – Upfront – Adult – 6 Months	\$580.00	\$538.18	\$53.82	\$592.00	MP
Membership – Upfront – Adult – 3 Months	\$305.80	\$283.64	\$28.36	\$312.00	MP
Membership – Upfront – Corporate – 12 Months	\$959.40	\$884.55	\$88.45	\$973.00	MP
Membership – Upfront – Off Peak – 12 Months	\$674.00	\$625.45	\$62.55	\$688.00	MP
Membership – Upfront – Concession – 12 Months	\$730.00	\$676.36	\$67.64	\$744.00	MP
Membership - Upfront - Concession - 6 Months	\$377.00	\$349.09	\$34.91	\$384.00	MP
Membership - Upfront - Pension - 6 Months	\$290.00	\$269.09	\$26.91	\$296.00	MP
Membership – Upfront – Pension – 12 months	\$561.00	\$520.91	\$52.09	\$573.00	MP
Personal Training – 10 Sessions – 30 Minutes	\$486.00	\$456.36	\$45.64	\$502.00	MP
Personal Training – 10 Sessions – 45 Minutes	\$603.00	\$566.36	\$56.64	\$623.00	MP

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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 47 of 83

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	
Personal Training – 10 Sessions – 60 Minutes	\$702.00	\$659.09	\$65.91	\$725.00	MP
Personal Training – 20 Sessions – 30 Minutes	\$864.00	\$834.55	\$83.45	\$918.00	MP
Personal Training – 20 Sessions – 45 Minutes	\$1,072.00	\$1,035.45	\$103.55	\$1,139.00	MP
Personal Training – 20 Sessions – 60 Minutes	\$1,248.00	\$1,205.45	\$120.55	\$1,326.00	MP
Personal Training – 5 Sessions – 30 Minutes	\$264.00	\$240.00	\$24.00	\$264.00	MP
Personal Training – 5 Sessions – 45 Minutes	\$328.00	\$298.18	\$29.82	\$328.00	MP
Personal Training – 5 Sessions – 60 Minutes	\$382.00	\$347.27	\$34.73	\$382.00	MP
Personal Training – Group Session – 45 Minutes – 2 – 4 People	\$107.00	\$97.27	\$9.73	\$107.00	MP
Personal Training – Group Session – 60 Minutes – 2 – 4 People	\$124.00	\$112.73	\$11.27	\$124.00	MP
Personal Training – Single Session – 30 Minute	\$54.00	\$49.09	\$4.91	\$54.00	MP
Personal Training – Single Session – 45 Minute	\$67.00	\$60.91	\$6.09	\$67.00	MP
Personal Training – Single Session – 60 Minute	\$78.00	\$70.91	\$7.09	\$78.00	MP
Personal Training – Starter Pack – 3 X 45 Minute Sessions	\$120.00	\$127.27	\$12.73	\$140.00	MP
Personal Training – 14/15yr Starter Pack – 2 x 45 Minute Sessions	\$0.00	\$72.73	\$7.27	\$80.00	MP

Gymnastics

Birthday Parties – Cancellation / Deposit Fee	\$100.00	\$90.91	\$9.09	\$100.00	MP
Birthday Parties – Party – Per Child	\$35.00	\$31.82	\$3.18	\$35.00	MP
Casual Usage – Adult Gym	\$26.00	\$24.55	\$2.45	\$27.00	MP
Casual Usage – Adult Gym – 10 Visit Pass	\$234.00	\$220.91	\$22.09	\$243.00	MP
Casual Usage – Adult Gym – 20 Visit Pass	\$468.00	\$441.82	\$44.18	\$486.00	MP
Casual Usage – Trial Class – Foundations	\$25.00	\$23.64	\$2.36	\$26.00	MP
Casual Usage – Trial Class – Junior Gym	\$21.00	\$19.82	\$1.98	\$21.80	MP
Casual Usage – Trial Class – Play Gym	\$21.00	\$19.82	\$1.98	\$21.80	MP
Gymnastics – Competitive Training – 3hrs per week	\$37.50	\$35.45	\$3.55	\$39.00	MP
Gymnastics - Competitive/Recreational Training - 5hrs per week	\$45.00	\$42.55	\$4.25	\$46.80	MP
Gymnastics - Competitive/Recreational Training - 8hrs per week	\$62.55	\$59.14	\$5.91	\$65.05	MP
Gymnastics – Competitive Training – 12hrs per week	\$86.40	\$81.68	\$8.17	\$89.85	MP
Gymnastics - Competitive Training - 14.5hrs per week	\$100.05	\$90.95	\$9.10	\$100.05	FC
Gymnastics – Competitive Training – 9hrs per week	\$66.60	\$62.95	\$6.30	\$69.25	MP
Gymnastics – Competitive Training – 18hrs per week	\$117.00	\$90.91	\$9.09	\$100.00	MP
Gymnastics - Recreational - Foundations A - per session	\$25.00	\$23.64	\$2.36	\$26.00	MP
Gymnastics - Recreational - Foundations B - per session	\$30.00	\$28.36	\$2.84	\$31.20	MP
Gymnastics - Recreational - Foundations C - per session	\$35.00	\$33.09	\$3.31	\$36.40	MP
Gymnastics - Recreational - Foundations D - per session	\$37.50	\$35.45	\$3.55	\$39.00	MP
Gymnastics - Recreational - Higher Level Foundations	\$37.50	\$35.45	\$3.55	\$39.00	MP
Gymnastics – Recreation – Junior Gym – per session	\$21.00	\$19.09	\$1.91	\$21.00	MP
Gymnastics – Recreation – Mini Gym per session	\$21.00	\$19.09	\$1.91	\$21.00	MP
Gymnastics – Recreation – Play Gym – per session	\$21.00	\$19.09	\$1.91	\$21.00	MP
Gymnastics – Recreation – Teen Tumble – per session	\$30.00	\$28.36	\$2.84	\$31.20	MP

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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 48 of 83

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	
Gymnastics [continued]					
Gymnastics Hall Hire – After Hours	\$330.00	\$311.82	\$31.18	\$343.00	MP
Gymnastics Hall Hire – Competition – Inner City Region – per hour	\$136.00	\$128.18	\$12.82	\$141.00	MP
Gymnastics Hall Hire – Competition – Other Regions – per hour	\$181.00	\$170.91	\$17.09	\$188.00	MP
Gymnastics Hall Hire – Regular Hirer – per hour More than 2 Bookings per week – Monday – Friday	\$137.00	\$129.09	\$12.91	\$142.00	MP
Gymnastics Hall Hire – Saturday – Sunday – per hour	\$266.00	\$251.82	\$25.18	\$277.00	MP
Gymnastics Hall Hire Mon-Friday – per hour	\$180.00	\$170.00	\$17.00	\$187.00	MP
Gymnastics – casual usage – external squad – one apparatus rotation (up to 8 gymnasts per rotation) – per gymnast per hour	\$0.00	\$6.36	\$0.64	\$7.00	MP
Gymnastics Program – Display – per Ticket	\$20.00	\$18.91	\$1.89	\$20.80	MP
Gymnastics Program – Personal Training – 30 Minutes	\$54.00	\$50.91	\$5.09	\$56.00	MP
Gymnastics Program – Personal Training – 45 Minutes	\$67.00	\$63.18	\$6.32	\$69.50	MP
Gymnastics Program – Personal Training – 60 Minutes	\$78.00	\$73.64	\$7.36	\$81.00	MP
Gymnastics Program – Personal Training – 60 Minutes (2-3 people)	\$124.00	\$117.27	\$11.73	\$129.00	MP
Gymnastics Program – GymAbility – 45 Minutes – per session	\$8.70	\$8.18	\$0.82	\$9.00	MP
Bayside Kids Activities – Clinic Level 1	\$57.00	\$54.09	\$5.41	\$59.50	MP
Bayside Kids Activities – Clinic Level 2	\$68.00	\$64.09	\$6.41	\$70.50	MP
Bayside Kids Activities – Clinic Level 3	\$79.50	\$75.00	\$7.50	\$82.50	MP
Bayside Kids Activities – Clinic Level 4		Subject to change per Activity cost			MP
Bayside Kids Activities – Full Day	\$66.00	\$62.27	\$6.23	\$68.50	MP
Bayside Kids Activities – 3 Full Days	\$188.00	\$177.73	\$17.77	\$195.50	MP
Bayside Kids Activities – 5 Full Days	\$273.00	\$258.09	\$25.81	\$283.90	MP
Membership – Annual Gymnastics Registration – Adult	\$60.00	\$56.82	\$5.68	\$62.50	MP
Membership – Annual Gymnastics Registration – Competitive	\$135.00	\$122.73	\$12.27	\$135.00	MP
Membership – Annual Gymnastics Registration – Recreational	\$91.00	\$82.73	\$8.27	\$91.00	MP
Membership – Term 4 Gymnastics Registration – Recreational	\$50.00	\$47.27	\$4.73	\$52.00	MP

Schools

Schools – Gymnastics – Per Hour	\$136.00	\$128.18	\$12.82	\$141.00	MP
Schools – Health Club Group Fitness – Per Hour	\$177.00	\$167.27	\$16.73	\$184.00	FC
Schools – Stadium Hire – Per Hour	\$118.00	\$111.82	\$11.18	\$123.00	MP
Schools – Gymnastics – Per Instructor	\$56.00	\$52.73	\$5.27	\$58.00	PC
Schools – Health Club – Per Instructor	\$75.00	\$68.18	\$6.82	\$75.00	PC

Activities Room

Activities Room – Hire – per hour	\$66.00	\$62.27	\$6.23	\$68.50	MP
Crèche – Member – 90 Minutes	\$6.35	\$6.00	\$0.60	\$6.60	MP
Crèche – 10 Visit Pass – 90 Minutes	\$58.50	\$54.09	\$5.41	\$59.50	MP
Crèche – 20 Visit Pass – 90 Minutes	\$117.00	\$108.18	\$10.82	\$119.00	MP

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Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Activities Room [continued]

Crèche –1st Child Fortnightly Direct Debit – unlimited	\$28.00	\$26.36	\$2.64	\$29.00	MP
Crèche – Additional Child Fortnightly Direct Debit – unlimited	\$21.00	\$20.00	\$2.00	\$22.00	MP
Crèche – Late Fee – Per 30 Minutes	\$6.35	\$6.00	\$0.60	\$6.60	MP
Crèche – No Show Fee – Per 90 Minutes	\$6.35	\$6.00	\$0.60	\$6.60	MP

Retail

Merchandise – Backpack	\$13.00	\$12.27	\$1.23	\$13.50	MP
Merchandise – Badminton Racquet	\$21.00	\$22.73	\$2.27	\$25.00	MP
Merchandise – Badminton Shuttlecocks - Singles	\$3.30	\$4.55	\$0.45	\$5.00	MP
Merchandise – Boxing Gloves	\$46.50	\$44.00	\$4.40	\$48.40	MP
Merchandise – Boxing Inners	\$5.90	\$5.55	\$0.55	\$6.10	MP
Merchandise – Electrical Tape	\$3.60	\$3.41	\$0.34	\$3.75	FC
Merchandise – EzyDry Towel	\$2.00	\$1.82	\$0.18	\$2.00	MP
Merchandise – FDLC Netball	\$31.00	\$29.27	\$2.93	\$32.20	MP
Merchandise – Futsal Shin Pads	\$21.00	\$19.82	\$1.98	\$21.80	MP
Merchandise – Futsal Socks	\$18.90	\$17.82	\$1.78	\$19.60	MP
Merchandise – Futsal Training Bibs	\$77.00	\$72.73	\$7.27	\$80.00	MP
Merchandise – Gym Bag	\$41.50	\$39.27	\$3.93	\$43.20	MP
Merchandise – Gym Towel	\$12.00	\$11.36	\$1.14	\$12.50	MP
Merchandise – Gymnastics Chalk	\$4.55	\$4.32	\$0.43	\$4.75	MP
Merchandise – Gymnastics Recreation Leotard	\$53.00	\$50.00	\$5.00	\$55.00	MP
Merchandise – Gymnastics WAG Training Leotard	\$47.80	\$45.18	\$4.52	\$49.70	MP
Merchandise – Gymnastics Recreation T-Shirt	\$17.00	\$16.09	\$1.61	\$17.70	MP
Merchandise – Gymnastics Tracksuit	\$106.00	\$100.00	\$10.00	\$110.00	MP
Merchandise – Membership Cards	\$5.00	\$4.55	\$0.45	\$5.00	MP
Merchandise – Miscellaneous	Additional items may be added throughout the year				MP
Merchandise – Pickleball Ball	\$5.70	\$5.45	\$0.55	\$6.00	MP
Merchandise – Pickleball Paddle	\$62.00	\$59.09	\$5.91	\$65.00	MP
Merchandise – Protein Shaker	\$11.00	\$10.36	\$1.04	\$11.40	MP
Merchandise – Table Tennis – Competition Balls (6)	\$6.60	\$6.27	\$0.63	\$6.90	MP

FDLC Sponsorship and Promotions

FDLC Promotions	Available on Request	MP
FDLC Sponsorship	Available on Request	MP

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Filming

General Condition for Filming

Note 1 Exclusive use of venue/open space

When a venue or open space area is barricaded or sectioned off exclusively.

Note 2 Waivers of Council Fees

Fees may be waived or reduced in accordance with the Local Government Filming Protocol 2009 to be determined by application only. All requests for fees to be waived or reduced must be received at least 14 days prior to the event date.

Note 3 Changes to original applications

Major revisions to a filming application will incur a surcharge of 75% of original application fee.

Note 4

Failure to obtain Council approval may incur a fine under the relevant act.

Note 5 Risk Cost

Fee to ensure effective management of applications that are lodged with less than 7days notice to Council.

As listed above.

As listed above.

Z

Definitions for impact of filming/ photography:

- Ultra-Low: No more than 10 Crew, no disruption is caused to residents, retailers, motorists or other events/activities. Activities are contained to footpaths or open public space areas only, associated vehicles are legally parked at all times and not driven onto footpaths or parks.
- Low: 11 - 25 Crew, No more than 4 trucks/vans, no construction, minimal lighting/equipment, small or no unit base, no more than 2 locations.
- Medium: 26-50 Crew, No more than 10 trucks, some construction, some equipment for example: medium trucks, medium sized cranes, unit base required, no more than 4 locations.
- High: >50 Crew, >10 trucks, significant construction, extensive equipment, large unit base required, > 4 locations.

As listed above.

As listed above.

Z

Fee for Filming

Application Fee

Application Fee – Ultra low impact less than 10 crew, 1 camera, sound, 1 light, no vehicles	\$0.00	\$0.00	\$0.00	\$0.00	Z
Application Fee – Low impact 11-25 crew, minimal vehicles, minimal equipment/lighting, small unit base	\$150.00	\$150.00	\$0.00	\$150.00	LR
Application Fee – Medium impact 26-50 no more than 10 trucks, some equipment, unit base	\$300.00	\$300.00	\$0.00	\$300.00	LR
Application Fee – High impact more than 50 crew, more than 10 trucks, significant construction, extensive equipment, large unit base	\$500.00	\$500.00	\$0.00	\$500.00	LR
Application Fee – Council approval for parking when filming on private property such as unit base plans or parking plans.	\$150.00	\$150.00	\$0.00	\$150.00	LR
Major revisions to a filming application	75% of original application fee				FC

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Filming over 3 days

Standard low impact filming per day	\$150.00	\$150.00	\$0.00	\$150.00	LR
Standard medium impact per day	\$275.00	\$300.00	\$0.00	\$300.00	LR
Standard high impact filming per day	\$400.00	\$500.00	\$0.00	\$500.00	LR

Traffic Management for Filming

Administration and assessment of Traffic Management Plan - low impact	Refer to Traffic Management section of this document.			LR
Low impact Traffic Management Plans include situations where the primary form of traffic management is not more than stop / go traffic control on a local, Council managed road. The fee includes the Council's consultation with the NSW Police. Fee is determined per Traffic Management Plan submission.				
Administration and assessment of Traffic Management Plan - medium impact	Refer to Traffic Management section of this document.			LR
Medium impact Traffic Management Plans include situations where the primary form of traffic management will include stop / go traffic control on a Regionally classified Road, State classified road or a multi-lane local, Council managed road. The fee includes Council's consultation with the NSW Police and Transport for NSW. The fee is applied per Traffic Management Plan submission.				
Administration and assessment of Traffic Management Plan - high impact	Refer to Traffic Management section of this document.			LR
High impact Traffic Management Plans include situations where the primary form of traffic management will generally include road closures on Local, Regional or State classified roads. The fee includes Council's consultation with the NSW Police and Transport for NSW. Fee is calculated per Traffic Management Plan submission.				
Advertising for Temporary Road Closures	Refer to Traffic Management section of this document.			LR
Partial Road Closure	Refer to Traffic Management section of this document.			LR
Full Road Closure	Refer to Traffic Management section of this document.			LR

Hire of Parks and Open Space for Exclusive Use

Filming Drummoyne Oval, Rothwell and Goddard Park (low impact) per day	\$1,340.00	\$1,390.00	\$0.00	\$1,390.00	LR
Filming Golf Courses (low impact) per day	\$1,170.00	\$1,220.00	\$0.00	\$1,220.00	LR
Passive Park (low impact) per day	\$129.00	\$134.00	\$0.00	\$134.00	LR
Filming Drummoyne Oval, Rothwell and Goddard Park (medium impact) per day	\$1,900.00	\$1,980.00	\$0.00	\$1,980.00	LR
Filming Golf Courses (medium impact) per day	\$1,570.00	\$1,630.00	\$0.00	\$1,630.00	LR
Passive Park (medium impact) per day	\$247.00	\$257.00	\$0.00	\$257.00	LR
Filming Drummoyne Oval, Rothwell and Goddard Park (high impact) per day	\$2,370.00	\$2,460.00	\$0.00	\$2,460.00	LR
Filming Golf Courses (high impact) per day	\$2,090.00	\$2,170.00	\$0.00	\$2,170.00	LR

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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 52 of 83

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Hire of Parks and Open Space for Exclusive Use [continued]

Passive Park (high impact) per day	\$371.00	\$386.00	\$0.00	\$386.00	LR
Risk Cost – less than 3 days notification to Council	\$465.00	\$484.00	\$0.00	\$484.00	LR
Risk Cost – less than 7 days notification to Council	\$240.00	\$250.00	\$0.00	\$250.00	LR
Sports Field (low impact) per day	\$185.00	\$192.00	\$0.00	\$192.00	LR
Sports Field (medium impact) per day	\$309.00	\$321.00	\$0.00	\$321.00	LR
Sports Field (high impact) per day	\$433.00	\$450.00	\$0.00	\$450.00	LR

Other Fees of Filming

Occupation of Parking Meter Area	80% of current parking rate per car space occupied for the period in operation				LR
Access Fee	\$288.00	\$300.00	\$0.00	\$300.00	LR
Cleaning Fee (per hour)	\$96.50	\$100.00	\$0.00	\$100.00	LR
Location research/site inspections/supervisor (per hour)	\$71.00	\$74.00	\$0.00	\$74.00	LR
Power Access (per hour)	\$71.00	\$74.00	\$0.00	\$74.00	LR
Security Fee (minimum 4 hours) (per hour)	\$95.50	\$99.50	\$0.00	\$99.50	LR
Site Preparation (per hour)	\$71.00	\$74.00	\$0.00	\$74.00	LR
Site Remediation	To be determined by location & activities				LR
Temporary Structure – (installation of table & Chairs in parks, marquees, signage, barriers, cabling)	\$425 per day per structure				LR

Still Photography

Standard Ultra Low per hour, non-commercial (all- inclusive per application)	\$0.00	\$0.00	\$0.00	\$0.00	Z
Standard low impact per day (all-inclusive per application)	\$115.00	\$115.00	\$0.00	\$115.00	LR
Standard medium impact per day (all-inclusive per application)	\$170.00	\$170.00	\$0.00	\$170.00	LR
Standard high impact Still Photography per day (all- inclusive per application)	\$220.00	\$220.00	\$0.00	\$220.00	LR

Golf Courses

Barnwell Park Golf Course

BP Adults

Mondays (excl. Public Holidays) – Eighteen (18) Holes	\$19.00	\$17.73	\$1.77	\$19.50	MP
Tue – Fri (excl. Public Holidays) – Eighteen (18) Holes	\$25.50	\$23.64	\$2.36	\$26.00	MP
Eighteen (18) Holes Weekends and Public Holidays	\$31.00	\$29.09	\$2.91	\$32.00	MP
Mondays (excl. Public Holidays) – Nine (9) Holes	\$14.00	\$13.18	\$1.32	\$14.50	MP
Tue – Fri (excl. Public Holidays) – Nine (9) Holes	\$20.50	\$19.09	\$1.91	\$21.00	MP
Nine (9) Holes Weekends and Public Holidays	\$24.50	\$22.73	\$2.27	\$25.00	MP

Fee Description	Year 22/23	Year 23/24			Pricing Code
	Fee incl. GST	Fee excl.	GST	Fee incl.	
BP Multi-Golf (Foot/Disc)					
Multi- Golf (Foot/Disc) Adults (cost per person)	\$15.50	\$14.55	\$1.45	\$16.00	MP
Multi- Golf (Foot/Disc) School Children (cost per person)	\$10.30	\$9.55	\$0.95	\$10.50	MP
BP School Children					
Eighteen (18) Holes	\$15.50	\$14.55	\$1.45	\$16.00	MP
Nine (9) Holes	\$10.50	\$10.00	\$1.00	\$11.00	MP
School Programs per Child	\$5.20	\$4.91	\$0.49	\$5.40	MP
BP Pensioner/Senior/Uni or TAFE Student					
Concessions (Pensioner/Senior/Uni or TAFE Student) Tue - Fri Eighteen (18) Holes	\$22.00	\$20.45	\$2.05	\$22.50	MP
Concessions (Pensioner/Senior/Uni or TAFE Student) Tue - Fri Nine (9) Holes	\$17.50	\$16.36	\$1.64	\$18.00	MP
BP Twilight Golf					
Admission after 3 pm all year round	\$15.50	\$14.55	\$1.45	\$16.00	MP
BP Club Members Competition Times					
BP Club Members Annual Block Booking Fee		To be negotiated by Council			MP
Adults - all days comp / social Eighteen (18) Holes	\$20.50	\$19.09	\$1.91	\$21.00	MP
Concessions (Pensioner/Senior/Uni or TAFE Student) all days (18) Holes	\$16.50	\$15.45	\$1.55	\$17.00	MP
School Children Eighteen (18) Holes	\$12.50	\$11.82	\$1.18	\$13.00	MP
Adults - all days comp / social Nine (9) Holes	\$15.50	\$14.55	\$1.45	\$16.00	MP
Concessions (Pensioner/Senior/Uni or TAFE Student) all days Nine (9) Holes	\$11.50	\$10.91	\$1.09	\$12.00	MP
School Children Nine (9) Holes	\$8.80	\$8.18	\$0.82	\$9.00	MP
BP Sponsorship and Promotions					
BP Promotions	Available on request subject to approval of contract manager				MP
Yearly course hole sponsorship	Available on Request				MP
Use of Private Golf Carts					
Administration Fee per 3 Year Term	\$15.50	\$14.09	\$1.41	\$15.50	MP
Massey Park Golf Course					
MP Adults					
Eighteen (18) Holes	\$39.00	\$35.45	\$3.55	\$39.00	MP
Nine (9) Holes	\$28.00	\$25.45	\$2.55	\$28.00	MP
MP Seniors					
Eighteen (18) Holes	\$31.50	\$28.64	\$2.86	\$31.50	MP
Nine (9) Holes	\$25.00	\$22.73	\$2.27	\$25.00	MP

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	
MP School Children Mon-Fri					
Eighteen (18) Holes	\$18.00	\$16.36	\$1.64	\$18.00	MP
Nine (9) Holes	\$13.50	\$12.27	\$1.23	\$13.50	MP
MP University & TAFE Students Mon-Fri					
Eighteen (18) Holes	\$26.50	\$24.09	\$2.41	\$26.50	MP
Nine (9) Holes	\$21.00	\$19.09	\$1.91	\$21.00	MP
MP Pensioners Mon-Fri (only)					
Eighteen (18) Holes	\$26.50	\$24.09	\$2.41	\$26.50	MP
Nine (9) Holes	\$21.00	\$19.09	\$1.91	\$21.00	MP
Weekend Concessions (School, University & TAFE, Pensioners)	\$31.50	\$28.64	\$2.86	\$31.50	MP
MP Twilight Golf					
Admission after 3 pm during non-Daylight Saving Periods and after 4 pm Daylight Saving Periods	\$23.00	\$20.91	\$2.09	\$23.00	MP
MP Club Members Competition Times					
MP Club Members Competition Annual Block Booking Fee		To be negotiated by Council			MP
MP Club Members Competition Eighteen (18) Holes – Adults	\$22.50	\$20.45	\$2.05	\$22.50	MP
MP Club Members Competition Eighteen (18) Holes – Pensioner	\$18.50	\$16.82	\$1.68	\$18.50	MP
MP Club Members Competition Eighteen (18) Holes – Junior	\$16.00	\$14.55	\$1.45	\$16.00	MP
MP Sponsorship					
MP Promotions		Available on request subject to approval of contract manager			MP
Yearly course hole sponsorship		Available on Request			MP
Tennis Courts					
Cintra Park					
Casual Monday – Friday (9am-5pm) per hour	\$24.70	\$23.36	\$2.34	\$25.70	MP
Casual Monday – Friday (5pm-10.30pm) & Weekends per hour	\$27.80	\$26.27	\$2.63	\$28.90	MP
Permanent Monday – Friday (9am-5pm) per hour	\$21.60	\$20.45	\$2.05	\$22.50	MP
Permanent Monday – Friday (5pm-10.30pm) & Weekends per hour	\$25.80	\$24.36	\$2.44	\$26.80	MP
Croker Park					
Monday-Friday before 5pm per hour	\$25.80	\$24.36	\$2.44	\$26.80	MP
All other times per hour	\$28.80	\$27.27	\$2.73	\$30.00	MP

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Five Dock Park

Casual Hire	\$25.80	\$24.36	\$2.44	\$26.80	MP
Night Play Under Lights per hour	\$28.80	\$27.27	\$2.73	\$30.00	MP

Greenlees

Casual Hire Monday – Friday (7am-5pm) per hour	\$25.80	\$24.36	\$2.44	\$26.80	MP
Casual Hire Monday – Friday (5pm-10.30pm) & Weekends per hour	\$27.80	\$26.27	\$2.63	\$28.90	MP

Powells Creek

Monday-Friday before 5pm per hour	\$25.80	\$24.36	\$2.44	\$26.80	MP
All other times	\$26.80	\$25.36	\$2.54	\$27.90	MP

Graffiti Removal - Non-Council Property and Assets

Note At the 15 February 2005 Council Meeting, Council endorsed to undertake removal of graffiti on an even shared cost basis through City Services only with the consent of the owner (within legislation).

Graffiti removal from non Council property and assets - resident contribution to cleaning materials				At Shared Cost	PC
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If requested by the owner an estimate of the cost of materials to be used in removing the graffiti at the time of obtaining consent from the owner. Council will endeavour to advise the consenting owner if an estimate provided requires variation during the work. However, the Council will charge 50% of the actual cost to the Council for the materials used to remove the graffiti. This fee will be charged in conjunction with the cost of labour and equipment used.

Graffiti removal from non Council property and assets - resident contribution for Council staff, vehicle and high pressure cleaner				At Shared Cost	PC
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If requested by the owner an estimate of the cost of the Council staff, vehicle, high-pressure cleaner or other equipment used in removing the graffiti at the time of obtaining consent from the owner. Council will endeavour to advise the consenting owner if an estimate provided requires variation during the work. However, the Council will charge 50% of the actual cost to the Council for its staff, plant hire of the vehicle, pressure cleaner or other equipment used to remove the graffiti. This fee will be charged in conjunction with the cost of materials used.

Library

Library Service Charges

Overdue Items

Overdue fee if matter referred to a collection agency	\$18.50	\$19.20	\$0.00	\$19.20	FC
Library Items Overdue – Adult & Young Adult Members for Second Notice (Capped at \$20 per borrower)	\$0.00	\$0.00	\$0.00	\$0.00	PC
Library Items Overdue – Junior Members 14 y.o. and under	\$0.00	\$0.00	\$0.00	\$0.00	Z

Reserved Items - Miscellaneous

Booking of Special Events (Author talks, etc.)				Dependent on Activity	PC
Booking of Special Events (Children's events)				Dependent on Activity	PC
Inter-Library Loans**				\$5.50 plus costs	PC

If additional charges by Library borrowed from, costs are passed onto borrower.

Reserved Items	\$0.00	\$0.00	\$0.00	\$0.00	Z
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Fee Description	Year 22/23	Year 23/24			Pricing Code
	Fee incl. GST	Fee excl.	GST	Fee incl.	

Printing and photocopying charges

Photocopying & Printing Charges – Black/White A3				\$0.40/copy	PC
Photocopying & Printing Charges – Black/White A4				\$0.20/copy	PC
Photocopying & Printing Charges – Colour A3				\$2/copy	PC
Photocopying & Printing Charges – Colour A4				\$1.00/copy	PC
Photographic reproduction				POA + \$6	PC
Photographic reproduction – Commercial				POA + \$30	PC

Item Sale

Library 2nd Hand Book Sales #				Minimum \$0.50/per book	PC
Price at the discretion of the Manager.					
Mailing Tube (to fit A0 print)	\$5.00	\$4.55	\$0.45	\$5.00	PC
Per Cotton Bag	\$6.00	\$5.45	\$0.55	\$6.00	RR
Per Poly Bag	\$2.00	\$1.82	\$0.18	\$2.00	RR
USB stick, earphones etc				Maximum \$20 per item	FC

Materials Replacement Costs

CD Cases/DVD Cases (Damaged or Lost)	\$2.00	\$2.00	\$0.00	\$2.00	PC
Library Items (Damaged or Lost) *				Cost of Item+\$16.50 processing	PC
Donated paperbacks replaced by similar item at discretion of manager.					
Library Items(Replacement of Barcode Label or Tag)	\$2.00	\$2.00	\$0.00	\$2.00	PC
Membership Card Replacement	\$5.00	\$5.00	\$0.00	\$5.00	PC

Local History Research

Concord: A centenary history on CD Rom	\$34.50	\$31.36	\$3.14	\$34.50	PC
Drummoyne/Concord Combined history book on CD Rom	\$39.50	\$35.91	\$3.59	\$39.50	PC
Drummoyne: A western suburbs history on CD Rom	\$29.50	\$26.82	\$2.68	\$29.50	PC
Pictorial History of Canada Bay – hardback	\$34.95	\$31.77	\$3.18	\$34.95	PC
Pictorial History of Canada Bay – paperback	\$24.95	\$22.68	\$2.27	\$24.95	PC
Research				First hour free then \$60/hour	PC
Research – Commercial				First hour free then \$110/hour	PC

Rhodes Learning Centre

A0 160 gsm matte colour poster print per page	\$38.00	\$35.91	\$3.59	\$39.50	FC
A0 160gsm matte b/w plan print per page	\$13.50	\$12.73	\$1.27	\$14.00	FC
A0 200 gsm glossy colour photo print per page	\$59.50	\$56.36	\$5.64	\$62.00	FC
A1 or 50x70 cm 160gsm matte colour poster print per page	\$22.50	\$21.36	\$2.14	\$23.50	FC
A1 or 50x70 cm 200gsm glossy colour photo print per page	\$36.00	\$34.09	\$3.41	\$37.50	FC
3D Printing in ABS (acrylonitrile butadiene styrene print material included)				\$5.00 per hour or part thereof	FC
3D Printing Set Up – per print job	\$5.00	\$4.55	\$0.45	\$5.00	FC

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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 57 of 83

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Rhodes Learning Centre [continued]

Rhodes Learning Space – Booking of Special Events/ Workshops (talks, etc.)				Dependent on Activity	FC
Rhodes Learning Space – Equipment/computer Hire				Dependent on Activity	FC

Parks Hire

General Conditions of Open Space Hire

- **Additional Costs**
Any additional costs (i.e. staff time, cleaning, line marking etc.) will be levied at cost recovery rates.
- **Bond Payments**
Council reserves the right to charge a refundable bond.
- **Booking Fee**
A non-refundable booking is charged for all bookings.
- **Casual Hire**
Casual use is defined as a single application for 9 or less consecutive hire events within a 12 month period.
- **Pre-season period**
Pre-season applies during the lead up to the winter season from 1 Feb to 31 Mar each year. Fees for pre-season hire are charged at 50% of seasonal fees reflecting the reduced service level which excludes the provision of line marking, goalposts and lighting. All pre-season use is subject to availability from the in season hirer.
- **Public Convenience Access**
Public Convenience Access of \$250 may be applicable to sporting and training events when no other hire fees are charged and Council may require a key bond of \$100.
- **Public Liability Insurance**
Seasonal hirers are required to provide evidence of current public liability insurance coverage to a minimum value of \$20,00,000.
- **Schools Use**
Schools located in the City of Canada Bay can book and use Council sportsgrounds for free within during normal school hours (8.30am to 4.00pm weekdays during school terms) with the exception of Majors Bay Reserve, Cintra Hockey and Concord Oval. Booking fees apply to all bookings.
Schools located outside the City of Canada Bay can book and use Council sportsgrounds at 50% of the Casual rate within during normal school hours (8.30am to 4.00pm weekdays during school terms) with the exception of Majors Bay Reserve, Cintra Hockey, Concord Oval and all use of turf wickets. Booking fees apply to all bookings.
- **Seasonal Hire**
Seasonal hire is defined as a single application for 10 or more consecutive hire events within a 12 month period.
- **Seasonal Use**
Summer Season is from 3rd week of September to 31 March each year.
Winter Season is from 1 April to 31 August each year.
- **Sports Floodlighting**
Hourly fees for sports floodlighting are not covered by ground hire. In the event users have paid in advance for sports lighting, they will be refunded for any park closures due to wet weather.

As listed above.

As listed above.

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Open Space Miscellaneous

Use of Parks

Casual Booking Fee	\$36.00	\$34.00	\$3.40	\$37.40	FC
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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 58 of 83

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	
Use of Parks [continued]					
Change to Seasonal Booking Fee	\$59.00	\$55.91	\$5.59	\$61.50	FC
Pre-Seasonal Booking Fee	\$59.00	\$55.91	\$5.59	\$61.50	FC
Seasonal Booking Fee	\$107.00	\$100.91	\$10.09	\$111.00	FC
Call out fee	\$200.00	\$189.09	\$18.91	\$208.00	FC
Licence Fees					
Licence Agreement Fee	\$354.00	\$334.55	\$33.45	\$368.00	FC
Alteration of Licence Agreement	\$710.00	\$672.73	\$67.27	\$740.00	FC
Minimum Charge for Lease of Council Sporting Fields		As per Gazettal by Dept of lands			FC
One off Events					
Sporting Fields – additional/one off installation of goal posts	\$1,470.00	\$1,390.91	\$139.09	\$1,530.00	FC
Sporting Fields – additional/one off line marking	\$1,470.00	\$1,390.91	\$139.09	\$1,530.00	FC
Turf Wicket Preparation	\$1,470.00	\$1,390.91	\$139.09	\$1,530.00	FC
Unauthorised use of field by organised teams/clubs	\$456.00	\$430.91	\$43.09	\$474.00	FC
Open Space Key Hire					
Key Bond – Casual Users	\$100.00	\$100.00	\$0.00	\$100.00	BAGS
Key Bond – Seasonal Initial Bookings	\$50.00	\$50.00	\$0.00	\$50.00	BAGS
Key Replacement/Provide Additional Key	\$60.50	\$57.27	\$5.73	\$63.00	FC
Drummoyle Oval					
Bond – Corporate Cricket Day	\$3,000.00	\$3,000.00	\$0.00	\$3,000.00	BAGS
Facility Cleaning Fee				At Cost	FC
Ground Hire (per hour)	\$445.00	\$420.91	\$42.09	\$463.00	FC
Grounds staff for match day (per staff per hour)	\$91.00	\$85.91	\$8.59	\$94.50	FC
Seasonal Fee – Leased arrangements			Negotiated by Council		FC
Drummoyle Oval Lights Usage					
Lights at 100lux level / per hour	\$29.50	\$27.91	\$2.79	\$30.70	FC
Lights at 250lux level / per hour	\$89.00	\$84.09	\$8.41	\$92.50	FC
Lights at 500lux level / per hour	\$296.00	\$280.00	\$28.00	\$308.00	FC
Lights at 1400lux level / per hour	\$655.00	\$618.18	\$61.82	\$680.00	FC
Special Events					
Special Events				POA	FC
Concord Oval					
Seasonal Fee – Cleaning & Waste Management		To be negotiated by Council			FC
Casual Hire (per day)	\$2,960.00	\$2,800.00	\$280.00	\$3,080.00	FC
Seasonal Fee – Waste Management for current lessees only		To be negotiated by Council			FC

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Majors Bay Reserve Synthetic

Full Field

Casual training and matchplay (nfp organisation) per hour	\$82.50	\$78.18	\$7.82	\$86.00	FC
Commerical Hire (commercial organisation) per hour	\$190.50	\$180.00	\$18.00	\$198.00	FC
Seasonal training and matchplay (nfp organisation) per hour	\$49.50	\$46.82	\$4.68	\$51.50	FC

Half Field

Casual training and matchplay (nfp organisation) per hour	\$51.50	\$48.64	\$4.86	\$53.50	FC
Commerical Hire (commercial organisation) per hour	\$113.50	\$107.27	\$10.73	\$118.00	RR
Seasonal training and matchplay (nfp organisation) per hour	\$31.00	\$29.09	\$2.91	\$32.00	FC

Others

Local schools per hour (1.5 fields)	\$26.00	\$24.55	\$2.45	\$27.00	PC
Informal Community Use (Set Times)	\$0.00	\$0.00	\$0.00	\$0.00	PC

Category - Hockey

St Lukes Hockey Complex

Schools/Juniors (full field)/hour or part there of	\$129.00	\$121.82	\$12.18	\$134.00	FC
Schools/Juniors (half field)/hour or part there of	\$72.00	\$68.18	\$6.82	\$75.00	FC
Seniors (full field)/hour or part there of	\$194.00	\$183.64	\$18.36	\$202.00	FC
Seniors (half field)/hour or part there of	\$111.00	\$104.55	\$10.45	\$115.00	FC

Category - Netball, Basketball, Volleyball, Archery and Dog Training

Netball Courts - Cintra Park

Casual per hour per court	\$28.50	\$26.91	\$2.69	\$29.60	FC
Seasonal Mon-Friday per court per club per night	\$298.00	\$281.82	\$28.18	\$310.00	FC
Seasonal Saturday per court	\$298.00	\$281.82	\$28.18	\$310.00	FC

Archery

Seasonal (Saturday only) per season	\$835.00	\$790.91	\$79.09	\$870.00	FC
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Dog Training

Yearly Fee Hire of St Lukes 1 only Sun 8am to 12pm. This does not include access to cricket nets	\$740.00	\$700.00	\$70.00	\$770.00	FC
Yearly Hire of St Lukes Clubhouse (This does not include cricket nets)	\$740.00	\$700.00	\$70.00	\$770.00	FC

Category – Baseball

Baseball - Timbrell Park, Sid Richards

* Cost per field per usage rate per season. Includes training and games.

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Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Baseball - Timbrell Park, Sid Richards [continued]

Casual per hour per field	\$35.00	\$33.09	\$3.31	\$36.40	FC
Seasonal weekends Saturday OR Sunday (max 6 hours) (per season per field)	\$760.00	\$718.18	\$71.82	\$790.00	FC
3 nights a week plus Saturday/Sunday (or as per licence agreement) (per season per field)	\$1,520.00	\$1,436.36	\$143.64	\$1,580.00	FC
Line marking for casual bookings (per season per field)	\$392.00	\$370.91	\$37.09	\$408.00	FC

Category – Cricket

Synthetic Cricket Wicket

Five Dock Park, Queen Elizabeth Park Field 1, Campbell Park Fields 1&2, Edwards Park, St Lukes Fields 1&2, Timbrell Park Fields 1&2, Arthur Walker Reserve, Powells Creek 1&2, Jessie Stewart Reserve, Russell Park, Greenlees Park

Casual per hour per field	\$35.00	\$33.09	\$3.31	\$36.40	FC
Seasonal training week night (max 4 hours) per night	\$382.00	\$360.91	\$36.09	\$397.00	FC
Seasonal weekends Saturday OR Sunday (max 6 hours)	\$760.00	\$718.18	\$71.82	\$790.00	FC
Seasonal (3 week day training and Saturday and Sunday) (per season per field)	\$1,520.00	\$1,436.36	\$143.64	\$1,580.00	FC

Turf Cricket Wicket

Goddard Park, Ron Routley Oval, Rothwell Park, St Lukes Oval

Casual per day per field	\$760.00	\$718.18	\$71.82	\$790.00	FC
Seasonal training week night (max 4 hours per night)	\$476.00	\$450.00	\$45.00	\$495.00	FC
Seasonal weekends Saturday OR Sunday (max 6 hours)	\$2,520.00	\$2,381.82	\$238.18	\$2,620.00	FC
Seasonal (Saturday AND Sunday) per season per field	\$5,050.00	\$4,772.73	\$477.27	\$5,250.00	FC

Senior Fields - Soccer, AFL, Rugby Union, Rugby League, etc.

* Cost per field per usage rate per season. Includes training and games.

Five Dock Park, Goddard Park, Queen Elizabeth Park, Ron Routley Park, Rothwell Park, St Lukes Oval, Sid Richards Park, Taplin Park, Campbell Park, Greenlees Park, Timbrell Park, Edwards Park, St Lukes Park, Powells Creek, Nield Park, St Lukes North*

Casual per hour per field	\$35.00	\$33.09	\$3.31	\$36.40	FC
Seasonal training week night (max 4 hours) per night	\$382.00	\$360.91	\$36.09	\$397.00	FC
Seasonal weekends Saturday OR Sunday (max 6 hours)	\$760.00	\$718.18	\$71.82	\$790.00	FC
Seasonal (Max 25 hours, 3 week day training and Saturday and Sunday) (per season per field)	\$1,520.00	\$1,436.36	\$143.64	\$1,580.00	FC

Junior Fields - Mini Soccer, Rugby, AFL and Touch Football

* Cost per field per usage rate per season. Includes training and games.

Edwards Fields 3, 4 & 5, Nield Field 2, 3 & 4, QEP Field 3, Timbrell Fields 1, 2, 3, 4 & 5, Taplin Park Field 2

Casual per hour per field	\$26.50	\$25.09	\$2.51	\$27.60	FC
Seasonal training week night (max 4 hours per night)	\$275.00	\$260.00	\$26.00	\$286.00	FC
Seasonal weekends Saturday OR Sunday (max 6 hours)	\$545.00	\$513.64	\$51.36	\$565.00	FC
Seasonal (Max 25 hours, 3 week day training and Saturday and Sunday) (per season per field)	\$1,090.00	\$1,027.27	\$102.73	\$1,130.00	FC

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Sports Field Lighting

Field Lighting (50/100 lux) per field per hour	\$30.00	\$27.73	\$2.77	\$30.50	FC
Field Lighting (200 lux) per field per hour	\$29.50	\$55.45	\$5.55	\$61.00	FC
Cintra Park Lighting per netball court per hour	\$29.50	\$13.86	\$1.39	\$15.25	FC

Social Recreation

Bayview Park Access Management

Fisherman's Club Key Hire – (located at Concord Community Centre) Annual key hire	\$39.00	\$36.91	\$3.69	\$40.60	FC
Non-Residential – Annual Key Fee	\$163.00	\$154.55	\$15.45	\$170.00	FC
Park gate locked in release fee (Security patrol call out)	\$127.00	\$120.00	\$12.00	\$132.00	FC
Replacement Key – Residential & Non-Residential	\$67.00	\$63.18	\$6.32	\$69.50	FC
Residential – Annual Key Fee	\$39.00	\$36.91	\$3.69	\$40.60	FC

Ceremonies & Related Photography

Additional pre-cleaning of Rotundas at Cabarita Park or Prince Edward Park (per hour)	\$254.00	\$240.00	\$24.00	\$264.00	FC
Booking Fee (per application, non-refundable)	\$36.00	\$34.00	\$3.40	\$37.40	FC
Ceremony/Ceremony Photography/Professional Photography (per hour)	\$200.00	\$189.09	\$18.91	\$208.00	FC

Personal Training and Commercial Activities

Personal Trainers – Permit (Allows for up to 3 sessions per week, 1 hour per session)	\$158.00	\$149.09	\$14.91	\$164.00	FC
Additional Sessions in excess of 3 per week (maximum of 15 sessions per week) (per session)	\$75 per additional session per year in excess of 3 per week				PC
Additional trainer on permit (Allows for up to 3 sessions per week, 1 hour per session)	\$84.00	\$79.55	\$7.95	\$87.50	FC
Booking Fee (per application, non-refundable)	\$36.00	\$34.00	\$3.40	\$37.40	FC

Fishing & Other Water Based Competitions (per day)

Booking Fee (per application, non-refundable)	\$36.00	\$34.00	\$3.40	\$37.40	FC
<101 people	\$296.00	\$280.00	\$28.00	\$308.00	FC
>100 people	\$545.00	\$513.64	\$51.36	\$565.00	FC

Private, Corporate and Community Groups, Social Recreation

Booking Fee – Private & Community Groups (per application, non-refundable)	\$36.00	\$34.00	\$3.40	\$37.40	FC
Community Groups < 80	\$0.00	\$0.00	\$0.00	\$0.00	Z
Community Groups 81-150	\$268.00	\$253.64	\$25.36	\$279.00	FC
Community Groups > 150 Booking at Council discretion	\$665.00	\$627.27	\$62.73	\$690.00	FC
Booking Fee – Corporate booking fee (per application, non-refundable)	\$225.00	\$212.73	\$21.27	\$234.00	FC
Corporate Groups < 80	\$349.00	\$330.00	\$33.00	\$363.00	FC
Corporate Groups 81-150	\$695.00	\$659.09	\$65.91	\$725.00	FC

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Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Private, Corporate and Community Groups, Social Recreation [continued]

Corporate Groups > 150 Booking at Council discretion, this figure includes park hire approval of temporary structures (such as amusement devices, marquees & stages)	\$1,640.00	\$1,554.55	\$155.45	\$1,710.00	FC
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Regattas - Rodd Point-Bayview Park

Booking Fee (per application, non-refundable) one-off Regatta	\$76.00	\$71.82	\$7.18	\$79.00	FC
Corporate Regatta – Per Regatta	\$1,170.00	\$1,109.09	\$110.91	\$1,220.00	FC
For Non Profit Community Org – Per Regatta	\$496.00	\$468.18	\$46.82	\$515.00	FC
School Regatta fee per day	\$1,010.00	\$954.55	\$95.45	\$1,050.00	FC

Event - (large scale provided to/for general community)

Bond			At Council Discretion		BAGS
Booking Fee (per application, non-refundable)	\$208.00	\$204.55	\$20.45	\$225.00	FC
Council staff Attendance & Labour			At Cost		PC
Low Impact event (up to 1000 people) - inclusive park hire & temporary structure	\$1,250.00	\$1,300.00	\$0.00	\$1,300.00	FC
Medium Impact Event (1000 to 2500 people) – inclusive park hire & temporary structure	\$2,500.00	\$2,600.00	\$0.00	\$2,600.00	FC
High Impact Event (more than 2500 people) – inclusive park hire & temporary structure	\$3,750.00	\$3,900.00	\$0.00	\$3,900.00	FC
Power Access per hour (where available)	\$81.00	\$76.36	\$7.64	\$84.00	FC
Water Access per hour (where available)	\$81.00	\$76.36	\$7.64	\$84.00	FC

Permit Fees for Temporary Installations (site fees only)

* Public Liability Insurance Policy of \$20 Million dollars is required.

* As part of Council's Risk Management procedures Safe Work Method Statements (SWMS) will be required to be submitted to Council for temporary installations such as jumping castles, stages, large and commercial marquees. For amusement devices / rides all relevant Work Cover certification will need to be submitted to Council.

Amusement Devices Application	\$159.00	\$250.00	\$0.00	\$250.00	LR
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Parks Hire of Schools

* Each booking must have at least 1 school residing in LGA.

Booking Fee (per application, non-refundable)	\$36.00	\$34.00	\$3.40	\$37.40	FC
Local School (weekday only)	\$0.00	\$0.00	\$0.00	\$0.00	Z
Non Local and Private Schools (weekday only)			50% of the normal usage rate		PC

Roads and Footpaths

Stormwater Drainage

Where works are required to be undertaken on weekend or as night works as surcharge of 50% shall apply to these rates. This provision will apply where work is required on or close to major roads or in sensitive locations, such as commercial precincts or where access may need to be restricted due to the works. The application of this surcharge will be discussed with the applicant prior to commencing works.

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Fee Description	Year 22/23	Year 23/24			Pricing Code
	Fee incl. GST	Fee excl.	GST	Fee incl.	

Stormwater Drainage [continued]

Stormwater Drainage Works			At cost + 15%		FC
			Estimate available prior to commencement.		

This item includes work to modify/reconstruct/construct as a stormwater drainage pit. Stormwater drainage pits are constructed or modified to comply with Council's Engineering Specification. This fee applies to drainage pits where the maximum dimension (H, W, D) exceeds 1.5m. This fee is charged per drainage pit modification/reconstruction or construction on a cost-plus basis

General Conditions for Roads and Footpaths

1. All fees described include the basic provision of the service during normal business hours under normal circumstances. Other costs such as traffic control, night work and other unusual costs that may arise may require a variation. Where possible these variations will be agreed upon before works commences. If additional costs arise due to unforeseen circumstances, such as a poor subgrade for a road pavement, the costs will be passed on and the applicant will be advised as soon as practical.
2. The RMS may require specific requirements, including Road Occupancy Licences for State Roads, and these costs are not included in these fees. The costs associated with complying with the requirements of the RMS will be fully payable by the applicant.
3. RMS peak period time constraints are not included in the rates set out in this document. Where these constraints are imposed, the rates will be modified to reflect the limited access period to undertake the work. The applicant will be advised of the modified rate as soon as practical.
4. All of the pricing included in these fees are based on the underlying base, subbase and subgrade meeting AUSPEC standards. Works that have been undertaken that do not meet AUSPEC requirements, including the 306 Specification, will impact on the cost of the works to be provided and shall be fully borne by the applicant.
5. A charge for restoration work made under Section 101 and Section 102 of the Roads Act within the Council area is not subject to GST, whether charged direct to Telstra, Sydney Water, etc, or charged to a contractor engaged by them.

As listed above.			As listed above.		Z
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Road Openings

In accordance with Division 3 of the Roads Act, a person must not carry out work in, on or over a public road without the consent of the Roads Authority. If you need to undertake any work between private property boundaries beside a public road you must obtain a Road Opening Permit from Council. This includes any work on a nature strip area, footpath, road pavement, or road island. For information on the Road Reserve Opening Permit and the process for applying for one, refer to Council's Fact Sheet at www.canadabay.nsw.gov.au/residents/your-home/driveway-and-ancillary-works/road-and-footpath-openings. Any damage to Council's assets caused by the works proposed by the applicant for the Road Reserve Opening Permit, must be temporarily restored by the applicant in accordance with the condition of the Permit. The applicant must pay Council the cost of permanently reinstating the damaged asset/s at the time of application together with a security deposit to cover the reinstatement of any unforeseen and unexpected damage to Council assets. Should additional permanent restoration work be required the applicant will be asked to make an additional payment. Any balance of the security deposit lodged by the applicant will be returned to the applicant once the permanent restoration work is completed.

Where a contractor is undertaking works on behalf of a recognised utility provider under Legislation, the contractor will be required to obtain and pay for a Road Opening Permit and comply with all of the conditions of the Permit, including the payment of expected reinstatement costs, unless they are able to have the utility provider who engaged them to provide Council with an undertaking to accept responsibility of the work performed by the contractor.

Fee Description	Year 22/23	Year 23/24			Pricing Code
	Fee incl. GST	Fee excl.	GST	Fee incl.	

Road Reserve Opening Permit

A Cost of Works will be issued upon determination of agreed scope of works prior to a Road Reserve Opening Permit being approved. Upon completion of the applicant's temporary restoration of the worksite, a pre-scheduled final inspection will be undertaken by Council to verify the extent of permanent reinstatement works required. The final Cost of Works for Council to undertake the permanent reinstatement will be invoiced to applicant. If the invoice for the permanent reinstatement work is not paid within 14 days, the security deposit will be used to fund the work.

In addition, the applicant will be required to lodge a security deposit which will be the full amount of the Assessed Cost of Works for Council's permanent reinstatement work. The security deposit will be returned to the applicant once Council has completed a satisfactory final inspection and where required an invoiced Cost of Works has been paid for Council to undertake the permanent reinstatement.

Road Reserve Opening Permit Application	\$300.00	\$312.00	\$0.00	\$312.00	FC
This fee will be calculated on the basis of each application (each). This fee is non-refundable once the Road Reserve Opening Permit has been issued, even if the works do not proceed by the applicant.					
Change of Private Contractor Application	\$82.50	\$86.00	\$0.00	\$86.00	FC
This fee is payable when the holder of an approved Road Reserve Opening Permit seeks to change the person undertaking the work that was nominated on the application form. This fee is calculated on an a per application (each) basis.					
Additional inspection / re-inspection	\$350.00	\$364.00	\$0.00	\$364.00	FC
Further inspection work could be necessary for a number of reasons, such as to review the extent of work being undertaken by the applicant or to review the extent of the permanent reinstatement work planned. Any inspection required will incur a fee which must be paid prior to the inspection. This fee is calculated on the basis of each inspection.					
Final Inspection	\$350.00	\$364.00	\$0.00	\$364.00	FC
Final Inspection fee is payable upon lodgement of Road Reserve Opening Permit Application (in al cases)					
Confirmation of Road Reserve Opening Permit Finalisation	\$108.00	\$112.00	\$0.00	\$112.00	FC
Once permanent reinstatement works have been completed by Council, the applicant of a Road Reserve Opening Permit can request confirmation of the finalization of the Permit. The finalization of the Permit releases the applicant from any further liability for the road opening.					
Security deposit - permanent reinstatement work valued at 100% of cost of works	Security Deposit (refundable after works completed to Council specification, and in accordance with the Council Standard Conditions for Openings)				BAGS
Security Deposit (refundable upon works being completed to Council specification, and in accordance with the Council Standard Conditions for Openings)					
Assessed Cost of works - this fee is calculated on the basis of the scope of works to be undertaken by Council for the permanent reinstatement	100% of the Cost of Works value for Council to undertake the permanent reinstatement work.				BAGS
Urgent/emergency fee (non-refundable; excludes inspections, application fee and re-arrangement of other inspections.	\$605.00	\$630.00	\$0.00	\$630.00	FC

Asset Integrity Charge - Road Openings (Permanent Restoration applications only)

Asset Integrity Charge - work valued from \$3,000 to \$7,999	30% of the value of assessed Cost of Works				FC
Asset Integrity Charge - work valued from \$8,000 and greater	25% of the value of assessed Cost of Works				FC
Asset Integrity Charge - work valued up to \$2,999	45% of the value of assessed Cost of Works				FC

Fee Description	Year 22/23	Year 23/24			Pricing Code
	Fee incl. GST	Fee excl.	GST	Fee incl.	

Vehicular Crossing & Ancillary Works

Approval for a vehicular crossing or other ancillary type works such as kerb & gutter or footpath works must be obtained through a Vehicular Crossing &/or Ancillary Works application (**excluding stormwater connections**). Approval for these type of works **must** be gained through the lodgement of a Road Reserve Opening Permit Application.

Vehicular Crossing &/or Ancillary Works Application

Approval for a vehicular crossing or other ancillary type works such as kerb & gutter or footpath works must be obtained through a Driveway Location &/or Ancillary Works application (**excluding stormwater connections**). Approval for these type of works **must** be gained through the lodgement of a Road Reserve Opening Permit Application.

Vehicular Crossing &/or Ancillary Works Application - residential / duplex building up to 3 storey (non-refundable)	\$350.00	\$364.00	\$0.00	\$364.00	FC
Note: A Vehicular Crossing &/or Ancillary Works Application must be approved prior to the lodgement of a Vehicular Crossing Construction by a Private Contractor Application.					
Vehicular Crossing &/or Ancillary Works Application - industrial / commercial / residential above 3 storey (non-refundable)	\$1,020.00	\$1,060.00	\$0.00	\$1,060.00	FC
Note: A Vehicular Crossing &/or Ancillary Works application must be approved prior to the lodgement of a Vehicular Crossing Construction by Private Contractor Application.					
Pre-Commencement Damage Report Form	Refer to Asset Management - Pre-Commencement Damage Report Form				FC
Quote preparation fee for driveway work coordinated by Council	\$190.00	\$198.00	\$0.00	\$198.00	FC
Council can coordinate all the works necessary to construct a driveway from the kerb to the property boundary. This fee includes an onsite inspection and preparation of a quote. Additional inspections or re-quoting of work will incur a further inspection fee. If the quote validity period expires a new quote will need to be prepared and a new fee paid.					
Urgent/emergency fee (non-refundable; excludes inspections, application fee and re-arrangement of other inspections.	\$605.00	\$630.00	\$0.00	\$630.00	MP
Confirmation of Finalisation of Vehicular Crossing works	\$108.00	\$112.00	\$0.00	\$112.00	FC
Re-assessment of driveway approval resulting from a section 96 being lodged	\$129.00	\$134.00	\$0.00	\$134.00	FC

Vehicular Crossing Construction by a Private Contractor

Vehicular Crossing Construction by Private Contractor Application – residential / duplex building up to 3 storey driveway (non-refundable)	\$250.00	\$260.00	\$0.00	\$260.00	LR
Vehicular Crossing Construction by Private Contractor Application – industrial / commercial / residential above 3 storey (non-refundable)	\$560.00	\$580.00	\$0.00	\$580.00	RR
Change of Private Contractor Application	\$82.50	\$86.00	\$0.00	\$86.00	FC

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Security Deposit for Vehicular Crossing & Ancillary Works Undertaken by Private Contractor

When vehicular crossing and/or ancillary construction works are being undertaken by a private contractor, Council requires the submission of a security deposit. The security deposit is held until the works are completed and inspection by Council. Where Council assets, such as a concrete footpath, have been damaged during the driveway construction, Council will ask the applicant to pay for Council to reinstate the damaged assets. The security deposit can be used to pay for this work by Council. Should there be a balance outstanding then the applicant will be liable to pay the balance. If there is no damage to Council assets at the time of final inspection then the security deposit will be refunded.

Where an applicant for a vehicular crossing &/or ancillary works application seeks to have the works undertaken by a private contractor and the works are directly associated with a current development application where a Damage Deposit is currently held by Council, no security deposit will be required under this section provided that the Damage Deposit held by Council exceeds the value required by this section. If the value of the Damage Deposit is lower than the security deposit described in this section then the applicant for the driveway application will be required to submit the balance as a security deposit.

Security deposit - residential / duplex building up to 3 storey application	\$3,000.00	\$3,150.00	\$0.00	\$3,150.00	BAGS
Security deposit - industrial / commercial / residential above 3 storey application	\$5,500.00	\$5,780.00	\$0.00	\$5,780.00	BAGS

Driveway Inspections

Vehicular Crossing &/or Ancillary Works Inspections - 2 standard inspections	\$700.00	\$730.00	\$0.00	\$730.00	FC
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This fee applies in all cases and is for the purpose of an inspection of the formwork and steel prior to the concrete pour and a final inspection when all construction works are completed.

Vehicular Crossing inspections - for additional driveway entries	\$350.00	\$364.00	\$0.00	\$364.00	FC
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This fee applies where two or more driveways are being constructed and are not able to be inspected at the same time as the first driveway entry.

Additional Inspection / Re-inspection fee	\$350.00	\$364.00	\$0.00	\$364.00	FC
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Roads Pavement Reinstatement

Where works are required to be undertaken on weekend or as night works as surcharge of 50% shall apply to these rates. This provision will apply where work is required on or close to major roads or in sensitive locations, such as commercial precincts or where access may need to be restricted due to the works. The application of this surcharge will be discussed with the applicant prior to commencing works.

Asphaltic concrete surface roadway with DGB roadbase

Asphaltic Concrete laid with depth tolerances for construction purposes. Construction practices complying with Council's Engineering Specifications.

Quantity of work is calculated on a per m2 basis and will cover pavements of a depth up to 150mm

Asphaltic concrete surface roadway with DGB roadbase - up to 15m2	\$0.00	\$373.00	\$37.30	\$410.30	RR
Asphaltic concrete surface roadway with DGB roadbase - Greater than 15m2, up to 50m2	\$0.00	\$312.00	\$31.20	\$343.20	RR
Asphaltic concrete surface roadway with DGB roadbase - Greater than 50m2, up to 100m2	\$0.00	\$285.00	\$28.50	\$313.50	RR

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Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
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Asphaltic concrete surface roadway with DGB roadbase [continued]

Asphaltic concrete surface roadway with DGB roadbase - Greater than 100m ² , up to 500m ²	\$0.00	\$265.00	\$26.50	\$291.50	RR
Asphaltic concrete surface roadway with DGB roadbase - Greater than 500m ²		At cost + 15% Estimate available prior to commencement			RR
Asphalt depths from 150mm to 250mm		Asphalt depths from 150mm to 250mm will incur a 10% increase to rates above			RR

Asphaltic Concrete (AC10) over Concrete

Asphaltic concrete laid within depth tolerances for construction purposes over a concrete base consisting of 230mm of 50MPa concrete with 2 layers of SL81 reinforcing mesh on 150mm of 5MPa lean mix sub-base. Construction practices to comply with Council's Engineering Specifications. The quantity of work is calculated on a per m² basis.

AC10 over a concrete base – up to 15m ²	\$1,050.00	\$990.91	\$99.09	\$1,090.00	FC
AC10 over a concrete base – greater than 15m ² , up to 50m ²	\$735.00	\$695.45	\$69.55	\$765.00	FC
AC10 over a concrete base – greater than 50m ² , up to 100m ²	\$645.00	\$609.09	\$60.91	\$670.00	FC
AC10 over a concrete base – greater than 100m ² , up to 500m ²	\$620.00	\$586.36	\$58.64	\$645.00	FC
AC10 over a concrete basis – greater than 500m ²		At cost + 15% Estimate available prior to commencement.			FC

Concrete over Lean Mix

Concrete pavement slab consisting of 230mm of 50MPa concrete with 2 layers of SL81 reinforcing mesh on 150mm of 5MPa lean mix sub-base. Construction practices to comply with Council's Engineering Specifications. This fee is calculated on a per m² basis.

Concrete – up to 15m ²	\$920.00	\$868.18	\$86.82	\$955.00	FC
Concrete – greater than 15m ² , less than 50m ²	\$670.00	\$631.82	\$63.18	\$695.00	FC
Concrete – greater than 50m ² , less than 100m ²	\$620.00	\$586.36	\$58.64	\$645.00	FC
Concrete – greater than 100m ² , less than 500m ²	\$595.00	\$563.64	\$56.36	\$620.00	FC
Concrete – greater than 500m ²		At cost + 15% Estimate available prior to commencement			FC

Footpath Reinstatement

Where works are required to be undertaken on weekend or as night works as surcharge of 50% shall apply to these rates. This provision will apply where work is required on or close to major roads or in sensitive locations, such as commercial precincts or where access may need to be restricted due to the works. The application of this surcharge will be discussed with the applicant prior to commencing works.

Concrete Footpath

Concrete footpath constructed in accordance with Council's Engineering Specifications. The quantity of work is calculated on a per m² basis.

Concrete Footpath – less than 15m ²	\$300.00	\$283.64	\$28.36	\$312.00	FC
Concrete Footpath – greater than 15m ² , less than 50m ²	\$258.00	\$243.64	\$24.36	\$268.00	FC
Concrete Footpath – greater than 50m ² , less than 100m ²	\$222.00	\$210.00	\$21.00	\$231.00	FC
Concrete Footpath – greater than 100m ² , less than 500m ²	\$192.00	\$181.82	\$18.18	\$200.00	FC

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Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Concrete Footpath [continued]

Concrete Footpath – greater than 500m ²				At cost + 15%	FC
				Estimate available prior to commencement	

Asphaltic Concrete Footpath

Asphaltic concrete (AC5) laid within depth tolerances for construction purposes. Construction practices to comply with Council's Engineering Specifications. The quantity of work is calculated on a per m² basis.

AC7 – up to 15m ²	\$243.00	\$230.00	\$23.00	\$253.00	FC
AC7 – greater than 15m ² , up to 50m ²	\$164.00	\$155.45	\$15.55	\$171.00	FC
AC7 – greater than 50m ² , up to 100m ²	\$130.00	\$122.73	\$12.27	\$135.00	FC
AC5 – greater than 100m ²				At cost + 15%	FC
				Estimate available prior to commencement	

Asphaltic Concrete with Concrete Base Footpath

Asphaltic concrete (AC5) laid at 25mm depth with concrete base of 25MPa concrete, 100mm thick. Construction practices to comply with Council's Engineering Specifications. The quantity of work is calculated on a per m² basis.

AC7 with concrete base – up to 15m ²	\$520.00	\$490.91	\$49.09	\$540.00	FC
AC7 with concrete base – greater than 15m ² , up to 50m ²	\$362.00	\$341.82	\$34.18	\$376.00	FC
AC5 with concrete base – greater than 50m ² , up to 100m ²	\$273.00	\$258.18	\$25.82	\$284.00	FC
AC5 with concrete base – greater than 100m ²				At cost + 15%	FC
				Estimate available prior to commencement	

Paving

Supply and laying pavers in a pattern to match surrounding area. Note: where a concrete slab under the paving is necessary in accordance with Council's Engineering Specifications, then the concrete slab is at additional cost. The quantity of work is calculated on a per m² basis.

Pavers – less than 15m ²	\$800.00	\$754.55	\$75.45	\$830.00	FC
Pavers – greater than 15m ² , up to 50m ²	\$730.00	\$690.91	\$69.09	\$760.00	FC
Pavers – greater than 50m ² , up to 100m ²	\$570.00	\$540.91	\$54.09	\$595.00	FC
Pavers – greater than 100m ² , up to 500m ²	\$540.00	\$509.09	\$50.91	\$560.00	FC
Pavers – greater than 500m ²				At cost + 15%	FC
				Estimate available prior to commencement	

Turfing

Turfing - supply and lay	\$46.40	\$90.91	\$9.09	\$100.00	FC
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Where a grassed area is disturbed by works, Council may request that turf be replaced if the area is not reinstated in a reasonable fashion, or the area disturbed consists of high quality grass and/or presentation. The turf will be laid to match the surrounding grass type. In order to promote the establishment of the turf, it will require watering during its establishment and this will be charged separately. Council will defer the laying of turf from May to September to increase survivability and reduce establishment periods. This item is calculated on a per m² basis.

Watering of turf to establish	\$103.00	\$97.27	\$9.73	\$107.00	FC
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Where new turf is laid it will require regular watering for a minimum of 6 to 8 weeks for the turf to establish. The time required for watering the turf will be determined upon application based on the area of turf laid and prevailing weather conditions. This item is calculated on a per hour of watering basis.

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Driveway Reinstatement

Where works are required to be undertaken on weekend or as night works as surcharge of 50% shall apply to these rates. This provision will apply where work is required on or close to major roads or in sensitive locations, such as commercial precincts or where access may need to be restricted due to the works. The application of this surcharge will be discussed with the applicant prior to commencing works.

Residential driveway - up to 15m ²	\$396.00	\$374.55	\$37.45	\$412.00	FC
Residential driveway - greater than 15m ² , up to 50m ²	\$324.00	\$306.36	\$30.64	\$337.00	FC
Residential driveway - greater than 50m ² , up to 100m ²	\$270.00	\$255.45	\$25.55	\$281.00	FC
Residential driveway - greater than 100m ²	\$246.00	\$232.73	\$23.27	\$256.00	FC
Driveway for residential flat building, commercial or industrial premises - up to 15m ²	\$426.00	\$402.73	\$40.27	\$443.00	FC
Driveway for residential flat building, commercial or industrial premises - greater than 15m ² , less than 50m ²	\$354.00	\$334.55	\$33.45	\$368.00	FC
Driveway for residential flat building, commercial or industrial premises - greater than 50m ² , less than 100m ²	\$300.00	\$283.64	\$28.36	\$312.00	FC
Driveway for residential flat building, commercial or industrial premises - greater than 100m ²	\$270.00	\$255.45	\$25.55	\$281.00	FC

Kerb & Gutter Reinstatement

per lineal metre

Where works are required to be undertaken on weekend or as night works as surcharge of 50% shall apply to these rates. This provision will apply where work is required on or close to major roads or in sensitive locations, such as commercial precincts or where access may need to be restricted due to the works. The application of this surcharge will be discussed with the applicant prior to commencing works.

Kerb and Gutter

Construction of Council's standard kerb and gutter to comply with Council's Engineering Specification. Pricing is calculated per lineal metre.

Kerb and gutter - less than 15 metres	\$510.00	\$481.82	\$48.18	\$530.00	FC
Kerb and gutter - greater than 15 metres, up to 50 metres	\$402.00	\$380.00	\$38.00	\$418.00	FC
Kerb and gutter - greater than 50 metres, up to 100 metres	\$372.00	\$351.82	\$35.18	\$387.00	FC
Kerb and Gutter - greater than 100 metres, up to 500 metres	\$342.00	\$323.64	\$32.36	\$356.00	FC
Kerb and gutter - greater than 500 metres				At cost + 15%	FC
		Estimate available prior to commencement			

Kerb only

Construction of the kerb only component of Council's standard kerb and gutter to comply with Council's Engineering Specification. Pricing is calculated per lineal metre.

Kerb only - less than 15 metres	\$505.00	\$477.27	\$47.73	\$525.00	FC
Kerb only - greater than 15 metres, up to 50 metres	\$414.00	\$391.82	\$39.18	\$431.00	FC
Kerb only - greater than 50 metres, up to 100 metres	\$354.00	\$334.55	\$33.45	\$368.00	FC
Kerb only - greater than 100 metres, up to 500 metres	\$324.00	\$306.36	\$30.64	\$337.00	FC
Kerb Only - greater than 500 metres				At cost + 15%	FC
		Estimate available prior to commencement			

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Concrete Layback

Construction of a standard concrete driveway layback to comply with Council's Engineering Specification. Pricing is calculated per lineal metre.

Layback – less than 15 metres	\$640.00	\$604.55	\$60.45	\$665.00	FC
Layback – greater than 15 metres, up to 50 metres	\$565.00	\$536.36	\$53.64	\$590.00	FC
Layback – greater than 50 metres, up to 100 metres	\$492.00	\$463.64	\$46.36	\$510.00	FC
Layback – greater than 100 metres	\$432.00	\$408.18	\$40.82	\$449.00	FC

Concrete Dish Drain at Intersections

Construction of a standard concrete dish drain to comply with Council's Engineering Specification. Pricing is calculated per lineal metre.

Concrete dish drain - less than 15 metres	\$715.00	\$677.27	\$67.73	\$745.00	FC
Concrete dish drain - greater than 15 metres, up to 50 metres	\$625.00	\$590.91	\$59.09	\$650.00	FC
Concrete dish drain - greater than 50 metres, up to 100 metres	\$565.00	\$536.36	\$53.64	\$590.00	FC
Concrete dish drain - greater than 100 metres	\$492.00	\$463.64	\$46.36	\$510.00	FC

Miscellaneous Kerb & Gutter Items

Construct a Standard 1.2m Pram Ramp (Billed per Pram Ramp)	\$2,780.00	\$2,627.27	\$262.73	\$2,890.00	FC
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Construction of a standard concrete pram ramp to comply with Council's Engineering Specification. This fee is charged per pram ramp constructed (each).

Gutter bridge crossing with hinged heavy duty steel grating	\$4,510.00	\$4,263.64	\$426.36	\$4,690.00	FC
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Construction of a "gutter bridge crossing" with hinged heavy duty steel grating. Pricing is calculated per lineal metre, with a minimum of 4.5m. This fee is charged at a per lineal metre rate.

Install kerb outlet	\$312.00	\$294.55	\$29.45	\$324.00	FC
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Provision of a kerb outlet to allow for the connection of stormwater from private property to the Council's kerb and gutter. This work is performed to comply with Council's Engineering Specification. The fee is charged at a per kerb outlet (each).

Sawcutting

This is an additional charge for when it is necessary to saw cut for construction purposes or to obtain a straight edge with existing materials. Construction practices to comply with Council's Engineering Specifications. The quantity of work is calculated on a per lineal metre basis of saw cut with a site establishment fee for every site and every time the service is required.

Where works are required to be undertaken on weekend or as night works a surcharge of 50% shall apply to these rates. This provision will apply where work is required on or close to major roads or in sensitive locations, such as commercial precincts or where access may need to be restricted due to the works. The application of this surcharge will be discussed with the applicant prior to commencing works.

Site establishment for saw cutting	\$391.00	\$370.00	\$37.00	\$407.00	FC
Saw cutting in asphalt - up to 100mm depth	\$17.50	\$16.55	\$1.65	\$18.20	FC
Saw cutting in asphalt - up to 250mm depth	\$56.50	\$53.64	\$5.36	\$59.00	FC
Saw cutting in concrete - up to 150mm depth	\$39.10	\$37.00	\$3.70	\$40.70	FC
Saw cutting in concrete - up to 300mm depth	\$82.50	\$78.18	\$7.82	\$86.00	FC
Saw cutting in reinforced concrete - up to 150mm depth	\$27.80	\$26.27	\$2.63	\$28.90	FC
Saw cutting in reinforced concrete - up to 300mm depth	\$82.50	\$78.18	\$7.82	\$86.00	FC

Fee Description	Year 22/23 Fee incl. GST	Year 23/24		Pricing Code
		Fee excl.	GST	

Crack Sealing

Where works are required to be undertaken on weekend or as night works as surcharge of 50% shall apply to these rates. This provision will apply where work is required on or close to major roads or in sensitive locations, such as commercial precincts or where access may need to be restricted due to the works. The application of this surcharge will be discussed with the applicant prior to commencing works.

Crack sealing of asphaltic concrete (AC) per meter - up to 15m per metre	\$318.00	\$90.91	\$9.09	\$100.00	FC
Crack sealing of asphaltic concrete (AC) - greater than 15m, up to 50m	\$0.00	\$60.00	\$6.00	\$66.00	RR
Crack sealing of asphaltic concrete (AC) - greater than 50m	\$0.00	\$30.00	\$3.00	\$33.00	RR

Line Marking

Where works are required to be undertaken on weekend or as night works as surcharge of 50% shall apply to these rates. This provision will apply where work is required on or close to major roads or in sensitive locations, such as commercial precincts or where access may need to be restricted due to the works. The application of this surcharge will be discussed with the applicant prior to commencing works.

Line marking - sprayed or thermoplastic application	At cost + 15% Estimate available prior to commencement.			FC
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This fee is replacement of line marking that may have been removed during works, or where the condition has deteriorated due to works. This fee is charged on a cost of works to Council plus 15% basis.

Parking lines perpendicular to driveway	\$273.00	\$258.18	\$25.82	\$284.00	FC
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Installation of painted lines on either side of a driveway to aid in keeping the driveway clear of parked vehicles.
Fee also applies to replace lines due to normal wear or fading.

Sign Posting

Where works are required to be undertaken on weekend or as night works as surcharge of 50% shall apply to these rates. This provision will apply where work is required on or close to major roads or in sensitive locations, such as commercial precincts or where access may need to be restricted due to the works. The application of this surcharge will be discussed with the applicant prior to commencing works.

Directional sign installation (Community based, non-profit & religious organisations only)	\$242.00	\$229.09	\$22.91	\$252.00	FC
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Approved directional signs are erected in accordance with Council's Engineering Specification. The fee for this item is calculated on a per sign basis and includes a sign post if necessary.

Street signage -supply and install	\$366.00	\$346.36	\$34.64	\$381.00	FC
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This item includes the supply and installation of an Australian Standard, Road Rule Compliant sign when approved by Council. Note some signage may require the approval of the Traffic Committee and Council. The fee for this item is calculated on a per sign basis and includes a sign post if necessary.

Miscellaneous Works

Business hours are from 7am to 4pm excluding weekend and public holidays.

Fee Description	Year 22/23	Year 23/24			Pricing Code
	Fee incl. GST	Fee excl.	GST	Fee incl.	

Miscellaneous Works [continued]

Miscellaneous project - labour costs				Full cost + 25%	FC
				Estimate available prior to commencement	
<p>This fee will be applied where Council elects to undertake work on behalf of another person or organisation involving the Council's assets, that is not included in other fees or charges in this document. Such work may include the coordination of public utility adjustments, project management/coordination or work on unique assets. This fee will not apply to grants from Government agencies.</p> <p>This fee will include all labour costs associated with the works. This will be tracked by timesheet and will include all day-labour, professional and management staff involved in the work. This fee is calculated on an actual cost-plus basis.</p>					
Miscellaneous project - material, plant, contract and professional service costs				Full cost + 15%	FC
				Estimate available prior to commencement	
<p>This fee will be applied where Council elects to undertake work on behalf of another person or organisation involving the Council's assets, that is not included in other fees or charges in this document. Such work may include the coordination of public utility adjustments, project management/coordination or work on unique assets. This fee will not apply to grants from Government agencies.</p> <p>This fee will include all costs associated with materials, plant, contract and professional services used for the works. This fee is calculated on an actual cost-plus basis.</p>					
Traffic Control per hour per person (min 4 hours)	\$220.00	\$208.18	\$20.82	\$229.00	FC
Concrete/ Asphalt Plant Opening Fee	\$0.00	\$3,500.00	\$350.00	\$3,850.00	RR
ROL (Road Occupancy License) Application	\$0.00	\$450.00	\$45.00	\$495.00	RR
Where submission and approval of traffic management plan must be organised.					
Restoration Inspection Fee/ Scope and Signoff	\$0.00	\$364.00	\$0.00	\$364.00	RR
Additional scoping/ inspection fee for restoration works. Chargeable per site visit.					
Removal of dumped waste - including collection from site and disposal				At cost + 20%	FC
Asbestos removal – using Council coordinated accredited contractor				At cost + 50%	FC
Removal and disposal of damaged asbestos stormwater outlet pipes identified during restoration construction works by Council				At cost + 20%	FC
Recovery / relocation of survey marks (State Survey Marks, Permanent Mark or Cadastral Marks) by Registered Surveyor				Cost + 15%	FC

Swimming Pools

Cabarita and Drummoyne Swimming Centres

General Entry

Casual Adult Entry (16 years & over)	\$7.50	\$7.09	\$0.71	\$7.80	MP
Casual Child (4 -15 years)	\$5.50	\$5.18	\$0.52	\$5.70	MP
Casual Child (under 4 years)	\$0.00	\$0.00	\$0.00	\$0.00	Z
Casual Pensioner (with valid pension card)	\$2.70	\$2.55	\$0.25	\$2.80	MP
Casual Senior (with valid seniors card)	\$5.10	\$4.82	\$0.48	\$5.30	MP
Casual Student Concession	\$5.10	\$4.82	\$0.48	\$5.30	MP
Carer for a person with a disability	\$0.00	\$0.00	\$0.00	\$0.00	Z
Spectators	\$4.30	\$4.18	\$0.42	\$4.60	MP
Family Pass (2 Adults + 2 Children or 1 Adult + 3 Children)	\$21.50	\$20.82	\$2.08	\$22.90	MP
Additional Family Member	\$5.20	\$4.91	\$0.49	\$5.40	MP

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Multi Visit Passes

Valid for 12 months from purchase

Spectator 20 Pass	\$70.00	\$65.45	\$6.55	\$72.00	RR
Spectator 50 Pass	\$148.00	\$140.00	\$14.00	\$154.00	RR
10 Adult Entry Pass	\$65.55	\$61.82	\$6.18	\$68.00	MP
10 Concession Entry Passes	\$50.00	\$47.27	\$4.73	\$52.00	MP
20 Adult Entry Pass	\$121.00	\$114.55	\$11.45	\$126.00	MP
20 Concession Entry Passes	\$90.50	\$85.45	\$8.55	\$94.00	MP
50 Adult Entry Pass	\$258.00	\$243.64	\$24.36	\$268.00	MP
50 Concession Entry Passes	\$180.00	\$170.00	\$17.00	\$187.00	MP
10 Family Entry Pass	\$188.00	\$177.27	\$17.73	\$195.00	MP
20 Family Entry Pass	\$344.00	\$325.45	\$32.55	\$358.00	MP

Season Pass

Adult Season Pass	\$510.00	\$481.82	\$48.18	\$530.00	MP
Senior/Child/Student Season Pass	\$413.00	\$389.09	\$38.91	\$428.00	MP
Pensioner Season Pass	\$293.00	\$276.36	\$27.64	\$304.00	PC
Off Peak Season Pass (9am-3pm) Drummoyne & Cabarita	\$259.00	\$244.55	\$24.45	\$269.00	MP
Family Season Pass (2 Adults + 2 Children or 1 Adult + 3 Children)	\$1,610.00	\$1,518.18	\$151.82	\$1,670.00	MP
Additional Family Member (Family Season Pass)	\$309.00	\$290.91	\$29.09	\$320.00	MP

School Entry

Carnival Admission per attendee	\$4.50	\$4.18	\$0.42	\$4.60	MP
Carnival Hire per hour (LGA Schools)	\$225.00	\$212.73	\$21.27	\$234.00	MP
Carnival Hire per hour (Non LGA Schools)	\$248.00	\$234.55	\$23.45	\$258.00	PC
Dept of Education Special Swimming Scheme per hour	\$4.20	\$3.91	\$0.39	\$4.30	MP
General Swimming per hour	\$5.80	\$5.45	\$0.55	\$6.00	MP
Half Lane Hire (Drummoyne) – 25m per hour	\$17.30	\$16.36	\$1.64	\$18.00	MP
Half Pool Hire (Drummoyne) per hour	\$63.50	\$60.00	\$6.00	\$66.00	MP
Lane Hire – 50m per hour	\$32.00	\$30.45	\$3.05	\$33.50	MP

Pool and Function Room Hire

Function Room (Cabarita only) per hour	\$35.50	\$33.64	\$3.36	\$37.00	MP
Half Pool Hire (Drummoyne) per hour	\$86.50	\$81.82	\$8.18	\$90.00	MP
Lane Hire – 50m per hour	\$49.00	\$46.36	\$4.64	\$51.00	MP
Olympic Pool per hour	\$344.00	\$325.45	\$32.55	\$358.00	MP

Water Polo Seasonal Pool Hire

(For usage outside agreed licensed usage)

Carnival Admission per attendee	\$3.70	\$3.45	\$0.35	\$3.80	MP
Carnival Hire per hour	\$188.00	\$178.18	\$17.82	\$196.00	MP
Half Lane Hire – 25m (Drummoyne) per hour	\$14.50	\$13.64	\$1.36	\$15.00	MP

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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 74 of 83

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Water Polo Seasonal Pool Hire [continued]

Half Pool Hire (Drummoyne) per hour	\$52.00	\$49.09	\$4.91	\$54.00	MP
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Programs

Swim Program per lesson	\$18.00	\$16.82	\$1.68	\$18.50	MP
Swimming Lessons – Private – 1:1 (30 minute)	\$49.50	\$46.36	\$4.64	\$51.00	MP
Fitness 10 classes Pass	\$146.50	\$138.18	\$13.82	\$152.00	MP
Fitness Concession 10 Classes Pass	\$102.00	\$96.36	\$9.64	\$106.00	MP
Fitness Concession per class	\$11.20	\$10.45	\$1.05	\$11.50	MP
Fitness Class per class	\$17.00	\$15.91	\$1.59	\$17.50	MP
Birthday Parties per person (with a party host)	\$19.50	\$18.18	\$1.82	\$20.00	MP
Birthday Parties deposit (to be provided 48 hour before prior to booking)	\$164.00	\$154.55	\$15.45	\$170.00	MP
Learn to Swim Teaching (26 weeks) Direct debit or PIF option.	\$469.00	\$438.18	\$43.82	\$482.00	MP
Membership (3rd Child Discount)	\$422.00	\$398.18	\$39.82	\$438.00	MP
School Group Swim Lessons per lesson	\$8.50	\$7.91	\$0.79	\$8.70	MP
School Holiday Intensive Swim Program per lesson	\$18.00	\$16.82	\$1.68	\$18.50	MP
School Holiday Intensive Swim Program per week	\$69.00	\$65.45	\$6.55	\$72.00	MP
Squad Program per person per program (2 or more programs per week)	\$8.70	\$8.18	\$0.82	\$9.00	MP
Teens Fitness per class	\$11.50	\$10.73	\$1.07	\$11.80	MP

Promotions

Swimming Centre Promotions		Available on Request	MP
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Use of Public Spaces

Administration of Traffic Management for Events, Filming or Construction Activities

Car Parking on Council Parks (Special Events) Per Field at discretion of Council		Hire Fee and Possible Renovation Fee			FC
Administration and assessment of Traffic Management Plan - low impact	\$294.00	\$306.00	\$0.00	\$306.00	RR

Low impact Traffic Management Plans include situations where the primary form of traffic management is not more than stop / go traffic control on a local, Council managed road. The fee includes the Council's consultation with the NSW Police. Fee is determined per Traffic Management Plan submission.

Administration and assessment of Traffic Management Plan - medium impact	\$560.00	\$580.00	\$0.00	\$580.00	RR
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Medium impact Traffic Management Plans include situations where the primary form of traffic management will include stop / go traffic control on a Regionally classified Road, State classified road or a multi-lane local, Council managed road. The fee includes Council's consultation with the NSW Police and Transport for NSW. The fee is applied per Traffic Management Plan submission.

Administration and assessment of Traffic Management Plan - high impact	\$955.00	\$995.00	\$0.00	\$995.00	RR
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High impact Traffic Management Plans include situations where the primary form of traffic management will generally include road closures on Local, Regional or State classified roads. The fee includes Council's consultation with the NSW Police and Transport for NSW. Fee is calculated per Traffic Management Plan submission.

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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 75 of 83

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Administration of Traffic Management for Events, Filming or Construction Activities [continued]

Temporary road closure application	\$154.00	\$160.00	\$0.00	\$160.00	RR
Fee is calculated per temporary road closure application submitted.					
Advertising for temporary road closures	\$1,080.00	\$1,120.00	\$0.00	\$1,120.00	RR
Fee is calculated per temporary road closure processed.					
Erection of parking and regulatory signs	\$247.00	\$233.64	\$23.36	\$257.00	FC
Fee is applicable for erection for any parking or Regulatory sign necessary for the implementation of a Traffic Management Plan. Fee is calculated per sign. Even if more than one sign is placed on a sign post.					

Temporary Road Closures

Full Closure

Full road closure fees to be applied to any width of road.
Full road closures to be limited to the length of the property street frontage unless otherwise approved by Council.

Fee is based on the length of the closure or the length of the property street frontage, whichever is the higher.
Fee is based on the range of the Length of Closure (e.g. a 25m closure shall be charged at the 21m-40m fee).
No additional cost for road closures over 80 metres.

Length of full road closure - 0m to 20m	\$1,600.00	\$1,660.00	\$0.00	\$1,660.00	RR
Length of full road closure - 21m to 40m	\$1,950.00	\$2,030.00	\$0.00	\$2,030.00	RR
Length of full road closure - 41m to 60m	\$2,940.00	\$3,060.00	\$0.00	\$3,060.00	RR
Length of full road closure - 61m to 80m	\$3,350.00	\$3,480.00	\$0.00	\$3,480.00	RR
Length of full road closure - greater than 80m	\$4,180.00	\$4,350.00	\$0.00	\$4,350.00	RR

Partial Closure

Partial road closure fees shown are per lane fees. Total fee to be charged as a multiple of the number of lanes closed (maximum of 3 lanes).

Partial road closures are limited to the length of the property street frontage unless otherwise approved by Council.

Fee is based on the length of the closure or the length of the property street frontage, whichever is the higher.
Fee is based on the range of the Length of Closure (e.g. a 25m closure shall be charged at the 21m-40m fee).
No additional cost for road closures over 80 metres.

Length of partial road closure - 0m to 20m	\$360.00	\$374.00	\$0.00	\$374.00	RR
Length of partial road closure - 21m to 40m	\$560.00	\$580.00	\$0.00	\$580.00	RR
Length of partial road closure - 41m to 60m	\$765.00	\$795.00	\$0.00	\$795.00	RR
Length of partial road closure - 61m to 80m	\$975.00	\$1,010.00	\$0.00	\$1,010.00	RR
Length of partial road closure - greater than 80m	\$1,160.00	\$1,210.00	\$0.00	\$1,210.00	RR

Construction Works Zone

Urgency Fee to issue permits for processing construction work zone without required notice	\$294.00	\$306.00	\$0.00	\$306.00	LR
Note processing will be restricted by schedule of Traffic Committee regardless of the Urgency Fee (other components of processing will be completed quicker).					

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Fee Description	Year 22/23	Year 23/24			Pricing Code
	Fee incl. GST	Fee excl.	GST	Fee incl.	

Construction Works Zone [continued]

Application fee for a Construction Works Zone	\$875.00	\$910.00	\$0.00	\$910.00	FC
This fee applies to the assessment of an application for a construction work zone or an application to amend an existing application or approval. Further fees apply if application is approved on the basis of the circumstances as outlined in this section. Fee is calculated as per application per site the construction zone applies to.					
Manage approved Construction Works Zone in a commercial centre	\$245/lineal metre/month or part thereof				FC
This fee applies after the approval of a Construction Works Zone application. The fee Includes placement and removal of signage as approved for implementation. Fee is calculated as per lineal metre per month (or part thereof).					
Manage approved Construction Works Zone in a residential area	\$89/lineal metre/month or part thereof				FC
This fee applies after the approval of a Construction Works Zone application. The fee Includes placement and removal of signage as approved for implementation. Fee is calculated as per lineal metre per month (or part thereof).					
Construction Work Zone within a parking meter area – additional fee	80% of current parking rate for the period in operation.				RR
This fee applies when the construction Works Zone is to be implemented within an area with parking meters administered by the City of Canada Bay Council. This fee is in addition to application and management charges. This fee is calculated as a percentage of the maximum daily potential parking revenue from parking meters within the Construction Works Zone for the period the Construction Works Zone is applied in days.					

Permits for Construction Activities Within the Road Reserve

Urgency Fee to issue permits for construction activities within the Road Reserve without required notice	\$293.55	\$305.29	\$0.00	\$305.29	LR
Permit to Stand Plant	\$497.00	\$515.00	\$0.00	\$515.00	FC
This fee is calculated as per work area (limited to 1 road frontage per application) per day.					
Application for a Crane Permit for activity over a roadway	\$750.00	\$750.00	\$0.00	\$750.00	FC
This fee applies to any site based crane that results in activity over a roadway. This includes cranes, such as tower or internal cranes based within private property that result in activity over a public road reserve. Fee is calculated as per crane per application.					

Skip Bins Roadside Placements

Application Fee Skip Bins	\$430 deposit plus \$430.00 per week (maximum 1 week placement)				FC
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Hoardings

Ground Level Hoarding – Type A (Temporary fencing, where any part of the fencing structure occupies the Public Domain. A minimum period of 6 months, paid in advance, applies. Once this period is reached, additional payments shall be made for 3 months in advance). (Periods of less than 3 months can be resolved by negotiation).	\$330 plus an additional \$120/metre/month (frontage) or part thereof				FC
Overhead Hoarding – Type B (A minimum period of 6 months, paid in advance, applies. Once this period is reached, additional payments shall be made for 3 months in advance). (Periods of less than 3 months can be resolved by negotiation).	\$600 plus an additional \$150/metre/month (frontage) or part thereof				FC
Urgency fee for Application within three working days	\$415.00	\$500.00	\$0.00	\$500.00	RR

continued on next page ...

Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 77 of 83

Fee Description	Year 22/23	Year 23/24			Pricing Code
	Fee incl. GST	Fee excl.	GST	Fee incl.	

Hoardings [continued]

EP&A Act – Cost compliance				Total cost of compliance	FC
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Occupy or Access Through a Public Space

Fees to occupy or access through a public space are subject to an onsite inspection between the applicant and Council staff.

- * A refundable damage bond is required based on the nature of the work being undertaken. The minimum damage deposit is \$3,000 and up to \$10,000.
- # Access is likely to be denied across a park or reserve and will only be granted in exceptional circumstances.

Application Fee to Access Through or Occupy Public Space (Non Refundable)	\$312.00	\$324.00	\$0.00	\$324.00	RR
Urgency fee for Application within three working days	\$415.00	\$432.00	\$0.00	\$432.00	RR
Refundable Bond Associated with access to private property via council land (Park/Reserve/Public Land)#	\$10,000.00	\$10,000.00	\$0.00	\$10,000.00	RR
Public Open Space (per week) (Park, Reserves or Public Land)*	\$3,060.00	\$3,180.00	\$0.00	\$3,180.00	RR
Road Reserve (per m2 per week) (inclusive of footpaths)*	\$17.30	\$18.00	\$0.00	\$18.00	RR
Approval of Using Unused Roads				Fee negotiated	FC
Footpath Area (per m2 per week) (inclusive of Nature strips)*	\$17.30	\$18.00	\$0.00	\$18.00	RR

Parking Management

Cabarita Park and Bayview Park Parking Permits

PARKING PERMITS FOR CABARITA PARK AND BAYVIEW PARK

For more information about parking permits for Cabarita Park and Bayview Park please refer to the following link - www.canadabay.nsw.gov.au/community/parking-and-transport/parking-and-permits

Delivery of parking permit/s using Registered Post	\$10.60	\$11.00	\$0.00	\$11.00	FC
Fee is calculated on the number of mail items required. Multiple parking permits can be mailed to the one address for one fee if all the permits are requested at the same time.					
1st and 2nd Park Parking Permit (Canada Bay Residents & Ratepayers)	\$0.00	\$0.00	\$0.00	\$0.00	Z
Additional Park Parking Permit (Canada Bay Residents & Ratepayers)	\$258.00	\$268.00	\$0.00	\$268.00	FC
Park Parking Permit (Non-Residents & Non-Ratepayers)	\$258.00	\$268.00	\$0.00	\$268.00	FC
Replacement Permit	\$43.80	\$45.60	\$0.00	\$45.60	FC
Replacement Permit – Pensioners	\$21.60	\$22.80	\$0.00	\$22.80	PC

On-Street Parking Permit

ON-STREET PARKING PERMIT WITHIN CITY OF CANADA BAY

The issue of street parking permits is subject to eligibility criteria, and in particular the number of off street parking spaces available at the place of residence. Resident pensioners are entitled to a 50% reduction in the published fees for resident On-Street Parking Permits and replacement On-Street Parking Permits. For more information about parking permits for on-street parking permits please refer to the following link - www.canadabay.nsw.gov.au/community/parking-and-transport/parking-and-permits

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	
Residence with no eligible onsite parking space					
Residence with no eligible onsite parking space - 1st on street resident parking permit	\$0.00	\$0.00	\$0.00	\$0.00	Z
Residence with no eligible onsite parking space - 2nd on street resident parking permit	\$0.00	\$0.00	\$0.00	\$0.00	Z
Residence with no eligible onsite parking space - 3rd on street resident parking permit	\$72.00	\$75.00	\$0.00	\$75.00	PC
Residence with 1 eligible onsite parking space					
Residence with 1 eligible onsite parking space - 1st on street resident parking permit	\$0.00	\$0.00	\$0.00	\$0.00	Z
Residence with 1 eligible onsite parking space - 2nd on street resident parking permit	\$72.00	\$75.00	\$0.00	\$75.00	PC
Residence with 1 eligible onsite parking space - 3rd on street resident parking permit		Not eligible for Residential Parking Permit.			Z
Residence with 2 eligible onsite parking spaces					
Residence with 2 eligible onsite parking spaces - 1st on street resident parking permit	\$0.00	\$0.00	\$0.00	\$0.00	Z
Residence with 2 eligible onsite parking spaces - 2nd and 3rd on street resident parking permit		Not eligible for Residential Parking Permit.			Z
Residence with 3 or more eligible onsite parking spaces					
Residence with 3 or more eligible onsite parking spaces - on street resident parking permit		Not eligible for Residential Parking Permit.			Z
Business Parking Permits					
Business parking permit for 1st car	\$260.00	\$270.00	\$0.00	\$270.00	FC
Business parking permit for 2nd car	\$515.00	\$535.00	\$0.00	\$535.00	FC
On-Street Parking Permits – Other					
Delivery of parking permit/s using Registered Post	\$10.60	\$11.00	\$0.00	\$11.00	FC
Fee is calculated on the number of mail items required. Multiple parking permits can be mailed to the one address for one fee if all the permits are requested at the same time.					
Visitor Parking Permit – Limited to 1 only per residence	\$0.00	\$0.00	\$0.00	\$0.00	Z
Replacement residential parking permit	\$29.40	\$30.60	\$0.00	\$30.60	FC
Replacement resident parking permit for pensioner	\$14.70	\$15.30	\$0.00	\$15.30	FC
Replacement business parking permit	\$34.00	\$35.00	\$0.00	\$35.00	FC
Car Share Parking					
Trial car share parking space installation	\$535.00	\$555.00	\$0.00	\$555.00	FC
A trial of a car share space is required before permanent installation. Fee is calculated as per car share parking space.					
Permanent car share parking space installation	\$1,220.00	\$1,270.00	\$0.00	\$1,270.00	FC
Applicable only after successful trial - includes linemarking and signposting. Fee is calculated per car share parking space.					

continued on next page ...

Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 79 of 83

Fee Description	Year 22/23	Year 23/24			Pricing Code
	Fee incl. GST	Fee excl.	GST	Fee incl.	

Car Share Parking [continued]

Car share parking space administration Includes all parking spaces, including those in parking meter areas. Fee is calculated as per car share parking space per year.	\$268.00	\$279.00	\$0.00	\$279.00	FC
Car share space in ticket parking area - additional fee This fee is in addition to the yearly administrative fee to recognise lost revenue in parking meter area. Fee is calculated as per car share parking space per year.	\$930.00	\$965.00	\$0.00	\$965.00	FC

Free Parking Agreements

Less than 20 Parking Bays	\$575.00	\$750.00	\$0.00	\$750.00	RR
21 to 50 Parking Bays	\$1,150.00	\$1,500.00	\$0.00	\$1,500.00	RR
51 or More Parking Bays	\$1,740.00	\$2,450.00	\$0.00	\$2,450.00	RR

Pay Parking Locations

For more information about Council's On-Street Pay Parking please refer to the following link - www.canadabay.nsw.gov.au/community/parking-and-transport/parking-and-permits

Cabarita Park and Bayview Park (All Days)	\$4.00/hr up to 3 hrs, then \$2.00/hr up to 24 hrs max.				FC
Rider Boulevard and Hospital Road (All Days)	\$4.00/hr				FC
Everton Road (Weekdays)	\$4.00/hr				FC
Everton Road (Weekends and public holidays)	\$2.00/hr				FC

Tree Management

Tree Preservation

Tree Permit Application Appeal fee	\$239.00	\$249.00	\$0.00	\$249.00	FC
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Residential (Non-Strata)

Application for up to 2 trees (per tree)	\$87.50	\$91.00	\$0.00	\$91.00	FC
Application for 3 trees	\$216.00	\$225.00	\$0.00	\$225.00	FC
for each tree in excess of 3 per property	\$26.00	\$27.00	\$0.00	\$27.00	FC

Eligible Pensioner - Residential Non-Strata Only

Application up to 2 trees (per tree)	\$43.50	\$45.20	\$0.00	\$45.20	FC
Application for 3 Trees	\$108.00	\$112.00	\$0.00	\$112.00	FC
for each tree in excess of 3 trees per property	\$13.00	\$13.50	\$0.00	\$13.50	FC

Commercial Organisations and Other

Application up to 2 trees (per tree)	\$175.00	\$182.00	\$0.00	\$182.00	RR
Application for 3 trees	\$433.00	\$450.00	\$0.00	\$450.00	RR
for each tree in excess of 3 trees per property	\$51.50	\$53.50	\$0.00	\$53.50	RR

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Waste Management Charges

Residential Waste Charges

Residential waste service inclusions

- Waste
- Recycling
- Garden organics
- Bulk household
- Chemical Clean Out
- E-waste Drop Off event
- Community Recycling Centre
- Recycling stations
- Illegal dumping
- Community engagement and education
- Strategic planning and advocacy
- Future proofing
- Corporate overheads

Residential Waste Standard Service

A Waste Management Charge will be levied on all domestic residential properties, entitling each property to the standard residential service which includes the following:

Residential Standard: 1 x 120L Waste (weekly) + 1 x 240L Recycling (fortnightly) + 1 x 240L Garden Organics Bins (fortnightly) + 2 x Bulk Household Collections per annum	\$430.00	\$439.00	\$0.00	\$439.00	FC
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Residential Large Waste Service

Residents may apply to have their Residential Standard Waste Service replaced by a Residential Large Waste Service. This service includes the following:

Residential Large: 1 x 240L Waste (weekly) + 1 x 240L Recycling (fortnightly) + 1 x 240L Garden Organics Bins (fortnightly) + 2 x Bulk Household Collections per annum	\$700.00	\$714.00	\$0.00	\$714.00	FC
Residential Large (ECO option): 1 x 240L Waste (weekly) + 2 x 240L Recycling (fortnightly) + 1 x 240L Garden Organics Bins (fortnightly) + 2 x Bulk Household Collections per annum	\$745.00	\$760.00	\$0.00	\$760.00	FC

Residential Waste Additional Services

Upon application for additional services, an additional Waste Management Charge will be levied on a property for any additional bins. Each application for an additional service will be considered separately by Council's waste team and upon approval each property will be entitled to the additional services. The following additional services may be applied for:

Residential Extra Recycling - 1 x 240L (fortnightly)	\$45.50	\$46.50	\$0.00	\$46.50	FC
Residential Extra Garden Organics - 1 x 240L (fortnightly)	\$58.00	\$59.00	\$0.00	\$59.00	FC
Residential MUD Extra Recycling - 1 x 240L (weekly)	\$91.00	\$93.00	\$0.00	\$93.00	Z
Residential MUD Extra Recycling - 1 x 660L (weekly)	\$260.00	\$265.00	\$0.00	\$265.00	RR
Residential MUD Extra Recycling - 1 x 1100L (weekly)	\$360.00	\$367.00	\$0.00	\$367.00	RR
Residential MUD additional 660L: 1 x 660L Waste (weekly) + 1 x 660L Recycling (weekly)	\$1,230.00	\$1,255.00	\$0.00	\$1,255.00	FC

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Proposed Fees and Charges 2023-2024 City of Canada Bay last reviewed 11/04/2023 | Page 81 of 83

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Residential Waste Additional Services [continued]

Residential MUD additional 1100L: 1 x 1100L Waste (weekly) + 1 x 1100L Recycling (weekly)	\$1,920.00	\$1,960.00	\$0.00	\$1,960.00	FC
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Boarding House Residential Waste Charge

Boarding House Residential Waste Charge - First 2 Residential Units/Rooms	\$0.00	\$439.00	\$0.00	\$439.00	FC
Boarding House Residential Waste Charge - For Each Additional Residential Unit/Room	\$0.00	\$190.00	\$0.00	\$190.00	FC

Residential Vacant lots

Residential properties where a dwelling has been demolished for the purpose of constructing a new dwelling may be eligible for a rebate of approx. 75% off the Domestic Waste Management Charge. Upon application and approval this rebate will be applied for periods where the service will be removed by Council.

Waste Management Vacant Block	\$109.00	\$111.00	\$0.00	\$111.00	FC
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Non-rateable properties

Upon application Council may provide non-rateable properties (including schools, churches, non-profit and/or community organisations) with a waste service at rates detailed in the table below.

Non-rateable Standard: 1 x 120L waste (weekly) 1 x 240L recycling (fortnightly) 1 x 240L garden organics (fortnightly)	\$550.00	\$561.00	\$0.00	\$561.00	RR
Non-rateable Large: 1 x 240L waste (weekly) 1 x 240L recycling (fortnightly) 1 x 240L garden organics (fortnightly)	\$1,010.00	\$1,030.00	\$0.00	\$1,030.00	RR
Non Rateable Large (ECO option): 1 x 240L waste (weekly) 2 x 240L recycling (fortnightly) 1 X 240L garden organics (fortnightly)	\$1,090.00	\$1,112.00	\$0.00	\$1,112.00	RR
Non-rateable 660L: 1 x 660L waste (weekly) 1 x 660L recycling (fortnightly) 1 x 240L garden organics (fortnightly)	\$1,530.00	\$1,561.00	\$0.00	\$1,561.00	RR
Non-rateable 1100L: 1 x 1100L waste (weekly) 1 x 1100L recycling (fortnightly) 1 x 240L garden organics (fortnightly)	\$2,412.00	\$2,460.00	\$0.00	\$2,460.00	RR
Non Rateable Extra Recycling - 1 x 240L (fortnightly)	\$130.00	\$133.00	\$0.00	\$133.00	RR
Non Rateable Extra Recycling - 1 x 660L (fortnightly)	\$347.00	\$354.00	\$0.00	\$354.00	RR
Non Rateable Extra Recycling - 1 x 1100L (fortnightly)	\$480.00	\$490.00	\$0.00	\$490.00	FC
Non Rateable Extra Garden Organics - 1 x 240L (fortnightly)	\$170.00	\$173.00	\$0.00	\$173.00	RR
Non Rateable Extra Waste - 1 x 240L (weekly)	\$995.00	\$1,015.00	\$0.00	\$1,015.00	RR

Fee Description	Year 22/23 Fee incl. GST	Year 23/24			Pricing Code
		Fee excl.	GST	Fee incl.	

Commercial Waste Charges

Where an application is received and approved for a commercial service, a Waste Management Charge will be levied on the commercial (business) property rates to collect the applicable fee. The service for Commercial properties is optional and owners/occupiers may use Council's waste and recycling collection service or a private collection contractor. Council's service entitles each property to a weekly collection of waste and fortnightly collection of recyclables. These premises will be levied with one or more of the following charges depending upon the service/bin type(s) requested.

Commercial Waste Standard Service

Commercial Standard: 1 x 120L Waste (weekly) + 1 x 240L Recycling (fortnightly)	\$550.00	\$561.00	\$0.00	\$561.00	RR
Commercial Large: 1 x 240L Waste (weekly) + 1 x 240L Recycling (fortnightly)	\$1,010.00	\$1,030.00	\$0.00	\$1,030.00	RR
Commercial Large (ECO option): 1 x 240L waste (weekly) 2 x 240L recycling (fortnightly)	\$1,090.00	\$1,112.00	\$0.00	\$1,112.00	RR
Commercial 660L: 1 x 660L waste (weekly) 1 x 660L recycling (fortnightly)	\$1,530.00	\$1,561.00	\$0.00	\$1,561.00	RR
Commercial 1100L: 1 x 1100L waste (weekly) 1 x 1100L recycling (fortnightly)	\$2,412.00	\$2,460.00	\$0.00	\$2,460.00	RR

Commercial Additional Services

Commercial Extra Recycling - 1 x 240L (fortnightly)	\$130.00	\$133.00	\$0.00	\$133.00	RR
Commercial Extra Recycling - 1 x 660L (fortnightly)	\$347.00	\$354.00	\$0.00	\$354.00	RR
Commercial Extra Recycling - 1 x 1100L (fortnightly)	\$480.00	\$490.00	\$0.00	\$490.00	FC
Commercial Garden Organics - 1 x 240L (fortnightly)	\$170.00	\$173.00	\$0.00	\$173.00	RR
Commercial Extra Waste - 1 x 240L (weekly)	\$995.00	\$1,015.00	\$0.00	\$1,015.00	RR

Waste Services for Council Facilities, Parks & Special Events

1 x 240L Waste + 1 x 240L Recycling Bin per set Monday to Sunday	\$44.00	\$40.91	\$4.09	\$45.00	FC
Cost of replacement bin if damage occurs (each)	\$130.00	\$120.91	\$12.09	\$133.00	FC

Attachment 1 – Investment Report March 2023



INVESTMENT REPORT MARCH 2023

Investment Report MARCH 2023

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Investment Report MARCH 2023

March 2023 Investment Report

Statement of Cash Investments as of 31 March 2023

STATEMENT OF CASH INVESTMENTS							
Maturity Date	Bank/Issuer	Long Term Rating	Fair Value	Term	Interest	Issue Date	Investment Type
06/04/23	Commonwealth Bank of Australia	AA-	\$3,000,000.00	169	3.83%	19/10/22	Term Deposits
20/04/23	Commonwealth Bank of Australia	AA-	\$2,000,000.00	182	3.94%	20/10/22	Term Deposits
21/04/23	Commonwealth Bank of Australia	AA-	\$1,000,000.00	133	3.95%	09/12/22	Term Deposits
26/04/23	Westpac Bank	AA-	\$2,000,000.00	180	4.00%	28/10/22	Term Deposits
27/04/23	National Australia Bank	AA-	\$1,000,000.00	181	4.00%	28/10/22	Term Deposits
02/05/23	AMP Bank	BBB	\$2,000,000.00	180	1.00%	03/11/22	Term Deposits
04/05/23	MyState Ltd	Baa2	\$2,000,000.00	365	2.93%	04/05/22	Term Deposits
04/05/23	Commonwealth Bank of Australia	AA-	\$2,000,000.00	363	3.18%	06/05/22	Term Deposits
11/05/23	MyState Ltd	Baa2	\$2,000,000.00	188	4.30%	04/11/22	Term Deposits
18/05/23	Commonwealth Bank of Australia	AA-	\$3,000,000.00	146	4.18%	23/12/22	Term Deposits
25/05/23	Commonwealth Bank of Australia	AA-	\$2,000,000.00	125	4.12%	20/01/23	Term Deposits
31/05/23	Commonwealth Bank of Australia	AA-	\$1,000,000.00	159	4.22%	23/12/22	Term Deposits
31/05/23	AMP Bank	BBB	\$1,000,000.00	180	4.35%	02/12/22	Term Deposits
08/06/23	Commonwealth Bank of Australia	AA-	\$2,500,000.00	307	3.69%	05/08/22	Term Deposits
15/06/23	Auswide Bank Ltd	Baa2	\$2,000,000.00	190	4.45%	07/12/22	Term Deposits
23/06/23	National Australia Bank	AA-	\$3,000,000.00	365	0.60%	23/06/22	Term Deposits
29/06/23	Commonwealth Bank of Australia	AA-	\$3,000,000.00	188	4.31%	23/12/22	Term Deposits
29/06/23	Commonwealth Bank of Australia	AA-	\$2,000,000.00	133	4.37%	16/02/23	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
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
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
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
07/12/23	Commonwealth Bank of Australia	AA-	\$3,000,000.00	349	4.62%	23/12/22	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
16/02/26	National Australia Bank	AA-	\$2,000,000.00	1096	1.04%	16/02/23	Term Deposits
13/04/23	Westpac Bank	AA-	\$3,000,000.00	364	1.89%	14/04/22	Tailored Deposits
20/10/23	Westpac Bank	AA-	\$1,500,000.00	273	4.53%	20/01/23	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	274	4.20%	02/03/23	ESG TD
19/02/24	Westpac Bank	AA-	\$1,000,000.00	364	4.47%	20/02/23	ESG TD
04/03/24	Westpac Bank	AA-	\$2,000,000.00	364	1.68%	06/03/23	ESG TD
14/11/24	Westpac Bank	AA-	\$1,500,000.00	640	1.62%	13/02/23	ESG TD
02/12/24	Westpac Bank	AA-	\$1,500,000.00	640	1.62%	03/03/23	ESG TD
17/02/25	Westpac Bank	AA-	\$2,000,000.00	728	2.02%	20/02/23	ESG TD
24/02/25	Westpac Bank	AA-	\$2,500,000.00	728	2.10%	27/02/23	ESG TD
20/11/25	Westpac Bank	AA-	\$1,500,000.00	1004	1.87%	20/02/23	ESG TD
17/02/26	Westpac Bank	AA-	\$2,500,000.00	1093	2.24%	20/02/23	ESG TD
24/02/26	Westpac Bank	AA-	\$2,000,000.00	1093	2.31%	27/02/23	ESG TD
03/03/26	Westpac Bank	AA-	\$2,000,000.00	1096	2.22%	03/03/23	ESG TD
16/08/23	Commonwealth Bank of Australia	AA-	\$1,500,000.00	1826	4.40%	16/08/18	Floating Rate Notes
08/02/24	ANZ Bank	AA-	\$1,500,000.00	1826	4.55%	08/02/19	Floating Rate Notes
29/08/24	ANZ Bank	AA-	\$1,500,000.00	1827	4.33%	29/08/19	Floating Rate Notes
14/11/24	Citibank	A+	\$1,000,000.00	1827	4.37%	14/11/19	Floating Rate Notes
12/02/25	Macquarie Bank	A+	\$2,000,000.00	1827	4.34%	12/02/20	Floating Rate Notes
06/05/25	Royal Bank of Canada	AAA	\$1,000,000.00	1096	4.06%	06/05/22	Floating Rate Notes
17/10/25	Suncorp Metway	AAA	\$1,000,000.00	1096	4.20%	17/10/22	Floating Rate Notes
09/12/25	Macquarie Bank	A+	\$2,000,000.00	1651	4.12%	02/06/21	Floating Rate Notes
13/01/26	Commonwealth Bank of Australia	AA-	\$1,500,000.00	1096	4.21%	13/01/23	Floating Rate Notes
24/02/26	Members Banking (RACQ Bank)	BBB+	\$2,300,000.00	1096	5.05%	24/02/23	Floating Rate Notes
16/03/26	The Toronto-Dominion Bank	AAA	\$2,000,000.00	1096	4.36%	16/03/23	Floating Rate Notes
15/06/26	Teachers Mutual Bank	BBB	\$850,000.00	1825	4.34%	16/06/21	Floating Rate Notes
19/08/26	ING Bank	AAA	\$500,000.00	1826	3.87%	19/08/21	Floating Rate Notes
23/12/26	Commonwealth Bank of Australia	AA-	\$2,000,000.00	1917	4.10%	23/09/21	ESG FRN
18/08/27	Commonwealth Bank of Australia	AA-	\$1,100,000.00	1826	4.49%	18/08/22	Floating Rate Notes
13/01/28	Commonwealth Bank of Australia	AA-	\$1,500,000.00	1826	4.46%	13/01/23	Floating Rate Notes
19/01/28	Cooperative RABOBank	A+	\$1,000,000.00	1826	4.49%	19/01/23	Floating Rate Notes
16/02/28	Westpac Bank	AA-	\$1,000,000.00	1826	4.47%	16/02/23	Floating Rate Notes
15/12/23	NITC	Aa3	\$2,000,000.00	1188	1.00%	15/09/20	Fixed Rate Bond
15/12/24	NITC	Aa3	\$2,000,000.00	1206	1.00%	27/08/21	Fixed Rate Bond
15/06/25	NITC	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	\$1,015,226.81		4.05%		AMP At Call
	AMP Bank	BBB	\$3,876.67		1.50%		AMP At Call
	Macquarie Bank	A+	\$2,005,586.80		3.55%		Macquarie CMA
	Macquarie Bank	A+	\$2,741,444.94		3.35%		Macquarie CMA
31/03/23			\$139,616,135.22				
TOTAL INVESTMENTS at 28/02/2023			\$140,987,543.93				
Net Increase/(Decrease) in Investments			(\$1,471,408.71)				

Certificate of the Responsible Accounting Officer

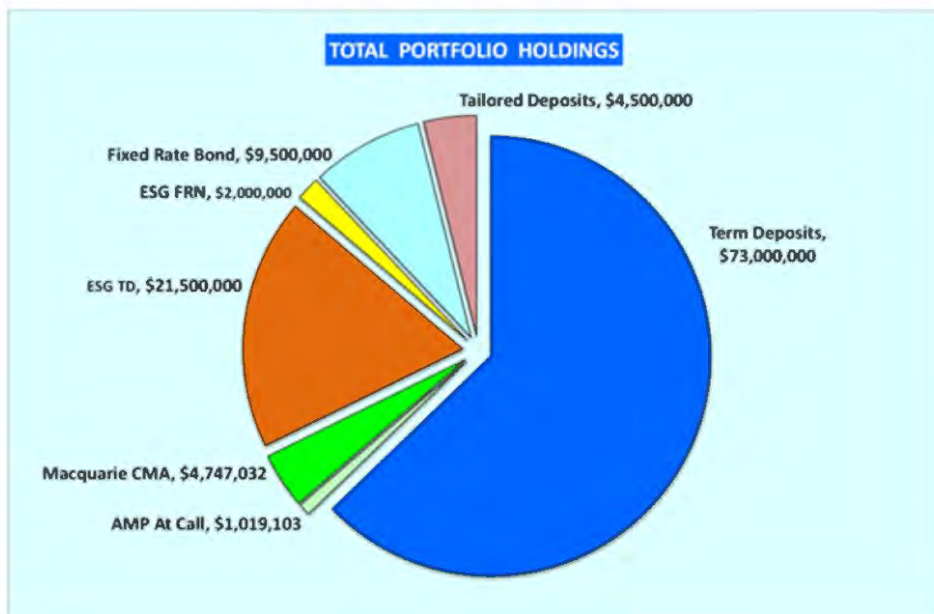
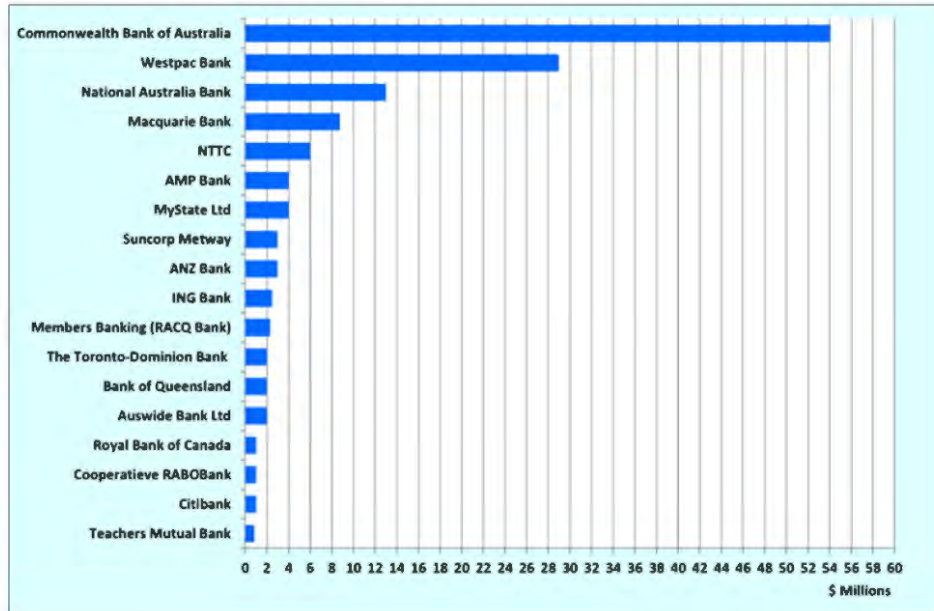
I certify that as at the date of this report, the investments listed have been made and are held in compliance with Council's Investment Policy and applicable legislation.

Evan Hutchings

Date: 12 April 2023

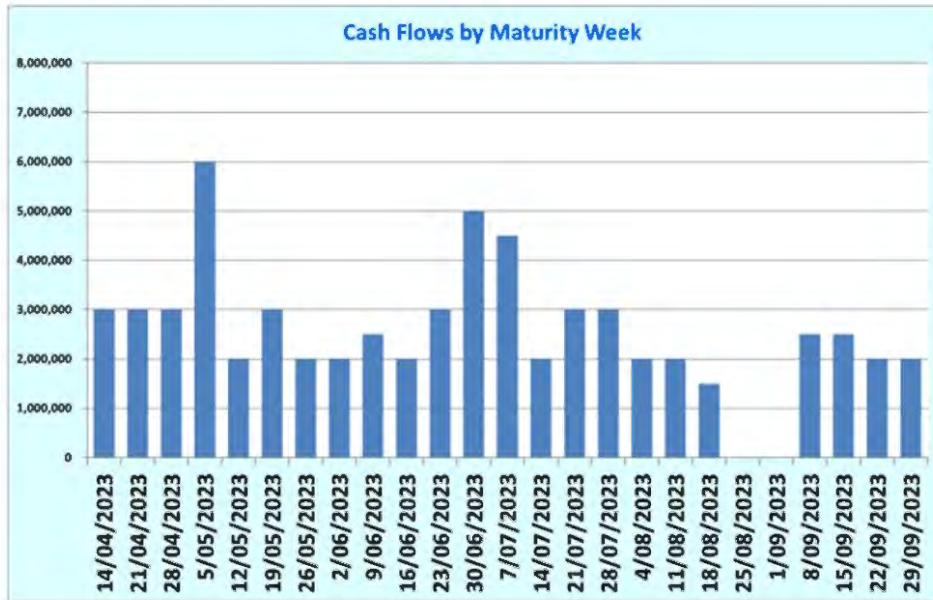
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Total Investment Deposits by Institution as of 31 March 2023



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Weekly cash flow forecast for 6 months as of 31 March 2023



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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%	2.15%
	Commonwealth Bank of Australia	45%	38.78%
	National Australia Bank	45%	9.32%
	Westpac Bank	45%	20.79%
Aa3	NTTC	45%	4.30%
AAA	Suncorp Metway	45%	2.15%
	ING Bank	45%	1.79%
	The Toronto-Dominion Bank	45%	1.43%
	Royal Bank of Canada	45%	0.72%
A+	Macquarie Bank	30%	6.27%
	Cooperatieve RABOBank	30%	0.72%
	Citibank	30%	0.72%
BBB+	Members Banking (RACQ Bank)	10%	1.65%
	Bank of Queensland	10%	1.43%
Baa2	Auswide Bank Ltd	10%	1.43%
	MyState Ltd	10%	2.87%
BBB	Teachers Mutual Bank	5%	0.61%
	AMP Bank	5%	2.88%
	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-	\$99,100,000.00	45%	71.03%
Aa3	\$6,000,000.00	45%	4.30%
AAA	\$8,500,000.00	45%	6.09%
A+	\$10,747,031.74	30%	7.70%
A	\$0.00	30%	0.00%
BBB+	\$4,300,000.00	10%	3.08%
BAA2	\$6,000,000.00	10%	4.30%
BBB	\$4,869,103.48	5%	3.49%
BBB-	\$0.00	5%	0.00%
NR	\$0.00	0%	0.00%
Total	\$139,516,135.22		100.00%

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Investment Transactions during March 2023

Date	Transaction	Bank/Issuer	Type	Term	Int Rate	Amount	Interest Paid
28/02/2023	Balance	Investment Balance Fair Value				\$140,987,543.93	
1/03/2023	Purchase	Commonwealth Bank of Australia	Term Deposits	197	4.75%	\$2,500,000.00	
1/03/2023	Purchase	Commonwealth Bank of Australia	Term Deposits	379	5.05%	\$2,000,000.00	
2/03/2023	Reset	Bank of Queensland	Term Deposits	216	3.50%	(\$2,000,000.00)	\$41,424.66
2/03/2023	Reset	Bank of Queensland	Term Deposits	203	4.63%	\$2,000,000.00	
2/03/2023	Reset	Westpac Bank	ESG TD	364	4.20%	(\$2,000,000.00)	\$20,712.33
2/03/2023	Reset	Westpac Bank	ESG TD	274	4.20%	\$2,000,000.00	
3/03/2023	Purchase	Commonwealth Bank of Australia	Term Deposits	209	4.63%	\$2,000,000.00	
3/03/2023	Reset	Westpac Bank	ESG TD	728	1.62%	(\$1,500,000.00)	\$5,858.63
3/03/2023	Reset	Westpac Bank	ESG TD	640	1.62%	\$1,500,000.00	
3/03/2023	Reset	Westpac Bank	ESG TD	1184	2.22%	(\$2,000,000.00)	\$10,704.66
3/03/2023	Reset	Westpac Bank	ESG TD	1096	2.22%	\$2,000,000.00	
6/03/2023	Reset	Westpac Bank	ESG TD	455	1.68%	(\$2,000,000.00)	\$8,376.99
8/03/2023	Reset	Westpac Bank	ESG TD	364	1.68%	\$2,000,000.00	
9/03/2023	Maturity	Commonwealth Bank of Australia	Term Deposits	223	3.45%	(\$3,000,000.00)	\$63,234.25
9/03/2023	Purchase	ING Bank	Term Deposits	390	5.00%	\$2,000,000.00	
9/03/2023	Purchase	National Australia Bank	Term Deposits	210	4.65%	\$2,000,000.00	
9/03/2023	Reset	Macquarie Bank	Floating Rate Notes	1651	3.61%	(\$2,000,000.00)	\$17,792.88
9/03/2023	Reset	Macquarie Bank	Floating Rate Notes	1651	4.12%	\$2,000,000.00	
10/03/2023	Maturity	National Australia Bank	Term Deposits	120	3.80%	(\$2,000,000.00)	\$24,986.31
16/03/2023	Maturity	Macquarie Bank	Term Deposits	365	1.20%	(\$2,000,000.00)	\$12,720.00
16/03/2023	Purchase	The Toronto-Dominion Bank	Floating Rate Notes	1096	4.36%	\$2,000,000.00	
16/03/2023	Reset	Teachers Mutual Bank	Floating Rate Notes	1825	3.87%	(\$850,000.00)	\$8,107.73
16/03/2023	Reset	Teachers Mutual Bank	Floating Rate Notes	1825	4.34%	\$850,000.00	
21/03/2023	Maturity	AMP Bank	Term Deposits	210	3.70%	(\$1,000,000.00)	\$21,287.67
23/03/2023	Maturity	Commonwealth Bank of Australia	Term Deposits	139	3.83%	(\$2,000,000.00)	\$29,170.96
23/03/2023	Reset	Commonwealth Bank of Australia	Floating Rate Notes	1917	3.63%	(\$2,000,000.00)	\$17,909.75
23/03/2023	Reset	Commonwealth Bank of Australia	Floating Rate Notes	1917	4.10%	\$2,000,000.00	
30/03/2023	Maturity	MyState Ltd	Term Deposits	181	4.10%	(\$2,000,000.00)	\$40,663.01
	Activity	Macquarie Bank	At Call (Macquarie)		3.55%	\$5,586.81	\$5,586.81
	Activity	Macquarie Bank	At Call (Macquarie)		3.35%	(\$2,977,042.79)	\$10,237.21
	Activity	Commonwealth Bank of Australia	At Call (CBA)		0.25%	(\$0.20)	
	Activity	AMP Bank 31Day Notice	At Call (AMP)		4.05%	\$1,000,043.01	\$43.01
	Activity	AMP Business Saver	At Call (AMP)		1.50%	\$4.46	\$4.46
31/03/2023		EOM Balance			Total	\$139,516,135.22	\$338,821.32

Total Interest Received during March 2023

Ledger Account	Type	March
102623-1465-40068	Investments	\$322,949.83
102623-1465-40067	At Call Accounts	\$15,871.49
	Sub-Total	\$338,821.32
102623-1465-40066	General Bank Account	\$7,221.28
	Total	\$346,042.60

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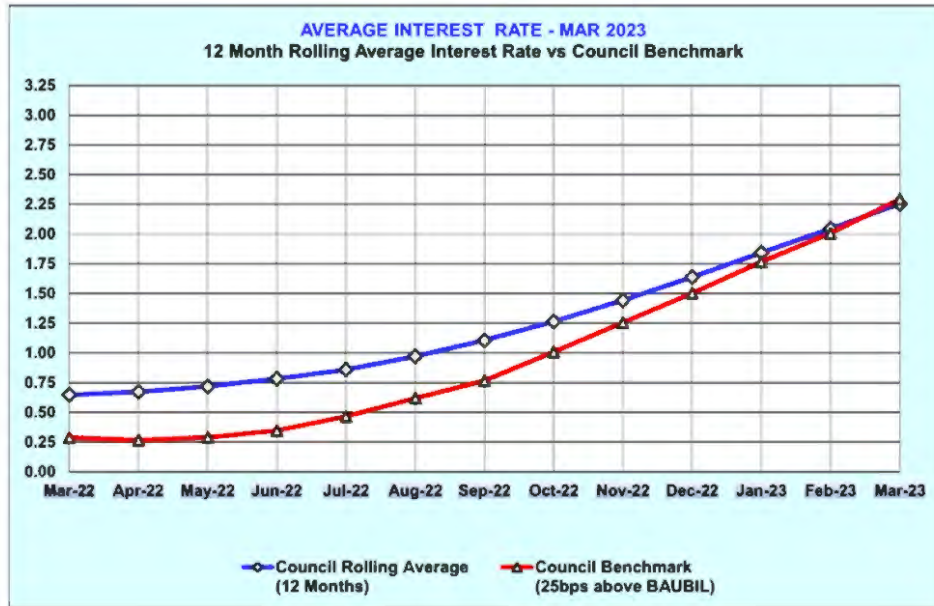
Statement of Consolidated Cash and Investments as of 31 March 2023

Consolidated Cash & Investments	
Cash & Investments	
Cash At Bank as at 31 March 2023	\$1,566,202.16
Investments at Fair Value as at 31 March 2023	\$139,516,135.22
Total Cash & Investments	\$141,082,337.38
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	\$84,003,668.02
Internally Restricted Reserves	
Internally restricted reserves are funds restricted in the use by resolution or policy of Council	
Total Internal Restrictions	\$44,193,945.00
Unrestricted Cash & Investments	
Total Unrestricted Cash & Investments	\$12,884,724.36
Total Cash & Investments	\$141,082,337.38

Note: At the time of this report, developer contributions
have yet to be finalised for Mar 2023

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Comparative Graphs

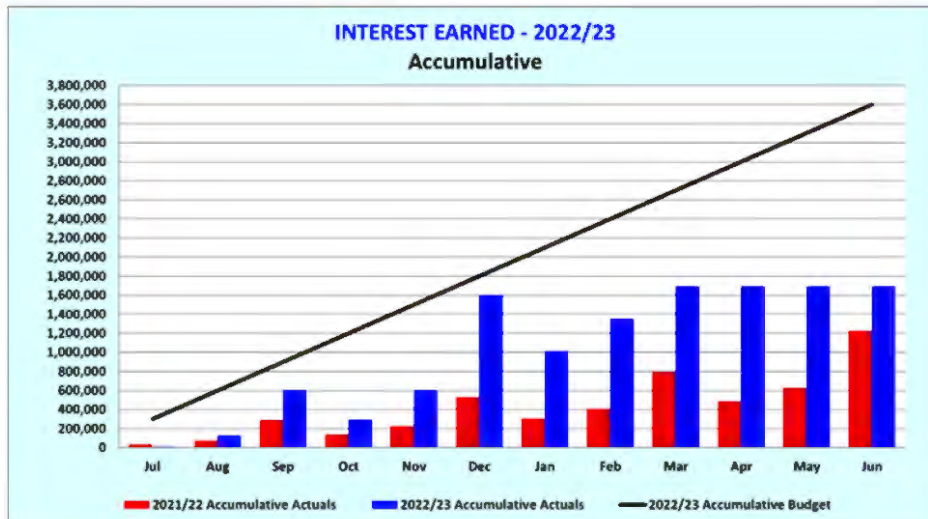
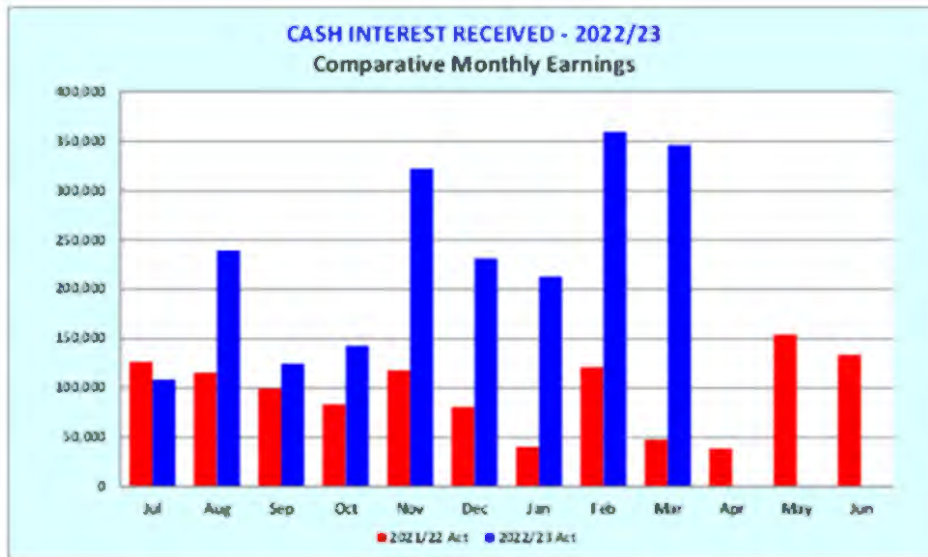


The BAUBIL (Bloomberg Ausbond Bank Bill) Index is engineered to measure the Australian money market by representing a passively managed short term money market portfolio. This index is comprised of 13 synthetic instruments defined by rates interpolated from the RBA 24-hour cash rate, 1M BBSW, and 3M BBSW.

The Annual Average BAUBIL plus 25bps (a quarter of 1 percent) forms Council's benchmark rate against which Council's actual investment returns are compared.



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